THIS PAGE IS DECLASSIFIED IAW EO 13526

ROLL# NO 306

CAMERA# 7

DATE FILMED 5-12-72

OPERATOR# M.D.

REDUCTION 26:1

J 0 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

# The Black Vault

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

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

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

310TH BOMBARDMENT WING — MEDIUM

SMOKY HILL AIR FORCE BASE

# HISTORY

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

K-WG-310-HI
JUL 1955

2-3228-67

BSI Cont'l No
S13315

0005

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

JULY 1955/UNCLASSIFIED/

802D AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

Selmon W. Wells

SELMON W. WELLS
Colonel USAF
Commander

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

Monitored by Major William H. Crawford, Director of Personnel

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

SECRET

0006

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 7 |
| Inspector | 9 |
| Comptroller | 9 |
| Chapter II Personnel | 11 |
| Command | 12 |
| Staff | 12 |
| Combat and Maintenance | 13 |
| Manning: Officers | 14 |
| Manning: Airmen | 14 |
| Reenlistment Rate | 14 |
| Promotions | 15 |
| Morale, Welfare and Discipline | 16 |
| Discipline | 17 |


SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Chapter III Operations and Training 18
Flying Training 18
Accomplishments 19
379th Bombardment Squadron 23
380th Bombardment Squadron 25
381st Bombardment Squadron 26
310th Air Refueling Squadron 27
Ground Training 32
Observer 33
Flying Safety 34
Intelligence 34
Special Weapons 35
Security 36
B-47 Standboard 37
KC-97 Standboard 38
Bombing and Gunnery 39
EWP and Status 40
Chapter IV Materiel and Maintenance 41
Logistics 43
Supply 44
Maintenance 44
Facilities 47
Roster of Key Personnel 49
Bibliography 50



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Appendix 52

List of Exhibits 53

Exhibits



1009

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CHRONOLOGY

| | |
|---|---|
| 1 July 1955 | 310th Bombardment Wing and all other units of Smoky Hill Air Force Base come under the command of Eighth Air Force, after being assigned to Fifteenth Air Force for more than three years. |
| 7 July 1955 | 310th Staff briefs Major General James C. Seltzer on activities of the wing. |
| 13 July 1955 | Lt. Col. Shadrach E. Davis assigned as 310th Director of Materiel. |
| | Colonel de Russy returns to 310th Bombardment Wing Command after an extended leave. |
| 14 July 1955 | Colonel de Russy and Colonel Wood welcome Major General Wiley D. Ganey to the base. The General, a former 802d Air Division Commander, was given an extended tour of the base and its new facilities. |
| 20 July 1955 | Colonel de Russy to March Air Force Base for a conference with Major General Walter C. Sweeney, Commander, Fifteenth Air Force. |

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | | | |
|---|---|---|---|
| TDY | Temporary Duty | TOC | Tech Order Compliance |
| ZI | Zone of Interior | UR | Unsatisfactory Report |
| ISO | Information Services Office | | |
| TWX | Message via Teletype | | |
| SHAFB | Smoky Hill Air Force Base | | |
| IG | Inspector General | | |
| RCS | Reports Control Symbol | | |
| OJT | On-the-Job-Training | | |
| A&E | Armament and Electronics | | |
| IRS | In Required Speciality | | |
| AWOL | Absent Without Leave | | |
| VD | Venereal Disease | | |
| RBS | Radar Bomb Scoring | | |
| SAC | Strategic Air Command | | |
| MIL | Maintenance Instruction Letter | | |
| CEA | Circular Error Average | | |
| ADC | Air Defense Command | | |
| ADIZ | Air Defense Zone | | |
| EWP | Emergency War Plan | | |
| RCAF | Royal Canadian Air Force | | |
| UK | United Kingdom | | |
| IFI | In-flight Instruction | | |
| UAL | Unit Authorization List | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER I

ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of July 1955. Even though the wing was shifted from Fifteenth Air Force to Eighth Air Force, the job of the 310th remained the same i.e., to maintain the high state of proficiency displayed by its crews during the recent overseas mobility. 1/

Several successful missions were flown during the month with the most important being operation "LOCK ON." Other flying training activities increased during the reporting period as the wing experienced its first full month of flying training at Smoky Hill after the TDY to England. 2/

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing was unchanged during July 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 July 1955 the wing had assigned the Command and Adjutant sections and the Directorates of Operation, Materiel, Personnel and Comptroller. Other units assigned included the 379th, 380th and

---

1/ Interview with Director of Comptroller by Wing Historian.

2/ 310th Directorate of Operations Historical Report, Jul 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



381st Bombardment Squadrons, 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. Only other unit assigned to the 310th was the Tactical Hospital. All unit structures remained the same, however, key personnel changes were numerous throught the entire wing. 3/

On 1 July 1955 the 310th Bombardment Wing -along with the 802d Air Division, 802d Air Base Group and the 40th Bombardment Wing- came under the command and jurisdiction of Eighth Air Force. 4/ After more than three years of service with Fifteenth, the change came as a surprise to many of the assigned personnel at Smoky Hill.

ADMINISTRATION:

Almost all administrative activity within the 310th reflected an increase over previous months. With the wings deployment in the past, most administrative work settled down to a smooth routine, however, the volumn of work involved increased sharply. With "paper work" on the upswing, the wing really began to feel the pinch of personnel shortages within the administrative field. Since returning to the ZI the wing has been experiencing numerous personnel losses in the clerical field. These losses coupled with the wings increased activity has caused serious problems in the administrative phase of the operation causing many clerical people to work long periods of

---

3/ 310th Bomb Wing Historical Report, May and June 1955.

4/ ISO Press Release, 9 Jun 55. (Appeared in the Salina JOURNAL)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



overtime in order to "get the job done." 5/

During the month Eighth Air Force Headquarters dispatched a message to this and other stations concerning station commanders. This message directed each base to designate an acting Division Commander or acting Wing Commander when the senior commander of a station is temporarily off base. It also directed that the senior commander assign someone who would always be available and on the station during his absence. Another provision of the message was the requirement that the SOCS operator be briefed as an aid to the Eighth Air Force alert system. A list of all officer who might be designated as acting commander was furnished higher headquarters. 6/

The wing received an extension on submission of Records Control Schedules during the month. Reason for the extension was the wings recent TDY. A rough draft of these schedules will be due in the Wing Adjutant section by 2 August. After they have been reviewed by Base Records section, they will be returned to the squadrons for resubmission in final form. Target date for completion of this project is sometime during the middle of August. 7/

During the month Eighth Air Force directed that the large number of TWX's being sent to that headquarters be cut down to include only such correspondence that could not be handled by

---

5/ Interview by Wing Historian with 310th Director of Personnel.

6/ TWX, Hq., 8th Air Force, CS 3321, 18 Jul 55. Exh 1

7/ 310th Bomb Wing Staff Meeting Minutes, 26 Jul 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



mail. The new headquarters plans to conduct a special exercise between 1 and 5 August during which time only those TWX's that are of an operational priority nature will be accepted.

On 6 July 1955 the wing received instructions from the Eighth Air Force Historical section concerning submission of the monthly historical report. According to these instructions all copies would be forwarded to Eighth Air Force Headquarters. In addition the Historical section requested that each person in the historical program complete one of the "Historical Technician Background" cards. 8/

During the latter part of the month the wing published a regulation establishing procedures for initiating periodic reviews of all 310th Bombardment Wing publications. This directive -applicable to all activities of the wing- established that the staff office having primary interest in addition to accomplishment would be responsible for revision of said regulation. Primary purpose of this directive was to keep publications within the wing to a minimum consistent with the needs and mission of the wing. It was forcefully stated that no 310th publication should duplicate existing higher headquarters directives. 9/

With the wartime history of the parent 310th Bombardment Group finalized, the wing published a "poop sheet" giving data pertinent

---

8/ Ltr, Hq., 8th Air Force, "Submission of Unit Histories," 6 Jul 55. Exh 2

9/ 310th Bomb Wing Reg, 5-4, "310th Bomb Wing Publications," 11 Jul 55. Exh 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



to the old 310th unit that operated in the Mediterranean Theatre of Operations during World War II. Material in this document was drawn largely from histories of the 310th Bombardment Group, Light, Medium, and its assigned squadrons. 10/

SPECIAL EVENTS:

On 1 July 1955 the 310th Bombardment Wing, along with all the other organizations of Smoky Hill Air Force Base, came under the jurisdiction of Eighth Air Force after serving under the command of Fifteenth for more than three years. The personnel of Smoky Hill and the 310th may rightfully be proud to have served in such a fine command as Fifteenth Air Force. The record of its achievements reflects well deserved praise for its Commander and Staff.

While the wing and base were coming under the command of a new Air Force the units did not lose their old commander. Almost immediately after the announcement was made concerning the change of Air Force designations an announcement was made that Major General Walter C. Sweeney, Commander of Fifteenth Air Force, would be the new Eighth Air Force Commander, replacing Major General J. B. Montgomery.

On 7 July 1955 the 310th Bombardment Wing staff held a briefing for Major General James C. Seltzer. The Wing Commander and all

---

10/ Ltr, Hq. 310th Bomb Wing, "Historical Data Pertaining to the 310th Bomb Group, Medium," 22 Jul 55. Exh 4



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

key staff officers of the 310th were in attendance. Topics of the briefing included operations, flying training and organizational plans of the wing.

On 13 July 1955 Colonel John H. de Russy and his family returned to Smoky Hill and the command of the 310th Wing from Hawaii, culminating a 20 day vacation with members of his family living in the Islands. Immediately upon his return to Smoky Hill strong rumors were heard concerning Colonel de Russy's imminent transfer to another command. At the end of July nothing official had been released concerning the Colonel's departure, however, word was expected momentarily.

The 14th of July marked the return of a familiar face to Smoky Hill when Major General Wiley D. Ganey, former Commander of the 802d Air Division, visited the base for a short time. Colonel de Russy, 310th Commander, and Colonel Delmore P. Wood, 310th Deputy Commander, were on hand to greet the General. 11/ He was taken on an extended tour of the base and was visibly impressed with the progress being made, facility wise, on Smoky Hill.

Colonel de Russy departed the base on 20 July for a conference with the Commander of Fifteenth Air Force, Major General Walter C. Sweeney. Immediately upon completion of his work at Fifteenth Colonel de Russy returned to Smoky Hill and the 310th Wing.

---

11/ Series of Photos on General Ganey's Visit to SHAFB. Exh 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



INSPECTOR:

Early during the month a letter was dispatched by Colonel Wilson R. Wood, Eighth Air Force Inspector General, to the Commander of the 802d Air Division. Purpose of this letter was to acquaint commander and their IG's with the methods and procedures used by the Eighth Air Force Inspector Office when conducting an inspection at the wing and air base group level. 12/

On 31 July 1955, the Eighth Air Force Familiarization Team arrived and began an inspection of the 310th Bombardment Wing's maintenance squadrons. Purpose of the visit was to study transportation and communication problems in accordance with SAC Regulation 66-24 and 66-12. A report was submitted to the Deputy Commander by Major William H. Crawford, 310th Inspector, in which the Familiarization Teams findings were discussed and recommendations made to facilitate improvement for the transportation and communication systems of the wing. 13/

COMPTROLLER:

At the Staff Meeting conducted 26 July 1955, it was decided that all RCS reports would be submitted through the Comptroller Office enroute to the appropriate section. The Comptroller section maintains a suspense file for all such reports and needs to coordinate

---

12/ Ltr, Hq., 8th Air Force, "Familiarization with Eighth Air Force IG Inspection Procedures," 1 Jul 55. Exh 6

13/ Report of 22 July on Familiarization Team's Findings.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



all reports in order to keep them in an accurate file. 14/ In addition an RCS reports calendar was prepared for distribution to all sections concerned.

Also during this period the section performed routine duties such as posting the commander's briefing handbook and the MCS handbook in addition to preparing and posting related charts. 15/

14/ 310th Bomb Wing Staff Meeting Minutes, 26 Jul 55.

15/ 310th Directorate of Comptroller Historical Report, Jul 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# 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 discrepency 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 Report, July 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On the bright side of the per sonnel picture was the increased efficiency and workability of the OJT 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.

COMMAND:

During the month of July a few major changes were noted. Colonel Delmore P. Wood, Formerly of Mountain Home Air Force Base, Idaho, replaced Colonel Murray A. Bywater as Deputy Wing Commander.[2] Colonel Bywater is now Commander of the 407th Strategic Fighter Wing at Great Falls Air Force Base, Montana. Colonel John H. de Russy is awaiting reassignment as Chief of Logistics and Coordination for Atomic Powered Aircraft at Wright-Patterson Air Force Base in Dayton, Ohio. Colonel DeRussy's place as 310th Wing Commander will be taken by Colonel Selmon W. Wells of Mountain Home Air Force Base, Idaho.

STAFF:

Several key changes were made within the wing during the month of July. Of primary importance was the appointment of Lieutenant Colonel Bruce E. Hart as the new Inspector General,[3] relieving Major

---

2/ 310th Bombardment Wing Director of Personnel Historical Report for July 1955

3/ 310th Bomb. Wing General Orders #10, Section 1&2, 13 July 1955. Exh 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



William A. Crawford. Major Crawford was appointed to the post of Director of Personnel. Another transfer of considerable import was the appointment of Lieutenant Colonel Shadrack E. Davis as Director of Material, replacing Colonel Harry H. Jones.[4] In addition, Lieutenant Colonel Jordan became the Commander of the 310th A&E Squadron, and Lieutenant Colonel Call the Chief of Maintenance for the wing.[5]

COMBAT AND MAINTENANCE:

Combat ready crew status for the month was affected by two principle factors: 1) Loss of personnel(2) assignments within the wing relieving them as crew members. The combat crew strength for July stands at fourty bombardment and ten tanker crews, in comparison with the total for June of 38 bombardment and 18 tanker crews.[6]

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.

The wing Intelligence Program provides a particular example of the above. It cannot be further implemented until the following AFSC's can be obtained.

(1) One 2044-Photo Radar Officer

(2) Two 2054's- Operations Intelligence Officer

(3) Four 20470's - Operations Intelligence Technician

---

4/ 310th Bomb. Wing General Orders #8, Section 1, 13 July 1955. Exh 8

5/ 310th Bomb. Wing Staff Meeting minutes, 12 July 1955

6/ 310th Bomb. Wing Management Control Systems Report for July 55. Exh 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(4) One 20450 -Operations Intelligence Specialist

The above positions are presently occupied by 30 level trainees 7/

MANNING: OFFICERS

During July the Officer Manning % IRS was on a slight decline. Of the 429 Officers required,347 were assigned. The monthly rate was 80.9% IRS as compared with last months 85.5% . An energetic training and upgrading program is expected to increase the score recorded by the Wing during July. 8/

MANNING: AIRMEN

A minor change in airmen manning for indirect support was observed during July . Of the 557 airmen required for indirect support,377 were in their required specialty,making the % IRS 67.7 per cent. Direct support manning remained fairly constant with a slight .2% fluctuation from the May-June averages. The lack of an authorization for the conversion of AFSC's in certain career fields,along with the continued loss of personnel are the biggest factors contributing to the decrease of indirect support. Manning was most critical in the maintenance and administrative career fields. 9/

REENLISTMENT RATE:

Reenlistments for July more than doubled those of June. During

---

7/ R &R ,310th DC "Key to Personnel shortages for SAC T-12" report 26 July 55. Exh 10

8/ 310th Bomb.Wing Management Control Systems Report,July 1955. Exh 9

9/ ibid



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



July a total of 55 men were discharged from service from within the 310th Bombardment Wing. Of the 55 discharged,17 reenlisted,in contrast with the June figures of 50 discharges and only 8 reenlistments.[10] Much can be said for the Air Force Reenlistment Program which is currently in full swing,but the best"proof of the pudding" is always the local consideration as illustrated by the above figures. The long-awaited hope by Air Force Officials that more personnel would "Stay Air Force" is gradually becoming a realization . The 310th Bombardment Wing may be thankful that they are not an exception to the case.

PROMOTIONS:

Two Officer promotions were announced for the month of July by the 310th Bombardment Wing. Second Lieutenants George Macinko and Lincoln C.Nolte were upgraded to the rank of First Lieutenant.[11] No Airman promotions were made for the month of July due to a bi-monthly promotion system currently in effect for the 310th Bombardment Wing.

The total strength of the 310th Bombardment Wing for July was 365 Officers and 1438 airmen assigned. These figures reflect a slight drop in the number of Officers assigned,and an increased number of airmen assigned since June.There were 373 Officers and 1474 airmen in the wing for that month.[12]

---

10/ 310th Bomb. Wing management Control Systems for July 1955. Exh. 9

11/ Interview,310th Bomb. Wing Historian with S/Sgt. Wood,310th Director Of Personnel Office.

12/ Ibid.

J 0 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE, WELFARE AND DISCIPLINE:

Despite continuous efforts exerted during July, several factors prevented the realization of good morale within the wing. Torrid July temperatures,long irregular working hours, and the staggering work-loads committed to undermanned maintenance and administrative sections remained the biggest stumbling blocks to be conquered.

To give credit where it is due, much can be said for the members of the Special Services Office who did more than their part to alleviate the situation by attempting to provide adequate recreational facilities for wing personnel.

As part of their program for July, construction began on the Base Bowling Alley. The addition of two new alleys, a cloak room,and a well stocked refreshment stand,along with modern furniture to add to the decor will provide a welcome recreational oasis for the wing.

The cry of "Tennis anyone" will soon be echoed after sunset as a result of construction initiated during July on the Base Courts. The addition of arc-lights will go hand-in-hand with the installation of new fencing to boost the popularity of Tennis among wing personnel.

On the social scene,much speculation took place concerning the new Service Club. Workman labored around the clock to meet the completion deadline set for early September. Very little information has been publicly concerning the Club, but hopes are held high that it will live up to it's expectations as the new hub of social life for all 310th Bombardment Wing personnel.

J 0 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DISCIPLINE:

During July a sharp increase in the AWOL rate was recorded. In comparison with the rate of 1.03% for April, the rate for July jumped to 3.5%, as a result of 6 men going AWOL for the month.

In addition, there were 14 Article 15's issued during the month, along with 3 Summary Court-Martials. Seven V.D. cases were treated at the Base Hospital, establishing the monthly rate for the wing at 3.4%[13].

13/ 310th Bomb. Wing Management Control Systems Report for July 1955. See exh 9

U 0 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

The wing completed 87.5 per cent of the quarterly SAC Reg 50-8 requirements during the month. However, only 90 per cent of the required radar RBS runs were completed. This was due to the low number of side track runs completed because of late arrival of a SAC letter directing such runs. Visual work was below desired standards due to weather.

During the month crew records were reviewed and problem areas affecting the proficiency of combat ready crews were noted. Combat crews with low proficiency on radar RBS were scheduled for the required quantity to make up the deficiency. In most cases however, these schedules were out of line because of an excessive radar abort rate. In July special emphasis was given the Bomb-Navigation systems in order to correct the radar difficulties. Aircraft with systems that had recurring difficulties or malfunctions on or with unreliable scores were scheduled for a complete ground operational check. To help improve the reliability factor and help improve bad scores, a wing target study section was organized on 20 July 1955. The most qualified B-47 Observers were assigned to this function to provide the crew observers with the best possible target studies, most accurate information and recent materials.[1/]

---

1/ R & R,310th Director Of Operations Report, "Low proficiency of Combat Ready Crews", 28 July 1955. Exh.11

J 0 2 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Air refueling continued to be a major problem area. Higher Headquarters ordered missions required the Air Refueling Squadron to support other units for all but 17 flying days of the quarter. A revised Supplement 18, for SAC Reg 50-8, deleted the two day Air Refueling already accomplished and required the wing to complete two night refuelings. This was not accomplished due to higher Headquarters committments.

Maintaining an adequate number of crew assigned observers continued to be a problem. The loss of five observers soon to be released from active duty may reduce the number of combat ready crews, decreasing the wing strength to the lowest it has ever been since it became combat ready.

The wing was projected to fly and accomplish various training items during the month. A good percentage of these goals were accomplished with the biggest showing made by the Air Refueling Squadron which was approximately 20 hours over it's projected flying time.[2/]

ACCOMPLISHMENTS:

The total flying hours accomplished by the Wing for July was 1250:35 hours of B-47 training.[3/] The breakdown by Squadron is listed below:

379th BOMRON -386:00 hrs. 381st BOMRON -432:38 hrs.

380th BOMRON -432:00 hrs.

---

2/ 310th Bomb. Wing Operations Order 409-55,"Training for July 1955" dated 1 July 1955. Exh12

3/ 310th Bomb. Wing Production and Statistical Summary,1 July 1955 Exh.13



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The total flying hours accomplished by 310th Air Refueling Squadron for the month of July was 623:40, as opposed to the 602 hours projected.

Further data for B-47 activity shows that for the month of July 183 Record Radar RBS runs were flown, as well as 25 Record Visual RBS runs.Of the 215 B-47 sorties projected,208 were accomplished. With referance to the 114 KC-97 sorties projected, 121 were realized. All additional training information is listed below:

| | | | |
|---|---|---|---|
| Radar Camera Attacks - | 78 | Radar Rendezvous- | 42 |
| Visual Camera Attacks- | 53 | Airborne Radar Approaches - | 46 |
| Record Visual Releases- | 23 | Night Celestial Missions - | 5 |
| Night Celestial Legs- | 61 | Depressurized Flying - | 47 |
| Day Celestial Legs- | 19 | Fighter Intercept Missions- | 4 |
| Grid Legs- | 24 | Pilot Proficiency Missions- | 7 |
| Air Refuelings- | 43 | | |

Included in this training was the wings highly successful training mission, operation "LOCK ON"[4/]. The mission was initiated on 11 July and was to carry through 10 August by the Air Proving Ground Command. Tactical Aircraft of the 310th wing- both B-47 and KC-97 types-flew aggression type missions against Wortsmith Air Force Base,Michigan to test Phase III of project "LOCK ON" and evaluate the 63rd.Fighter Interceptor Squadron (F-89D) under sustained simulated combat conditions. All 310th crews selected were required to have night and day Air Refueling capability and a thorough knowledge of the A-5 gun -laying radar system .

---

4/310th Bomb.Wing Operations Order 92-55,"LOCK ON", 20 July 1955.Exh.14



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Big news, as far as operations were concerned, was the announcement of which crews would participate in the Seventh Annual SAC Bombing and Navigation for the 310th Bombardment Wing. Two crews and an alternate were chosen. They included Captain William T. Preston, Aircraft Commander and his crew, Captain Emmitt W. Kelly, Observer and Captain Mitchell A. Putt.[5] Representing the 380th Bombardment Squadron this crew had the most experience of the three, with Captains Preston and Kelly entering the competition for the third time.

Representing the 381st Bombardment Squadron will be the crew of Major Robert J. Foss, Aircraft Commander, Captain Nelson F. Mueller, Pilot, and Major George W. Eldridge, Observer.[6] Selected as alternate crew and carrying the Colors of the 379th Bombardment Squadron was the crew of Captain George F. Bennett, Aircraft Commander, First Lieutenant Le Roy B. Young, Pilot and Captain William L. Smith, Observer.

All crews began practice activities as soon as rules of the Competition would permit. Training activities were scheduled to be runs against Spokane, Washington and Los Angeles, California. Following selection of the Crews SAC Headquarters advised that B-47's scheduled to fly would not be equipped with tip tanks. In addition, each aircraft scheduled to fly in the big meet would be equipped with an eight foot extension at the oxygen hose at the fourth position for use by the Umpire.[7]

---

5/ Photograph of Captain Prestons Crew entered SAC Bombing and Navigation competition. Exh. 15

6/ Photograph of the 381st Bomb. Sqdn. crew entered in SAC Bombing and Navigation Competition. Exh. 16, and Alternate Crew from 379th.

7/ TWX, Headquarters SAC, OBT3A 58563, 28 July 1955. Exh. 17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



At the end of July, the probation of crews in the 310th wing reflected much improvement over the previous month. During the month a total of six lead and select crews were assigned, and during the same period five crews were taken off probation. This left just one crew on probationary status during the entire month and reflected a great effort to cut down on probationary status for wing crews .8/

During the month it was announced that a new system was in effect for all test crews of the wing . The new system established a rotational test crew furnished by each of the tactical squadrons on a one week basis. It was felt that this procedure would fit with the wings long-range planning program, insuring better test crews and cut down on the number of crews needed . The Air Refueling Squadron was also required to establish a like procedure for test jockeys. A requirement of from three to five good test crews per squadron was established. A schedule of test flight crew requirements was prepared and distributed to the tactical squadrons by the Director of Opreations .9/

In early July the wing established a firm procedure on the duties of flight supervision . It was established by this procedure that the flight supervisor will be on duty and will be at home in case of any operational or weather emergency .

---

8/ 310th Bomb.Wing Staff Meeting Minutes, 5 July 1955.

9/ 310th Bomb.Wing Reg. 55-4. "Flight Supervisory Personnel". Exh.18



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In addition, it was established that all Lieutenant Colonels and Majors who are qualified as Aircraft Commanders for either B-47 or KC-97 type aircraft would be placed on this Roster. Coordination between the Wing Control Room and the Senior Supervisors to establish contact was required at least once during the tour of duty. 10/

379th BOMBARDMENT SQUADRON:

The training goal for the 379th Bombardment Squadron for the month of July was the completion of quarterly 50-8 requirements and the upgrading of non-ready crews to combat ready status. To the disappointment of all those involved, these goals were not realized due to the lack of Tanker support.

The crew manning for the squadron for the month of July consisted of two lead, eight ready and four non-ready crews.

The newly initiated block training system, consisting of subjects related to 50-8 training was started this month within the 379th Bombardment Squadron. Two crews per week attended the program. In addition, one crew attended survival school at Stead Air Force Base in Reno Nevada.

During July there were no flying accidents in the squadron. There were 470:00 hours of projected flying time committed to this squadron for the month. Of these, only 386:00 hours were accomplished.

The biggest job for the month was the preparation and training of the two crews that were assigned to participate in the SAC Bomb-

---

10/ 310th Bomb. Wing Regulation 55-4, "Flight Supervisory Personnel" dated 11 July 1955. Exh. 18



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ing and Navigation Competition. This is the first time that these particular crews have ever participated in this meet, and they are both aware of the tremendous job of training ahead of them .

A change was announced this month when it was learned that Major Malcolm Stricklin , Engineering Officer, was to take command of the 310th Field Maintenance Squadron. Major Frederick H. Hoppman took his place as Maintenance and Engineering Officer.

A total of sixty-five sorties were flown this month for a reported 381 hours. There were 17 cancellations and two ground aborts for the month.

The Engineering Section encountered several confusing problems for the month:

(1) Engineering is continually requested to take the 781 series of forms from the aircraft to various agencies. Such a policy is not in accordance with T.O 00-20A-1.

(2) Maintenance directives from sources other than the Chief of Maintenance are causing difficulty concerning the question of which directive to comply with.

(3) Unnecessary duplication of such publications as M.I.L. 1-22 create a paperwork overload. This Section is already short one clerk, one Supply Specialist, and one Motor Vehicle Operator, and such tasks as these are too big a burden to be properly handled. 11/

---

11/ 379th Bomb. Squadron Historical Report for July 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



380TH BOMBARDMENT SQUADRON:

During the month of July the 380th Bomb Squadron started its first full month of stateside duty since returning from the United Kingdom deployment. Throughout July the squadron maintained an excellant standing operationally, and the overall results surpassed those of the other Bomb squadrons within the wing . Of the 490 hours flying time projected for the squadron , 432 were accomplished. There were 78 sorties scheduled for July, of which 74 became a reality. The crews of the 380th made a total of 128 landings and take-offs as well as 48 Ground Control Approaches. An all-out effort was made to make ready the two crews from the squadron which were selected to represent the wing in the SAC Bombing and Navigation Competition . The crew lead by Captain Preston has been accorded this honor for the third year in a row, and the squadron is extremely proud to have them as members.

The maintenance section continued the excellant work done in the past. During July the aircraft aborts and late take-offs were kept to the minimum despite a lack of maintenance personnel.

A big change was noted in the amount of support rendered by the 802nd. Air Base Group to this squadron. The Motor Vehicle Squadron supplied radios to all the 380th trucks, thus eliminating the need to return to the dispatchers office every time a new trip ticket was required . This greatly facilitated transportation to and from the line.

There were no major changes in command for the squadron during July.[12]

---

12/ 380th Bomb Squadron Historical Report for July 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



381ST BOMBARDMENT SQUADRON:

The 381st fell woefully behind on its flying committments for the month of July. Of the 450 hours of projected flying time,only 432 hours and 35 minutes were realized. It may be noted that despite this factor the CEA has dropped from 2650 feet to 856 feet over the past month due to continuous target study by the flight crews. The combined efforts of Major John Rowan and Captain Eugene Moses have born fruit from the standpoint of moulding better Observers in the squadron. All squadron personnel involved are still awaiting the results of operation "Lock On", a test of our ADC network of airborne which involved the penetration of ADIZ and security zones.

Aside from regular maintenance carried on daily in the 381st, the main preoccupation of the maintenance and engineering section is the changeover from the old aircfaft inverters to the new high altitude type.

The month of July saw considerable changes of personnel within the 381st Bomb Squadron. Squadron Commanderr Harold G. Fulmer went TDY to March Air Force Base for a period of two weeks , and in his absence his place as Commander was filled by Major Billie B. Mise and Colonel Arnold R. Megenity. In addition, a new Supply Officer and a new Line Chief were assigned . Several of the squadrons best Officers were reassigned to Wing Headquarters,and replacements for many of their vacancies have not yet been filled.[13/]

---

13/ 381st Bomb. Squadron Historical Report for July 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH AIR REFUELING SQUADRON:

The most alarming report from this squadron was that of the terrific undermanning problem experienced during July.The Air Refueling Squadron operated while at a loss of some 68 personnel. It also may be anticipated that any further loss will cause the squadron to revert to non-combat ready status. Present requirements call for an Adjutant, a Chief Clerk, four Personnel Equipment Technicians, seven Clerks, and approximately 52 flight and maintenance technicians. Also listed were the loss of two Aircraft Commanders, five Pilots and four Navigators. In naked contrast to these figures, only 8 combat crew members were gained during the month.

In compliance with 802nd Air Division Air Division Operations Order 10-55, The squadron flew 11 Sorties for 34 hours. It was estimated that 60 percent of the total flying time for the present training quarter(May-June-July) has been utilized in the support of missions directed by higher headquarters. These missions usually require a high sortie versus a low flying time rate, with accomplishments limited to air refueling.

The SAC minimum training requirements not accomplished this month are Pilot Proficiency,(day and night),Night Celestial and night air refueling due to compliance with missions ordered by higher headquarters. Complying with 8th Air Force Operations Order 94-55, the squadron sustained a four day stand down for deployment preparation. Due to fog



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and haze during the time of scheduled landing at Westover Air Force Base, the squadron had a six hour delay in take-off times. This resulted in the loss of 27 scheduled night celestial legs enroute.

There is only one non-combat ready crew capable of deploying, while six non-combat ready crews received limited training this month as explained above. As of 31 July 1955, SAC Regulation 51-19 requirements for non-combat ready crews were as follows:

NON-COMBAT READY CREW TRAINING

SAC REGULATION 51-19 REQUIREMENTS

COMPLETED

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IM 01 | ACFT COMDR | 90% | NAVIGATOR | 95% | FLT ENGR | 100% | PRI BOOM OPR | 100% |
| IM 25 | " " | 90% | " | 80% | " " | 95% | " " " | 100% |
| IM 32 | " " | 25% | " | 70% | " " | 70% | " " " | 95% |
| IM 34 | " " | 60% | " | 95% | " " | 60% | " " " | 60% |
| IM 35 | " " | 60% | " | 90% | " " | 90% | " " " | 50% |
| IM 36 | " " | 95% | " | 95% | " " | 95% | " " " | 95% |
| IM 37 | " " | 70% | " | 70% | " " | 0% | " " " | 95% |

These totals were extracted from SAC form 36, July 1955.

In accordance with 15Th Air Force Message DOTRS 1451, dated 12 March 1955, the following report was submitted on restricted refueling.

RESTRICTED REFUELING OPERATIONS, 310TH AIR REFUELING SQUADRON, JULY 1955

| CREW NR | SORTIES | DATE | RECEIVING ORG. AND CREW NR | LBS TRANSFERRED |
|---|---|---|---|---|
| TO 7 | 1 | 12 Jul | 310TH BOMB WING | 35,000 |
| TO 4 | 1 | 22 Jul | 310TH BOMB WING | 38,130 |
| TO 8 | 1 | 22 Jul | 310TH BOMB WING | 38,000 |
| TO 33 | 1 | 22 Jul | 310TH BOMB WING | 38,400 |

J 0 3 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| CREW NR | SORTIES | DATE | RECEIVING ORG.AND CREW NR. | LBS. TRANSFERRED |
|---|---|---|---|---|
| T 21 | 1 | 22 Jul | 90TH BOMB WING | 38,000 |
| T 23 | 1 | 22 Jul | 90TH BOMB WING | 38,000 |
| T 07 | 1 | 22 Jul | 90TH BOMB WING | 38,000 |
| T 19 | 1 | 22 Jul | 90TH BOMB WING | 38,000 |

Restricted refueling on crew to 7,12 July 1955, was due to high runway temperatures at the time of take-off. The balance of the restricted refuelings for the month of July was in compliance with 8TH Air Force Operations Order 94-55. The Operations Order specified a 38,000 pound transfer taking into consideration the runway temperatures, length of runway(7299FT) at Westover Air Force Base,Massachusetts. It also specified six plus hours for the completion of the mission.

The following summarizes the 50-8 accomplishments of the combat ready crews for July 1955 obtained in 108 sorties and 539 hours of flying time:

| 50-8 AIR REFUELING | ATTEMPTED | SUCCEEDED |
|---|---|---|
| a.TOTAL | 28 | 28 |
| b.W/BOMBER | 28 | 28 |
| c.RADIO SILENT | 19 | 19 |
| d.IN DARKNESS | 17 | 17 |
| e.TO GROSS WT OF RECEIVER | 12 | 12 |
| f.DRY HOOK-UPS | 97 | 97 |

| NAVIGATION | ATTEMPTED | SUCCEEDED |
|---|---|---|
| a.RENDEZVOUS APN 12/76,APN 11 | 51,15 | 36,15 |
| b.NIGHT CELESTIAL | | 22 LEGS |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| NAVIGATION | ATTEMPTED | SUCCEEDED |
|---|---|---|
| c. DAY CELESTIAL | | 30 LEGS |
| d. GRID | | 2 LEGS |
| e. RADAR | | 35 LEGS |
| f. PRESSURE PATTERN | | 2 LEGS |

DAY CELESTIAL AVERAGE CEA 9.1

GRID AVERAGE CEA 6.5

| PILOT PROFICIENCY | |
|---|---|
| a. PILOT PROFICIENCY MISSIONS | 0 |
| b. TAKE-OFFS | 0 |
| c. LANDINGS | 0 |
| d. GCA's AC-30, CP-24 | |

| CRUISE CONTROL | |
|---|---|
| a. UNSUPERVISED LONG RANGE | 2 |
| b. SUPERVISED LONG RANGE | 1 |
| c. TOTALS | 3 |

| CREW PROFICIENCY | |
|---|---|
| a. EMERGENCY DRILLS | 43 |
| b. LOADINGS: CARGO-2, PASSENGER | 14 |
| c. PRECOMPUTATIONS | 38 |

MAINTENANCE:

Personnel shortages persist as a serious problem to this section. This section was assigned 86 people with 7 airmwn attending 43171 school at Texas. Authorization for this section is 107 airmen. This personnel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



shortage is placing an extra workload on assigned personnel, which results in extended work hours.

The projected flying time for the 310th Air Refueling Squadron for the month of July was 650 hours total flying time. During the month a total of 587:55 hours were actually flown.

A total of six engine changes were made for July. Fourty-One Post Flights were pulled, and of this amount 10 were fifty-hour Inspections. One Aircraft, number 51-348 was sent to Oklahoma City for Depot maintenance, and two more were assigned to the 40th Air Refueling Squadron for overseas deployment to the United Kingdom. 14/

With both the flying and maintenance phase of the operation in the Air Refueling Squadron being hindered by severe personnel shortages it was a tribute to those assigned that so much flying, training and maintenance was still accomplished. While the squadron did well, flying wise, the burden of long hours and "getting the job done" fell on the officers and airmen actually manning the aircraft.

During the past few months great emphasis was placed on tanker support for other units on orders from higher headquarters. This activity cut down the support afforded 310th bombers and resulted in the loss of numerous hours flying time.

---

14/ 310th Air Refueling Squadron Historical Report for July 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GROUND TRAINING:

Formal B-47 MTD training was conducted on this base during the month of July. A total of 226 man hours of MTD and seat ejection training were accomplished.

The following is a list of combat crew training scheduled by squadron training Officers , complete with the number of hours of training accomplished:

| | |
|---|---|
| C-11 Jet Link- | 16 |
| P-3 Prop Link- | 8 |
| Formal Target Study- | 69 |
| OQ Range- | 168 (21 Pilots) |
| Altitude Chamber- | 26 individuals |
| T-1A Gunnery Trainer- | 26 |
| K-Systems in-flight maintenance- | 48(24 Observer) |
| Physical Conditioning- | 2984 |
| Simulator - | 24 |

Ten Maintenance personnel completed a three day basic altitude course and chamber flight. Two B-47 crews completed the 17 day advanced Survival Course at Stead Air Force Base,Nevada. Sixty-Six B-47 attended the orientation lecture concerning SEE evaluation. Five B-47 entered SAC Regulation 50-24 Block Training on 25 July, 1955. The total number of training hours accomplished for the month of July was 6,867.

U 0 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The 310th Bomb Wing Operations Order 92-55, "Lock On", was published and approximately half of the sorties were briefed. The remaining sorties were scheduled for August.

The advanced information concerning a SAC evaluation mission, "post-hole", was received during July. The 310th Operations Order 94-55, "Deep Rock" , was published and the mission briefed. The 310th Air Refueling Squadron was the only squadron involved. A lesson outline for the Tactical Doctrine portion of the block training was devised and the instructors briefed as to its contents.

OBSERVER:

A centralized observers section which included the Target Study Section and The Wing Prediction Team was brought into effect on the 18th of July. The reorganization was for the purpose of realligning the wings bombing and navigation capabilities. All Target Study for domestic and EWP targets will be supervised and given by the wing Target Study Section.

This section in conjunction with the staff observer established a new procedure for B-47 grid navigation missions.[15/] This Operations Memo established various set procedures to use during grid missions and is a supplement to SAC Manual 50-38. Nine check points for implementation of this information were at 20 miles from the point of entry into the area, starting grid leg, during grid leg and ending operation.

---

15/ R & R, 310th Bomb Wing Director Of Operations, "Operational Check of Bomb Navigation System". 18 July 1955. Exh.19



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Following two gross errors on aircraft 297 the observer section in conjunction with the A&E K-Systems section initiated a check on the Bomb-Navigation system of the aircraft. During inspection of the K-Set by A & E maintenance personnel, three glaring discrepencies were noted. They included a bad amplifier, a burnt connection on the 27 volt D.C. contact relay. This latter reason was thought to be the prime reason for the trouble. A radar range check was made, and the set checked out properly.[16/] These two errors tended to increase the wings CEA during the month even though the wings bombing and CEA reflected a sharp downward trend. However, the reliability factor dropped to compensate in some measure for the gross errors.

FLYING SAFETY:

There were no major or minor aircraft accidents reported for the month of July. While the wing logged 86 more hours flying time this month, for a total of 1874 hours, a perfect safety record was maintained for the month. The concerted efforts of all the crews and the dilligent work of wing flying safety officials to prevent needless and costly accidents paid rich dividends for July.

INTELLIGENCE:

During July considerable time and effort was spent posting and revising the plan of battle for the wing. Efforts were also directed

---

16/ Interview with Colonel de Mussy, 310th Bomb Wing Commander, by the Wing Historian.

0043

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



toward planning and producing material for a portion of the new block training program initiated by the wing Intelligence Section.

Further activities reported by this section were the deployments of several key intelligence personnel to UK stations for temporary duty assignments. Captains Wade and Beaulieu sent to RCAF Station Seneterre for the purpose of a combined Canadian-USAF training exercise. Second Lieutenant Shapiro and Staff Sergeant Sears were sent to an unidentified UK station to participate on a control team.

SPECIAL WEAPONS:

Various changes in SAC Regulation 50-8 requirements were recorded during July. One of the most important of these changes was in the Special Weapons field. Under the new concept air weapons training will be required at least once each quarter. Each crew will conduct in-flight weapons training, with a training unit which will include the following: Acceptance check of weapons and assigned equipment, performance of applicable pre-takeoff checks, performance of IFI in accordance with procedures outlined in the tactical doctrine, monitoring the weapons in flight and prior to landing. It was noted that the manual lock would be inserted in the U-2 release for the entire flight except during take-off and landing. All safety precautions were required to preclude the release of the unit except in cases of an emergency. Under no circumstances would the training unit be carried on any simulated bombing runs including runs over RBS sites.[17/]

---

17/ R&R, 310th Director Of Operations,"Changes in SAC Regulation 50-8". Dated 22 July 1955. Exh.20



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In compliance with a verbal request of the Deputy Commander, Captain Albert L. Hampson, the wing Special Weapons Officer and a representative from the 381st Bomb Squadron and one from the A &E Squadron ran spot checks of four B-47 Aircraft for special weapons configuration. Aircraft selected were from ones decided by A & E to be in proper configuration.

Some of the discrepencies noted included low air pressure on both pressure bottles, no record of "Wing Out", and C-9 Hoist Chains improperly installed.[18]

SECURITY:

A sabotage alert was held on the 18th of July and in a number of instances, personnel who should have been available could not be reached. Squadron Security Officers did not notify the Control Room during non-duty hours of their whereabouts. This is a 24 hour, 7 day a week job. Wing Control must be notified where Security Officers can be located at all times, of if he is away from the station, flying etc., Wing Control must be notified by the Security Officer or his substitute.

The Wing Security Officer prepared a diagram of flight line gate facilities and briefed the Wing Commander on the subject. Due to runway construction, gates previously closed to personnel have been opened. The main one was the Gate outside of the new Base Operations Building.

---

18/ R & R , 310th Director Of Operations,"Spot Check of Aircraft" dated 22 July 1955. Exh. 21



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



B-47 STANDBOARD:

There were quite a few changes made in Standboard personnel for the month of July. Major Virgil C. Armstrong was removed from the Wing Standboard co-pilot position for upgrading to the aircraft commander and was replaced by Captain Norman Mueller. The 379th Bomb Squadron standboard crew,L-18, was removed and replaced by crew L-21. This crew consisted of Captain George S. Smith, co-pilot, Major John Spurling,observer, and Captain George Fory as aircraft commander. The 381st standboard crew, L-26, was disbanded to fill wing and squadron staff positions. It was replaced by crew L-43 consisting of Captain David Austin,aircraft commander; Captain Lou Harris,co-pilot and Captain Robert Hill,observer.

Three staff aircrew personnel and one checked out crew member will be delinquent unless they complete a standardization flight check before the next reporting period. No staff aircrew personnel completed a standardization flight check during the reporting period. Standardization flight checks were completed for ten aircraft commanders ten co-pilots and ten observers. Six staff aircrew personnel and three checked out aircrew members were delinquent in standardization flight checks.

The replacement of squadron standboard crews and the change within the wing standboard crews has had comparatively little effect on the standboard program other than in office administration.

J 0 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Present personnel will be able to establish their administration in accordance with 8th Air Force directives; thereby being completely up to date with desired proceedure. The visit of the 8th Air Force Standboard Crew will be of great assistance toward realizing this.

During the absence of the Wing Standboard in July to attend SES at Davis-Monthan Air Force Base, the establishment of 8th Air Force standboard procedures within the wing were delayed.

KC-97 STANDBOARD:

It was noted that seven checked out crew members will be delinquent provided they do not complete a standardization flight check during the month of August. No staff aircrew members were given standardization flight checks during the month of July. The following crews received semi-annual standardization flight checks on the dates indicated:

(a) Crew T-17 on 8 July 55

(b) Crew T-26 on 11 July 55

(c) Crew T-03 on 12 July 55

(d) Crew T-18 on 13 July 55

(e) Crew T-04 on 28 July 1955

Crew T-04 administered initial standardization flight check to crew LM-36 on 13 July 1955. Fourty-one aircrew members received standardization flight checks. Crews T-03,04,17,18,26, and LM-36 were administered their written tests prior to their flight checks and were critiqued after their respective flight checks.

J 0 4 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



An adequate explanation for some of the delinquent standardization flight checks was sought, and the following were offered:

(1) Crew T-26 and T-04 exceeded their eight month period by six days each, due to excessive higher headquarters operations orders, unavailability of aircraft due to ordered missions and the 310th Air Refueling Squadrons TDY to the United Kingdom.

The KC-97 standboard crew administered instrument flight checks in accordance with AFR 60-4 and transition flights in accordance with SAC Regulation 51-19.

Crew T-04, the assistant Wing Standboard, flew 61 hours this month which included the following:

(a) Instrument checks in accordance with AFR 60-4.

(b) Operation "DEEPROCK".

(c) Instructor Flight check out for Major McHale in accordance with SAC Regulation 60-7.

(d) Instructional Flight with crew 1M-36 as well as their initial standardization flight check.

BOMBING AND GUNNERY:

Bombing proficiency of the combat ready crews was below average and a concerted effort was made to reduce the number of gross errors and increase the reliability of the ready crews. This is being done by a consolidated target study to improve bombing proficiency.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



EWP AND STATUS:

No EWP mission exams were completed by the tanker crews during July. Scheduled exams are slated for September. However, a total of 37 B-47 were tested with a 100 percent effieiency.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## CHAPTER IV

## MATERIEL AND MAINTENANCE

There were no major problem areas reported in the maintenance field during the month. An old problem -one that is no longer considered news worthy- was the low number of five and seven level maintenance personnel assigned to the wing. This area of difficulty has been with the wing for several years and has grown worse due to the influx of low skill level people that needed training. This latter problem was eased somewhat during the month with the implementation of a rejuvenated OJT training program for maintenance personnel. 1/

Manhour utilization was scored by the wing for the first time in July and based on both TDY and ZI activity. The man hours report for May was made during the wings recent mobility and conditions were quite different than those experienced at ZI bases. Supply support was much better overseas and this cut down on non-productive indirect time. Better transportation facilities at the UK bases cut down on long time hauls and enabled the completion of more work orders towards direct manhours. Manhour utilization during June was affected by re-deployment and setting up operations at Smoky Hill. This accounted for more indirect and absent time than encountered. 2/

---

1/ 310th Directorate of Materiel Historical Report, Jul 55.

2/ 310th Bomb Wing Management Control System, Jul 55. See Exh 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



This latter problem of wasted time due to the movement was almost non-existant during July as the wing settled down to the job at hand with very little confusion resulting from the TDY.

The Chief of Maintenance arranged for a program of instruction and subsequent examination of maintenance personnel under the provisions of SAC Regulation 65-2. The program was completed on 23 July with approximately 50 personnel being tested. A list of all personnel completing this training was prepared by the Director of Materiel. 3/

During the month the logistical support requirements for the SAC Bombing and Navigation Competition were received by the wing and then disseminated to the action agencies. According to the instructions a total of 24 airmen, both aircraft and radar, and two officers are authorized to accompany each participating wing. It was also determined that maintenance personnel accompaning the aircraft would carry sufficient hand tools and test equipment to accomplish normal routine flight line maintenance. No radar maintenance personnel will be authorized to fly in any aircraft on competitive missions. Maintenance equipment to accompany each aircraft include two C-26 or MD-3 power units, two "K" kits and in addition each wing will carry kits consisting of critical and peculiar aircraft parts for anticipated requirements. 4/

---

3/ 310th Bomb Wing Staff Meeting Minutes, 5 Jul 55.

4/ R & R, 310DO, "Logistical and Administrative Support for the Bombing Competition," 20 Jul 55. Exh 22



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Various areas of responsibility, as pertained to the 310th Bombardment Wing, were established for the maintenance of Base Flight and transient aircraft. 5/ They included scheduling and actual maintenance of aircraft assigned to Base Flight. A survey of personnel capabilities in Base Flight Engineering revealed that they were over committed per people assigned, against flying time requested. It was recommended that the two B-25's presently assigned to Base Flight be put in flying storage. These aircraft were not paying aircraft in pay loads or training as well as being a terrific burden logistically on base facilities. These aircraft were put in shape in preparation for their transfer to flying storage on 1 August 1955.

LOGISTICS:

Logistic support was provided for all wing missions flown during the month. In conjunction with this work logistic annexes were prepared for all wing operations orders.

Revision of the 310th Bombardment Wing mobility plan continued very slowly due to numerous difficulties with the reproduction facilities at the base. Suspense date for submission of the revised plan was extended from 25 July to 3 August. 6/

---

5/ Ltr, Hq. 310th Bomb Wing, "Maintenance of Base Flight and Transient Aircraft," Jul 55. Exh 23

6/ TWX, Hq. 310th Bomb Wing, 310DML, 5 Jul 55. Exh 24



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SUPPLY:

During the month this headquarters received lists giving the number and amount of equipment and supplies needed to maintain the wings aircraft at the coming SAC Bombing and Navigation Competition. It was stated that all participating aircraft would be equipped with radar scope cameras, a hack watch (with a setable sweep second hand) to be mounted on the data plate, a film magazine and appropriate film. It was also suggested that crews carry spare personal equipment and include a helmet, mask, "X" type headset and microphone cord extension. 7/

This section accomplished an inspection of all unit supply sections in accordance with SAC Regulation 67-32. All sections inspected had a standing of "average" or "better." Other activities included distribution of several new UAL's to the squadrons. 8/

MAINTENANCE:

A total of 15 indoctrination classes were conducted within wing maintenance activities during the month in preparation for implementation of SAC Technical Pamphlet 66-1. These classes were in conjunction with aforementioned maintenance instruction.

During the reporting period the job control unit processed and completed a total of 1,371 Armament and Electronics Squadron work

---

7/ R & R, 310DO, "Logistical and Administrative Support for the Bombing Competition," 26 Jul 55. See Exh 22

8/ 310th Directorate of Materiel Historical Report, Jul 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



orders and 1,024 Field Maintenance work orders. Activity in another maintenance section, aircraft records, reflected a decided increase as there were 16 J-47 engine changes and five R-4360-59B engine changes during the reporting period. This section also reported that the B-47 TOC rate was nearly double that reported for June.

Conversion of the old Part V to the new DD Form 781-5, records for engine and aircraft accessories, was approximately 80 per cent completed at the end of the reporting period. Lowering of operating time for propellers, propeller integral oil control units and engine generators necessitated a complete computation of the new 781-5 for these accessories.

During the month of July the inspection sub-unit of quality control completed a total of 10 periodic inspections on B-47 aircraft and four periodics on KC-97 aircraft. A total of 27 J-47-25 and six R-4360 engines were inspected and checked by the inspection sub-unit during the month. Seven J-47 engines were checked on the line for damage from foreign material. Trouble with flying rocks and other material continued to cause engine and prop malfunctions. Construction on the ramps and runway at Smoky Hill was the biggest factor in this problem. In conjunction with this problem a total of 72 propellers were inspected again for nicks and gouges. This section also completed 10 quality control 25 per cent inspections on B-47 aircraft and four quality control 25 per cent inspections on KC-97's. Seven 90 day inspections were performed while all B-47



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



type aircraft were inspected for bomb bay fairing cracks. A total of 17 aircraft were test flown and accepted by their squadrons. They included nine B-47's and eight KC-97's. 9/

In July the Unsatisfactory Report section processed and submitted a total of 104 UR's to various air materiel areas and depots. During the same period 22 UR replies were received in this section from the various prime engineering depots, answering some of the questions and solving some of the problems brought about by materiel failure. Leading the UR derby with 27 submissions was the 310th Air Refueling Squadron, followed closely by the 310th Armament and Electronics Squadron with 23. Others reporting UR's in double figures were the 310th Field Maintenance Squadron with 16, 381st Bombardment Squadron with 14 and the 379th Bombardment Squadron with 12 unsatisfactory reports. 10/

The aircraft maintenance standardization team researched, wrote, published and distributed 11 maintenance instruction letters and seven maintenance technical instructions. This section researched and made recommendations on numerous problems that came up during the month, such as supply control numbers for parts on order carried in the DD Form 781-5, delayed and recurring discrepancies in DD Form 781, delays in aircraft going through the docks and implementation of SAC Regulation 137-9. In addition this section researched and submitted drawings for the proposed compass rose for KC-97 type

---

9/ 310th Directorate of Materiel Historical Report, Jul 55.

10/ Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



aircraft.

Maintenance activity in the 310th Field Maintenance Squadron was centered on the two maximum efforts of the Air Refueling Squadron which were flown on 17 and 23 July. On each maximum effort the tanker units flew 15 aircraft. All three bombardment squadrons flew routine missions during the month with the exception of operation "LOCK ON." Maintenance activity in Field Maintenance increased steadily and are presently on a full scale basis. The most serious hindrance to maintenance activity in the Field Maintenance Squadron, as well as the other maintenance units, was the shortage of skilled personnel. 11/

Work in the Periodic Maintenance Squadron reflected a sharp increase over last month. During July one B-47 aircraft was processed through the docks and returned to its squadron. Seven more B-47's entered the docks and will be out sometime in August. A total of three KC-97 aircraft were processed through the dock and returned to the Air Refueling Squadron.

FACILITIES:

Runway extension commenced during the month. Work was performed on the runway for four days, off three days and back on for another four days. The work is expected to continue for several months. During this period of consturction Base Operations will be in a

---

11/ 310th Field Maintenance Squadron Historical Report, Jul 55.

U 0 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



position to advise aircrews at all times of the status of the runway. All crews were briefed on this subject and instructed to make a final check of the runway construction when picking up the final flight clearance at Base Operations. The squadron flying safety officers were charged with the responsibility to keep an accurate up-to-date record of runway construction in the squadron at all times for briefing purposes.

Other new facilities on the base include a new wash rack at the north end of the field and a new operations building for the 310th Air Refueling Squadron. The south ramp should be ready for parking KC-97 aircraft by 15 August and the compass rose should be ready for operation sometime between the 20th and 25th of August. Construction began on two new luria hangars at the north end of the field. At the end of the month work was progressing very satisfactorily on the hangars with much of the steel work already in place. 12/

12/ 310th Staff Meeting Minutes, 19 Jul 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 July 1955)

| | |
|---|---|
| Colonel John H. de Russy | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Colonel Robert E. Thacker | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Major William H. Crawford | Director of Personnel |
| (Unoccupied) | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Bruce E. Hart | Inspector |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb Sq. |
| Lt. Col. Samuel R. McDainell | Comdr, 380th Bomb Sq. |
| Lt. Col. Harold G. Fulmer | Comdr, 381st Bomb Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt. Col. Arnold R. Megenity | 310th Periodic Maint. Sq. |
| Lt. Col. James E. Jordan Jr. | 310th Armament & Electronics Sq. |
| Major Malcolm S. Strickland | 310th Field Maintenance Sq. |
| Captain Donald J. Rutan | 310th Flying Safety Officer |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# BIBLIOGRAPHY


## Source Material

### Files:

Headquarters, 802d Air Division Central 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, Eighth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

#### Special Orders:

Headquarters, 310th Bombardment Wing.

#### Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

#### Decimal Letters:

Headquarters, 310th Bombardment Wing.

#### Operations Memorandums:

Headquarters, 310th Bombardment Wing.

#### Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina, Kansas. (Daily)

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.
Directorate of Comptroller.
Inspector.

310th Bombardment Wing Squadron Historical Reports:

379th Bombardment.
380th Bombardment.
381st Bombardment.
310th Air Refueling.
Field Maintenance.
Periodic Maintenance.
Armament and Electronics.
310th Headquarters Section.

J 0 6 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. TWX, Hq., 8th Air Force, CS 3321, 18 Jul 55.
2. Ltr, Hq., 8th Air Force, "Submission of Unit Histories," 6 Jul 55.
3. 310th Bomb Wing Reg, 5-4, "310th Bomb Wing Publications," 11 Jul 55.
4. Ltr, Hq. 310th Bomb Wing, "Historical Data Pertaining to the 310th Bomb Group, Medium," 22 Jul 55.
5. Series of Photos on General Ganey's Visit to SHAPB.
6. Ltr, Hq., 8th Air Force, "Familiarization with Eighth Air Force IG Inspector Procedures," 1 Jul 55.
7. 310th Bomb Wing General Order #10, Section 1 and 2, 13 Jul 55.
8. 310th Bomb Wing General Order #8, Section 1, 13 Jul 55.
9. 310th Bomb Wing Management Control System, Jul 55.
10. R & R, 310DO, "Key to Personnel Shortages for SAC T-12, Report," 26 Jul 55.
11. R & R, 310th DO, "Low Proficiency of Combat Ready Crews," 28 Jul 55.
12. 310th Bomb Wing Operations Order 409-55, "Training for July 1955," 1 Jul 55.
13. 310th Bomb Wing Production and Statistical Summary, 1 Jul 55.
14. 310th Bomb Wing Operations Order 92-55, "LOCK ON," 20 Jul 55.
15. Photograph of Captain Prestons crew enterning SAC Bombing and Navigation competition.
16. Photograph of the 381st Bomb Squadron crew entered in SAC Bombing and Navigation competition and Alternate crew from 379th.
17. TWX, Hq., SAC, OBT3A 58563, 28 Jul 55.
18. 310th Bomb Wing Reg. 55-4, "Flight Supervisory Personnel," 11 Jul 55.

J 0 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



19. R & R, 310th Bomb Wing DO, "Operational Check of Bomb Navigation System," 18 Jul 55.

20. R & R, 310DO, "Changes in SAC Regulation 50-8," 22 Jul 55.

21. R & R, 310DO, "Spot Check of Aircraft," 22 Jul 55.

22. R & R, 310DO, "Logistical and Administrative Support for the Bombing Competition," 20 Jul 55.

23. Ltr, Hq. 310th Bomb Wing, "Maintenance of Base Flight and Transient Aircraft," Jul 55.

24. TWX, Hq. 310th Bomb Wing, 310DML, 5 Jul 55.

J 0 6 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

FM COMAF &WESTOVER AFB MASS

TO RJWFFB/COMAIRDIV 21 FORBES AFB,KANSAS

RRLNSY/COMAIRDIV 802 SMOKY HILL AFB KANSAS

/UNCLASSIFIED/CS 3321. WHEN THE SENIOR COMMANDER OF A STATION IS TEMPORARILY OFF-BASE,HE WILL DESIGNATE AN ACTG DIV COMMDR(OR ACTG WING COMDR)IF APPLICABLE) WHO WILL ALWAYS BE AVAILABLE AND ON THE STATION DURING HIS ABSENCE.THE SENIOR COMMDR WILL INSURE THAT THE SOCS OPERATOR HAS BEEN BRIEFED.THIS WILL AID IN OUR ALERT SYSTEMS AND ESTABLISHING CONFERANCE CALLS FROM THIS HQ WHEN NEEDED. ALL SENIOR COMMDRS WILL FURNISH THIS HQS A LIST OF OFFICERS WHO MAY BE DESIGNATED AS ACTING COMMANDERS.

BT

COPY

0064

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
EIGHTH AIR FORCE
Westover Air Force Base
Mass.

OIH

6 July 1955

SUBJECT: Submission of Unit Histories

TO: Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. Effective with the July installments, the monthly histories of the 802d Air Division, 40th Bombardment Wing, Medium, and 310th Bombardment Wing, Medium, will be submitted to this headquarters. The original and two copies complete with supporting documents and one additional copy without supporting documents will be forwarded to arrive at this headquarters within 35 days following the last day of the month to which they pertain.

2. Request that each person performing historical duties complete one of the inclosed "Historical Tehnician Background Data" forms. The completed forms should arrive at this headquarters no later than 15 July 1955. Request that information relative to the current status of the Historical Program within the 802d Air Division accomplany the personnel data forms.

BY ORDER OF THE COMMANDER:

1 INCL:
HQ 8AF Form 381

L. R. KNOBLOCK
Major USAF
Asst. Adj.

J 0 6 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION )
NUMBER 5-4 )

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

11 July 1955

PUBLICATIONS

310th Bombardment Wing Publications

1. PURPOSE. This regulation establishes procedures for initiating and periodic review of 310th Bombardment Wing publications.

2. SCOPE. The provisions of this regulation are applicable to all activities assigned to this organization.

3. GENERAL.

a. The staff office having primary interest in any directive will be responsible for periodic review and will take action to revise, supercede or rescind publications when appropriate.

b. Publications will be kept to a minimum consistent with the needs and mission of this organization. Care will be exercised to assure that 310th Bombardment Wing publications do not duplicate existing higher headquarters directives.

c. Publications will follow the general format of similar publications of this and higher headquarters.

4. PREPARATION. Staff sections desiring to publish a Wing directive will obtain necessary coordination with interested activities, prepare the directive for reproduction by typing on a multilith mat or stencil, and forward coordinated copy along with mat or stencil to the Wing Adjutant for publication and distribution.

a. Base numbering and titling of regulations will be in accordance with Air Force Regulation 5-1 and SAC Regulation 5-2.

b. Background material will be filed by the initiating activity in accordance with paragraph 29a, Air Force Manual 181-4.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

J 0 6 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

22 July 1955

[redacted]

# HISTORICAL DATA PERTAINING TO THE 310TH BOMBARDMENT GROUP, LIGHT, (MEDIUM) 1942 - 1952

Prepared by
USAF Historical Division
Research Studies Institute
Maxwell Air Force Base, Alabama
1953 and 1955

Material in the following pages has been drawn largely from histories of the 310th Bombardment Group, Medium, and its assigned squadrons. These documents are deposited in single copy in the Archives of the USAF Historical Division, Research Studies Institute, Maxwell Air Force Base, Alabama.

J 0 6 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Historical Data Pertaining To The

310th Bombardment Group, Light

15 March 1942 - 31 March 1952

---

Activation

Headquarters and Headquarters Squadron, 310th Bombardment Group (Medium, was activated at Tucson, Arizona, on 15 March 1942.

Composition

Headquarters, 310th Bombardment Group (Medium)

379th Bombardment Squadron (Medium)
380th Bombardment Squadron (Medium)
381st Bombardment Squadron (Medium)
428th Bombardment Squadron (Medium)

Station List

| | |
|---|---|
| Davis-Monthan Field, Tucson, Arizona | 15 March 1942 - 15 March 1942 |
| Jackson Army Air Base, Jackson, Mississippi | 15 March 1942 - 21 April 1942 |
| Key Field, Meridian, Mississippi | 21 April 1942 - 16 May 1942 |
| Columbia Army Air Base, Columbia, South Carolina | 16 May 1942 - 14 August 1942 |
| Walterboro Army Air Base, Walterboro, South Carolina | 14 August 1942 - 28 August to 18 September 1942 |
| Greenville Army Air Base, Greenville, South Carolina | 18 September 1942 - 17 October to 21 November 1942 |

Departure Overseas

Air Echelon - On 28 August 1942, the Air Echelon, moving under secret orders, left Walterboro for an overseas assignment. After spending a week at Fort Dix, New Jersey, the unit sailed from the New York Port of Embarkation, aboard the Queen Mary, and docked at Gourock, Scotland, on 11 September. On the following day it proceeded to the RAF station at Hardwick, Suffolk, England, where it engaged in a period of intensive training. The echelon then departed from the United Kingdom in three priorities. The first arrived at Ibsley on 5 November, and ten days later flew in C-47 transports to North Africa, reaching Casablanca, French Morocco, on the same day. Three days later, this unit moved to Mediouna Airport. The second priority group left England on 18 November, and, after a short stop at Port Lyautey, took station at Mediouna. The third section sailed from Liverpool, on 25 November, aboard the Derbyshire, and docked at Oran. It did not rejoin the Group



J 0 6 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



until 15 January 1943, after the move to Berteaux. The personnel of this detachment worked as line soldiers and laborers until transportation was available.

Flight Echelon - Departing from Walterboro on 5, 6, and 7 September, the Flight Echelon arrived at Westover Field, Massachusetts, by plane and train. There it received fifty-four B-25 aircraft. Flying over the North Atlantic route, its planes made stops at Presque Isle, Maine; Goose Bay, Labrador; Bluie West No. 1, Greenland where it was delayed by fog and ice; and Reykjavik, Iceland. The B-25's landed at Prestwick and Stornoway, Scotland, and then proceeded to Hardwick. The last aircraft of the 310th Group made the Atlantic crossing in December. Meanwhile, the first planes of the unit had left England on 11 November and reached Casablanca the following day. Since the B-25's were used to guide fighter aircraft to destinations in North Africa, they did not begin to arrive at the Group station until 15 November 1942; the last ones reached the base on 5 March 1943.

Ground Echelon - This echelon entrained at Greenville on 17 October and arrived at Fort Dix the following morning. On 1 November, it sailed from the New York Port of Embarkation, aboard the USS Monticello. The ship docked at Casablanca on 18 November, after a six-day patrol of coastal waters - a delay made necessary by cluttered harbor conditions and priorities of other unloading convoy ships. On the 19th, these groups joined the advanced echelons at Mediouna Airport.

North Africa

| | |
|---|---|
| Mediouna Airport, Mediouna, French Morocco | 18 to 19 November 1942 - 11 December 1942 |
| Casablanca, French Morocco | 11 December 1942 - 15 December 1942 |
| Telergma, Algeria | 21 December 1942 - 1 January 1943 |
| Berteaux Airdrome, Berteaux, Algeria | 1 January 1943 - 2 to 6 June 1943 |
| Kings's Cross (near Souk-el-Khemis), Tunisia | 2 to 6 June 1943 - 2 to 7 August 1943 |
| Menzel-Temine (Cape Bon Peninsula), Tunisia | 2 to 7 August 1943-9 November 1943 |
| Philippeville, Algeria | 10 November 1943 - 8 December 1943 |

Corsica

| | |
|---|---|
| Ghisonaccia Airport | 10 December 1943 to March 1944 - 4 to 9 April 1945 |

Italy

| | |
|---|---|
| Fano Air Field, Fano | 4 to 15 April 1945 - 17 August 1945 |
| Pomigliano Air Field | 19 August 1945 - 12 September 1945 |



J 0 6 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Commanding Officers 310th Bomb. Gp - Cont

| | | |
|---|---|---|
| Lt. Colonel William E. Lee | 15 March 1942 | - 20 April 1942 |
| Colonel (then Capt) Flint Garrison, Jr. | 21 April 1942 | - 18 May 1942 |
| Captain James A. Plant | 19 May 1942 | - 16 June 1942 |
| Colonel (then Maj.) Anthony G. Hunter | 17 June 1942 | - 6 October 1944 |
| Colonel Peter H. Remington | 7 October 1944 | - Unknown |
| Lt. Colonel H. E. Jones | 27 December 1946 | - in office at end December 1947 |

Type of Aircraft Used

B-25

Combat Operations

At Hardwick, England, the air echelon underwent intensive training, in preparation for combat in the North African Theater. It was, however, almost five months before the entire 310th Group was reassembled in North Africa. In the [illegible] railroad bridge at La Henche, the Soussee and Tunis harbors, a convoy off Bizerte [illegible] sea sweep, on 11 January, one flight thought it was seeing a mirage when a giant [illegible] airports, the unit added to its list of credits by destroying 20 to 30 aircraft on the ground. Again, on 17 February, approximately 60 two-engined aircraft, parked wingtip-to-wingtip on the Villacidro Airdrome, were heavily bombed.



4

0070

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Operations (Cont)

Against the supply ships that the enemy was sending across the Mediterranean, the 310th flew mission after mission, frequently making attacks upon the vessels as they came through the Sicilian Straits. The low-level bombing used against shipping was hazardous, since planes flew at altitudes varying from 50 to 150 feet. On 10 February, when Major General James H. Doolittle accompanied the Group as observer, the sea sweep netted three Seibel Ferries. According to the Twelfth Air Force, the outstanding achievement of this sustained effort against enemy sea lanes took place on 21 February. Informed that a large tanker was bound for Tunisia, the 310th maintained successive patrols over the Straits of Sicily. Finally a 10,000-ton ship was sighted - under escort by a cruiser and two destroyers, which threw up a barrage of concentrated antiaircraft fire. The bombers, in two elements, made a broadside attack from an altitude of 150 feet. Direct hits scored by aircraft of the first element caused the second to divert its attention to the cruiser. The tanker was set afire as a result of these attacks, the cruiser sank stern first, and both destroyers were damaged. One of the bombers crash-landed at Bone and a second was forced down at sea, where its crew was rescued after twenty hours afloat in a dinghy.

As the tempo of the Tunisian campaign increased, the Luftwaffe found it increasingly difficult to maintain aircraft within the decreasing perimeter of German-controlled Tunisian territory, for every landing field located through Allied photographic reconnaissance was immediately bombed. In this work the Group had a generous share. The last mission of the 310th was flown in Africa on 8 May 1943, when it bombed the highway and railroad crossing near Korba, on the Cape Bon Peninsula. During the campaign, the Group flew 1,200 sorties and dropped 849.27 tons of bombs.

With the close of the Tunisian campaign, the effort of the 310th was centered on Sicily and other Mediterranean islands. The Group flew its first mission to Sicily in February, although intensive bombing did not take place until several months later. On 9 May, 91 medium bombers, escorted by over 100 fighters, followed the heavy bombers to Palermo, the principal port of Sicily. The last 20 miles of the course was flown through heavy flak, and the area was blanketed with dense smoke from the exploding bombs dropped by the heavies. Photographs taken on the following day showed that the bombing in the area assigned to the mediums had been accurate and that the marshalling yards and workshops in the immediate vicinity were severely damaged. It was reported that approximately eleven acres of the target area were completedly demolished. This raid, with its resultant damage, constituted one of the most destructive attacks on any target in the Mediterranean area up to this date. It rendered Palermo almost uninhabitable.

After the conquest of Sicily, the major effort of the Allied Air Forces was directed toward the destruction of enemy supply, communications, and transportation facilities, in preparation for the invasion of the Italian mainland. Targets of highest priority were the large marshalling yards of the principal cities. To the 310th Group was assigned the task of smashing the heavily



J 0 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Operations (Cont)

defended rail yards at Benevento, a key transportation center of the Naples-Salerno-Foggia area. On 27 August, the unit took off from Menzel Temine, Tunisia, with instructions to complete this mission at all costs. The formation of 36 B-25's, with an escort of P-38's of the 82d Fighter Group, was intercepted by forty or fifty enemy fighters north of Naples. The bombers returned the attack as they continued on course. Despite the opposition, bomb runs were made. Later photographs showed heavy damage to yard trackage and dense black smoke coming from the repair shops. In addition, the Group was credited with the destruction of 15 enemy aircraft and four probables.

In mid-September, the 310th again cooperated with ground forces in a series of air-support missions, in which bombs were dropped on defense positions, gun emplacements, troop concentrations, and supply points. Railroad and highway bridges, however, continued to the primary targets for the remainder of the war. As the Allied armies advanced through Italy, the Group found its objectives located farther and farther to the North. On 10 March 1945, for example, the unit flew two missions against railroad bridges at Ora and Bozzolo, Italy, where heavy concentrations of bombs were scored on both targets, despite the antiaircraft fire thrown up by the enemy. It was to Ora in the Brenner Pass that the 310th flew its 15,000th sortie of the war.

Shortly after beginning operations from Fano, Italy, the Group, on 10 and 11 April, engaged in a series of missions against enemy troop concentrations located at Argenta, Conselice, La Spezia and Lavessola, Italy - a total of 246 sorties, of which 132 were accomplished on the second day. On the 23d of the month, eight missions were flown in one day, a record for the 310th's combat operations. With the collapse of the German armies in Italy at the end of April, combat operations ceased. During the first four days of May, however, the 310th flew ten leaflet-dropping missions. At the close of its tour of duty in the Mediterranean Theater of Operations, the Group is reported to have had 989 missions to its credit and to have dropped 23,984 tons of bombs on enemy-held territory.

Battle Honors

1. Battle Credits were awarded for participation in the following campaigns:

| | |
|---|---|
| Tunisia | WD GO No. 59, 1945 |
| Southern France | WD GO No. 87, 1945 |
| Sicily | WD GO No. 91, 1945 |
| Po Valley | WD GO No. 93, 1945 |
| North Apennines | WD GO No. 94, 1945 |
| Naples Foggia | WD GO No. 96, 1945 |
| Rome-Arno | WD GO No. 99, 1945 |



J 0 7 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Battle Honors (Cont)

2. Distinguished Unit Citations have been awarded for:

| | |
|---|---|
| Action at Benevento, Italy, on 27 August 1943 | WD GO No. 75, 1944 |
| Action at Ora and Bozzolo, Italy, on 10 March 1945 | WD GO No. 84, 1945 |

Inactivation

Headquarters, 310th Bombardment Group (Medium) including components, was inactivated on 12 September 1945, at Pomigliano, Italy.

Redesignation

Headquarters, 310th Bombardment Group, Medium, while on inactive status, was redesignated as Headquarters, 310th Bombardment Group, Light, effective 27 December 1946.

Activation

Headquarters, 310th Bombardment Group, Light, and 379, 380, 381 Bomb Squadrons, Light, having been allotted to the Organized Reserve Corps, was activated at Bedford Army Field, Bedford, Massachusetts, effective 27 December 1946.

Composition

Headquarters, 310th Bombardment Group, Light
379th Bombardment Squadron, Light
380th Bombardment Squadron, Light
381st Bombardment Squadron, Light

Station

| | | |
|---|---|---|
| Bedford Army Air Field, Massachusetts | 27 December 1946 (Activation) | - 27 June 1949 (Inactivation) |

Commanding Officer

| | |
|---|---|
| Lt. Colonel H. E. Jones | 27 December 1946 - In office at end of December 1947 |

Inactivation

Headquarters, 310th Bombardment Group, Light, including 379, 380, 381, Bomb Squadrons, Light, were inactivated on 27 June 1949, at Hanscom Airport, Bedford, Massachusetts.



0073

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Activation of 310th Bombardment Wing, Medium

Effective 28 March 1952, Headquarters, 310th Bombardment Wing, Medium, 379th, 380th, 381st Bombardment Squadrons, Medium, 310th Armament and Electronics Maintenance Squadron, 310th Field Maintenance Squadron, 310th Periodic Maintenance Squadrons were activated at Forbes Air Force Base, Topeka, Kansas and assigned to the 310th Bombardment Wing, Medium, in accordance with General Order Number 16, Headquarters, Strategic Air Command, 21 March 1952. The Wing was assigned to the 15th Air Force.

Effective 28 May 1952, the 310th Bombardment Wing, Medium was assigned to the 802d Air Division, which was activated at Smoky Hill Air Force Base, Kansas, on the same date. The wing moved from Forbes Air Force Base, Topeka, Kansas, closing its headquarters at that base 3 September 1952 and opening its headquarters at Smoky Hill Air Force Base, Salina, Kansas, 4 September 1952.

Assignment of 310th Air Refueling Squadron

Effective 8 October 1952, the 310th Air Refueling Squadron was activated and assigned to the 310th Bombardment Wing, Medium, per General Order 49, Headquarters, Strategic Air Command, 17 September 1952.

Wing Commanders

| | | |
|---|---|---|
| Colonel Robert J. Nolan | 5 April 1952 | - 27 November 1952 |
| Colonel John H. de Russy | 28 November 1952 | - |



J 0 7 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Colonel de Russy and Colonel Wood welcome Major General Wiley D. Ganey on his visit to Smoky Hill Air Force Base



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J 0 7 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

HEADQUARTERS EIGHTH AIR FORCE
Office of the Inspector General
Westover, Massachusetts

IG LETTER
NUMBER 8

1 July 1955

SUBJECT: Familiarization with Eighth Air Force IG Inspection Procedures

TO: Commander, 802d Air Division

1. The purpose of this letter is to acquaint Commanders and their inspectors with the methods and procedures used by the Inspector General, Eighth Air Force, when conducting a general inspection of their base and assigned units.

2. The IG Team will consist of personnel from the IG section and selected officers and airmen from other Eighth Air Force Bases who will be placed on TDY to this headquarters to assist in the inspection. Stations, other than the station being inspected, that are required to furnish personnel previously selected by the Inspector General, this headquarters, will direct personnel to report to Headquarters Eighth Air Force approximately three days prior to departure of the Inspection Team for the station being inspected. No substitutes will be allowed; personnel selected will be briefed as to their required duties by the Inspector General. This method has not only made it possible to make more thorough annual inspections, but has assisted materially in boradening the scope of personnel so selected intheir specialty, and the manner in which other activities function.

3. Prior to each scheduled inspection, the Installation Commander will be furnished information on the total number of officers and airmen comprising the team, and the requirements for quarters, rations, office speace and transportation.

4. Eighth Air Force Form 295, "Eighth Air Force IG Inspection Record", is prepared in duplicate (aircraft inspections in triplicate) during each inspection; one copy is furnished to the officer in charge of each Unit or Section inspected. Completed corevtive action should be returned within 30 days to the Wing Inspector or the Base Adjutatn for Air Base Groups, for retention until the next general inspection. (Forms 295 are available through the Eighth Air Force Adjutant; organizations are urged to use these forms for their regular activity inspection, Quality Control inspections, etc.) From these completed forms, the Inspector General will select major items that will appear in the Report of General Inspection. At the conclusion of each general inspection, the Inspector General will critique the Commander of the organization inspected and will furnish the Wing Commader, Air Base Group Commander and the Division Commander with a copy of the "rough" draft of the major inspection report. Approximately ten days after the critique, the finished report

COPY

J 0 7 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

IG Letter MR 8, 1 JUL 55, SUBJ: Familiarization with Eighth Air Force IG Inspection Procedures

will be forwarded to the Base Adjutant in sufficient copies for base-wide distribution. Positive corrective action in accordance with Air Force Regulation 123-1 is required within 30 days.

5. Copies of reports of each general inspection by this headquarters will be furnished to each Wing and Division Commander, for his information.

6. The Commander, Eighth Air Force, and his staff will make a follow-up inspection approximately 60 days after each general inspection. Major items reported will be checked for corrective action; if assistance from this headquarters is required, it will be initiated at the follow-up.

7. Wing and Division Inspectors are reminded that Special Subjects AF Letters in the 121 series) that have expiration dates require action in accordance with AFR 123-8. Suspense dates must be met; reports submitted to this headquarters should include a report of the situation as ascertained by the initial inspection; corrective action taken; conditions at the end of the period, and recommendations for action by higher headquarters.

8. Readiness inspections by USAF should be processed in accordance with AFR 123-6. The formal tyeltype report will be completed within five working days after receipt, and forwarded to the Inspector General, Eighth Air Force. The indorsable field report will be prepared and processed in accordance with AFR 123-1.

/t/s/ WILSON R. WOOD
Colonel, USAF
Inspector General

COPY

0080

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 10)

29 July 1955


| | Section |
|---|---|
| INSPECTOR GENERAL. . . . . | I |
| DIRECTOR OF PERSONNEL. . . . . | II |


I. INSPECTOR GENERAL. LIEUTENANT COLONEL BRUCE E. HART, A0405254, USAF, is announced as Inspector General, 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas. VICE: MAJOR WILLIAM A. CRAWFORD, A0794211, relieved.

II. DIRECTOR OF PERSONNEL. MAJOR WILLIAM A. CRAWFORD, A0794211, USAF, is announced as Director of Personnel, 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas. VICE: FIRST LIEUTENANT WILLIAM L. TURNER, A03008169, relieved.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus
10 CYS COMDR, SAC
10 CYS COMDR, 8AF
10 CYS COMDR, 802D AIRDIV

J 0 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 8)

13 July 1955

STAFF ASSIGNMENTS---------- ---------- ---------I

1. STAFF ASSIGNMENT-1. LIEUTENANT COLONEL SHADRACH E DAVIS, AO565166, USAF, this headquarters, is assigned as Director of Material, effective 12 July 1955. VICE: COLONEL HARRY H JONES, 2381A, this headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant

FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus
10 copies - COMDR, SAC
10 copies - COMDR, 8AF
10 copies - COMDR, 802D AIRDIV

[redacted]

J 0 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

# 310 BOMB WING M

RCS: I-SAC-T35

QUARTER ENDING 31 JULY 1955

# MANAGEMENT CONTROL SYSTEM

CONFIDENTIAL

3520-C

J 0 8 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

TABLE OF CONTENTS


| | | Page |
|---|---|---|
| SECTION I: | | 1-2 |
| | Part 1: Analysis of Scores | |
| | Part 2: Airman Strength - Wing Comptroller | |
| SECTION II: | Scores | 3 |
| SECTION III: | Computation of Scores | 4-8 |


* * * * * * * * * * * * *

Distribution List

| Code | Copies | Code | Copies |
|---|---|---|---|
| HQ SAC | 1 | 310CO | 1 |
| HQ 8th AF | 1 | 310DM | 1 |
| COMDR | 1 | 310DO | 1 |
| DM | 1 | 310DP | 1 |
| DO | 1 | 310AC | 1 |
| DP | 1 | 310 HIST | 4 |
| BAAC | 1 | | |

CONFIDENTIAL

J 0 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SECTION II

PART I:

a. Personnel: Reasons for areas of weakness disclosed in this report are attributed to the following factors: Manning in required specialties is affected by the lack of personnel in certain AFSC's and low skill level of those assigned. 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. The rate of AWOL's continued to score 100% for this item. There was a decided increase in AWOL's during July and the Wing Commander brought this problem to the attention of the Squadron Commanders for action. Reenlistment rate was not scored during the Wings TDY and this report scored only on June and July's activity.

b. Materiel: There were no major problem areas during this reporting period which adversely affected training accomplishments. Flying hours as percent of required has increased with better scheduling and increased maintenance capability. Manhour utilization was scored for the first time in this report and based on TDY and ZI activity. The man hour report for May was made during TDY and conditions were somewhat different than experienced at ZI base. The supply support was much better and this cut down on non-productive indirect time. Better transportation facilities cut down on lag time and enabled the completion of more work orders towards direct manhours. Manhour utilization during June was affected by re-deployment and setting up operations at ZI base. This accounted for more indirect and absent time than normally encountered.

c. General Items: The flying safety rate was affected by the loss of one (1) KC-97 aircraft during May. Ground safety is constantly being stressed and our rate for the Wing is 100% of maximum score. Other items not scored under this section due to change one (1) of Tech Pam 170-1 not being received at this date.

d. Operations: Areas of weakness disclosed in this section are attributed to the following factors:

(1) Bomb RBS Runs shorted by "side track" runs. SAC letter directing such runs was not clear and required interpretation from higher headquarters.

(2) Visual requirements were below desired minimums. Very little visual work was accomplished in the United Kingdom due to weather. Cloud coverage ahs been extensive during the afternoon in the midwest since return to the ZI.

(3) Air Refueling was a major problem this quarter and the primary problem was higher headquarters ordered missions. Commitments required our Air Refueling Squadron to support other units for all but seventeen (17) flying days of the quarter. Aircraft assigned to this Wing are not equipped with wing tanks making it impossible to complete the requirement of one (1) refueling to 190,000 pounds.

CONFIDENTIAL



J 0 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(4) Pilot proficiency low due to bombing sorties scheduled instead of pilot proficiency flights.

(5) Flying hour utilization for tankers was prevented from attaining a higher percentage due to excessive ordered missions which did not produce training creditable towards 50-8 requirements. Estimated 60% of total flying time for present training quarter (May - July) has been in the support of missions directed by higher headquarters. Re-deployment to the ZI was another limiting factor.

(6) Bombing proficiency of the combat ready crews has been below average and a concentrated effort has been made to reduce the number of gross errors and increase the reliability of the ready crews. This is being done by a consolidated target study to improve bombing proficiency.

(7) No EWP mission examination was accomplished by the tanker crews during this quarter. Scheduled for examination during September.

(8) Combat ready crew status affected by two principle factors: Loss of personnel and assignments within the wing relieving them as crew members.

(9) Scoring for physical conditioning limited by the following reasons: New scoring procedures for this training quarter and limited participation by crew personnel in combative measures. No facilities for participation in combative measures while the wing was TDY.

PART II:

a. The Wing Comptroller function at this station has, at this time, one (1) airman holding and performing duty in AFSC 80170. One (1) airman performing duty in AFSC 80130. This airman recently assigned to this section.



0086

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SECTION II

Forecast of Scores

| | Max Points | % Max Score MAR | % Max Score JUL | Variance From Previous Score |
|---|---|---|---|---|
| A. PERSONNEL | | | | |
| 1. Manning in Required Specialties | | | | |
| a. Officers | 30 | 50 | 40 | -10 |
| b. Airmen | | | | |
| (1) Direct Support | 150 | 10 | 10 | 0 |
| (2) Indirect Support | 25 | 10 | 10 | 0 |
| 2. AWOL Rate | 30 | 100 | 100 | 0 |
| 3. Reenlistment Rate | 40 | 30 | 20 | -10 |
| 4. Mobile TNG Det Utilization | NA | -- | -- | |
| B. MATERIEL | | | | |
| 1. Flying Hours as % of Required | 60 | 81 | 91 | +10 |
| 2. Manhour Utilization, Acft Maint | 200 | NA | 77 | |
| C. GENERAL ITEMS | | | | |
| 1. Flying Safety | 50 | 90 | 90 | 0 |
| 2. USCM Effect | NA | -- | -- | |
| 3. Ground Safety | 25 | 80 | 100 | +20 |
| D. OPERATIONS | | | | |
| 1. Training Minimums | | | | |
| a. Bombardment | 150 | 69 | 88 | +19 |
| b. Tanker | 50 | 74 | 76 | +02 |
| 2. Flying Hour Utilization | 100 | 64 | 73 | +09 |
| 3. Wing Proficiency | | | | |
| a. RBS Radar Bomb | 40 | 50 | 80 | +30 |
| b. RBS Bisual Bomb | 25 | 70 | 70 | 0 |
| c. Night CEL NAV | 20 | 100 | 100 | 0 |
| d. Flight Engineering | 15 | 60 | 50 | -10 |
| e. Gunnery | 20 | 80 | 80 | 0 |
| f. Air Refueling | | | | |
| (1) Wet Hookups | 20 | 100 | 100 | 0 |
| (2) Radar RDVU | 20 | 100 | 100 | 0 |
| 4. Probation Status-S/L Crews | 50 | 10 | 20 | +10 |
| 5. EWP Mission Examination | | | | |
| a. B-47 Crews | 40 | NA | 40 | |
| b. KC-97 Crews | 10 | -- | -- | |
| 6. Combat Ready Crews | | | | |
| a. B-47 Crews | 40 | 70 | 50 | -20 |
| b. Tanker Crews | 10 | 100 | 70 | -30 |
| 7. Physical Conditioning | 20 | 50 | 10 | -40 |

Item Weight 1240 Total Points Earned 770 Percent Max 62%

CONFIDENTIAL



J 0 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

## SECTION III

### Computation of Scores

A. PERSONNEL

1. Manning in Required Specialties

| | Required | IRS | % IRS | % Max | Points |
|---|---|---|---|---|---|
| a. Officers | 429 | 347 | 80.9 | 40 | 12.0 |
| b. Airmen | | | | | |
| (1) Direct Support | 1060 | 793 | 74.7 | 10 | 15.0 |
| (2) Indirect Support | 557 | 377 | 67.7 | 10 | 2.5 |

2. AWOL Rate

| | AWOLs | Strength | Rate | % Max | Points |
|---|---|---|---|---|---|
| April | 0 | 1705 | 1.03 | 100 | 30.0 |
| May | 0 | 1709 | | | |
| June | 1 | 1650 | | | |
| July | 6 | 1712 | | | |
| Total | 7 | 6776 | | | |

3. Reenlistment Rate

| | Discharged Eligible to Reenlist | Reenlisted | % Max | Points |
|---|---|---|---|---|
| April | NA | NA | 20 | 8.0 |
| May | NA | NA | | |
| June | 50 | 8 | | |
| July | 55 | 17 | | |
| Total | 105 | 25 | Rate | 23.8% |

4. Mobile TNG Detachment Utilization

(Wing was on TDY Rotation during this scoring period and have not completed two (2) months utilization at ZI base. No score computed for this reporting period.)

B. MATERIEL

1. Flying Hours as % of Required

| | Hours Required | | | Hours Utilized | | | | |
|---|---|---|---|---|---|---|---|---|
| | B-47 | KC-97 | Total | B-47 | KC-97 | Total | %Max | Points |
| May | 1455 | 652 | 2107 | 1505* | 647 | 2101 | 91 | 54.6 |

CONFIDENTIAL



0088

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Flying Hours as % of Required (cont'd)

| | Hours Required | | | Hours Utilized | | | | |
|---|---|---|---|---|---|---|---|---|
| | B-47 | KC-97 | Total | B-47 | KC-97 | Total | %Max | Points |
| June | 1350 | 652 | 2002 | 1093 | 700* | 1745 | | |
| July | 1350 | 602 | 1952 | 1148 | 539 | 1687 | | |
| Total | 4155 | 1906 | 6061 | 3696 | 1838 | 5534 | | |

2. Manhour Utilization, Acft Maint

a. Manhour Utilization/Wing Score — % Max Score 77%

| | Direct Hours | Indirect Hours | Total |
|---|---|---|---|
| (1) Max Points | 100 | 100 | 200 |
| (2) Points Earned | 100 | 54 | 154 |
| (3) % Effective | | | 77% |

b. Direct M/H per Flying Hour (100 Points)

| Type Acft | Hours Flown | Direct Manhour Standard | Direct Manhour Actual | Percent EFFECT | Point Score |
|---|---|---|---|---|---|
| B-47 | 3764 | 107,650 | 101,968 | 106 | 70 |
| KC-97 | 1886 | 431,189 | 29,691 | 145 | 20 |
| Undistributed | 5650 | 35.030 | 25,467 | 138 | 10 |
| Total Points Earned | | | | | 100 |
| Percent of Max Score | | | | | 100% |

c. Indirect manhours (100 Points)

(1) Productive Indirect (60 Points)

| Standard Hours | Actual Hours | % EFFECT | Points |
|---|---|---|---|
| 202,473 | 168,601 | 83 | 49.8 |

(2) Non-Productive Manhours (40 Points)

| | | | |
|---|---|---|---|
| | 79,475 | 10 | 4.0 |
| Total Points Earned | | | 53.8 |
| Percent of Max Score | | | 54% |

CONFIDENTIAL



J 0 8 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

C. GENERAL ITEMS

1. Flying Safety (40 Points)

| | Hours Flown | Accidents | Rate | %Max | Points |
|---|---|---|---|---|---|
| April | 2081 | 0 | 12.6 | 90 | 36 |
| May | 2220 | 1 | | | |
| June | 1788 | 0 | | | |
| July | 1874 | -0 | | | |
| Total | 7963 | 1 | | | |

2. USCM Effectiveness

(USCM mission flown during the month of April-creditable to the training quarter May - July. Officially scored by Headquarters SAC.)

3. Ground Safety (25 Points)

Accident Cost Index:

| % Max | Points |
|---|---|
| 100 | 25 |

| | Accident Costs | Mean Strength | Accident cost Index |
|---|---|---|---|
| April | $ 109.00 | 1775 | $ .54 |
| May | 965.00 | 1766 | |
| June | 2728.00 | 1926 | |
| July | 289.00 | 2056 | |
| Total | $ 4,091.00 | 7523 | |

Ground Safety Index:

| | April | May | June | July | Total | Rate |
|---|---|---|---|---|---|---|
| Military Injuries | 1 | 1 | 1 | 3 | 6 | 2.6 |
| Military Exposures | 53,250 | 54,746 | 56,730 | 62,744 | 227,470 | |
| Civilian Injuries | 0 | 0 | 0 | 0 | 0 | .0 |
| Civilian Exposures | - | - | 6160 | 5120 | 11,280 | |
| Vehicle Accidents | 1 | 0 | 0 | 0 | 1 | .87 |
| Miles Driven | 38,759 | 36.315 | 16,046 | 24,078 | 115,198 | |

Ground Safety Index - 3.5



0090

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

D. OPERATION

1. Training Minimums

a. Bombardment Crews

| | Item Weight | QTR RQR | ACCOMP to Date | % ACCOMP | POINTS EARNED |
|---|---|---|---|---|---|
| (1) Bombing | 35 | 760 | 628 | 82.6 | 29.0 |
| (2) Navigation | 25 | 272 | 255 | 93.7 | 23.5 |
| (3) Cruise Control | 10 | 82 | 77 | 93.9 | 9.4 |
| (4) Air Refueling and Radar RDVU | 25 | 252 | 187 | 74.2 | 18.5 |
| (5) Gunnery | 10 | 84 | 75 | 89.3 | 8.9 |
| (6) Atomic Weapons | NA | - | - | - | - |
| (7) MISC Items | 15 | 368 | 343 | 93.2 | 14.0 |
| (8) Flying Time | 20 | 345 | 389 | 100.0 | 20.0 |
| TOTAL | 140 | | | 88.1 | 123.3 |

b. Tanker Crews

| | | | | | |
|---|---|---|---|---|---|
| (1) Wet Hookups and Radar RDVU | 15 | 272 | 184 | 67.7 | 10.2 |
| (2) Navigation | 10 | 176 | 146 | 83.0 | 8.3 |
| (3) Cruise Control | 5 | 48 | 35 | 72.9 | 3.6 |
| (4) MISC Items | 10 | 288 | 243 | 84.4 | 8.4 |
| (5) Flying Time | NA | - | - | - | - |
| TOTAL | 40 | | | 76.2 | 30.5 |

2. Flying Hour Utilization (Item wt.- 100)

| a. Type of Aircraft | B-47 | KC-97 | TOTAL |
|---|---|---|---|
| (1) Effective Flying Hours | 2371 | 1170 | 4041 |
| (2) Hours Flown (From T-12) | 3795 | 1747 | 5542 |
| (3) % Effective Utilization | -- | -- | 72.9 |
| Percent Max Score | | | 73% |
| Points Earned | | | 73.0 |

3. Wing Proficiency

| | Item Weight | Activity | Proficiency | % of MAX Score | Points |
|---|---|---|---|---|---|
| a. RBS Radar Bomb | 40 | 317/479 | 77% | 80 | 32.0 |
| b. RBS Visual Bomb | 25 | 71/99 | 72% | 70 | 17.5 |
| c. Night CEL NAV | 20 | 170/178 | 96% | 100 | 20.0 |
| d. Flight Engineering | 15 | 104/167 | 62% | 50 | 7.5 |
| e. Gunnery | 20 | 48/64 | 75% | 80 | 16.0 |
| f. Air Refueling | | | | | |
| (1) Wet Hookups | 20 | 165/160 | 98% | 100 | 20.0 |
| (2) Radar RDVU | 20 | 198/215 | 92% | 100 | 20.0 |



J 0 9 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Key Personnel Shortages for SAC T-12 Report

310CO 310DO 26 July 55
310DO/COL Thacker/pc/483

1. The wing Directorate of Operations Considers the below listed personnel shortages to be critically hindering the efficient accomplishment of scheduling and coordination between Maintenance and Flying Training.

a. Of the five air operations supervisors authorized (60170), four are presently presently assigned. One is qualified, three not qualified, and one position is vacant.

b. Of the seven clerk typists authorized, two are assigned and qualified, five positions are vacant.

c. The Intelligence program within the wing cannot be further implemented until further AFSC's are obtained.:

(1) One 2044-Photo Radar Officer.

(2) Two 2054's- Operations Intelligence Officer.

(3) Four 20470's - Operations Intelligence Technician.

(4) One 20450 - Operations Intelligence Specialist.

(5) The above listed personnel are only shortage in body manning. Many positions are now being occupied by recently recruited and basically trained 30's filling 50 positions.

(6) Of the eleven officers assigned, only three are qualified in their AFSC. Of the seventeen airmen assigned, fourteen possess intelligence AFSC's, of which six are qualified.

ROBERT E. THACKER
Colonel, USAF
Director of Operations

J 0 9 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Low Proficiency of Combat ready Crews

CO.DR 310DO 28 JUL 55 XX2
ATTN: DO 310DOB/LTCOL Stublarec/grd/539

1.Crew Records have been reviewed and the problem areas affecting the low proficiency of Combat ready crews mentioned in 8AF message ODT4 50347, 8 July 55 have been recognized.

2.Combat ready crews with low proficiency on Radar RBS have been scheduled for the required quantity but failed to accomplish the RBS activity because of an excessive Radar abort rate.Special emphasis is being given to the Bomb-Navigation systems to correct the radar difficulties.Aircraft with systems that have recurring malfunctions or on which the unreliable scores are apparently caused by poor equipment are scheduled for a complete ground operational check.A qualified Officer has been assigned the responsibility of Liason Officer to monitor the status of all Aircraft in regards to the Radar equipment failures.

3. To help improve the reliability factor and help improve bad scores,a wing target study section was reorganized as of 20 July 55.The most qualified B-47 Observers were assigned to this function to provide the crew observers with the best possible target study,most accurate information and recent materials.

4. Weather conditions in the United Kingdom and over RBS sites in the the States is the primary reason for not accomplishing visual RBS runs.Every possible opportunity is taken to get visual RBS runs,weather permitting.

5. The combat ready crews with low proficiency on night Celestial Navigation legs have been scheduled for this requirement but were forced to abort the missionsbecause of either equipment failure or aircraft systems malfunctions. These crews have been rescheduled in an attempt to get the required number of navigation legs.

FOR THE COMMANDER:

1 INCL
Your Dispo
low proficiency
of combat crews

COPY

J 0 9 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 409-55

TRAINING FOR JULY 1955

[redacted]

HQ 310BOMWG
OPORD 409-55
1 July 55

J 0 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

TABLE OF CONTENTS

Operations Order 409-55

ANNEX "A" - INTELLIGENCE (Omitted)

ANNEX "B" - OPERATIONS AND TRAINING
Appendix "1" - Aircraft Sortie Schedule
Attachment "A" - Wing Aircraft Sortie Schedule
Attachment "B" - 379BOMRON Aircraft Sortie Schedule
Attachment "C" - 380BOMRON Aircraft Sortie Schedule
Attachment "D" - 381BOMRON Aircraft Sortie Schedule
Attachment "E" - 310AREFS 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" - Simulater
Attachment "E" - "K" System In-flight Maintenance
Attachment "F" - T-1A Trainer
Attachment "G" - OQ Range
Attachment "H" - Altitude Chamber
Attachment "I" - EWP Target Study

ANNEX "C" - Communications

ANNEX "D" - Administration and Logistics

HQ 310BOMWG
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

OPERATIONS ORDER NR 409-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell Jr. |
| 381BOMRON | LTCOL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | LTCOL Allen C. Hart |
| 310FMS | MAJ Carrol Hament |
| 310PMS | LTCOL James E Jordan Jr. |

1. GENERAL SITUATION: July is the last month of the 50-8 training quarter ending 31 July. Training during the month of July will generally consist of the following:

a. Accomplishment of the flying time requirements 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. Completion of the quarterly requirements of SAC REG 50-8 31 July 1955 for lead and combat ready crews.

HQ 310BOMWG
OPORD 409-55
1 July 55

J 0 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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 three sorties and a total of 30 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 Annex "B" and "D" this OPORD.

b. 380BOMRON: Reference Annex "B" and "D" this OPORD.

c. 381BOMRON: Reference Annex "B" and "D" this OPORD.

d. 310AREFS: Reference Annex "B" and "D" this OPORD.

e. 310A&E, PMS: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 July 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.



0097

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) Organizations possessing the following crews will insure that standardization checks are completed prior to 31 July 55: RO7, N04, R41, R11, R42, R33, R35, R37, R47, L18, T26, T18, T03, and T17.

(8) Up-grading for the following listed crews non-ready to a ready status will be completed prior to the projection dates listed:

| | | | |
|---|---|---|---|
| 380th | N04 | Stewart | 1 SEP 55 |
| 379th | N06 | Johnson | 15 JUL 55 |
| 379th | N55 | King W. | 31 JUL 55 |
| 381st | IN57 | Blenis | 31 JUL 55 |

(9) All rated personnel must attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours, 23 July 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 July.

(12) The following crews are scheduled for advanced survival training for the month of July.

381st R03 Holder 13 July

379th IN28 Renfro 13 July



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(13) The following crews are scheduled for SES for the month of July.

381st L27 Foss 18 July

380th LC8 Prestor 25 July

380th LC5 Kantor 25 July

379th L18 Blake 25 July

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEXS:

"A" - INTELLIGENCE (Omitted)

"B" - OPERATIONS AND TRAINING

"C" - COMMUNICATIONS

"D" - ADMINISTRATION AND LOGISTICS

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
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
COMABGRU 802, 1 CY

OFFICIAL:

Robert E. Thacker

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations



J 1 0 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 409-55

INTELLIGENCE

HQ 310BOMWG
ANNEX A
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 409-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 5, 1 CY
DO 5, 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

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX A
OPORD 409-55
1 July 55

J 1 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

OPERATIONS AND TRAINING

HQ 310BOMWG
ANNEX "B"
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

1. GENERAL: July is the last month of the 50-8 training quarter ending 31 DEC 55. Details of training requirements and aircraft sortie schedules are covered in appropriate appendices of this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercises required in the future.

3. WING DIRECTED MISSIONS: The Director of Operations has scheduled wing missions on the following dates:

a. 13, 14 and 15 JUL - 12 B-47 and 12 KC-97 aircraft.

b. 20, 21 and 22 JUL - 12 B-47 and 12 KC-97 aircraft.

4. In accordance with 15AF Letter dated 12 APR 55, Subject: "B-47 Evasive Actions (Project SIDE TRACK)", each combat ready and lead crew will complete three record "SIDE TRACK Runs" prior to 31 JUL 55.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
Annex "B"
OPORD 409-55
1 JUL 55

J 1 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDICES:
"1" - Aircraft Sortie Schedule
"2" - Air Training Requirements
"3" - Ground Training Requirements

DISTRIBUTION:
COMAF 8, 1 CY
DO 8 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
COMABGRU 802, 1 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



J 1 0 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

TRAINING SCHEDULE

HQ 310BOMWG
APP 1, ANNEX B
OPORD 409-55
1 July 55

J 1 0 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

AIRCRAFT SORTIE SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans.
1 July 1955, 0001Z

1. The following code is used in the Attachments of this Appendix:

| | | | |
|---|---|---|---|
| A | RBS TRAINING | MP | MISSION PLANNING |
| AO | AIRDROME OFFICER | OD | OFFICER OF THE DAY |
| B | BRIEFING (MISSION) | P | PASS |
| C | MISSION CRITIQUE | PT | PHYSICAL TRAINING |
| CR | CONDITIONING ROOM | Q | ULTRASONIC TRAINER |
| D | SQUADRON DUTY | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| E | SURVIVAL SCHOOL | SL | SPECIAL ORDERS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | TS | TARGET STUDY |
| G | GROUND SCHOOL | XP | OPERATIONS EXPEDITOR |
| H | HOSPITAL | Z | COMPENSATING TIME OFF |
| L | LEAVE | SW | SPECIAL WEAPONS |
| LT | LINK TRAINER | P | CO-PILOT |
| M | AIRCRAFT MAINTENANCE | A | AIRCRAFT COMMANDER |
| MC | MOBILE CONTROL | O | OBSERVER |
| PF | PREFLIGHT | A | ALERT |
| TO | TOWER OFFICER | OM | CLUB DUTY OFFICER |
| ALT | ALTITUDE CHAMBER | | |

HQ 310BOMWG
APP 1, ANNEX B
OPORD 409-55
1 JULY 55

J 1 0 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

310TH BOMBARDMENT WING MONTHLY FLYING PROJECTION - JULY

HQ 310BOMWG
ATT "A", APP "1", Annex "B"
OPORD 409-55
1 JUL 55

0108

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 RG

310TH B.W. MONTHLY FLYING PROJECTION - JULY

ATT "A", APP "1", ANNEX "B" OPORD 409-55, 1 JULY 55

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | 8 | -- | -- | -- | 10 | 11 | 12 | 11 | -- | -- | 11 | 10 | 12 | 12 | 12 | -- | |
| DAILY SORT FLN | | | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | 8 | -- | -- | -- | 18 | 29 | 41 | 52 | -- | -- | 63 | 73 | 85 | 97 | 109 | -- | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | 4+ | -- | -- | -- | 6- | 5+ | 5+ | 5- | -- | -- | 4+ | 4+ | 8+ | 8+ | 8+ | -- | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | 38.5 | -- | -- | -- | 59.5 | 61 | 68 | 60.5 | -- | -- | 52.5 | 49 | 100 | 100 | 100 | -- | |
| DAILY HRS FLN | | | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | 38.5 | -- | -- | -- | 98 | 159 | 227 | 287.5 | -- | -- | 342 | 391 | 491 | 591 | 691 | -- | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | | | |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | |
| DAILY SORT PROJ | -- | 11 | 10 | 11 | 12 | 11 | -- | -- | 11 | 11 | 9 | 9 | 11 | -- | -- | | |
| DAILY SORT FLN | | | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | -- | 120 | 130 | 141 | 153 | 164 | -- | -- | 175 | 186 | 195 | 204 | 215 | -- | -- | | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | -- | 5 | 4+ | 8+ | 8+ | 8+ | -- | -- | 4+ | 5- | 5+ | 5+ | 6- | -- | -- | | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | -- | 54.5 | 42 | 91 | 100 | 91 | -- | -- | 51 | 64.5 | 53.5 | 51 | 60.5 | -- | -- | | |
| DAILY HRS FLN | | | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | -- | 745.5 | 787.5 | 878.5 | 978.5 | 1069.5 | -- | -- | 1120.5 | 1185 | 1238.5 | 1289.5 | 1350 | -- | -- | | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | | | |

J 1 0 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

379TH BOMRON MONTHLY TRAINING SCHEDULE - JULY

HQ 310BOMWG
ATT "B", APP "1", Annex "B"
OPORD 409-55
1 JUL 55

J 1 1 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH B.S. **MONTHLY FLYING PROJECTION** - JULY

ATT "B", APP "1", ANNEX "[illegible]"
OPORD [illegible]

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ / DAILY SORT FLN | 2 | | | | 3 | 4 | 4 | 3 | | | 4 | 3 | 4 | 4 | 4 |
| ACCUM SORT PROJ / ACCUM SORT FLN | 2 | | | | 5 | 9 | 13 | 16 | | | 20 | 23 | 27 | 31 | 35 |
| AVG HRS PER SORT PROJ / AVG HRS PER SORT FLN | 5- | | | | 6+ | 5+ | 6 | 5+ | | | 5+ | 5- | 8 | 8 | 8 |
| DAILY HRS PROJ / DAILY HRS FLN | 9.5 | | | | 18.5 | 21 | 24 | 16.5 | | | 21.5 | 14 | 32 | 32 | 32 |
| ACCUM HRS PROJ / ACCUM HRS FLN | 9.5 | | | | 28 | 49 | 73 | 89.5 | | | 111 | 125 | 157 | 189 | 221 |

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ / DAILY SORT FLN | | 3 | 4 | 4 | 4 | 4 | | | 4 | 4 | 3 | 4 | 3 | | |
| ACCUM SORT PROJ / ACCUM SORT FLN | | 38 | 42 | 46 | 50 | 54 | | | 58 | 62 | 65 | 69 | 72 | | |
| AVG HRS PER SORT PROJ / AVG HRS PER SORT FLN | | 5+ | 3+ | 8 | 8 | 8 | | | 4+ | 5+ | 6+ | 5 | 5- | | |
| DAILY HRS PROJ / DAILY HRS FLN | | 15.5 | 14 | 32 | 32 | 32 | | | 18 | 22.5 | 18.5 | 20 | 14.5 | | |
| ACCUM HRS PROJ / ACCUM HRS FLN | | 236.5 | 250.5 | 282.5 | 314.5 | 346.5 | | | 364.5 | 387 | 405.5 | 425.5 | 440 | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B", APP "I", ANNEX B
OPORD 409-55, 1 JULY 55

379TH B.S. JULY FLYING

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING, W.S. | IN 58 | | | A | | F | | | | | A | F | | | | F | | | | | | | | F | | | | | | | |
| BLAKE | 118 | F | | | | | F | | F | | | | | | | | | | | F | | | | | | F | | | S/S | | |
| WOLFE | A07 | | | | | | | | | | | | | | | | | | | | | | F | | | | F | | F | | | |
| NIEMANN | R06 | | | | | | | | | | | | | F | | | | | F | | | | F | | | F | | | | F | | |
| CRAVEN | R32 | | | | | | F | | | | | F | | | | F | | | | | | F | | | | | | | | | | |
| SWENSON | R43 | | | | | F | | | I | | | | | | F | | | | | | | | F | | | | | | F | | | S |
| PORY | R21 | | | S | O | | F | | | | | | | F | | | | | | I | | | F | | S | | | F | | | | S |
| KING, T.T. | IN 59 | | | U | | | | | | | | | | | | | | | I | | F | | | | N | | F | | | F | | C |
| BENNETT | 119 | F | | N | | F | | F | | | | | | F | | | | | | | | | | | D | | | | | | | A |
| BRUCE | R25 | | | D | | | | F | | | | | | | F | | | | | | | | F | | A | F | F | | | | | R |
| JOHNSON | IN 46 | | | A | A | | F | | | | A | E | | | F | | | | | | F | | | | Y | | | | | | | Y |
| HOPKINS | R34 | | | Y | Y | | | F | | | Y | | F | | | F | | | | | | | F | | | | F | | | F | | |
| PENFRO | IN 08 | | | | | | | | | | | F | | | | | | | | | | | | | | | | | | | | |
| THOMAS | R45 | | | | | | | | | | | F | | | I | | | | | | | | F | | | | | F | | | | |
| STAFF | Staff | | | | | | | | F | | | | F | | | | | | | 3 P | F | | | | | F | | F | F | | | |

2

J 1 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH B.S. CREW ACTIVITIES - JULY

ATT "B", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

| OFF CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W. | N-55 | | | | | | | P-LT<br>O-G<br>P-G | O-G<br>O-CR<br>O-CR | | | | | P-LT<br>O-G<br>AP-CR | | | |
| BLAKE | L-18 | | | | | CR | | | P-G<br>O-CR | | | O-G<br>AP-CR | | O-G<br>O-G | O-G | | |
| WOLFE | R-07 | | | | | | O-G | | AP-LT | | | O-G<br>O-G | A-CR<br>O-CR | | A-LT | P-G | |
| NIEDMANN | R-06 | | | | | A-LT<br>O-G | P-LT<br>CR | P-G | O-P | | | FS | CR | | | Q | |
| CRAYEN | R-22 | | | | | CR | | | A-LT<br>P-LT | | | O-G<br>O-CR | A-AO<br>Q | | O-G | | |
| SWENSON | R-53 | | | | | | G | O-G<br>CR | | | | | O-G | Q<br>CR | | | |
| FORY | P-21 | | | | | O-G | | CR | P-LT<br>P-G | | | | | | Q | | |
| KING T. | IN-59 | | | | | | | | | | | | | | | | |
| BENNETT | L-19 | | | | | | O-G<br>P-CR<br>A-CR | | | | | O-CR | O-G | | CR | | |
| BRUCE | R-25 | | | | | | Q | | | | | O-G | | | | | |
| JOHNSON | N-46 | | | | | Q | O-G | | | | | | FS | O-G | | CR | |
| HOPKINS | R-39 | | | | | O-G<br>Q | FS | | | | | | O-G | | P-G<br>CR | | |
| RENFRO | N-28 | | | | | O-G | | | O-CR<br>G | | | | | AC-E | P-S | P-LT | → E |
| THOMAS | R-45 | | | | | | O-G | Q<br>G | | | | | | O-G | | CR | |
| RIVEBOLT | | | | | | | | | | | | | | E | ← | → | E |
| ANDERSON | | | | | | | | | CR | | | | | E | ← | → | E |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

379TH B.S. CREW ACTIVITIES - JULY

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] W | N55 | | | CR | O-CDI | | | | | G ← | | | | → G | | |
| BLAKE | L-13 | | | | | P-LT | A-LT | | | | | | | | | |
| WOLFE | R07 | | P-CR | P-LT P-CR FS | P-G | | | | | | | | | | | |
| SMITH S. | R01 | | | | | | | | | | A-AO | FS | | | | |
| | | | | | | | | | | | | | O-G | | | |
| NEUMANN | R06 | | | | | | | | | | | | P-G | | | |
| CRANEN | P22 | | P-LT | P-G | | | | | | G ← | | | → | G | | |
| SWENSON | R53 | | | | P-LT FS | P-G | | | | | | | | | | |
| FOX | R21 | | CR | | A-G | A-C | | | | FS | | | | P-G | | |
| | | | | | | | O-G P-G CR | | | | | | | | | |
| KING T | N59 | | | CR | | | | | | G | | | O-G | | | |
| BENNETT | L19 | | | | | | | | | | | | | | | |
| BRUCE | R25 | | CR | | | | | | | A-LT | | | O-G CR | P-LT P-G | | |
| JOHNSON | N46 | | | | | CR | P-G A-AO | | | | | A-LT | P-LT | | | |
| HOPKINS | R39 | A-AO | | | CR P-CR | | | P-CR | | | P-G P-CR | | P-G | | | |
| RENFRO | N28 | → E | | | | | | | | | | | | | | → E |
| THOMAS | R45 | | | | | CR | | | | | A-LT O-OD | | | A-AO | | |
| RIVEBOLT | | E ← | | | | | | | | | | | | | | → E |
| ANDERSON | | E ← | | | | | | | | | | | | | | → E |
| TILLMAN | | | | | | | | | | | | | | | OD | |



U 1 1 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

380TH BOMRON MONTHLY TRAINING SCHEDULE - JULY

HQ 310BOMWG
ATT "C", APP "1", Annex "B"
OPORD 409-55
1 JUL 55

0115

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## MONTHLY FLYING PROJECTION

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | 2 | | | | 3 | | | | | | | | | | 1 | | |
| DAILY SORT FLN | | | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | 3 | | | | 6 | 9 | | | | | | | | | | | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | 4 | | | | 5.1 | 5.1 | | | | | | | 5 | | | | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | 11 | | | | 17 | | | | | | | | | | | | |
| DAILY HRS FLN | | | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | 11 | | | | 31 | | | | | | | | | | | | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | | | |

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | | | 3 | | | | | | | | | | | | |
| DAILY SORT FLN | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | | | | | | | | | | | | | | | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | | 5 | 5 | 8 | 8 | 8 | | | | | | | 5 | | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | | | | | | | | | | | | | | | |
| DAILY HRS FLN | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | | 242 | 257 | 289 | 321 | | | | | | | | | | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "C", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

3BOTH B.S. JULY FLYING

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRESTON | L08 | | | | | F | | | | | | F | | | F | | | | | | F | | | | | F | | | SES | | | |
| STEVENS | R30 | | | | | F | | | F | | | | | F | | | | | | F | | | F | | | | | F | | | | |
| STEWART | N04 | | | | | | F | | | | | | F | | | F | | | | | | F | | | | | F | | | F | | |
| ANDERSON | R29 | | | | | | | | | | | | F | | F | | | | F | | | F | | | | | | | | | | |
| LITTLEJOHN | R49 | | | | | | | F | | | | | F | | | F | | LEAVE | | | | | | | | | | | | | | |
| DURING | R[illegible] | | | | | | | F | | | | | | | F | | | | | | | F | | | | | | | | | | |
| EVERSOLE | R[illegible] | | | | | | F | | | | | F | | | | LEAVE | | | | | | | | | | | | | | | | |
| KANTOR | L05 | F | | | | | | F | | | | | | F | | | | | F | | | | | | | F | | | SES | | | |
| GARBADE | R41 | | | | | | F | | | | | F | | | | F | | | | | F | | | | | F | | | | F | | |
| MAC DONOUGH | R10 | | | | | | LEAVE | | | | | | | | | | | | | | F | | F | | | | | | F | | | |
| HART | R30 | | | | | | | F | | | | | | F | | | | | F | | | F | | | | | | F | | | | |
| BALCH | N60 | F | | | | | | | F | | | | | | | | | | | F | | | | | | | | | | | | |
| WAYMAN | N11 | | | | | | | | | | | | | | F | | | | | | | | | | | | F | | | F | | |
| SMITH | R09 | | | | | | LEAVE | | | | | | | | | | | | | F | | | F | | | F | | | F | | | |
| SIGLIN | R31 | | | | | | | | F | | | | | F | | | | | F | | | | F | | | | | F | | | | |
| KRUSE | R32 | | | | | F | | | | | | | F | | | F | | | | | F | | | | | | F | | | F | | |
| GOODLAD | 5X | F | | | | | | | F | | | | | | | | | | | | | | | | | | | | | | | |

SUNDAY STANDDOWN SUNDAY SUNDAY SUNDAY

0117

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3 BOTH CREW ACTIVITIES - JULY

ANX "C", APP "I", ANNEX "B"
OPORD 409-55, 1 July 55

| ACFT CALL | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRESTON | LOB | F | MP | | | F | Q | SW | R | | | F | C | MP | F | C | |
| STEVENS | R30 | MP | | | | F | P-AO | MP | F | C | | SW | MP | F | C | P-LT | |
| STEWART | NO4 | | | | | MP | F | C | | D R | | MP | F | Q | MP | F | C |
| ANDERSON | R29 | | | | | | Q | R TIA | | | | MP | F | MP | F | | |
| JOHNSON | R45 | | | | | Q | MP | F | C | | | MP | F | P-LT | MP | F | C |
| PIMINO | R42 | P-AO | | | | SW | MP | F | C | | | P-LT | A-LT | MP | F | | |
| EVERSOLE | R03 | | | | | | F | P-LT | A-LT | | | F | R | P-AO | Q | L → | |
| KANITOR | L05 | F | | | | FS | MP | F | R | | | Q | MP | F | TIA | | |
| CAMBADE | R41 | | | | | MP | F | | SW | | | F | Q | FS | MP | F | C |
| MAC DONALD | R10 | L ← | | | | | | | | | | | | | → L | Q | O-OD |
| HART | R50 | F | | | | D R | MP | F | C | | | Q | MP | F | | MP | |
| BALCH | N10 | F | | | | | SW | MP | F | A-AO | | FS | TIA | | Q | R | |
| WAYMAN | N11 | D R | | | | P-LT | ALT | Q | | | | | | MP | F | C | |
| SMITH | R09 | L ← | | | | | | | | | | | | | → L | | R |
| SIGLIN | R31 | | | | | | FS | MP | F | C | | R | MP | F | C | MP | |
| KANSE | R32 | F | MP | | | F | R TIA | | Q | | | | | | MP | F | C |
| GOODLAND | OPS | F | | | | | | | | | | MP | F | C | LT | | |
| DENER | Sq CO | F | | | | | | MP | F | C | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380TH B.S. CREW ACTIVITIES - JULY

ATT "C", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

| AC | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PRESTON | | | | P-LT | F | | | | MP | F | T← | | SES | | | →T |
| STEVENS | R30 | | MP | F | C | | F | C | | | | F | | | | |
| STEWART | [illegible] | | | FS | MP | F | C | | | MP | F | A-LT | MP | F | C | |
| ANDERSON | R29 | | F | | | F | C | | | P-LT | A-LT | ALT. CHAM | LOS BER | | | |
| LITTLETOHN | R49 | L← | | | | | | | | | | | | | | →L |
| PIRINO | R42 | | FS | | MP | F | C | | | | | O-OD | TIA | R | | |
| EVESOLE | R03 | L← | | | | | | | | | | | | | | →L |
| KANTOR | L05 | | F | | R | | | | | F | T← | | SES | | | →T |
| GARBADE | R41 | | R | MP | F | TIA | MP | | | F | | R | MP | F | | |
| MAC DONOHEN | R10 | | | MP | F | C | F | | | | FS | MP | F | | R | |
| HART | R50 | | F | | MP | F | TIA | | | | MP | F | | P-LT | | |
| BALCH | N60 | | MP | F | | A-LT | P-LT | | | P-AO | R | | | | | |
| WAYMAN | N11 | | A-AO | TIA | | FS R | | | | MP | F | C | MP | F | C | |
| SMITH | R09 | | MP | F | C | O-OD MP | F | | | F | C | TIA MP | F | C | | |
| SIGLIN | R31 | | F | R C | P-LT | MP | F | | | | MP | F | R | | | |
| KRUSE | R32 | | | MP | F | A-AO | R | | | MP | F | FS | MP | F | C | |
| GOODLAD | OPS | | | | | | | | | | | | | | | |
| MAC DANIELS | CO | | | | | | | | | | | | LT | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

ATTACHMENT "D"

TO

APPTENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

381ST BOMRON MONTHLY TRAINING SCHEDULE - JULY

HQ 310BOMWG
ATT "D", APP "1", Annex "B"
OPORD 409-55
1 JUL 55

J 1 2 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

'58'

381ST MONTHLY FLYING PROJECTION - JULY

ATT "D", APP "1", AN X "B"
OPORD [illegible]-58, 1 JULY 58

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | REMARK. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | 3 | | | | 4 | 1 | 1 | 1 | | | 1 | 2 | 1 | 1 | 1 | | |
| DAILY SORT FLN | | | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | 3 | | | | 7 | 11 | 12 | 13 | | | 22 | 26 | 30 | 31 | 32 | | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | 5 | | | | 6 | 6 | 5+ | 5+ | | | 5 | 5 | 7 | 7 | 7 | | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | 15 | | | | 24 | 23 | 22 | 22 | | | 19 | 15 | 36 | 36 | 36 | | |
| DAILY HRS FLN | | | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | 15 | | | | 39 | 62 | 84 | 106 | | | 125 | 140 | 176 | 212 | 248 | | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | | | |

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | | 4 | 3 | 3 | 4 | 3 | | | 2 | 1 | 3 | 3 | 4 | | |
| DAILY SORT FLN | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | | 42 | 45 | 48 | 52 | 55 | | | 57 | 62 | 65 | 68 | 72 | | |
| ACCUM SORT FLN | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | | 5 | 4+ | 9 | 9 | 9 | | | 4+ | 6+ | 6+ | 6+ | 6 | | |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | | 19 | 13 | 27 | 36 | 27 | | | 13 | 25 | 19 | 19 | 24 | | |
| DAILY HRS FLN | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | | 267 | 280 | 307 | 343 | 370 | | | 383 | 408 | 427 | 446 | 470 | | |
| ACCUM HRS FLN | | | | | | | | | | | | | | | |

J 1 2 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "D", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

381ST B.S. JULY FLYING

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MORONDE | R13 | | | | | | F | | F | | | | F | | | F | | | | | F | | | | | F | | | F | | | |
| EVANS | R35 | | | | | | | F | | | | | | F | | | F | | | | | F | | | | | | F | | | F | |
| VANLEEUWEN | R40 | | | | | | | | AC F | | | | | | | | | | | F | | F | | | | | | | F | | F | |
| BLENIS | N57 | F | | | | | F | | F | | | | F | | | F | | | | | F | | | | | | | | | F | | |
| HUBBES | R37 | F | | | | | | F | | | | | | F | | | F | | | | | F | | | | | F | | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WISE | L26 | | | | | P-F O-F | | | AC-F | | | | | | F | | | | | | | | | | | | | P-F | | P-F | | |
| BARNARD | R44 | | | | | AC-F | | F | | | | | | F | | | | | F | | F | | | | | F | | | | | | |
| MAYS | R47 | | | | | | | | | | | | | | | | | | | | | | F | | F | | | | F | | | |
| WILKE | R52 | | | | | | | | | | | | | | | F | | | | | | F | F | | | | F | | F | | | |
| COLLADAY | R15 | | | | | AC-F | AC-F | | | | AC-F | | | | | | | | | F | | AC F | | | | | | AC-F O-F | | AC-F O-F | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOLDER | R33 | | | | | | | F | | | | | | | | | | | | | | | F | | | | | | | | | |
| MANN | R12 | | | | | | F | | | | | | F | | | F | | | | | | | | | | | | | | | | |
| AUSTIN | R43 | | | | | F | | | AC-F | | | | | F | | | | | AC-F | | F | | | | | | | | | | | |
| ROWLEY | R30 | | | | | | F | | F | | F | | | | | F | | | | | | | | | | | | | | | | |
| PORTER | R36 | F | | | | F | | | F | | | | | F | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | F SES | | | | | | | | | | | | |
| FOSS | L27 | | | | | | | O-F | | | | | | F | | | | | | | | | | | | | | | | | | |

2

U 1 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST B.S. CREW ACTIVITIES - JULY

ATT "D", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MARONDE | R13 | | | | | B | | B | | | | | Q | B | | | |
| EVANS | R35 | | | | | XP R D | B | | TIA SW | | | B | | FS | B | | |
| VAN LEEUW | R40 | L← | | | | | | | | | | | →L | | XP R D | B | |
| BLENIS | N57 | | | | | | XP R D | SW B | Q | B | | | FS | B | | | |
| HUBBES | R37 | | | | | FS | B P-LT | | | | | B SW | | | B | | |
| WISE | L26 | | | | | | TIA | Q FS | QQ | | | A+O- R LT | A-LT P XPR | A-B | | | A-L→ O-L→ |
| BARNARD | R44 | | | | | P-LT | B Q | | XP R D | | | SW | B | | | B Q TIA | |
| MAYS | R47 | L← | | | | | | | | | | | →L | A-LT | Q TIA | XP R D | |
| WILKE | R52 | L← | | | | | | | | | | | →L | Q | B | | |
| COLLADAY | R15 | P-L | | | | | | FS Q | A-Q | | | | XPRD →PL | | A-LT P-AO | Q | |
| HOLDER | R33 | | | | | SW Q | B | | A-LT P-AO | | | E← | | | | | →E |
| MANN | R12 | | | | | B TIA | | | SW | | | B | | XP R D | B | | |
| AUSTIN | R43 | | | | | | | Q B | | | | XP R D | B | | | A-LT Q B | |
| ROWLEY | R20 | | | | | B | | B | | B | Q→ | A-LT TIA | B | | | | L |
| PORTER | R36 | | | | | | SW | B | | | | A-ALT Q | CH B | | | L← | →→ |
| FOSS | | | | | | | SW | | | | | | | | | | |



J 1 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST B.S. CREW ACTIVITIES - JULY

ATT "D", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MARONDE | R13 | | P-LT | B | | OQ | B | | | | B | | FS | A-LT SW | | |
| EVANS | R35 | | | XP R D A-LT | B | | O-OD | | | B C-ALT-CH | | A-LT | P-LT B | | | |
| VAN LEEW | R40 | | | | B | | OQ | | | FS ← SW | | | B | | | |
| BLENIS | N52 | | B | | B | | | | | A-ALT P-LT CH TIA | | B | | OQ | | |
| HUBBES | R37 | | O-ALT B CH | | | | A-LT | | | B | | TIA | B | | | |
| WISE | L26 | A→O-L | | | | | | | | | C-LT | P-B A-ALT | P-B CH | | | |
| BARNARD | R44 | | | B | | | XP R D | | | B | | | P-NAV | O-OD | | |
| MAYS | R47 | | A→P-ALT CH O-OD | | XP R D | B | | G | | | FS | B | | SW | | |
| WILKE | P52 | | XP R D | | A-ALT CH | | B | | | B | | B | | TIA | | |
| COLLADAY | R15 | | B | | | TIA | | | | P- AEC SCHOOL | | | B | | | |
| HOLDER | R33 | E ← | | | | | | | | | | | | | | → E |
| MANN | R12 | | FS O-ALT A-NAV CH | | P-NAV | A-LT CH | B | | | C ← | | | | | | → G |
| AUSTIN | R43 | | B | | FS | XP R D | | | | G ← | | | | | | → G |
| ROWLEY | R-20 | L ← | | | | | | | | | | | | | | → L |
| PORTER | R36 | L ← | | | | | | | | | | | | | | → L |
| LOSS | L27 | | SES ← | | | | | | | | | | | | | → SES |

4

0125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, KANSAS
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

ATTACHMENT "E"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

310TH AREFS MONTHLY TRAINING SCHEDULE - JULY

HQ 310BOMWG
ATT "E", APP "1", Annex "B"
OPORD 409-55
1 JUL 55

J 1 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## 310TH A..B MONTHLY FLYING PR JECTION

ATT "E" APP "1", ANNEX "B" OPORD 409-55, JUL 55 - JULY

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | -- | -- | -- | -- | 5 | 5 | 4 | 5 | -- | -- | -- | -- | 13 | 13 | 13 | -- |
| DAILY SORT FLN | | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | -- | -- | -- | -- | 5 | 10 | 14 | 19 | -- | -- | -- | -- | 32 | 45 | 58 | -- |
| ACCUM SORT FLN | | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | -- | -- | -- | -- | 7 | 8 | 8 | 8 | -- | -- | -- | -- | 8 | 9 | 5 | -- |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | -- | -- | -- | -- | 35 | 40 | 32 | 40 | -- | -- | -- | -- | 43 | 43 | 64 | -- |
| DAILY HRS FLN | | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | -- | -- | -- | -- | 35 | 75 | 107 | 147 | -- | -- | -- | -- | 190 | 233 | 297 | -- |
| ACCUM HRS FLN | | | | | | | | | | | | | | | | |
| ARS 379 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 11 | 1 | 1 | 1 | | 41 | 41 | 41 | 1 |
| ARS 380 | 1 | 1 | 1 | 1 | 21 | 21 | 21 | 21 | 1 | 1 | 1 | | 41 | 41 | 41 | 1 |
| ARS 380 | 1 | 1 | 1 | 1 | 21 | 21 | 11 | 21 | 1 | 1 | 1 | 1 | 41 | 41 | 41 | 1 |

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAILY SORT PROJ | -- | -- | -- | 13 | 13 | 13 | -- | -- | -- | 5 | 5 | 5 | 5 | -- | -- |
| DAILY SORT FLN | | | | | | | | | | | | | | | |
| ACCUM SORT PROJ | -- | -- | -- | 71 | 84 | 97 | -- | -- | -- | 102 | 102 | 112 | 117 | -- | -- |
| ACCUM SORT FLN | | | | | | | | | | | | | | | |
| AVG HRS PER SORT PROJ | -- | -- | -- | 3+ | 3+ | 5- | -- | -- | -- | 8 | 8 | 7 | 8 | -- | -- |
| AVG HRS PER SORT FLN | | | | | | | | | | | | | | | |
| DAILY HRS PROJ | -- | -- | -- | 43 | 43 | 64 | -- | -- | -- | 40 | 40 | 35 | 40 | -- | -- |
| DAILY HRS FLN | | | | | | | | | | | | | | | |
| ACCUM HRS PROJ | -- | -- | -- | 340 | 383 | 447 | -- | -- | -- | 487 | 527 | 562 | 602 | -- | -- |
| ACCUM HRS FLN | | | | | | | | | | | | | | | |
| ARS 379 | 1 | 1 | 1 | 41 | 41 | 41 | 1 | 1 | 1 | 11 | 21 | 11 | 11 | 1 | 1 |
| ARS 380 | 1 | 1 | 1 | 41 | 41 | 41 | 1 | 1 | 1 | 21 | 11 | 21 | 21 | 1 | 1 |
| ARS 381 | 1 | 1 | 1 | 41 | 41 | 41 | 1 | 1 | 1 | 21 | 21 | 21 | 21 | 1 | 1 |

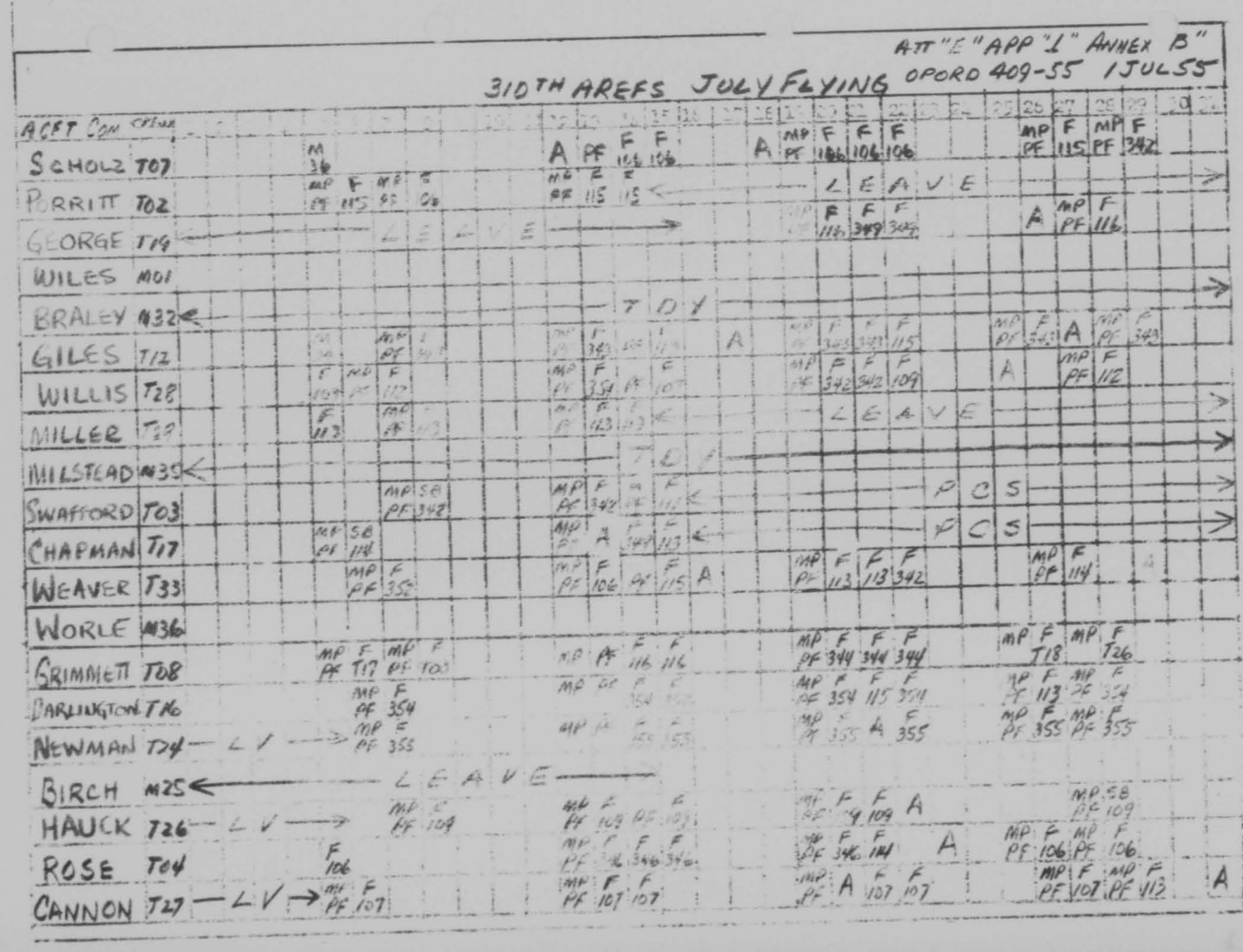


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "E" APP "L" ANNEX B"

# 310TH AREFS JULY FLYING OPORD 409-55 1JUL55






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B", APP "1", ANNEX "
OPORD 409-55, 1 JULY 55

SLOTH AREA'S JULY FLYING

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BURKE | M31 | | | | | | | | | | | | MP PF | F 351 | F 352 | F 352 | | | | MP PF | F 352 | AF | F 114 | | A | MP PF | SB 344 | MP PF | F 349 | | | |
| DUNSTAN | T18 | — | L | V | — | → | | | | | | | MP PF | F 102 | F 102 | | | | | A | PF | F 108 | F 108 | | | | MP PF | F 108 | | | A | |
| LOVELL | T23 | | | | | MP AF | F 108 | | | | | | MP PF | F 102 | F 102 | | | | | MP PF | F 111 | F 111 | F 111 | | | | MP PF | F 111 | A | | | |
| DEAM | T21 | | | | | MP PF | F 111 | | | | | | MP PF | F 111 | F 111 | A | | | | | | | | | | | | | | | |
| DUNBAR | M34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ALL NON COMBAT READY CREWS TO BE SCHEDULED ON AVAILABILITY BASIS ON TURNAROUND MISSIONS.

2

0129

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH AREFS CREW ACTIVITIES - JULY

ATT "E", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCHOLZ | T07 | | | | | | | | LT | | | | | | | | |
| PORRITT | T02 | | | | | | | | | | | | | | | LV | → |
| GEORGE | T19 | ← | — | L | E | A | V | E | — | — | — | — | — | — | → | | |
| WILES | M01 | | | | | LT | | | | | | | | | | | |
| BRALEY | M32 | ← | — | T | D | Y | — | — | — | — | — | — | — | — | — | — | → |
| GILES | T12 | | | | | | | | | | | LT | | | | | |
| COLLIS | T28 | | | | | | | | | | | | | | | | |
| MILLER | T29 | | | | | | | | | | | AO | | | | | |
| MILSTEAD | M35 | ← | — | T | D | Y | — | — | — | — | — | — | — | — | — | — | → |
| SWAFFORD | T03 | | | | | | LT | | | | | | | | | | PCS |
| CHAPMAN | T17 | | | | | | | AO | | | | | | | | | PCS |
| WEAVER | T33 | | | | | | | | | | | | | | | | |
| COOLE | M36 | | | | | | | | | | | | | | | | |
| GRIMMETT | T08 | | | | | | | | | | | LT | | | | | |
| DARLINGTON | T16 | | | | | | | | TO | | | | | | | | |
| NEWMAN | T24 | ← | — | L | V | → | | | | | | | | | | | |
| BIRCH | M25 | ← | — | L | E | A | V | E | — | — | — | — | — | — | → | | |
| HAUCK | T26 | ← | — | L | V | → | | | | | | | | | | | |
| ROSE | T04 | | | | | | | LT | | | | | | | | | |
| CANNON | T27 | ← | L | V | → | | | | | | | | | | | | |

3

0130

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

ATT "E", APP "I", ANNEX "L"
OPORD 409-55, 1 July 55

310 REFS - CREW ACTIVITIES - JULY

| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | LT | |
| BURKE | M31 | | | | | | | | | | | | TO | | | | |
| DUNSTAN | T18 | ← | | L | V | → | | | | | | | | | | | AO TO |
| LOVELL | T23 | | | | | | | | | | | | | | | | |
| DEAM | T21 | | | | | | | | | | | | | | | | |
| DUNBAR | M34 | | | | | | | | | | | | LT | | | | |

4

J 1 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "E", APP "1", ANNEX "B"
OPORD 409-55, 1 JULY 55

316TH AREFS CREW ACTIVITIES -- JULY

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCHOLZ | T07 | | | | | | | OM OD | | | | | | | | → |
| PORRITT | T02 | L | E | A | V | E | | | | | | | | | | |
| GEORGE | T19 | | | | | | | | | LT | | | | | | |
| WILES | M01 | | | | | | | | | G | G | G | G | G | | → |
| BRALEY | M32 | ← | — | — | T | D | Y | — | — | — | — | — | — | — | — | — |
| GILES | T12 | | | | | | | | | | | | | | | |
| WILLIS | T28 | | | | | | | | | | | | | | | |
| MILLER | T29 | | | | | | | | | | | | | | | |
| MILSTEAD | M33 | ← | — | — | T | D | Y | — | — | — | — | — | — | — | — | → |
| SWAFFORD | T03 | ← | — | — | P | C | S | — | — | — | — | — | — | — | — | → |
| CHAPMAN | T17 | ← | — | — | P | C | S | — | — | — | — | — | — | — | — | → |
| WEAVER | T33 | | | | | | | | | | | | TO | | | |
| WORLE | M36 | | | OD | | | | | | G | G | G | G | G | | |
| GRIMMETT | | OM | | | | | | | | | | | | LT | | |
| DARLINGTON | | | | | | | | | | | | | | | | |
| NEWMAN | | | | | | | | | | | | LT | | | | |
| BIRCH | M25 | | | LT | | | | | | | | | | | | |
| HAUCK | T26 | | | | | | | | | | LT | | | OD | | |
| ROSE | T04 | | | | | | LT | | | | | AO | | | | |
| CANNON | T27 | | | | | | | | TO | | | | | | | |

5

0132

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "E", APP "1", ANNEX. 8"

310 ARBFS – CREW ACTIVITIES – JULY  OPORD 409-55, 1 July 55

| | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BURKE | M31 | | | | | | | | | | | | | | | | |
| DUNSTAN | T18 | | | | | LT | | | | | | | | | | | |
| LOVELL | T23 | | | | | | | | | | | | | | | | |
| DEAM | T21 | | | | | | | | | | | | | | | | |
| DUNBAR | M34 | | | | AQ LT TO | | | | | G | G | G | G | G | | | |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 2, Annex B
OPORD 409-55
1 JUL 55

J 1 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

1. A total of 1,952 air training hours is being projected for the month of July. (1,350 hours for B-47's and 602 hours for KC-97's). The goal of completion of the quarterly 50-8 requirements prior to 31 JUL 55 will be stressed during the month.

2. Flying time priority will be as follows:

a. Accomplishment of 60-2 requirements.

b. Up-grading of non-combat ready crews.

c. Accomplishment of 51-26 requirements for lead crews.

d. Accomplishment of 50-8 requirements.

e. Completion of 51-19 requirements and maintenance of flying proficiency in B-47 aircraft of staff crew members.

3. Flying time projection for June:

a. 379th BOMRON:

(1) Lead Crew Training — 9 sorties for 55 hours.

(2) Ready Crew Training — 37 sorties for 245 hours.

HQ 310BOMWG
APP "2", Annex "B"
OPORD 409-55
1 JUL 55

J 1 3 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | |
|---|---|---|
| (3) | Non-Ready Training | 15 sorties for 93 hours. |
| (4) | Staff Training | 11 sorties for 77 hours. |
| (5) | Total | 72 sorties for 440 hours. |

b. 380th BOMRON:

| | | |
|---|---|---|
| (1) | Lead Crew Training | 14 sorties for 82 hours. |
| (2) | Ready Crew Training | 42 sorties for 281 hours. |
| (3) | Non-Ready Training | 11 sorties for 61 hours. |
| (4) | Staff Training | 4 sorties for 16 hours. |
| (5) | Total | 71 sorties for 440 hours. |

c. 381st BOMRON:

| | | |
|---|---|---|
| (1) | Lead Crew Training | 4 sorties for 27 hours. |
| (2) | Ready Crew Training | 59 sorties for 389 hours. |
| (3) | Non-Ready Training | 6 sorties for 37 hours. |
| (4) | Staff Training | 3 sorties for 19 hours. |
| (5) | Total | 72 sorties for 472 hours. |

d. 310th AREFS:

| | | |
|---|---|---|
| (1) | Ready Crew Training | 117 sorties for 602 hours. |
| (2) | Non-Ready Training | 0 sorties for 0 hours. |
| (3) | Staff Training | 0 sorties for 0 hours. |
| (4) | Total | 117 sorties for 602 hours. |

e. Wing B-47:

| | | |
|---|---|---|
| (1) | Lead Crew Training | 27 sorties for 164 hours. |
| (2) | Ready Crew Training | 138 sorties for 915 hours |
| (3) | Non-Ready Training | 32 sorties for 191 hours. |
| (4) | Staff Training | 18 sorties for 80 hours. |
| (5) | Total | 215 sorties for 1350 hours. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

GROUND TRAINING

HQ 310BOMWG
APP 3, ANNEX B
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. Attachments to this Appendix 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(6) of this OPORD prescribes this requirement.

b. Block Training - Requirement as prescribed in SAC REG 50-24 will tentatively start 11 July 55. Quotas to each squadron will be given by separate correspondance.

c. Formal Target Study - Requirements for Formal Target Study will be published separately as soon as material is available to Target Study Section.

d. EWP Target Study - Requirements for EWP Target Study will be scheduled separately by the Wing Plans Officer.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
APP 3, ANNEX B
OPORD 408-55
1 July 55



J 1 3 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENTS:

"A" C-11 Link Trainer
"B" P-3 Link Trainer
"C" Ultra-Sonic Trainer
"D" Simulator
"E" "K" System In-Flight Maintenance
"F" T-1A Trainer
"G" OQ Range
"H" Altitude Chamber

DISTRIBUTION: Same as basic OPORD

OFFICIAL:

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

C-11 LINK TRAINER

HQ 310BOMWG
ATTA, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1,4 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "A"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

C-11 LINK TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. The C-11 Type (Jet) link trainer will be used by aircraft commanders and pilots of the three bombardment squadrons.

2. As directed by SAC REG 50-24, Supplement II, 8 April 55, each pilot will receive a minimum of two (2) hours trainer time for each four months phase of training. Present phase of training will end 31 August, 55.

3. Training schedule for the month of July for the C-11 trainer is listed below. Trainer is located in the Link Trainer Room, Base Ground Training Building #936.

| DATE | 0730-0930 | 0930-1130 | 1230-1430 |
|---|---|---|---|
| 5 July | 379BOMRON | 380BOMRON | 381BOMRON |
| 6 | 380 " | 381 " | 379 " |
| 7 | 381 " | 379 " | 380 " |
| 8 | 379 " | 380 " | 381 " |

HQ 310BOMWG
ATTA, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | 0730-0930 | 0930-1130 | 1230-1430 |
|---|---|---|---|
| 11 July | 380BOMRON | 381BOMRON | 379BOMRON |
| 12 | 381 " | 379 " | 380 " |
| 13 | 379 " | 380 " | 381 " |
| 14 | 380 " | 381 " | 379 " |
| 15 | 381 " | 379 " | 380 " |
| 18 July | 379BOMRON | 380BOMRON | 381BOMRON |
| 19 | 380 " | 381 " | 379 " |
| 20 | 381 " | 379 " | 380 " |
| 21 | 379 " | 380 " | 381 " |
| 22 | 380 " | 381 " | 379 " |
| 25 July | 381BOMRON | 379BOMRON | 380BOMRON |
| 26 | 379 " | 380 " | 381 " |
| 27 | 380 " | 381 " | 379 " |
| 28 | 381 " | 379 " | 380 " |
| 29 | 379 " | 380 " | 381 " |



J 1 4 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

P-3 LINK TRAINER

HQ 310BOMBWG
ATT B APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 4 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "B"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

P-3 LINK TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. The P-3 type (prop) link trainer will be utilized by all pilots assigned to the 310th Air Refueling Squadron.

2. In accordance with SAC REG 50-24, Supplement IV, 13 April 55, all pilots will receive two (2) hours trainer time every four months training phase. Present training phase ends 31 August, 55.

3. Pilots scheduled for this trainer will report to the Link Trainer Room, Base Ground Training Building #936.

4. Schedule for the month of July will be as follows: Two periods per day, 0930-1130 hours and 1230-1430 hours Monday through Friday. This schedule will be in effect from 5 July through 29 July 55.

HQ 310BOMWG
ATT B, APP 3, ANNEX B
OPORD 409-55
1 July 55

0144

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

ULTRA-SONIC TRAINER

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 4 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "C"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONAL ORDER

SERIAL NR 409-55

ULTRA-SONIC TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. In accordance with SAC REG 50-24, Supplement II, 8 April 55, each observer will receive four (4) hours of Ultrasonic Trainer time for each four month training phase. No more than two hours for any one month period will be credited toward this requirement. Present training phase will end 31 August, 55.

2. Squadrons will schedule one observer for each two (2) hour period. The T-2A trainer is located in the Base Ground Training Building #936.

3. First priority will be given to observers having an EWP assignment. Whenever an EWP observer is scheduled, every attempt should be made to schedule the aircraft commander and pilot at the same time to report to the wing intelligence officer for the required 2 hour per month mission study period. Those observers scheduled for EWP target runs will contact the Wing Intelligence Section, Ext. 8084, in advance and request their plate be in place at the proper time. Each observer assigned an EWP target must complete a one time total of ten (10) runs.

HQ 310BOMWG
ATT C, APP 3, ANNEX B
OPORD 409-55
1 July 55

0146

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | 0730-0930 | 0930-1130 | 1230-1430 | 1430-1630 |
|---|---|---|---|---|
| 5 July | 379BOMRON | 380BOMRON | 381BOMRON | 379BOMRON |
| 6 | 380 " | 381 " | 379 " | 380 " |
| 7 | 381 " | 379 " | 380 " | 381 " |
| 8 | 379 " | 380 " | 381 " | 379 " |
| 11 July | 380BOMRON | 381BOMRON | 379BOMRON | 380BOMRON |
| 12 | 381 " | 379 " | 380 " | 381 " |
| 13 | 379 " | 380 " | 381 " | 379 " |
| 14 | 380 " | 381 " | 379 " | 380 " |
| 15 | 381 " | 379 " | 380 " | 381 " |



U 1 4 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

SIMULATOR

HQ 310BOMBWG
ATT D, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 4 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "D"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

SIMULATOR

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

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). As prescribed by SAC REG 50-24, Supplement II, 8 April 55, four (4) hours training will be accomplished each training phase. The present training phase ends 31 August, 55.

2. The following schedule for the S-6 simulator will be in effect for July. Thursday afternoon and Friday of each week is available for squadron standboard checks.

| DATE | 0730-1130 | 1230-1630 |
|---|---|---|
| 5 July | 380BOMRON | 381BOMRON |
| 6 | 379 " | 380 " |
| 7 | 381 " | |

HQ 310BOMWG
ATT D, APP 3, ANNEX B
GPORD 409-55
1 July 55

J 1 4 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | 0730-1130 | 1230-1630 |
|---|---|---|
| 11 July | 379BOMRON | 380BOMRON |
| 12 | 381 " | 379 " |
| 13 | 380 " | 381 " |
| 14 | 379 " | |
| 18 July | 380BOMRON | 381BOMRON |
| 19 | 379 " | 380 " |
| 20 | 381 " | 379 " |
| 21 | 380 " | |
| 25 July | 381BOMRON | 379BOMRON |
| 26 | 380 " | 381 " |
| 27 | 379 " | 380 " |
| 28 | 381 " | |

HQ 310BOMBG
ATT D, APP 3, ANNEX B
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "E"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

HQ 310BOMBG
ATT E APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 5 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "E"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

"K" SYSTEM IN-FLIGHT MAINTENANCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. "K" System In-Flight Maintenance classes for all observers will be conducted in the 310 A & E Shops by TECH Representatives.

2. As directed in SAC REG 50-24, Supplement II, 8 April, 55, each observer will receive a minimum of two (2) hours per month and a maximum of four (4) hours per month of this training. Each observer will accomplish eight (8) hours of "K" System In-Flight Maintenance by 31 August, 55.

3. Observers may report to the Tech Representative offite for this training. Training will be available each day from the hours 0730 to 1430, Monday through Friday each week. Observer will insure that he receives credit for this training by signing roster or attendance slip supplied by Tech Representative. If observer desires training on Mock-up, he may receive this training from 1230 to 1430 daily.

HQ 310BOMWG
ATT E, APP 3, ANNEX B
OPORD 409-55
1 July 55

0152

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "F"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

T-1A TRAINER

HQ 310BOMBG
ATT F, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 5 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "F"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

T-1A TRAINER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. In accordance with SAC REG 50-24, Supplement II, 8 April, 55, all co-pilots will receive four (4) hours of training on the T-1A Trainer each training phase. Present training phase ends 31 August, 55.

2. The APG-T-1A Gunnery Trainer is located in the Base Ground T Training Building #936, Room #120. The following schedule will be in effect for the month of July, 55.

| DATE | 0730-0930 | 0930-1130 |
|---|---|---|
| 5 July | 381BOMRON | 379BOMRON |
| 6 | 380 " | 381 " |
| 7 | 379 " | 380 " |
| 8 | 381 " | 379 " |
| 12 July | 380BOMRON | 381BOMRON |
| 13 | 379 " | 380 " |
| 14 | 381 " | 379 " |
| 15 | 380 " | 381 " |

HQ 310BOMWG
ATT F, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 5 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | 0730-0930 | 0930-1130 |
|---|---|---|
| 19 July | 379BOMRON | 380BOMRON |
| 20 | 381 " | 379 " |
| 21 | 380 " | 381 " |
| 22 | 379 " | 380 " |
| 26 July | 381BOMRON | 379BOMRON |
| 27 | 380 " | 381 " |
| 28 | 379 " | 380 " |
| 29 | 381 " | 379 " |



J 1 5 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "G"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

OQ RANGE

HQ 310BOMWG
ATT G, APP 3, ANNEX B
OPORD 409-55
1 July 55

U 1 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0157

ATTACHMENT "G"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

OQ RANGE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

1. The following OQ Range schedule will be in effect for the month of July.

2. Each Squadron Training Officer will schedule one co-pilot every Thursday and Friday for this training. As required by SAC REG 50-24, Supplement II, 8 April, 55, each B-47 co-pilot will participate in one OQ Range exercise each year.

3. Private transportation will be used to and from range.

HQ 310BOMWG
ATT G, APP 3, ANNEX B
OPORD 409-55
1 July 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ATTACHMENT "H"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

ALTITUDE CHAMBER

HQ 310BOMBG
ATT H, APP 3, ANNEX B
OPORD 409-55
1 JULY 55

U 1 5 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "H"

TO

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 409-55

ALTITUDE CHAMBER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

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, SAC REG 50-34, and SAC REG 50-24.

2. Refresher training for aircrews will be for two full days. 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.

3. Personnel will report at 0730 on the dates listed below. Personnel will be required to bring their own oxygen masks.

4. All students must have a current flying physical.

HQ 310BOMBWG
ATT H, APP 3, ANNEX B
OPORD 409-55
1 July 55

J 1 5 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | |
|---|---|
| 11 & 12 July | 381BS - 4 |
| 18 & 19 July | 379BS(3); 380BS(3); 381BS(2);310AREFS(5) |
| 20 & 21 July | 379BS(4); 380BS(4); 381BS(2);310AREFS(5) |
| 25 & 26 July | 379BS(4); 380BS(4); 381BS(2);310AREFS(5) |
| 27 & 28 July | 380BS(3); 381BS(2); 310AREFS(10) |
| 13, 14 & 15 July | 310FMS(3); 310FMS(6) |



J 1 6 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 409-55

COMMUNICATIONS

HQ 310BOMWG
ANNEX C
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 409-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 July 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 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, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP, 802, 1 CY

HQ 310BOMWG
ANNEX C
OPORD 409-55
1 July 55

J 1 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICIAL:

Robert E Thacker

ROBERT E THACKER
Colonel, USAF
Wing Director of Operations

HQ 310BOMWG
ANNEX C
OPORD 409-55
1 July 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX D

TO

OPERATIONS ORDER

SERIAL NR 409-55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX D

TO

OPERATIONS ORDER

SERIAL NR 409-55

HEADQUARTERS
310TH BOMBARDMENT WING MEDIUM
Smoky Hill Air Force Base, Kansas
1 July 1955, 0001Z

1. GENERAL:

a. PURPOSE: To disseminate Administrative and Logistic instructions that will apply to Operations Order Serial Number 409-55.

b. APPLICABILITY: These instructions are applicable to all personnel of the 310th Bombardment Wing and the 310th Air Refueling Squadron.

c. Further information pertaining to administrative and logistic matters will be in Annex D of the Operations Order of Wing Directed Missions on the following dates:

(1) 13, 14 and 15 July 1955.

(2) 20, 21 and 22 July 1955.

2. SUPPLY:

a. Installations: Installations are adequate for this operation.

b. Class I, in flight rations 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 IF-5's necessary for each mission.

c. Class II and IIA: Omitted.

d. Class III and IIIA: POL.

ANNEX D
OPORD 409-55
HQ 310BOMWG
1 JUL 55

J 1 6 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Will be provided by stations at which the requirements develop.

(2) Aircraft will be serviced in accordance with mission requirements or SAC REG 66-27 whichever is greater.

e. Class IV and IVE:

(1) Supply support will be from station supplies at Smoky Hill Air Force Base upon arrival.

(a) Delivery and a repairable pick up service will be in accordance with SAC Manual 66-12 and 65-2.

f. Class V and VA:

(1) Ammuniction loading will be as directed by Director of Operations, 310th Bombardment Wing Medium.

3. TRANSPORTATION:

a. Ground: Each tactical and support unit will be furnished transportation in accordance with SAC Manual 66-12.

(1) Unit commanders requiring additional transportation will contact the Director of Materiel, 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 Materiel, 310th Bombardment Wing.

4. SERVICES:

a. Medical: Omitted.

b. Maintenance.



U 1 6 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Chief of Maintenance:

(a) Monitor Appendix I and II, 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 reguard to calibration with the shop standard.

(c) Insure Base Supply 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 and II, this Annex for work load.

(4) Armament and Electronics Maintenance Squadron.

(a) See Appendix I and II, this Annex for work load.

(b) Complete all work order request as Directed by Maintenance Control.

(5) Field Maintenance Squadron:

(a) See Appendix I and II, this Annex for work load.

(b) Have maintenance personnel available as requested by Maintenance Control.

(c) Have necessary ground power available upon request by Maintenance Control.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Flight Line Maintenance:

(a) Crew Chiefs or their assistants will remain at the aircraft at all times that maintenance is being accomplished.

(b) Insure that all work orders are completed timely.

(c) Provide fire extinguishers at aircraft as needed.

(d) Insure all towing equipment is serviceable.

(e) Necessary Squadron Supply personnel are available when needed.

c. Finance: Omitted.

5. PERSONNEL: Omitted.

6. ADJUTANT: Omitted.

7. MISCELLANEOUS: Omitted.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379th Bombardment Squadron Flying Schedule for July 1955

| ACFT NR | 1 | 5 | 6 | 7 | 8 | 11 | 12 | 13 | 14 | 15 | 18 | 19 | 20 | 21 | 22 | 25 | 26 | 27 | 28 | 29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 102 | | | | F | | | F | | | F | | | | F | | | F | | | F |
| 107 | | | F | | | F | | | F | | | | F | | | F | | | F | |
| 113 | | F | | | F | | | F | (TOC) | | | F | | | F | | | F | | |
| 115 | | | | F | | | | F | | | F | | | F | | | F | | | |
| 118 | | | F | | | F | | | | F | | | F | | | F | (—— SES | | | |
| 284 | | F | | | F | | | | F | | | F | | | F | | | | F | |
| 277 | F | | | F | | | | F | | | F | | | F | | | (ANNUAL CYCLE— | | | |
| 281 | | | F | | | | F | | | F | | | F | | (TOC) | | F | | | F |
| 302 | | F | | | | F | | | F | | | F | | | | F | | | F | |
| 289 | F | (TOC) | | | F | (ANNUAL CYCLE—) | | | | F | | | | | F | | | F | | |
| 293 | | | | F | | | F | | | F | | | | F | | | F | | | F |
| 297 | | | F | | | F | | | F | | | | F | | | F | | | F | |
| 300 | (-DOCK—) | | | TA | | | | F | | | | F | | | F | | | F | | |
| 306 | | | | | | | | | | | | | | | | | | | | |
| 276 | | | | | | | | | | | | | | | | | (—— | | | |
| 108 | | (—— | | | | | | | | | —) | | | | | | | | | |
| | 2 | 3 | 4 | 4 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 3 |

APP 1 TO ANNEX D
OPORD 409-55
HQ 310BOMWG

J 1 6 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380th Bombardment Squadron Flying Schedule for July 1955

| ACFT NR | 1 | 5 | 6 | 7 | 8 | 11 | 12 | 13 | 14 | 15 | 18 | 19 | 20 | 21 | 22 | 25 | 26 | 27 | 28 | 29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | | F | | | F | | | | F | | | F | | | F | | | | F | |
| 106 | F | | | F | (TOC) | | | F | | | F | | | | | F | SES | | | |
| 110 | -D | O | C | K- | TH) | | | F | | | F | | | F | | | | F | | | F |
| 116 | | F | | | | | F | | | F | | | | F | | | F | SES | | |
| 117 | | | | | F | | | F | | | F | | | | F | | | F | | |
| 120 | | | | F | | | F | | | F | (TOC) | | | F | | | F | | | F |
| 282 | | | F | | | F | | | F | | | | F | | | F | | (-D | O | C | K-) |
| 299 | | F | | | F | | | F | | | | F | | | F | | | F | | |
| 286 | F | | | F | | | F | | | | F | | | F | (ANNUAL CYCLE) | | | | | |
| 283 | | | F | | | F | | | | F | | | F | | | F | (TOC) | | | F |
| 237 | | | | | F | | | | F | | | F | | | F | | | | F | |
| 301 | F | | | F | | | | F | | | F | | | F | | | | F | | |
| 290 | | | F | | | | F | | | F | | | | F | | | F | | | F |
| 109 | | TULSA | | | | | | | | | | | | | | | | | | |
| 279 | | | | | | | | | | | | | | | (ANNUAL CYCLE) | | | | | |
| 147 | | | | | | | | ( | | | | | | | | | | ) | | |
| | 3 | 3 | 3 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 3 | 3 | 2 | 4 |

APP 1 TO ANNEX D
OPORD 409-55
HQ 310BOMWG
1 JUL 55

2

0170

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381st Bombardment Squadron Flying Schedule for July 1955

| ACFT NR | 1 | 5 | 6 | 7 | 8 | 11 | 12 | 13 | 14 | 15 | 18 | 19 | 20 | 21 | 22 | 25 | 26 | 27 | 28 | 29 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 096 | | | | F | | | F | | | F | | | | F | | | F | | | F |
| 104 | | | F | | | F | | | F | | | | F | | | F | | | F | |
| 105 | | F | | | F | | | | F | | | F | | | F | | | F | | |
| 111 | F | | | F | | | | F | | | F | | | F | | | F | | (TOC) | |
| 112 | | | F | | | F | | | F | | | | F | | | F | | | | F |
| 114 | | F | | | F | (ANNUAL CREW | | | | ) F | | | | | F | | | | F | |
| 146 | F | | | F | | | | F | | | F | | | F | | | | F | | |
| 261 | | | F | | | | F | | | F | | | F | | | | F | | | F |
| 295 | | F | | | | F | | | F | | | F | | | | F | | | F | |
| 287 | F | | | | F | | | F | | | F | ( | —— | DOCK | —— | —— | —— | —— | —— | —— |
| 292 | | | | F | | | F | | | F | | | | F | | F | | | F | |
| 305 | | | F | | | F | | | | | F | —— | —— | SES | | | | | | |
| 304 | | F | | | F | | | F | | | | F | | | F | | | F | | |
| 271 | ( | | DOCK | —— | —— | —— | —— | —— | —— | TH) | | | | | | | | | | |
| 307 | | | | | | | (TOC-) | | | | | | | | | | | | | |
| 303 | | | | | | | ( | —— | DOCK | —— | —— | —— | —— | —— | —— | —— | ) | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | 3 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 4 |
| | | | | | | | | | | | | | | | | | | | | |

APP 1 TO ANNEX D
OPORD 409-55
HQ 310BOMWG
1 JUL 55

3

J 1 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310th Air Ref[illegible]ing Squadron Flying Schedule f[illegible] JULY 1955/ o/c - Operational Fit Check

| ACFT NR: | 1 | 5 | 6 | 7 | 8 | 11 | 12 | 13 | 14 | 15 | 18 | 19 | 20 | 21 | 22 | 25 | 26 | 27 | 28 | 29 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 | | F | | | F | | | F | F | F | | | F | F | F | | F | | | F | | | |
| 107 | | | F | | | | | F | F | F | | | | F | F | | | F | | | | | |
| 108 | | | F | | | | | F | F | F | | | | F | F | | | F | | | | | |
| 109 | | F | | | F | | | F | | F | | | F | F | F | | | | F | (DOCK - | | | |
| 111 | | | F | | | | | F | F | F | | | F | F | F | | | F | | | | | |
| 112 | | | | F | | | | (— DOCK | | | | | | | ) | TH | | | F | | | | |
| 113 | | F | | | F | | | F | F | F | | | F | F | | | F | | | F | | | |
| 114 | | | F | | | | (VALVE CHECK ) | | | | | O/C | | F | F | | | F | | | | | |
| 115 | | | F | | | | | F | F | F | | | | F | F | | | F | | | | | |
| 116 | | | | (VALVE CHECK - ) | | | | O/C | F | F | | | F | | | | | | F | | | | |
| 342 | | F | | | F | | | F | | | | | F | F | F | | | | | F | | | |
| 343 | | F | | | F | | | F | | | | | F | F | | | F | | | F | | | |
| 344 | | (— | | - DOCK | | | | ) | TH | | | | F | F | F | | F | | | | | | |
| 346 | | (VALVE CHECK) | | | O/C | | | F | F | F | | | F | | | | | | | | | | |
| 348 | (— | | | | | | | | I | R | A | N | | | | | | | | ) | | | |
| 349 | -DOCK-) | | TH | | | | | | F | | | | | F | F | | | | F | | | | |
| 352 | | | | F | | | | F | F | F | | | F | (— | | DOCK | | | | TH) | | | |
| 354 | | | | F | | | | F | F | F | | | F | | F | | | | F | | | | |
| 355 | | | | F | | | | | F | F | | | F | | F | | F | | | F | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 0 | 5 | 5 | 4 | 5 | 0 | 0 | 12 | 12 | 12 | 0 | 0 | 12 | 12 | 12 | 0 | 5 | 5 | 5 | 5 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

APP 2 TO ANNEX D

0172

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, MEDIUM

Date Month of July 1955

1. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed A/C) |
|---|---|---|---|
| 379BS | 386:00 | 16 | 24:08 |
| 380BS | 432:00 | 15 | 28:48 |
| 381BS | 432:35 | 16 | 27:02 |
| 310th BOMMG Total | 1250:35 | 47 | 26:36 |
| 310th AREFS Total | 623:40 | 18 | 34:39 |
| Combined Total | 1874:15 | 65 | 28:50 |

| | | | | |
|---|---|---|---|---|
| 2. Number of Aircraft Assigned: | B-47 | 48 | KC-97 | 21 |
| 3. Average number of Aircraft possessed: | B-47 | 47 | KC-97 | 18 |
| 4. Number of Periodic Inspections Scheduled: | B-47 | 8 | KC-97 | 4 |
| Number of Periodic Inspections Completed: | B-47 | 6 | KC-97 | 3 |
| 5. Number of Engine Changes: | B-47 | 16 | KC-97 | 5 |
| Average Time at Engine Change: | B-47 | 399:49 | KC-97 | 597:24 |
| 6. Number of Cylinder Changes: | | | KC-97 | 5 |
| 7. Number of Turbo Changes: | | | KC-97 | 1 |
| 8. In Commission - Rates and Figures: | | | | |
| (1) Wing Percentage In Commission: | B-47 | 75.3% | KC-97 | 79.1% |
| (2) Number Hours Aircraft In Commission: | B-47 | 26417 | KC-97 | 10998 |
| (3) Average Hours In Commission per Possessed Aircraft: | B-47 | 775 | KC-97 | 589 |
| 9. AOCM - Rates and Figures: | | | | |
| (1) Wing Percentage AOCM: | B-47 | 23% | KC-97 | 20.9% |
| (2) Number Hours Aircraft AOCM: | B-47 | 8085 | KC-97 | 2794 |
| (3) Average Hours AOCM per Possessed Aircraft: | B-47 | 172 | KC-97 | 155 |

J 1 7 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Summary - Continued

j. AOCP Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Wing Percentage AOCP: | B-47 | 1.7% | KC-97 | 0 |
| (2) Number Hours Aircraft AOCP: | B-47 | 899 | KC-97 | 0 |
| (3) Average Hours AOCP per Possessed Acft | B-47 | 13 | KC-97 | 0 |
| (4) Items AOCP at present: | B-47 | 0 | KC-97 | 0 |
| (5) Number items AOCP this month: | B-47 | 3 | KC-97 | 0 |
| (6) Number items received this month: | B-47 | 5 | KC-97 | 0 |

k. ANFE Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Total items ANFE requisitioned this month: | B-47 | 3 | KC-97 | 0 |
| (2) Number items ANFE received this month: | B-47 | 0 | KC-97 | 0 |
| (3) Total items ANFE at present: | B-47 | 3 | KC-97 | 0 |
| (4) Number Aircraft ANFE on this date: | B-47 | 3 | KC-97 | 0 |

l. Number Aircraft items Cannibalized this month: B-47 2 KC-97 10

m. Technical Order Compliance Status Data:

| | | | | |
|---|---|---|---|---|
| (1) TOC Percentage Rate: | B-47 | 4.12 | KC-97 | 2.05 |
| (2) TOC Total Man-hours Accomplished: | B-47 | 761 | KC-97 | 387 |

n. Number of Field Maintenance Work-Orders Requested: 1024

o. Number of Armament & Electronics Work-Orders Requested: 1371

Valentine S. Kudrikoff
VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer



J 1 7 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR. 92-55

(NICKNAME (LOCK ON")

[redacted]

HQ 310BOMWG
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0175

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

OPERATIONS ORDER 92-55

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell |
| 381BOMRON | LTCOL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310FMS | MAJ Malcom M. Stricklin |
| 310A&E | LTCOL James E. Jordan |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: The 310th BOMWG will participate in Phase III Project "LOCK ON" to be conducted by the APGC during period 11 JUL through 10 AUG 55.

a. Intelligence:

(1) Unfriendly Territory: The area within a 250 nautical mile radius of Wortsmith AFB, Michigan is defined as enemy territory.

(2) Order of Battle: Omitted.

b. Friendly Forces:

(1) As listed in 8AF OPORD 92-55, 25 JUN 55.

(2) 802ABGRU:

(a) Provide necessary ground transportation.

(b) Provide necessary ground refueling support.

(c) Provide necessary flight lunches and messing.

2. MISSION: B-47 and KC-97 aircraft will fly aggressor-type missions against Wortsmith AFB during period 24 JUL through 10 AUG 55 to test Phase III of Project "LOCK ON" and evaluate 63rd Fighter Interceptor Squadron (F-89D) under sustained simulated combat operations.

HQ 310BOMWG
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0176

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. TASKS FOR SUBORDINATE UNITS:

a. 379BOMRON: Provide B-47 aircraft and aircrews to accomplish this mission as specified in Annex "A", this OPORD.

b. 380BOMRON: Same as 3a above.

c. 381BOMRON; Same as 3a above.

d. 310AREFS: Provide KC-97 aircraft and aircrews to accomplish this mission as specified in Annex "A", this OPORD.

e. 310FMS and 310A&E: Provide specialist support as required by tactical squadrons for this mission as specified in Annex "C", this OPORD.

f. 310HEDRON will provide:

(1) Briefing and interrogation teams.

(2) Project officer at HQ 30ADIV, Willow Run Airport.

(3) Tower officer to be in place during mass aircraft movements on this project.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt.

(2) Crews selected for this mission must have night and day air refueling capability and thorough knowledge of the A-5 gun laying radar system.

(3) Tactics, routes and schedules: See Annex "A".

(4) One camera scored attack on Target "A", Des Moines, Iowa, will be accomplished by each B-47 airorew.

(5) An air refueling to near maximum internal load will be required to complete this mission.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(6) Participating crews will be required to complete a mission overlay containing information outlined in sub-paragraph below. Overlays will be prepared in neat and legible form and airmailed to Wortsmith AFB, ATTN: LOCK ON APGC Project Officer within twenty-four hours after the last aircraft of each day's mission lands at home station. Overlays will not be delayed for aircraft that land at other than home station. They will be plotted on separate 1:1,000,00 scale WAC charts, or suitable substitute, for routes flown while within a 250 NM radius of Wortsmith AFB. Overlays will contain the following information:

(a) Strike number.

(b) Aircraft tail number(s).

(c) Take-off time.

(d) Prominent fixes along the route (Time GCT).

(e) Three penetration routes (each in different color with deviations from established routes indicated).

(f) Altitudes flown. EXAMPLE: "25M" (Indicate wherever change occurs).

(g) True air speeds. EXAMPLE: "350 TAS" (Indicate wherever change occurs).

(h) Fighter interception. EXAMPLE: "Six F-89 0200Z" (Indicate where interception occurred).

(i) Aborts. Indicate wind direction and velocity during activity within the unfriendly area by entering two wind plots on each penetration route flown (total of six wind plots).

HQ 310BOMWG
OPORD 92-55
20 JUL 55



310-420



0178

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. ADMINISTRATION AND LOGISTICS: See Annex "C".

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "B".

JOHN H. de RUSSY
Colonel, USAF
Commander

ANNEXES:
"A" - Operations
"B" - Communications
"C" - Flying Safety

DISTRIBUTION:
379BOMRON - 5 CYS
380BOMRON - 5 CYS
381BOMRON - 5 CYS
310AREFS - 5 CYS
310A&E - 3 CYS
310FMS - 3 CYS
~~310MEDRON - 2 CYS~~
310DOI - 2 CYS
310DO - 5 CYS
310AG - 2 CYS
310DM - 2 CYS
802ADIV - 2 CYS
802ABGRU - 3 CYS
310Hist - 4cys
OFFICIAL:

Robert E. Thacker
ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
OPORD 92-55
20 JUL 55

310-420





J 1 7 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 000108T

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

OPERATIONS

HQ 310BOMWG
Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

1. TACTICS (B-47):

a. Twenty-seven B-47 aircraft and crews will be scheduled for this mission as follows: All times are local (CST).

| DATE | AIRCRAFT COMMANDER | ACFT NR | TAKE OFF | CON TIME | SQDN | STRIKE NR | ROUTES |
|---|---|---|---|---|---|---|---|
| 25 JUL 55 | Craven | 302 | 0520 | 0800 | 379 | 16 | D-B-A |
| 25 JUL 55 | Swenson | 107 | 1755 | 2000 | 379 | 15 | B-C-A |
| 26 JUL 55 | MacDonough | 279 | 0845 | 1100 | 380 | 18(A) | C-A-D |
| 26 JUL 55 | Stewart | 110 | 0955 | 1200 | 380 | 18(B) | B-D-A |
| 26 JUL 55 | Evans | 096 | 1855 | 2030 | 381 | 17(A) | B-C-D |
| 26 JUL 55 | Hubbes | 261 | 1925 | 2130 | 381 | 17(B) | B-A-D |
| 27 JUL 55 | Maronde | 304 | 1845 | 2130 | 381 | 19(A) | D-C-A |
| 27 JUL 55 | Fory | 289 | 1846 | 2130 | 379 | 19(A) | D-C-A |
| 27 JUL 55 | VanLeeuwen | 146 | 1847 | 2130 | 381 | 19(A) | D-C-A |
| 27 JUL 55 | Wolfe | 306 | 1848 | 2130 | 379 | 19(A) | D-C-A |
| 27 JUL 55 | Colladay | 307 | 1849 | 2130 | 381 | 19(A) | D-C-A |
| 27 JUL 55 | Stevens | 299 | 1900 | 2130 | 380 | 19(B) | D-C-A |

HQ 310BOMWG
Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0181

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| DATE | AIRCRAFT COMMANDER | ACFT NR | TAKE OFF | CON TIME | SQDN | STRIKE NR | ROUTES |
|---|---|---|---|---|---|---|---|
| 27 JUL 55 | Kruse | 101 | 1901 | 2130 | 380 | 19(B) | D-C-A |
| 27 JUL 55 | Hart | 301 | 1902 | 2130 | 380 | 19(B) | D-C-A |
| 27 JUL 55 | Siglin | 117 | 1903 | 2130 | 380 | 19(B) | D-C-A |
| 8 AUG 55 | TO BE PUBLISHED | | 1055 | 1300 | 379 | 33 | B-D-A |
| 8 AUG 55 | IN A LATER ATTACHMENT | | 1825 | 2040 | 380 | 32(A) | C-D-A |
| 8 AUG 55 | WHEN AUGUST SCHEDULE IS | | 1925 | 2140 | 381 | 32(B) | C-A-D |
| 10 AUG 55 | FIRM. | | 1735 | 2020 | 379 | 35(A) | D-C-A |
| 10 AUG 55 | | | 1736 | 2020 | 379 | 35(A) | D-C-A |
| 10 AUG 55 | | | 1737 | 2020 | 379 | 35(A) | D-C-A |
| 10 AUG 55 | | | 1738 | 2020 | 380 | 35(A) | D-C-A |
| 10 AUG 55 | | | 1739 | 2020 | 380 | 35(A) | D-C-A |
| 10 AUG 55 | | | 1750 | 2020 | 381 | 35(B) | D-C-A |
| 10 AUG 55 | | | 1751 | 2020 | 381 | 35(B) | D-C-A |
| 10 AUG 55 | | | 1752 | 2020 | 381 | 35(B) | D-C-A |
| 10 AUG 55 | | | 1753 | 2020 | 380 | 35(B) | D-C-A |

b. Evasive action will be employed by all aircraft on day penetrations where appropriate except where weather conditions exist at flight altitude. Evasive action will consist primarily of changes in altitude and airspeed and will be at the discretion of the aircraft commander.

c. Navigation lights will be on during hours of darkness on all B-47 and fighter aircraft.

d. Nine aircraft of strikes 19 and 35 will take-off with one flight of five aircraft and one flight of four aircraft with fifteen minute interval



J 1 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and will remain in this formation at fifteen minute interval for the remainder of the route.

e. Care will be exercised to avoid all active air space restricted areas during this operation. All briefed routes are planned to avoid all such areas but particular care will be required on the penetration routes.

f. Air Refueling:

(1) Strike Number 17(a) flying penetration route BRAVO, COCA, DELTA will use "fixed point" rendezvous procedure instead of "chase" due to the necessity to shorten flight time to meet fuel reserve requirements and still complete air refueling prior to first penetration time.

(2) All other individual aircraft will utilize "chase" rendezvous procedure for air refueling.

(3) Nine aircraft flights will utilize "fixed point" procedure for air refueling.

2. TACTICS (KC-97):

a. Twenty-seven KC-97 aircraft and crews will be required to support the bombers on this mission with a 40,000# transfer of fuel. These tankers will be scheduled for this mission as follows: All times are local (CST).

| DATE | AIRCRAFT COMMANDER | ACFT NR | TAKE OFF | ORBIT POINT | ORBIT TIME | STRIKE NR | B-47 NR |
|---|---|---|---|---|---|---|---|
| 25 JUL 55 | | | 0515 | Concordia | 0540 | 16 | 302 |
| 25 JUL 55 | | | 1750 | Concordia | 1815 | 15 | 107 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| DATE | AIRCRAFT COMMANDER | ACFT NR | TAKE OFF | ORBIT POINT | ORBIT TIME | STRIKE NR | B-47 NR |
|---|---|---|---|---|---|---|---|
| 26 JUL 55 | | | 0850 | Concordia | 0905 | 18(A) | 279 |
| 26 JUL 55 | | | 0950 | Concordia | 1015 | 18(B) | 110 |
| 26 JUL 55 | | | 1750 | Des Moines | 1905 | 17(A) | 096 |
| 26 JUL 55 | | | 1920 | Concordia | 1945 | 17(B) | 261 |
| 27 JUL 55 | | | 1740 | Quincy, ILL | 1915 | 19(A) | 304 |
| 27 JUL 55 | | | 1741 | Quincy, ILL | 1915 | 19(A) | 289 |
| 27 JUL 55 | | | 1742 | Quincy, ILL | 1915 | 19(A) | 146 |
| 27 JUL 55 | | | 1743 | Quincy, ILL | 1915 | 19(A) | 306 |
| 27 JUL 55 | | | 1744 | Quincy, ILL | 1915 | 19(A) | 307 |
| 27 JUL 55 | | | 1745 | Kirksville, MO | 1930 | 19(B) | 299 |
| 27 JUL 55 | | | 1746 | Kirksville, MO | 1930 | 19(B) | 101 |
| 27 JUL 55 | | | 1747 | Kirksville, MO | 1930 | 19(B) | 301 |
| 27 JUL 55 | | | 1748 | Kirksville, MO | 1930 | 19(B) | 117 |
| 8 AUG 55 | TO BE PUBLISHED | | | Concordia | 1115 | 33 | |
| 8 AUG 55 | IN A LATER ATTACHMENT | | | Concordia | 1845 | 32(A) | |
| 8 AUG 55 | WHEN AUGUST SCHEDULE IS | | | Concordia | 1945 | 32(B) | |
| 10 AUG 55 | FIRM. | | | Quincy, ILL | 1805 | 35(A) | |
| 10 AUG 55 | | | | Quincy, ILL | 1805 | 35(A) | |
| 10 AUG 55 | | | | Quincy, ILL | 1805 | 35(A) | |
| 10 AUG 55 | | | | Quincy, ILL | 1805 | 35(A) | |
| 10 AUG 55 | | | | Quincy, ILL | 1805 | 35(A) | |
| 10 AUG 55 | | | | Kirksville, MO | 1820 | 35(B) | |



310-420

J 1 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| DATE | AIRCRAFT COMMANDER | ACFT NR | TAKE OFF | ORBIT POINT | ORBIT TIME | STRIKE NR | B-47 NR |
|---|---|---|---|---|---|---|---|
| 10 AUG 55 | | | | Kirksville, MO | 1820 | 35(B) | |
| 10 AUG 55 | | | | Kirksville, MO | 1820 | 35(B) | |
| 10 AUG 55 | | | | Kirksville, MO | 1820 | 35(B) | |

b. Air Refueling:

(1) Strike Numbers 15, 16, 17(B), 18, 32 and 33 will be individual aircraft using "chase" rendezvous procedures in accordance with SAC Manual 55-5.

(2) Strike Number 17(A) will be individual aircraft using "fixed point" rendezvous procedures.

(3) Strike Numbers 19 and 35 will be mass flights using "fixed point" descent and refueling procedures. Flights will be composed of four or five aircraft to conduct air refueling in accordance with 15AF MSGS DOOP 250 (CONF) and 808 (CONF), both of which prescribe intrail tactics.

c. Two KC-97 aircraft and crews will participate as strike aircraft as follows: All times are local (CST).

| DATE | AIRCRAFT COMMANDER | TAKE OFF | CONTROL TIME | STRIKE NR | ROUTES |
|---|---|---|---|---|---|
| 27 JUL 55 | To Be Announced. | 0425 | 0810 | 20(A) | D-B-A |
| 27 JUL 55 | To Be Announced. | 0605 | 0910 | 20(B) | C-A-D |

d. Evasive Action: See PARA 1b, this Annex.

e. Navigation lights will be on during hours of darkness on all KC-97 and fighter aircraft.



J 1 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



f. Care will be exercised to avoid all active air space restricted areas during this operation. All briefed routes are planned to avoid all such areas.

g. Altitudes designated for each penetration will be flown at all times except for altitude deviations for evasive action.

3. ROUTES: See APP "2", this Annex.

4. TIMING: Control times indicated are penetration time for first leg of penetration route. This time will be adhered to as closely as possible. Failure to make good the assigned time will not constitute grounds for abort. In the event the assigned control time cannot be met, the GCI facility or radio range station at Wurtsmith AFB will be notified through the best available means giving strike number and ETA to first penetration point. Upon completion of one penetration route all aircraft will fly most direct route to next assigned penetration point, avoiding Wurtsmith AFB by not less than 200 NM.

5. SCHEDULED ACCOMPLISHMENTS:

a. B-47:

(1) One 40,000# fuel transfer to 165,000# or more.

(2) One rendezvous (NCA's only on Strikes 19 and 35).

(3) One radar camera scored attack.

(4) One take-off.

(5) One instrument letdown.

(6) One GCA.

(7) One landing.

(8) One long range cruise control.



J 1 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. KC-97s

(1) One take-off.

(2) One day celestial navigation leg.

(3) One radar navigation leg.

(4) One instrument letdown.

(5) One GCA.

(6) One landing.

(7) One long range cruise control.

NOTE: All tankers used to support B-47 missions will get one 40,000# off load and one rendezvous (formation leaders) instead of celestial and radar navigation and long range cruise control.

6. AIRCRAFT CALL SIGNS: See Annex "B".

7. AIRCRAFT PERFORMANCE: As briefed.

8. FLIGHT CLEARANCES:

a. Commanders, 379BOMRON, 380BOMRON, 381BOMRON and 310AREFS will prepare the following forms for each assigned scheduled aircrew:

(1) 802ABGRU Form 47.

(2) Flight Orders.

(3) Form 365F.

(4) Loading List.

(5) 802ABGRU Form 136 (SHAFB Form 399 For KC-97)

(6) AF Form 175 (Routes will be indicated on all clearances).



CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Flight clearance packages will be handled in accordance with normal procedures.

9. TOWER OFFICER: Tower officer will be in place on 27 JUL and 10 AUG 55 during take-offs and landings.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES:
"1" - Schedule of Events
"2" - Routes

DISTRIBUTION:
Same as Basic OPORD 92-55

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "A"
OPORD 92-55
20 JUL 55

310-420





J 1 8 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

SCHEDULE OF EVENTS

HQ 310BOMWG
APP "1", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 1 8 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

All times are local (CST).

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| Target Study | All Observers | Target Study Section Ground Training Building | 1 day prior to mission 21 JUL-8 AUG. |
| Mission Planning | Crews on Strikes 15, 16, 17, 18 | 310th Plans Section | 0900 21 JUL |
| Mission Planning | Crews on Strike 19 | 380th Briefing Room | 0900 25 JUL |
| Mission Planning | Strike 20 (KC-97) | 310th Plans Section | 1500 25 JUL |
| Mission Planning | Crews on Strikes 32, 33. | 310th Plans Section | 0900 5 AUG |
| Mission Planning | Crews on Strike 35 | 381st Briefing Room | 0900 3 AUG |
| General Briefing | Crews on Strike 19 | 380th Briefing Room | 1300 26 JUL |
| General Briefing | Crews on Strike 35 | 381st Briefing Room | 1300 8 AUG |
| General Briefing | All Other Strikes | 310th Plans Section | At Mission Planning Session |
| Specialized Briefing | All Strikes | Same as General Briefing | Following General Briefing |

HQ 310BOMWG
APP "1", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

1

0190

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| Pre Take-Off | Crews on Strike 19 | 380th Briefing Room | 1500 27 JUL |
| Pre Take-Off | Crews on Strike 35 | 381st Briefing Room | 1400 10 AUG |
| Interrogation | Crews on Strike 19 | 380th Briefing Room | Immediately after Landing |
| Interrogation | Crews on Strike 35 | 381st Briefing Room | Immediately After Landing |
| Interrogation | All Other Strikes | 310th Plans Section | Immediately After Landing |
| Critique | All Crews | To Be Announced | To Be Announced |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

ROUTES

HQ 310BOMWG
APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0192

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

ROUTES

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

Attached as inclosures are routes to be flown on each strike mission. If two aircraft are flying same strike number but different routes, the route is indicated by a letter suffix to the strike number. Routes appear here in order of departure.

INCLOSURES:

1. Strike 16 Route
2. Strike 15 Route
3. Strike 18(a) and 32(b) Route
4. Strike 18(b) and 33 Route
5. Strike 17(a) Route
6. Strike 17(b) Route
7. Strike 19(a) and 35(a) Route
8. Strike 19(b) and 35(b) Route
9. Strike 32(a) Route
10. Strike 20(a) Route
11. Strike 20(b) Route

CONFIDENTIAL

310-420

0193

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 16 ROUTE

PENETRATION TIME: 1400Z 25 JUL 55 ROUTES: D-B-A

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST. | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| RTTO | | | | | 7<br>7 | :03<br>:03 | 4800<br>62700 | |
| 37-50N<br>100-00W | 247 | -11 | ↑ | Avg<br>405 | 122<br>129 | :18<br>:21 | 6240<br>56460 | Level off. Dodge City VOR. Start RENDV. |
| 39-35N<br>97-39W | 046 | -11 | 32 | 433 | 152<br>281 | :21<br>:42 | 3460<br>53000 | Concordia, KAN. Orbit Point |
| 39-43N<br>97-28W | 047 | -10 | 32 | 433 | 11<br>292 | :01½<br>:43½ | 250<br>52750 | Start Descent |
| 40-29N<br>96-22W | 047 | -10 | ↓ | 430 | 68<br>360 | :07<br>:50½ | 385<br>52365 | (Chase Descent)<br>Level Off |
| 41-41N<br>94-30W | 048 | - 9 | 15 | 255 | 110<br>470 | :26<br>1:16½ | 6000<br>46365 | End<br>Air Refueling |
| | | | | | | | 40000<br>86365 | On Load |
| 41-49N<br>94-19W | 048 | - 8 | 15 | | 12<br>482 | :02<br>1:18½ | 500<br>85865 | Accelerate |
| 42-51N<br>92-37W | 049 | - 7 | ↑ | 427 | 90<br>572 | :12½<br>1:31 | 4600<br>81265 | Level Off |
| 47-42N<br>85-56W | 043 | - 2 | (32)<br>OPT | 433 | 412<br>984 | :57<br>2:28 | 10010<br>71255 | Michipicoten Island<br>Turning Point |
| 47-37N<br>84-55W | 097 | ≠ 4 | (33)<br>OPT | 431 | 41<br>1025 | :05½<br>2:33½ | 1000<br>70255 | Start Penetration<br>Route "D" |
| 41-07N<br>83-10W | 170 | ≠ 4 | (34.5)<br>OPT | 430 | 396<br>1421 | :55½<br>3:29 | 9150<br>61105 | Tiffin, Ohio<br>End Route "D" |
| 40-45N<br>86-22W | 261 | ≠ 2 | (35)<br>OPT | 427 | 147<br>1568 | :21<br>3:50 | 3300<br>57805 | Logansport, IND<br>Turning Point |

HQ 310BOMWG
INCL "1", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 1 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST. | TIME | FUEL 57805 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 44-16N<br>~~88-24W~~ | 337 | ≠ 2 | OPT | 425 | 231<br>1799 | :32½<br>4:22½ | 5000<br>~~52805~~ | Start Penetration.<br>Route "B"<br>(Appleton, WIS) |
| 43-41N<br>79-24W | 095 | ≠ 4 | OPT | 425 | 390<br>2189 | :55<br>5:17½ | 8000<br>44805 | Toronto, Canada<br>End Route "B" |
| 44-18N<br>78-20W | 050 | ≠ 8 | OPT | 425 | 60<br>2249 | :08½<br>5:26 | 1200<br>43605 | Peterborough, ONT<br>Turning Point |
| 46-20N<br>79-25W | 340 | ≠10 | OPT | 425 | 130<br>2379 | :18½<br>5:44½ | 2600<br>41005 | Start Penetration.<br>Route "A"<br>(Northbay, ONT) |
| 43-03N<br>87-54W | 240 | ≠ 4 | OPT | 425 | 412<br>2791 | :58<br>6:42½ | 7600<br>33405 | Milwaukee, WIS<br>End Route "A" |
| 43-04N<br>91-09W | 270 | - 4 | OPT | 425 | 142<br>2933 | :20<br>7:02½ | 2500<br>30905 | Prarie du Chein, WIS<br>Pre IP |
| 42-30N<br>92-20W | 237 | - 6 | OPT | 425 | 62<br>2995 | :09<br>7:11½ | 1100<br>29805 | Waterloo, Iowa<br>IP |
| 41-34N<br>93-33W | 223 | - 7 | OPT | 425 | 82<br>3077 | :11½<br>7:23 | 1300<br>28505 | Des Moines, Iowa<br>TGT "A" Camera Run |
| 38-47N<br>97-37W | 227 | - 9 | OPT | 425 | 250<br>3327 | :35<br>7:58 | 4250<br>24255 | Smoky Hill AFB |
| | | | | | | :20<br>8:18 | | Letdown. GCA. Land |

HQ 310BOMWG
INCL "1", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420





0195

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PENETRATION TIEM: 0200Z 26 JUL 55 ROUTES: B-C-A

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 37-50N | | | | AVG | 122 | :18 | 6240 | Level Off. Dodge |
| 100-00W | 247 | -11 | ↗ | 405 | 129 | :21 | 56460 | City VOR. Start RENDV. |
| 39-35N | | | | | 152 | :21 | 3460 | Concordia, Kansas |
| 97-39W | 046 | -11 | 32 | 433 | 281 | :42 | 53000 | Orbit Point |
| 39-43N | | | | | 11 | :01½ | 250 | |
| 97-28W | 047 | -10 | 32 | 433 | 292 | :43½ | 52750 | Start Descent |
| 40-29N | | | | | 68 | :07 | 385 | (Chase Descent) |
| 96-22W | 047 | -10 | ↘ | 430 | 360 | :50½ | 52365 | Level Off |
| 41-41N | | | | | 110 | :26 | 6000 | End |
| 94-30W | 048 | - 9 | 15 | 255 | 470 | 1:16½ | 46365 | Air Refueling |
| | | | | | | | 40000 | |
| | | | | | | | 86365 | On Load |
| 41-49N | | | | | 12 | :02 | 500 | |
| 94-19W | 048 | - 8 | 15 | | 482 | 1:18½ | 85865 | Accelerate |
| 42-51N | | | | | 90 | :12½ | 4600 | |
| 92-37W | 049 | - 7 | ↗ | 427 | 572 | 1:31 | 81265 | Level Off |
| 44-16N | | | (32) | | 210 | :29 | 5260 | Start Penetration |
| 88-24W | 064 | - 4 | OPT | 433 | 782 | 2:00 | 76005 | Route "B" (Appleton, WIS) |
| 43-41N | | | (32.4) | | 390 | :54 | 9250 | Toronto, Canada |
| 79-24W | 095 | ≠ 4 | OPT | 433 | 1172 | 2:54 | 66755 | End Route "B" |
| 44-18N | | | (33.8) | | 60 | :08½ | 1350 | Peterborough, ONT |
| 78-20W | 051 | ≠ 8 | OPT | 429 | 1232 | 3:02½ | 65405 | Turning Point |
| 47-30N | | | (34) | | 200 | :28 | 4500 | New Liskeard, ONT |
| 79-38W | 345 | ≠10 | OPT | 428 | 1432 | 3:30½ | 60905 | Turning Point |
| 48-04N | | | (34.6) | | 260 | :36½ | 5800 | |
| 86-00W | 277 | ≠ 8 | OPT | 426 | 1692 | 4:07 | 55105 | Turning Point |

HQ 310BOMWG
INCL "2", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 55105 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 45-41N | | | (35.5) | | 156 | :22 | 3200 | Start Penetration. |
| 87-30W | 203 | ≠ 2 | OPT | 425 | 1848 | 4:29 | 51905 | Route "C" (Powers, MICH) |
| 41-53N | | | | | 370 | :52½ | 7650 | Ashtubul, Ohio |
| 80-47W | 129 | ≠ 4 | OPT | 425 | 2218 | 5:21½ | 44255 | End Route "C" |
| 42-07N | | | | | 72 | :10 | 1450 | Jamestown, NY |
| 79-14W | 079 | ≠ 6 | OPT | 425 | 2290 | 5:31½ | 42805 | Turning Point |
| 44-18N | | | | | 138 | :19½ | 2700 | Peterborough, ONT |
| 78-20W | 016 | ≠ 8 | OPT | 425 | 2428 | 5:51 | 40105 | Turning Point |
| 46-20N | | | | | 130 | :18½ | 2500 | Start Penetration. |
| 79-25W | 340 | ≠10 | OPT | 425 | 2558 | 6:09½ | 37605 | Route "A" (Northbay, ONT) |
| 43-03N | | | | | 412 | :58 | 7350 | Milwaukee, WIS |
| 87-54W | 240 | ≠ 4 | OPT | 425 | 2970 | 7:07½ | 30255 | End Route "A" |
| 43-04N | | | | | 142 | :20 | 2450 | PrarieduChien, WIS |
| 91-09W | 270 | - 4 | 40 | 425 | 3112 | 7:27½ | 27805 | Pre IP |
| 42-30N | | | | | 62 | :09 | 1100 | Waterloo, Iowa |
| 92-20W | 237 | - 6 | 40 | 425 | 3174 | 7:36½ | 26705 | IP |
| 41-34N | | | | | 82 | :11½ | 1400 | Des Moines, TGT "A" |
| 93-33W | 223 | - 7 | 40 | 425 | 3256 | 7:48 | 25305 | Camera Run |
| 38-47N | | | | | 250 | :35 | 3900 | |
| 97-37W | 227 | - 9 | OPT | 425 | 3506 | 8:23 | 21405 | Smoky Hill AFB |
| | | | | | | :20 | | Letdown. |
| | | | | | | 8:43 | | GCA - Land. |

310-420



J 1 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 18(A) AND 32(B) ROUTES

~~STRIKE 18(A) PENETRATION TIME:~~ 1700Z ~~26 JUL 55~~

ROUTES: C-A-D

~~STRIKE 32(B) PENETRATION TIME:~~ 0340Z ~~9 AUG~~ 55

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 37-50N 100-00W | 247 | -11 | ↗ | 405 | 122 / 129 | :18 / :21 | 6240 / 56460 | Level Off. Dodge City VOR. Start RENDV Leg. |
| 39-35N 97-39W | 046 | -11 | 32 | 433 | 152 / 281 | :21 / :42 | 3460 / 53000 | Concordia, KAN. Orbit Point |
| 39-43N 97-28W | 047 | -10 | 32 | 433 | 11 / 292 | :01½ / :43½ | 250 / 52750 | (Chase Descent) Start Descent |
| 40-29N 96-22W | 047 | -10 | ↘ | 430 | 68 / 360 | :07 / :50½ | 385 / 52365 | Level Off |
| 41-41N 94-30W | 048 | - 9 | 15 | 255 | 110 / 470 | :26 / 1:16½ | 6000 / 46365 | End Air Refueling |
| | | | | | | | 40000 / 86365 | On Load |
| 41-49N 94-19W | 048 | - 8 | 15 | 255 | 12 / 482 | :02 / 1:18½ | 500 / 85865 | Accelerate |
| 42-51N 92-37W | 049 | - 7 | ↗ | 427 | 90 / 572 | :12½ / 1:31 | 4600 / 81265 | Level Off |
| 44-00N 90-00W | 059 | - 5 | (32.3) OPT | 433 | 132 / 704 | :18 / 1:49 | 3260 / 78005 | Castle Rock Reservoir Turning Point |
| 45-41N 87-30W | 046 | - 2 | (32.7) OPT | 433 | 148 / 852 | :20½ / 2:09½ | 3700 / 74305 | Start Penetration Route "C" (Powers, MICH) |

HQ 310BOMWG
INCL "3", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 1 9 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 74305 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 41-53N 80-47W | 128 | ≠ 3 | (34) OPT | 432 | 370 / 1222 | :51½ / 3:01 | 8700 / 65605 | Ashtubula, Ohio End Route "C" |
| 42-07N 79-14W | 079 | ≠ 6 | (34.2) OPT | 428 | 72 / 1294 | :10 / 3:11 | 1700 / 63905 | Jamestown NY Turning Point |
| 44-18N 78-20W | 016 | ≠ 8 | (34.6) OPT | 428 | 138 / 1432 | :19½ / 3:30½ | 3100 / 60805 | Peterborough, ONT Turning Point |
| 46-20N 79-25W | 340 | ≠10 | (35) OPT | 426 | 130 / 1562 | :18½ / 3:49 | 2800 / 58005 | Start Penetration. Route "A" (Northbay, ONT) |
| 43-03N 87-54W | 240 | ≠ 4 | (36.4) OPT | 425 | 412 / 1974 | :58 / 4:47 | 9000 / 49005 | Milwaukee, WIS End Route "A" |
| 46-46N 88-28W | 355 | - 1 | OPT | 425 | 224 / 2198 | :32 / 5:19 | 4500 / 44505 | Turning Point |
| 47-37N 84-55W | 070 | ≠ 2 | OPT | 425 | 153 / 2351 | :21½ / 5:40½ | 3000 / 41505 | Start Penetration. Route "D" |
| 41-07N 83-10W | 170 | ≠ 4 | OPT | 425 | 397 / 2748 | :56 / 6:36½ | 7500 / 34005 | Tiffin, Ohio End Route "D" |
| 40-48N 91-05W | 267 | - 2 | OPT | 425 | 361 / 3109 | :51 / 7:27½ | 6200 / 27805 | Burlington, Iowa Pre IP |
| 41-00N 92-25W | 280 | - 6 | OPT | 425 | 62 / 3171 | :09 / 7:36½ | 1100 / 26705 | Ottumwa, Iowa IP |
| 41-34N 93-33W | 304 | - 7 | OPT | 425 | 62 / 3233 | :09 / 7:45½ | 1200 / 25505 | Des Moines, Iowa TGT "A" |
| 38-47N 97-37W | 227 | - 9 | OPT | 425 | 251 / 3484 | :35½ / 8:21 | 4000 / 21505 | Smoky Hill AFB |
| | | | | | | :20 / 8:41 | | Letdown GCA. Land |

310-420



CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

## STRIKE 18(B) AND 33 ROUTES

STRIKE 18(B) PENETRATION TIME: 1800Z 26 JUL 55 ROUTES: B-D-A

STRIKE 33 PENETRATION TIME: 1900Z 8 AUG 55

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 37-50N 100-00W | 247 | -11 | ↗ | 405 | 122 / 129 | :18 / :21 | 6240 / 56460 | Level Off. Dodge City VOR. Start RENDV Leg. |
| 39-35N 97-39W | 046 | -11 | 32 | 433 | 152 / 281 | :21 / :42 | 3460 / 53000 | Concordia, KAN. Orbit Point |
| 39-43N 97-28W | 047 | -10 | 32 | 433 | 11 / 292 | :01½ / :43½ | 250 / 52750 | (Chase RENDV) Start Descent |
| 40-29N 96-22W | 047 | -10 | ↘ | 430 | 68 / 360 | :07 / :50½ | 385 / 52365 | Level Off |
| 41-41N 94-30W | 048 | - 9 | 15 | 255 | 110 / 470 | :26 / 1:16½ | 6000 / 46365 | End Air Refueling |
| | | | | | | | 40000 / 86365 | On Load |
| 41-49N 94-19W | 048 | - 8 | 15 | - | 12 / 482 | :02 / 1:18½ | 500 / 85865 | Accelerate |
| 42-51N 92-37W | 049 | - 7 | ↗ | 427 | 90 / 572 | :12½ / 1:31 | 4600 / 81265 | Level Off |
| 44-16N 88-24W | 064 | - 4 | (32) OPT | 433 | 210 / 782 | :29 / 2:00 | 5260 / 76005 | Start Penetration. Route "B" (Appleton, WIS) |
| 43-41N 79-24W | 095 | ≠ 4 | (33.8) OPT | 433 | 390 / 1172 | :54 / 2:54 | 9250 / 66755 | Toronto, Canada. End Route "B" |
| 44-18N 78-20W | 050 | ≠ 8 | (34) OPT | 430 | 60 / 1232 | :08½ / 3:02½ | 1350 / 65405 | Peterborough, ONT Turning Point |

HQ 310BOMWG
INCL "4", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 65405 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 47-30N 79-37W | 344 | ∠10 | (34.6) OPT | 428 | 200 / 1432 | :28 / 3:30½ | 4600 / 60805 | New Liskeard, ONT Turning Point |
| 48-00N 84-32W | 278 | ∠ 8 | (35.2) OPT | 427 | 200 / 1632 | :28 / 3:58½ | 4400 / 56405 | Turning Point |
| 47-37N 84-55W | 213 | ∠ 6 | (35.3) OPT | 425 | 28 / 1660 | :04 / 4:02½ | 600 / 55805 | Start Penetration. Route "D" |
| 41-07N 83-10W | 170 | ∠ 4 | OPT | 425 | 397 / 2057 | :56 / 4:58½ | 8400 / 47405 | Tiffin, Ohio End Route "D" |
| 41-00N 80-20W | 094 | ∠ 4 | OPT | 425 | 130 / 2187 | :18½ / 5:17 | 2650 / 44755 | Newcastle, Ohio Turning Point |
| 44-18N 78-20W | 023 | ∠ 7 | OPT | 425 | 216 / 2403 | :30½ / 5:47½ | 4250 / 40505 | Peterborough ONT Turning Point |
| 46-20N 79-25W | 340 | ∠10 | OPT | 425 | 130 / 2533 | :18½ / 6:06 | 2500 / 38005 | Start Penetration. North Bay, ONT |
| 43-03N 87-54W | 240 | ∠ 4 | OPT | 425 | 412 / 2945 | :58 / 7:04 | 7500 / 30505 | Milwaukee, WIS End Route "A" |
| 43-04N 91-09W | 270 | - 4 | OPT | 425 | 142 / 3087 | :20 / 7:24 | 2400 / 28105 | Prarie du Chien, WIS Pre IP |
| 43-20N 92-20W | 237 | - 6 | OPT | 425 | 62 / 3149 | :09 / 7:33 | 1000 / 27105 | Waterloo, Iowa IP |
| 41-34N 93-33W | 223 | - 7 | OPT | 425 | 82 / 3231 | :11½ / 7:44½ | 1350 / 25755 | Des Moines, Iowa TGT "A". |
| 38-47N 97-37W | 227 | - 9 | OPT | 425 | 250 / 3481 | :35½ / 8:20 | 4150 / 21605 | Smoky Hill AFB |
| | | | | | | :20 / 8:40 | | Descend. GCA. Land. |

310-420



0201

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 17(A) ROUTE

PENETRATION TIME: 0230Z 27 JUL 55 ROUTES: B-C-D

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 70500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 65700 | |
| 39-46N 96-05W | 046 | -10 | ↗ | 400 | 100 / 107 | :15 / :18 | 5570 / 60130 | Level Off. Start RENDV Leg |
| 40-56N 94-23W | 048 | - 9 | 29 | 437 | 105 / 212 | :14½ / :32½ | 2420 / 57710 | Start Letdown. |
| 41-26N 93-40W | 048 | - 8 | ↘ | 430 | 45 / 257 | :06 / :38½ | 600 / 57110 | Des Moines VOR Orbit Point. Fixed Point Descent. |
| 42-34N 91-40W | 052 | - 7 | 15 | 255 | 112 / 369 | :26 / 1:04½ | 7800 / 49310 | End Air Refueling |
| | | | | | | | 40000 / 89310 | On Load |
| 42-42N 91-27W | 053 | - 6 | 15 | | 12 / 381 | :02 / 1:06½ | 500 / 88810 | Accelerate |
| 43-39N 89-40W | 053 | - 4 | ↗ | 386 | 97 / 478 | :15 / 1:21½ | 4380 / 84430 | Level Off |
| 44-16N 88-24W | 055 | - 2 | (31.7) OPT | 434 | 66 / 544 | :09 / 1:30½ | 1830 / 82600 | Start Penetration. Route "B" (Appleton, WIS) |
| 43-47N 79-24W | 095 | ≠ 4 | (32.9) OPT | 434 | 390 / 934 | :54 / 2:24½ | 9700 / 72900 | Toronto, Canada End Route "B" |
| 44-18N 78-20W | 051 | ≠ 8 | (33) OPT | 431 | 60 / 994 | :08½ / 2:33 | 1500 / 71400 | Peterborough, ONT Turning Point |
| 47-30N 79-38W | 345 | ≠10 | (33.7) OPT | 431 | 200 / 1194 | :28 / 3:01 | 4900 / 66500 | New Liskeard, ONT Turning Point |
| 48-04N 86-00W | 277 | ≠ 8 | (34.6) OPT | 429 | 260 / 1454 | :36½ / 3:37½ | 5750 / 60750 | Turning Point |

310-420

HQ 310BOMWG
INCL "5", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

CONFIDENTIAL

J 2 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 60750 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 45-41N 87-30W | 203 | ≠ 2 | (35.1) OPT | 427 | 156 / 1610 | :22 / 3:59½ | 3450 / 57300 | Start Penetration Route "C" (Powers, MICH) |
| 41-53N 80-47W | 129 | ≠ 4 | (36.3) OPT | 425 | 370 / 1980 | :52 / 4:51½ | 7800 / 49500 | Ashtubula, Ohio End Route "C" |
| 42-07N 79-14W | 079 | ≠ 6 | OPT | 425 | 72 / 2052 | :10 / 5:01½ | 1500 / 48000 | Jamestown, NY Turning Point |
| 44-18N 78-20W | 016 | ≠ 8 | OPT | 425 | 138 / 2190 | :19½ / 5:21 | 2750 / 45250 | Peterborough, ONT Turning Point |
| 47-30N 79-38W | 344 | ≠10 | OPT | 425 | 200 / 2390 | :28 / 5:49 | 3850 / 41400 | New Liskeard, ONT Turning Point |
| 48-00N 84-32W | 278 | ≠ 8 | OPT | 425 | 200 / 2590 | :28 / 6:17 | 3900 / 37500 | Turning Point |
| 47-37N 84-55W | 213 | ≠ 6 | OPT | 425 | 28 / 2618 | :04 / 6:21 | 500 / 37000 | Start Penetration Route "D" |
| 41-07N 83-10W | 170 | ≠ 4 | OPT | 425 | 397 / 3015 | :56 / 7:17 | 7100 / 29900 | Tiffin, Ohio End Route "D" |
| 40-48N 91-05W | 267 | - 2 | OPT | 425 | 361 / 3376 | :51 / 8:08 | 6000 / 23900 | Burlington, Iowa Pre IP |
| 41-00N 92-25W | 280 | - 6 | OPT | 425 | 62 / 3438 | :09 / 8:17 | 1100 / 22800 | Ottumwa, Iowa IP |
| 41-34N 93-33W | 304 | - 7 | OPT | 425 | 62 / 3500 | :09 / 8:26 | 1000 / 21800 | Des Moines, Iowa TGT "A" |
| 38-47N 97-37W | 227 | - 9 | OPT | 425 | 251 / 3751 | :35½ / 9:01½ | 4000 / 17800 | Smoky Hill AFB |
| | | | | | | :20 / 9:21½ | | Letdown. GCA. Land |

310-420



J 2 0 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 17(B ROUTE

PENETRATION TIME: 0330Z 27 JUL 55 ROUTES: B-A-D

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 37-50N | | | | | 122 | :18 | 6240 | Level Off, Dodge |
| 100-00W | 247 | -11 | ↗ | 405 | 129 | :21 | 56460 | City VOR. Start RENDV Leg |
| 39-35N | | | | | 152 | :21 | 3460 | Concordia, KAN |
| 97-39W | 046 | -11 | 32 | 433 | 281 | :42 | 53000 | Orbit Point |
| 39-43N | | | | | 11 | :01½ | 250 | |
| 97-28W | 047 | -10 | 32 | 433 | 292 | :43½ | 52750 | Start Descent |
| 40-29N | | | | | 68 | :07 | 385 | (Chase Descent) |
| 96-22W | 047 | -10 | ↘ | 430 | 360 | :50½ | 52365 | Level Off |
| 41-41N | | | | | 110 | :26 | 6000 | End |
| 94-30W | 048 | - 9 | 15 | 255 | 470 | 1:16½ | 46365 | Air Refueling |
| | | | | | | | 40000 | |
| | | | | | | | 86365 | On Load |
| 41-49N | | | | | 12 | :02 | 500 | |
| 94-19W | 048 | - 8 | 15 | | 482 | 1:18½ | 85865 | Accelerate |
| 42-51N | | | | | 90 | :12½ | 1600 | |
| 92-37W | 049 | - 7 | ↗ | 427 | 572 | 1:31 | 81265 | Level Off |
| 44-16N | | | (32) | | 210 | :29 | 5260 | Start Penetration. |
| 88-24W | 064 | - 4 | OPT | 433 | 782 | 2:00 | 76005 | Route "B" (Appleton, WIS) |
| 43-41N | | | (33.8) | | 390 | :54 | 9250 | Toronto, Canada |
| 79-24W | 095 | ∠ 4 | OPT | 433 | 1172 | 2:54 | 66755 | End Route "B" |
| 44-18N | | | (34) | | 60 | :08½ | 1350 | Peterborough, ONT |
| 78-20W | 051 | ∠ 8 | OPT | 430 | 1232 | 3:02½ | 65405 | Turning Point |
| 46-20N | | | (34.4) | | 130 | :18 | 2900 | Start Penetration |
| 79-25W | 340 | ∠10 | OPT | 428 | 1362 | 3:20½ | 62505 | Route "A" (North Bay, ONT) |

HQ 310BOMWG
INCL "6", APP "2", Annex "A"
OPORD 42-55
20 JUL 55

310-420

CONFIDENTIAL

J 2 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 62505 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 43-03N | | | (35.8) | | 412 | :58 | 9000 | Milwaukee, WIS |
| 87-54W | 240 | ≠ 4 | OPT | 427 | 1774 | 4:18½ | 53505 | End Route "A" |
| 46-46N | | | (36.5) | | 224 | :32 | 4800 | |
| 88-28W | 355 | - 1 | OPT | 425 | 1998 | 4:50½ | 48705 | Turning Point |
| 47-37N | | | | | 153 | :21½ | 3100 | Start Penetration |
| 84-55W | 070 | ≠ 2 | OPT | 425 | 2151 | 5:12 | 45605 | Route "D" |
| 41-07N | | | | | 397 | :56 | 7700 | Tiffin, Ohio |
| 83-10W | 170 | ≠ 4 | OPT | 425 | 2548 | 6:08 | 37905 | End Route "D" |
| 40-48N | | | | | 361 | :51 | 6500 | Burlington, Iowa |
| 91-05W | 267 | - 2 | OPT | 425 | 2909 | 6:59 | 31405 | Pre IP |
| 41-00N | | | | | 62 | :09 | 1150 | Ottumwa, Iowa |
| 92-25W | 280 | - 6 | OPT | 425 | 2971 | 7:08 | 30255 | IP |
| 41-34N | | | | | 62 | :09 | 1150 | Des Moines, Iowa |
| 93-33W | 304 | - 7 | OPT | 425 | 3033 | 7:17 | 29105 | TGT "A" Camera Run |
| 38-47N | | | | | 251 | :35½ | 4200 | |
| 97-37W | 227 | - 9 | OPT | 425 | 3284 | 7:52½ | 24905 | Smoky Hill AFB |
| | | | | | | :20 | | Descent. |
| | | | | | | 8:12½ | | GCA. Land |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

## STRIKE 19(A) AND 35(A) ROUTES

STRIKE 19(A) PENETRATION TIME: 0330Z 28 JUL 55 ROUTES: D-C-A

STRIKE 35(A) PENETRATION TIME: 0220Z 11 AUG 55

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 38-29N | | | | | 30 | :05 | 2350 | |
| 97-02W | 109 | -10 | 12 | 350 | 37 | :08 | 60350 | Level Off |
| 37-58N | | | | | 87 | :15 | 3250 | |
| 95-19W | 110 | - 9 | 12 | 350 | 124 | :23 | 57100 | Formate |
| 37-54N | | | | | 12 | :02 | 500 | |
| 95-05W | 110 | - 9 | 12 | | 136 | :25 | 26600 | Accelerate |
| 37-26N | | | | | 77 | :11 | 3800 | |
| 93-35W | 111 | - 8 | ↗ | 425 | 213 | :36 | 52800 | Level Off |
| 37-21N | | | | | 12 | :01½ | 200 | Start RENDV |
| 93-22W | 112 | - 8 | 31 | 433 | 225 | :37½ | 52600 | Springfield VOR |
| 38-09N | | | | | 128 | :18 | 2830 | |
| 91-54W | 032 | - 7 | 31 | 433 | 353 | :55½ | 49770 | Start Descent |
| 39-50N | | | | | 51 | :06½ | 360 | Quincy VOR |
| 91-32W | 033 | - 6 | ↘ | 430 | 404 | 1:02 | 49410 | Orbit Point |
| 41-55N | | | | | 128 | :30 | 7200 | End |
| 90-36W | 013 | - 5 | 15 | 255 | 532 | 1:32 | 42210 | Air Refueling |
| | | | | | | | 40000 | |
| | | | | | | | 82210 | On Load |
| 42-06N | | | | | 12 | :02 | 500 | |
| 90-32W | 013 | - 5 | 15 | | 544 | 1:34 | 81710 | Accelerate |
| 43-39N | | | | | 96 | :13½ | 4400 | |
| 90-00W | 013 | - 4 | ↗ | 427 | 640 | 1:47½ | 77310 | Level Off |
| 46-58N | | | | | 204 | :28 | 5010 | |
| 89-05W | 011 | - 2 | 33 | 431 | 844 | 2:15½ | 72300 | Turning Point |

HQ 310BOMWG
INCL "7", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 2 0 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 72300 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 47-42N<br>85-56W | 072 | ≠ 2 | 33 | 431 | 136<br>980 | :19<br>2:34½ | 3300<br>69000 | Michipicton Island<br>Turning Point |
| 47-37N<br>84-55W | 098 | ≠ 4 | 33 | 431 | 40<br>1020 | :05½<br>2:40 | 1000<br>68000 | Start Route "D" |
| 41-07N<br>83-10W | 170 | ≠ 4 | 33 | 431 | 397<br>1417 | :55<br>3:35 | 9000<br>59000 | Tiffin, Ohio<br>End Route "D" |
| 40-45N<br>86-22W | 261 | ≠ 2 | 33 | 431 | 147<br>1564 | :20½<br>3:55½ | 3250<br>55750 | Logansport, IND<br>Turning Point<br>(Step Climb) |
| 44-46N<br>88-37W | 338 | - 1 | 35 | 425 | 260<br>1824 | :37<br>4:32½ | 5650<br>50100 | Shawano, WIS.<br>Turning Point |
| 45-41N<br>87-30W | 040 | - 1 | 35 | 425 | 72<br>1896 | :10<br>4:42½ | 1500<br>48600 | Start Route "C" |
| 41-53N<br>80-47W | 128 | ≠ 3 | 35 | 425 | 370<br>2266 | :52<br>5:34½ | 7200<br>41400 | Ashtubula Ohio<br>End Route "C" |
| 42-07N<br>79-14W | 079 | ≠ 6 | 35 | 425 | 72<br>2338 | :10<br>5:44½ | 1400<br>40000 | Jamestown NY<br>Turning Point |
| 44-18N<br>78-20W | 016 | ≠ 8 | 35 | 425 | 138<br>2476 | :19½<br>6:04 | 2600<br>37400 | Peterborough, ONT<br>Turning Point<br>(Step Climb) |
| 46-20N<br>79-25W | 340 | ≠10 | 37 | 425 | 130<br>2606 | :18½<br>6:22½ | 2400<br>35000 | Start Route "A"<br>North Bay, ONT |
| 43-03N<br>87-54W | 240 | ≠ 4 | 37 | 425 | 412<br>3018 | :58<br>7:20½ | 7350<br>27650 | Milwaukee, WIS<br>End Route "A" |
| 43-04N<br>91-09W | 270 | - 4 | 39 | 425 | 142<br>3160 | :20<br>7:40½ | 2450<br>25200 | Prarie du Chein, WIS<br>(Step Climb Before Pre IP) |
| 42-30N<br>92-20W | 237 | - 6 | 39 | 425 | 62<br>3222 | :09<br>7:49 | 1050<br>24150 | Waterloo, Iowa<br>IP |

310 - ≠20



J 2 0 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 24150 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 41-34N | | | | | 82 | :11½ | 1400 | Des Moines, Iowa |
| 93-33W | 223 | - 8 | 39 | 425 | 3304 | 8:01 | 22750 | TGT "A" Camera Run |
| 38-47N | | | | | 250 | :35 | 4150 | |
| 97-37W | 227 | - 9 | 39 | 425 | 3554 | 8:36 | 18600 | Smoky Hill AFB |
| | | | | | | :20 | | Letdown. |
| | | | | | | 8:56 | | GCA. Land. |

HQ 310BOMWG
INCL "7", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420





J 2 0 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## STRIKE 19(B) AND 35(B) ROUTES

STRIKE 19(B) PENETRATION TIME: 0330Z 28 JUL 55 ROUTES: D-C-A

STRIKE 35(B) PENETRATION TIME: 0220Z 11 AUG 55

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62700 | |
| 38-29N 97-02W | 109 | -10 | 11.5 | 350 | 30 / 37 | :05 / :08 | 2350 / 60350 | Level Off |
| 37-58N 95-19W | 110 | - 9 | 11.5 | 350 | 87 / 124 | :15 / :23 | 3250 / 57100 | Formate |
| 37-54N 95-03W | 110 | - 9 | 11.5 | | 12 / 136 | :02 / :25 | 500 / 56600 | Accelerate |
| 37-26N 93-35W | 111 | - 8 | ↗ | 425 | 77 / 213 | :11 / :36 | 3800 / 52800 | Level Off |
| 37-21N 93-22W | 112 | - 8 | 30.5 | 433 | 12 / 225 | :01½ / :37½ | 200 / 52600 | Start RENDV Springfield VOR |
| 39-17N 92-50W | 011 | - 7 | 30.5 | 433 | 120 / 345 | :16½ / :54 | 2640 / 49960 | Start Descent |
| 40-08N 92-35W | 012 | - 7 | ↘ | 430 | 51 / 396 | :06½ / 1:00½ | 360 / 49600 | Kirksville VOR Orbit Point |
| 42-10N 91-51W | 014 | - 6 | 15 | 255 | 128 / 524 | :30 / 1:30½ | 7200 / 42400 | End Air Refueling |
| | | | | | | | 40000 / 82400 | On Load |
| 42-23N 91-46W | 015 | - 6 | 15 | | 12 / 536 | :02 / 1:32½ | 500 / 81900 | Accelerate |
| 43-49N 91-12½W | 015 | - 5 | ↗ | 427 | 90 / 626 | :12½ / 1:45 | 4400 / 77500 | Lacrosse VOR Level Off |
| 46-58N 89-05W | 025 | - 2 | 32.5 | 431 | 209 / 835 | :29 / 2:14 | 5500 / 72000 | Turning Point |

HQ 310BOMWG
INCL "8", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

0209

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG. VAR | ALT | TAS | GROUND DIST | TIME | FUEL 72000 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 47-42N 85-56W | 072 | ≠ 2 | 32.5 | 431 | 136 / 971 | :19 / 2:33 | 3200 / 68800 | Michipicuton Island Turning Point |
| 47-37N 84-55W | 098 | ≠ 4 | 32.5 | 431 | 40 / 1011 | :05½ / 2:38½ | 1000 / 67800 | Start Route "D" |
| 41-07N 83-10W | 170 | ≠ 4 | 32.5 | 431 | 397 / 1408 | :55 / 3:33½ | 8900 / 58900 | Tiffin, Ohio End Route "D" |
| 40-45N 86-22W | 261 | ≠ 2 | 32.5 | 431 | 147 / 1555 | :20½ / 3:54 | 3300 / 55600 | Logansport, IND Step Climb Turning Point |
| 44-46N 88-37W | 338 | - 1 | 34.5 | 425 | 260 / 1815 | :37 / 4:31 | 5500 / 50100 | Shawano, WIS Turning Point |
| 45-41N 87-30W | 040 | - 1 | 34.5 | 425 | 72 / 1887 | :10 / 4:41 | 1500 / 48600 | Start Route "C" |
| 41-53N 80-47W | 128 | ≠ 3 | 34.5 | 425 | 370 / 2257 | :52 / 5:33 | 7300 / 41300 | Ashutubla, Ohio End Route "C" |
| 42-07N 79-14W | 079 | ≠ 6 | 34.5 | 425 | 72 / 2329 | :10 / 5:43 | 1300 / 40000 | Jamestown, N Y Turning Point |
| 44-18N 78-20W | 016 | ≠ 8 | 34.5 | 425 | 138 / 2467 | :19½ / 6:02½ | 2500 / 37500 | Peterborough, ONT Step Climb Turning Point |
| 46-20N 79-25W | 340 | ≠10 | 36.5 | 425 | 130 / 2597 | :18½ / 6:21 | 2500 / 35000 | Start Route "A" North Bay, ONT |
| 43-03N 87-54W | 240 | ≠ 4 | 36.5 | 425 | 412 / 3009 | :58 / 7:19 | 7400 / 27600 | Milwaukee, WIS End Route "A" |
| 43-04N 91-09W | 270 | - 4 | 38.5 | 425 | 142 / 3151 | :20 / 7:39 | 2500 / 25100 | Prarie du Chien, WIS Step Climb Before Pre IP |
| 42-30N 92-20W | 237 | - 6 | 38.5 | 425 | 62 / 3213 | :09 / 7:48 | 1000 / 24100 | Waterloo, Iowa IP |
| 41-34N 93-33W | 223 | - 8 | 38.5 | 425 | 82 / 3295 | :11½ / 7:59½ | 1400 / 22700 | Des Moines, Iowa TGT "A" Camera Run |
| 38-47N 97-37W | 227 | - 9 | 38.5 | 425 | 250 / 3545 | :35 / 8:34½ | 4100 / 18600 | Smoky Hill AFB |
| | | | | | | :20 / 8:54½ | | Letdown GCA. Land |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 32(A) ROUTE

PENETRATION TIME: 0240Z 9 AUG 55 ROUTES: C-D-A

| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 67500 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 / 7 | :03 / :03 | 4800 / 62700 | |
| RTTO | | | | | | | | |
| 37-50N 100-00W | 247 | -11 | ↑ | 405 | 122 / 129 | :18 / :21 | 6240 / 56460 | Level Off. Dodge City VOR. Start RENDV. Leg |
| 39-35N 97-39W | 046 | -11 | 32 | 433 | 152 / 281 | :21 / :42 | 3460 / 53000 | Concordia, Kansas Orbit Point |
| 39-43N 97-28W | 047 | -10 | 32 | 433 | 11 / 292 | :01½ / :43½ | 250 / 52750 | (Chase RENDV) Start Descent |
| 40-29N 96-22W | 047 | -10 | ↓ | 430 | 68 / 360 | :07 / :50½ | 385 / 52365 | Level Off |
| 41-41N 94-30W | 048 | - 9 | 15 | 255 | 110 / 470 | :26 / 1:16½ | 6000 / 46365 | End Air Refueling |
| | | | | | | | 40000 / 86365 | On Load |
| 41-49N 94-19W | 048 | - 8 | 15 | - | 12 / 482 | :02 / 1:18½ | 500 / 85865 | Accelerate |
| 42-52N 92-37W | 049 | - 7 | ↑ | 427 | 90 / 572 | :12½ / 1:31 | 4600 / 81265 | Level Off |
| 40-00N 90-00W | 059 | - 5 | 32.2 | 433 | 132 / 704 | :18½ / 1:49½ | 3260 / 78005 | Turning Point |
| 45-41N 87-30W | 046 | - 2 | 32.7 | 433 | 148 / 852 | :20½ / 2:10 | 3600 / 74405 | Powers, MICH Start Route "C" |
| 41-53N 80-47W | 128 | ≠ 3 | 34 | 432 | 370 / 1222 | :51½ / 3:01½ | 8900 / 65505 | Ashtubula, Ohio End Route "C" |
| 42-07N 79-14W | 079 | ≠ 6 | 34.1 | 428 | 72 / 1294 | :10 / 3:11½ | 1500 / 64005 | Jamestown NY Turning Point |

HQ 310BOMWG
INCL "9", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 2 1 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | TAS | GROUND DIST | TIME | FUEL 6400# | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 44-18N 78-20W | 016 | ≠ 8 | 34.6 | 428 | 138 / 1432 | :19½ / 3:31 | 3200 / 60805 | Peterborough, ONT Turning Point |
| 47-30N 79-37W | 344 | ≠10 | 35.2 | 427 | 200 / 1632 | :28 / 3:59 | 4400 / 56405 | New Liskeard, ONT Turning Point |
| 48-00N 84-32W | 278 | ≠ 8 | 36 | 425 | 200 / 1832 | :28 / 4:27 | 4400 / 52005 | Turning Point |
| 47-37N 84-55W | 213 | ≠ 6 | 36 | 425 | 28 / 1860 | :04 / 4:31 | 600 / 51405 | Start Route "D" |
| 41-07N 83-10W | 170 | ≠ 4 | 37.2 | 425 | 397 / 2257 | :56 / 5:27 | 8000 / 43405 | Tiffin, Ohio End Route "D" |
| 41-00N 80-20W | 094 | ≠ 4 | 37.7 | 425 | 130 / 2387 | :18½ / 5:45½ | 2650 / 40755 | New Castle, Ohio Turning Point |
| 44-18N 78-20W | 023 | ≠ 7 | 38.5 | 425 | 216 / 2603 | :30½ / 6:16 | 4050 / 36705 | Peterborough, ONT Turning Point |
| 46-20N 79-25W | 340 | ≠10 | 39 | 425 | 130 / 2733 | :18½ / 6:34½ | 2400 / 34305 | North Bay, ONT Start Route "A" |
| 43-03N 87-54W | 240 | ≠ 4 | 40 | 425 | 412 / 3145 | :58 / 7:32½ | 7200 / 27101 | Milwaukee, WIS End Route "A" |
| 43-04N 91-09W | 270 | - 4 | 40.5 | 425 | 142 / 3287 | :20 / 7:52½ | 2350 / 24755 | Prairie du Chien, WIS Pre IP |
| 42-30N 92-20W | 237 | - 6 | 40.5 | 425 | 62 / 3349 | :09 / 8:01½ | 1000 / 23755 | Waterloo, Iowa IP |
| 41-30N 93-33W | 223 | - 7 | 40.5 | 425 | 82 / 3431 | :11½ / 8:13 | 1250 / 22505 | Des Moines, Iowa TGT "A" |
| 38-47N 97-37W | 227 | - 9 | 42 | 425 | 250 / 3681 | :35½ / 8:48½ | 4000 / 18505 | Smoky Hill AFB |
| | | | | | | :20 / 9:08½ | | Letdown. GCA. Land |

HQ 310BOMWG
INCL "9", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310 - 420





J 2 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 20(A) ROUTE

PENETRATION TIME: 1410Z 27 JUL 55 ROUTES: D-B-A

| POSITION | T.C. | AVG VAR | ALT | GROUND DIST | "F" MODEL TAS | "F" MODEL TIME | "G" MODEL TAS | "G" MODEL TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | :02 / :02 | | :02 / :02 | |
| RTTO | | | | | | | | | |
| 39-16N 97-07W | 040 | -10 | 10 ↗ | 37 / 37 | 184 | :12 / :14 | 186 | :12 / :14 | Level Off |
| 42-03N 93-53W | 041 | - 9 | 10 | 223 / 260 | 214 | 1:02 / 1:16 | 214 | 1:02 / 1:16 | Start Day CEL Boone, Iowa |
| 46-31N 87-26W | 046 | - 2 | 10 | 387 / 647 | 214 | 1:48 / 3:04 | 213 | 1:49 / 3:05 | End Day CEL Marquette, MICH "G" Model Start Climb |
| 46-52N 87-00W | 040 | ≠ 1 | 10 | 28 / 675 | 213 | :08 / 3:12 | 224 | :07 / 3:12 | Start Climb "F" Model |
| 47-43N 85-56W | 040 | ≠ 2 | ↗ | 67 / 742 | 222 | :18 / 3:30 | 224 | :18 / 3:30 | Level Off. Turning Point |
| 47-37N 84-55W | 098 | ≠ 5 | 24 | 41 / 783 | 244 | :10 / 3:40 | 244 | :10 / 3:40 | Start "D" Route |
| 41-07N 83-10W | 170 | ≠ 4 | 24 | 397 / 1180 | 254 | 1:34 / 5:14 | 245 | 1:37 / 5:17 | Tiffin, Ohio End "D" Route |
| 40-45N 86-22W | 261 | ≠ 2 | 24 ↗ | 147 / 1327 | 253 | :35 / 5:49 | 246 | :36 / 5:53 | Logansport, IND Step Climb Turning Point |
| 44-16N 88-24W | 337 | - 2 | 25 | 231 / 1558 | 252 | :55 / 6:44 | 250 | :55 / 6:48 | Appleton, WIS Start "B" Route |
| 43-41N 79-24W | 095 | ≠ 4 | 25 | 390 / 1948 | 251 | 1:33 / 8:17 | 253 | 1:33 / 8:21 | Toronto, Canada End "B" Route |
| 44-18N 78-20W | 050 | ≠ 8 | 25 ↗ | 60 / 2008 | 250 | :14 / 8:31 | 252 | :14 / 8:35 | Peterborough, ONT Step Climb Turning Point |

HQ 310BOMWG
INCL "10", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310 - 420

CONFIDENTIAL

0213

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | AVG VAR | ALT | GROUND DIST | "F" MODEL TAS | "F" MODEL TIME | "G" MODEL TAS | "G" MODEL TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 46-20N 79-25W | 340 | +10 | 26 | 130 / 2138 | 256 | :30 / 9:01 | 256 | :30 / 9:05 | North Bay, ONT Start "A" Route |
| 43-03N 87-54W | 240 | + 4 | 26 | 412 / 2550 | 255 | 1:37 / 10:38 | 255 | 1:37 / 10:42 | Milwaukee, WIS End "A" Route Start Descent |
| 42-18N 89-36W | 239 | - 2 | ↘ | 87 / 2637 | 232 | :22 / 11:00 | 231 | :22 / 11:04 | Freeport, ILL Level Off. Start Day CEL |
| 39-22N 97-07W | 242 | - 7 | 15 | 383 / 3020 | 211 | 1:49 / 12:49 | 213 | 1:49 / 12:53 | Clay Center End Day CEL |
| 38-47N 97-38W | 216 | -10 | ↘ | 42 / 3062 | 193 | :13 / 13:02 | 192 | :13 / 13:06 | Descend Smoky Hill AFB |
| | | | | | | :10 / 13:12 | | :10 / 13:16 | Land and Taxi |

HQ 310BOMWG
INCL "10", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420





J 2 1 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

STRIKE 20(B) ROUTE

PENETRATION TIME: 1510Z 27 JUL 55 ROUTES: C-A-D

| POSITION | T.C. | AVG VAR | ALT | GROUND DIST | "F" TAS | "F" MODEL TIME | "G" TAS | "G" MODEL TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | :02 | | :02 | |
| RTTO | | | | | | :02 | | :02 | |
| 39-10N | | | | 30 | | :10 | | :12 | Start Day CEL |
| 97-12W | 040 | -10 | ↑ | 30 | 184 | :12 | 186 | :14 | Level Off |
| 44-57N | | | | 483 | | 2:17 | | 2:16 | End Day CEL. |
| 89-37W | 045 | -17 | 10 | 513 | 212 | 2:29 | 213 | 2:30 | Wausau, WIS VOR "G" Start Climb |
| 45-26N | | | | 67 | | :18 | | :19 | |
| 88-13W | 063 | - 2 | ↑ | 580 | 219 | 2:47 | 212 | 2:49 | Level Off |
| 45-41N | | | | 32 | | :08 | | :08 | Start "C" Route |
| 87-30W | 064 | - 1 | 23 | 612 | 249 | 2:55 | 250 | 2:57 | Powers, MICH |
| 41-53N | | | | 370 | | 1:30 | | 1:30 | End "C" Route |
| 80-47W | 129 | ∠ 4 | 23 | 982 | 248 | 4:25 | 249 | 4:27 | Ashtubula, Ohio |
| 43-12N | | | | 162 | | :38 | | :39 | Turning Point |
| [illegible]W | 061 | ∠ 6 | 25 | 1144 | 252 | 5:03 | 250 | 5:06 | Rochester, N.Y. |
| 44-18N | | | | 68 | | :16 | | :16 | Turning Point |
| 77-37W | 359 | ∠ 9 | 25 | 1212 | 252 | 5:19 | 250 | 5:22 | Stirling Range, ONT |
| 46-20N | | | | 143 | | :33 | | :34 | Start "A" Route |
| 79-25W | 329 | ∠10 | 25 | 1355 | 251 | 5:52 | 249 | 5:56 | North Bay, ONT |
| 43-03N | | | | 412 | | 1:38 | | 1:39 | End "A" Route |
| 87-54W | 240 | ∠ 4 | 25 | 1767 | 251 | 7:30 | 249 | 7:35 | Milwaukee, WIS |
| 46-46N | | | | 224 | | :53 | | :53 | |
| 88-28W | 355 | - 1 | 26 | 1991 | 253 | 8:23 | 252 | 8:28 | Turning Point |
| 47-37N | | | | 153 | | :36 | | :36 | |
| 84-55W | 070 | ∠ 2 | 26 | 2144 | 253 | 8:59 | 252 | 9:04 | Start "D" Route |
| 41-07N | | | | 397 | | 1:35 | | 1:35 | End "D" Route. |
| 83-10W | 170 | ∠ 4 | 26 | 2541 | 252 | 10:34 | 251 | 10:39 | Start Letdown. Tiffin, Ohio |

HQ 310BOMWG
INCL "11", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 2 1 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

| POSITION | T.C. | AVG VAR | ALT | GROUND DIST | "F" TAS | "F" MODEL TIME | "G" TAS | "G" MODEL TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 41-04N<br>85-06W | 269 | ∠ 1 | ↘ | 87<br>2628 | 232 | :22<br>10:56 | 231 | :23<br>11:02 | Turning Point.<br>Level Off. Start Day Celestial |
| 39-22N<br>97-07W | 259 | - 5 | 15 | 558<br>3186 | 211 | 2:39<br>13:35 | 212 | 2:38<br>13:40 | End Day CEL.<br>Clay Center |
| 38-47N<br>97-37W | 216 | -10 | ↘ | 43<br>3229 | 193 | :13<br>13:48 | 192 | :13<br>13:53 | Smoky Hill AFB |
| | | | | | | :20<br>14:08 | | :20<br>14:13 | Descend and Land |

HQ 310BOMWG
INCL "11", APP "2", Annex "A"
OPORD 92-55
20 JUL 55

310-K20



CONFIDENTIAL

0216

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR: 92-55

COMMUNICATIONS

310-420

HQ 310BOMWG
Annex "B"
OPORD 92-55
20 JUL 55

CONFIDENTIAL

J 2 1 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 92-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

1. GENERAL: Communications and procedures will be in accordance with current ACP's, JANAP's, AFSAL 5104 ( ), SAC Manuals, SACCKI, and appropriate Radio Facility Charts except as modified herein.

2. POINT TO POINT:

a. The following means of communication will be used for point to point communication:

(1) SOCS (Command and Operational traffic only).

(2) SACCOMNET and AIRCOMNET.

(3) TWX and long distance phone calls.

(4) Radio Telephone and CW radio in event of land line failure.

3. CALL SIGNS:

a. All reports will be made utilizing current Aircraft Tactical Call Sign (plus assigned numerical suffix) and mission nickname.

(1) B-47's: GRANVILLE plus assigned numerical siffix and mission nickname.

(2) KC-97's: BRACER plus assigned numerical suffix and mission nickname.

HQ 310BOMWG
Annex "B"
OPORD 92-55
20 JUL 55

310 - 420

CONFIDENTIAL

J 2 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. IFF: All individual B-47 aircraft will operate their IFF continuously in normal position until 150NM from primary GCI Site. In formation flight, only the lead aircraft will operate his IFF.

5. RECOGNITION AND IDENTIFICATION:

a. B-47's: Will accomplish recognition by utilizing AFSAL 5104 on UHF.

b. KC-97's: ACP 156 and ACP 158 will be used for visual identification and recognition.

6. AUTHENTICATION: AFSAL 5104 ( ) will be utilized for air/air and air/ground purposes.

7. EMERGENCY PROCEDURES: Will be in accordance with procedures outlined in ACP 130, 135 and Radio Facility Charts.

8. UHF/VHF/HF CHANNELIZATION: See Communications Flimsy.

9. UHF/VHF POSITION REPORTS:

a. Strike aircraft will use normal position reports at all times whether in friendly or unfriendly territory. While in unfriendly territory, each position report will be prefixed by the phrase "Friendly LOCK-ON, pass this position report to the ADOC at 30th Adm Division".

(1) UHF/VHF: Standard CAA Position Reporting, to stations designated by ARTC and Communications Flimsy.

10. HF POSITION REPORTING:

a. Standard AACS Position Reports, will be made hourly to AACS. Responsible aircraft will contact Station 15 minutes after take-off and receive his slot time.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



11. ADIZ: Aircraft will make ADIZ Penetration reports to the last mandatory reporting point prior to entering or departing an ADIZ, giving estimated time and position of penetration or departure.

12. REPORTING POINTS: In accordance with final ARTC Clearance and as stated in Communications Flimsy.

13. PENETRATION REPORT:

a. In the event the assigned penetration time cannot be met, the GCI Facility or Radio Range Station at Wurtsmith Air Force Base will be notified through the best available means giving strike number and ETA to first departure point. The message will be prefixed by these remarks: "Friendly LOCK-ON, pass this information on to the ADCC at 30th Air Division - Strike NR._____, will arive first penetration departure point at _____Z".

14. CONTACTING REFUELING AIRCRAFT: Initial contact for GRANVILLE aircraft with tanker aircraft will be on frequency 318.0 mcs. See Communications Flimsy for refueling frequency assignments.

15. APN-11/76 SETTINGS: See Communications Flimsy.

16. FIGHTER INTERCEPT: See Communications Flimsy for frequency assignment.

17. RECALL WORD: Recall Word for this mission will be "SUN TAN". See Communications Flimsy for proper procedure for utilizing this Recall Word.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
Annex "B"
OPORD 92-55
20 JUL 55

310-420





J 2 2 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DISTRIBUTION:

Same as for OPORD 92-55

OFFICIAL:

KENNETH R. WILLARD
Captain, USAF
Wing Communications Officer

310-420



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
20 July 1955, 0001CST

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 92-55

ADMINISTRATIVE AND LOGISTIC



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 92-55

ADMINISTRATIVE AND LOGISTIC

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
20 July 1955, 0001CST

1. GENERAL:

a. PURPOSE: To disseminate administrative and logistics instructions that will apply to Operations Order Serial Number 92-55.

b. These instructions will apply to all personnel of the 310th Bombardment Wing.

2. SUPPLY:

a. Installations: Omitted.

b. Class I:

(1) Inflight lunches will be provided for the following:

(a) 27 July - Nine (9) B-47 crews and eleven (11) KC-97 crews.

(b) 10 August - Nine (9) B-47 crews and nine (9) KC-97 crews.

(2) All rations will be requested 24 hours prior to take-off.

(3) One (1) mess hall will be available 24 hours, 27 July 1955, and 10 August 1955.

HQ 310BOMWG
ANNEX C
OPORD 92-55
20 JUL 55

310-420

CONFIDENTIAL

J 2 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Crew refreshments; coffee and pastry, etc, will be available for crew de-briefing sessions at the 380th Bombardment Squadron operations building from 2200 hours 27 July thru 0500 hours 28 July and the 381st Bombardment Squadron operations building from 2100 hours 10 August thru 0300 hours 11 August. 310th Bombardment Wing Director of Intelligence will coordinate with 802d FSS for detailed arrangements.

c. Class II and IIA:

(1) Omitted.

d. Class III and IIIA:

(1) Aircraft will be serviced in accordance with mission requirements or SAC REG 66-28, whichever is greater. (Ref Annex A, this operations order.)

e. Class IV and IVE:

(1) Base Supply will, in addition to normal duty day support, provide sufficient manning for the aircraft service unit to provide SAC Manual 65-2 support from 24 hours prior to take-off of first aircraft thru the take-off of the last aircraft. This will be coordinated with Maintenance Control.

(2) Supply will be from station stock at Smoky Hill AFB.

f. Class V and VA:

(1) Omitted.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

3. TRANSPORTATION:

a. Ground:

(1) Transportation will be required for nine (9) B-47 crews and eleven (11) KC-97 crews on 27 July 1955. (Ref Annex A, this operations order.) All take-offs will be at close intervals requiring maximum support in delivery of crews over a short period of time. The same requirement as above will be necessary on the 10 August 1955 for nine (9) B-47 crews and nine (9) KC-97 crews and will depart at similiar time. (Ref Annex A, this operations order.)

(2) Flight Line Maintenance, A&E Maintenance Squadron and Field Maintenance Squadron will require normal support as outlined in SAC Manual 66-12.

b. Air:

(1) Omitted.

4. SERVICES:

a. Medical:

(1) Omitted.

b. Maintenance:

(1) Chief of Maintenance:

(a) Insure that provisions of SAC Manuals 66-3, 66-12 and 65-2 are complied with. Particular emphasis will be placed on PARA 8, chapter 2, SAC Manual 66-3.

(2) Maintenance Control:

(a) Insure that nine (9) B-47's and eleven (11) KC-97's scheduled 27 July 55 and nine (9) B-47's, nine (9) KC-97's scheduled 10 August 55 are in the proper



CONFIDENTIAL

U 2 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

configuration and available for flight at the times indicated in Annex A, this operations order.

(3) Periodic Maintenance:

(a) Insure timely delivery of aircraft from the Periodic Maintenance Docks as scheduled by Maintenance Control.

(4) Armament and Electronics Maintenance Squadron:

(a) Complete work orders as directed by Maintenance Control.

(b) Insure A-5 systems on all aircraft assigned this mission are operational.

(c) Insure O-15 and O-23 cameras are operational and installed prior to the air crews station time.

(d) Have necessary Maintenance Personnel on a standby status until the last aircraft departs each mission date or as directed by Maintenance Control.

(5) Field Maintenance Squadron:

(a) Complete all work orders as directed by Maintenance Control.

(b) Have necessary maintenance personnel on standby status until the last aircraft departs each mission date, or as directed by Maintenance Control.

(6) Flight Line Maintenance:

(a) Insure necessary personnel and equipment is in place in sufficient amounts to support the missions of the 27 July 1955 and 10 August 1955.

(b) Aircraft, when possible, will be refueled 12 hours prior to departure or at the discretion of the Maintenance Officer.

310-420



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Insure Tech Supply personnel are available when needed.

c. Finance:

(1) Omitted.

5. ADJUTANT:

a. Omitted.

6. SECURITY:

a. Have 24 hour period access through gates 6, 9, 10, 11 and 13 until two (2) hours after the last aircraft lands or unless notified earlier by Maintenance Control.

7. MISCELLANEOUS:

a. Base Photo Lab:

(1) Process O-15 and O-23 camera film as required from the missions of the 27 July 55 and 10 August 55.

b. GCA:

(1) Monitor all take-offs and be available for all landings.

JOHN H. de RUSSY
Colonel, USAF
Commander

DISTRIBUTION:

Same as 310BOMWG OPORD 92-55

OFFICIAL:

S. E. DAVIS, LTCOL, USAF
Wing Director of Materiel

310-420

HQ 310BOMWG
ANNEX C
OPORD 92-55
20 JUL 55



J 2 2 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380th Bombardment Squadron B-47 crew going to

1955 annual SAC Bombing and Navigation competition

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379th and 381st Bombardment Squadron B-47 crews going to the 1955 annual SAC Bombing and Navigation competition.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

FM COMAF &WESTOVER AFB MASS

INFO EJMFSY/COMAIRDIV 802 SMOKY HILL AFB,KANS

BT

/UNCLASSIFIED/OBT3A.58563SUBJECT:B-47 AIRCRAFT SELECTED FOR 1955 BOMBING AND NAVIGATION COMPETITION.HEADQUARTERS SAC HAS ADVISED THAT B-47 AIRCRAFT SELECTED FOR IN THE 1955 BOMBING AND NAVIGATION WILL NOT BE EQUIPPED WITH TIP TANKS. IN ADDITION,HEADQUARTERS SAC HAS ADVISED THAT EACH AIRCRAFT BE EQUIPPED WITH AN 8 FOOT EXTENSION AT THE OXYGEN HOSE AT THE 4th POSITION FOR USE BY THE UMPIRE.

BT

28/21592JUL RJEPEC

COPY

J 2 3 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 55-4)

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

11 July 1955

OPERATIONS

Flight Supervisory Personnel

(Rescinds WG REG 55-4, 5 APR 55)

1. PURPOSE: The purpose of this regulation is to establish the duties and method of selection of the "Senior Flight Supervisor" and the "Wing Control Room Officer".

2. RESPONSIBILITY: It will be the responsibility of the Wing Operations and Training Officer to select officers for these duties, effect proper notification to those selected, prepare necessary SOP's and duty outlines and monitor the performance of these duties.

3. PROCEDURES:

a. Senior Flight Supervisor: The Senior Flight Supervisor will be a field grade officer, qualified as aircraft commander in either the B-47 or KC-97. This officer will, during his tour of duty, be on call at his home in the event of any operational or weather emergency. Tour of duty will be for a twenty-four hour period beginning at 0800. During normal duty hours the Senior Flight Supervisor will be available at his normal place of duty. All LTCOLS and MAJS assigned to the wing who are qualified as aircraft commander in either the B-47 or the KC-97 will be placed on a roster and be assigned this duty on a duty roster basis by the Wing Operations and Training Officer. A list of Senior Flight Supervisors will be prepared for each month and will be attached to the monthly operations order. In the event of the non-availability of an individual to perform this duty when scheduled, it will be the responsibility of the organization concerned to provide a qualified replacement. The Wing Control Room will establish contact with the Senior Flight Supervisor at least once during his tour of duty and will immediately report failure to establish contact to the Wing Operations and Training Officer.

b. Wing Control Room Officer: The Wing Control Room Officer will be a qualified B-47 or KC-97 aircraft commander from one of the four tactical squadrons. All officers so qualified with the exception only of the squadron commanders and squadron operations officers will be placed on a roster and selected on a duty roster basis by the Wing Operations and Training Officer. A list of Wing Control Room Officers will be prepared for each month and will be attached to the monthly operations order. Organizations concerned will be responsible for providing a qualified replacement in the event the scheduled officer is not available to perform this duty. The

[redacted]

J 2 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Operational Check of Bomb Navigation System

310DCO 310DO 18 Jul 55
310DOB/LTCOL Stublarec/pc/8350

1. In accoedance with your request for a report of the operational check of the Bomb-Navigation system in aircraft 297, the following information is submitted.

a. CAPT D.W. Speed, 379th BOMRON, commited two gross errors with this equipment during June and the status of this equipment was discussed at the Gross Error Board Meeting.

b. A complete Ground operational check was performed-Ground time 7:00 hrs.

c. All CAU (computer) and SAU (stabilization) amplifiers were removed and Bench-Checked. One M MCH (XN) type was found to be bad. This amplifier was replaced.

d. The Hayden time was found to be bent. The timer was replaced.

e. The 27 Volt DC Contact Relay was found to be shorting out. The relay was removed and replaced. It is believed that this relay was the primary source of trouble.

f. A radar range check was made and the system Checked out properly.

MICHAEL J. STUBLAREC
LTCOL, USAF
WING OBSERVER

[redacted]

0235

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Changes in SAC REG 50-8 Requirements

Bomb Squadrons 310DO 22 JUL 55
Capt. Hartsock

1. Attention is directed to changes in quarterly training requirements for combat crews under S.C REG 50-8 dated 9 JUN 55:

| | COMBAT READY CREWS | | SELECT AND LEAD CREWS | |
|---|---|---|---|---|
| ITEM | OLD REG | NEW REG | OLD REG | NEW REG |
| RBS Radar Runs: | | | | |
| Malfunction Runs | 3 | None | 2 | None |
| Side Track | None | 3 | None | 3 |
| GRI Runs | None | 3 | None | 2 |
| Radar Camera Attacks Using GPI Procedures | 2 | None | 1 | None |

Note: (Number of Radar Camera Attacks remains the same, 6 for combat ready crews, and 3 for Select and Lead Crews, only the GPI requirement of this item has been waived)

| | | | | |
|---|---|---|---|---|
| Scored Visual Releases | 6 | 2 | 3 | 2 |
| NAVIGATION: Day Celestial Legs | 4 | 3 | 2 | 1 |

Grid Legs: Requirement as to number remains the same. K-system can be used on two of the three grid missions. However, celestial means will be used for rating the gyros on all grid missions.

| | | | | |
|---|---|---|---|---|
| Air Refueling Requirements: | 4 | 3 | 4 | 3 |
| Transfer of 40,000 LBS to a receiver Gross WT of 165,000 | | 2 | | 2 |

(old requirement was for a transfer of 50,000 pounds to a receiver gross weight of 180,000 pounds, and requirement was three for combat ready, select and lead crews and two for standboard crews)

| | | | | |
|---|---|---|---|---|
| Refueling with Radio Silence: | 2 | 1 | 2 | 1 |

COPY

0 2 3 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

[redacted]

Changes in SAC REG 50-8 Requirements

| | | | | |
|---|---|---|---|---|
| Dry Contacts | 4 | 3 | 4 | 3 |
| Total Radar Rendezvous Requirements | 4 | 3 | 4 | 3 |

PARA 8, "Physical Conditioning" and PARA 9 "Individual Training" does not appear in SAC REG 50-8, 9 June 55 and will be covered in SAC REG 50-24.

Air Weapons Training. Once each quarter, each crew will be required to conduct in-flight air weapons training with a training unit which will include the following:

(1) Acceptance check of weapon and associated equipment.

(2) Performance of applicable pre-take-off checks.

(3) Performance of IFI in accordance with procedures outlined in the tactical doctrine.

(4) Monitoring the weapon while in flight.

(5) IFE Prior to landing.

NOTE: (The manual lock will be insertedin the U-2 release for entire flight except during take-off and landing. All safety precautions will be taken to preclude release of the eunit except in cases of emergency. The training unit will not be carried on any simulated bombing runs including runs over an RBS site)

2. Standboard crews are exempt from 50-8 requirements, unless the standboard crew is a Select or Lead Crews.

310DOR WOODROW W. HARTSOCK

COPY

0237

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Spot Check of aircraft

310 DCO 310DO 22 July 55

310 DOW/CAPT Thompson/8097

1. In compliance with the verbal request of the deputy wing Commander,Capt Albert L. Thompson,Wing Special Weapons Officer,1ST LT PH Gallo,381 BOMRON Special Weapons Officer,and SSGT Gardner,310 A&E Weapons Section,spot checked 4 B-47 Aircraft for Special Weapons Configuration.Aircraft selected were from ones declared by A&E to be in proper configuration.

2. Discrepencies noted were as follows:

| ACFT NO | SQUADRON | DISCREPENCIES |
|---|---|---|
| 295 | 381 BOMRON | No IFI catwalk,air pressure low,C-9 hoist chains installed improperly. |
| 110 | 381 BOMRON | No record of "Ring Out" in form 781-1. C-9 hoist chains installed improperly. |
| 279 | 380 BOMRON | No air pressure on one side. |
| 116 | 380 BOMRON | Low air pressure both bottles. |

3. Aircraft listed in the wing control room at 0900 ,22 July,did not correspond in each case with Aircraft listed in the A&E Maintenance Control Room.

| WING CONTROL ROOM | A&E Maintenance Control Room |
|---|---|
| 2284 | 2283 |
| 2297 | 2261 |
| 2110 | 2102 |
| 2120 | 2110 |
| 2286 | 2286 |
| 2299 | 2281 |
| 2146 | 2116 |
| 2295 | 2107 |
| | 2295 |
| | 2279 |
| | 2284 |
| | 2299 |

ROBERT E.THACKER,COL,USAF
Wing Director Of Operations

COPY

0238

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Logistical and Administrative Support For The [redacted] Bombing Competition.

TAC Squadrons
310DM
310DMMC
310FMS

310DO

26 JUL 55
310DCO/MAJ Varga

1. The logistical and administrative support requirements for the SAC Annual Bombing Competition to be held at March AFB 24 thru 29 AUG are as listed below:

a. Each wing will be permitted to use two aircraft in the competition. No spares will be authorized.

(1) Each wing will pre-position at the staging bases the required power packs from base assets.

b. The following maximums - number of maintenance personnel, aircraft and radar - are authorized to accompany each participating wing:

(1) B-47 aircraft.

(2) Twenty-four airmen.

(3) Two officers.

c. Maintenance personnel accompanying aircraft will carry sufficient hand tools and test equipment to accomplish normal routine flight line maintenance.

d. Radar maintenance personnel will not be authorized to fly in any aircraft on competition missions.

e. March AFB will furnish one each cycle and Blue Square "K" System mock-up.

f. Maintenance equipment to accompany aircraft.

(1) Two C-26 and /or MD-3 power units.

(2) Two "K" carts.

g. Wings will carry entoute kits consisting of critical and peculiar aircraft parts for their anticipated requirements.

h. All participating aircraft will be equipped with radar scope cameras, a hack watch (with a setable sweep second hand) to be mounted on the data plate, a film magazine and appropriate film. Vertical cameras are not required.

i. B-47 aircraft will be equipped with a safety belt for a fourth position. The provisions of SAC REG 60-10 are waived for the period of this competition.

1239

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

SUBJ: Logistical & Administrative Support for the Bombing Competition

j. Squadrons will sumit typewritten rosters to include name, rank, serial number and crew position and number of competition crews and all maintenance personnel attending competition to 310DO not later than 8 AUG 55. Rosters will be sent by airmail in sufficient time for receipt by 15AF not later than 14 AUG 55. Four legivle copies of roster will be required.

k. Crews will carry spare personal equipemnt to include helmet, mask, "X" type headset and microphone cord extension.

l. Crews will arrive at the staging bases with aircraft access list and accurate crew roster to include name, rank, serial number and crew duty type in quadruplicate.

m. All personnel will have the SAC Security Badge in their possession upon arrival at March AFB.

n. Staff personnel desiring to attend the competition is limited to five. Personnel wil notify March AFB with information to 15AF fourteen days prior to arrival of names, rank and organization of officers attending plus the number of additional crew members to be messed and housed. ETA's will be forwarded a minimum of twenty-four hours in advance of arrival times.

ROBERT E. THACKER
Colonel, USAF
Director of Operations

COPY

J 2 4 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

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

310DMMC

SUBJECT: Maintenance of Base Flight and Transient Aircraft

TO: See Distribution

1. In compliance with 802D Air Division letter, Subject: Maintenance of Base Flight and Transient Aircraft, 30 June 1955. The following program and areas of responsibility have been established and are presently in effect. This program is intended (1) to increase the flying capabilities of the Base Flight Section, (2) to stabilize the Base Flight flying schedule (3) and to decrease the overtime Maintenance which will increase the quality of the Maintenance.

2. This Program will function in the following manner:

a. Monthly requirements will be submitted by the Operations Staff Officer of the Air Base Group to the Base Flight Officer by the 15th of the preceeding month.

b. The Base Flight Maintenance Officer will then build a maintenance schedule for the Month, and program his maintenance to that schedule. He will justify those requirements he is not able to support.

c. The Chief of Maintenance will be responsible for reviewing with Operations scheduling and Base Flight Engineering, on the 20th of the month, the requirements and maintenance schedule. At this meeting the schedules are finilized and printed.

d. The schedule will be confirmed at a weekly meeting on Fridays for the following week. The only other changes in scheduling will be approved first by The Air Base Group Staff Operations Officer and then by the Chief of Maintenance, 310th Bombardment wing before they become effective.

3. The basic principles of good management depends on a good understanding of ground rules. The following rules will definitely be complied with:

a. There will be no unauthorized Cannibilization of Base Flight Aircraft. Cannibilization will be in accordance with existing regulations and approved by the Chief Of Maintenance, 310th Bomb Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

HQ,310BOMWNG,310DMMC,Subject:Maintenance of Base Flight and Transient Aircraft

b. Scheduled Base Flight Aircraft will carry Priority in accordance with existing manuals.Combat aircraft,KC-97 aircraft and Base Flight aircraft in that priority on flying schedules.

c. All directives and instructions pertaining to the Base Flight Engineering will be routed to the Chief of Maintenance Office.

d. Roll Calls will be conducted at such times as to insure that Base Flight Personnel will be on the Job at 0730.

e. Record checks,clothing checks and all other Administrative requirements will be scheduled other than duty hoursunless cleared through the Chief of Maintenance for the 310 Bombardment wing.

f. Aircraft status boards will be kept current at all timesand will be located as follows:one in Base Flight Maintenanee section,one in 310th Bombardment Wing Maintenance sedtion,one in Air Base Group scheduling section.

g. High priority cargo or personnel requirements other than scheduled,will be made known to the Chief of Maintenance immediately at the time the requirements become known.

4. A survey of personnel capabilities in Base Flight Engineering reveals that they are over committed in aircraft per people assigned,against flying time requested.It is recommended that immediately we put in flying storage the two B-25's presently assigned to Base Flight.These Aircraft are not paying aircraft in pay loads,or training as well as being a terrific burden logistically on your Base facilities.These Aircraft will be put in shape and then in flying storage by 1 August 1955.

GEORGE W. CALL
LTCOL USAF
CHIEF OF MAINTENANCE

DISTRIBUTION:

DM 802 ABG
BDO
BDOO
BOOA
310DM
310CO

J 2 4 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

COMAIRDIV 802 SMOKY HILL AFB KANS UNCLASSIFIED

ROUT

COMAF 8 WESTOVER AFB MASS/AIR MAIL/ x

x

MDL234063,5 JUL 55 UNCLASSIFIED

/UNCLASSIFIED/ 310DML_____.REF YOUR MSG MDL 34063,5 JUL 55.DUE TO PRINTING DIFFICULTIES,COMPL OF REVISIONS TO3k0th BOMB WING MOBILITY PLAN DELAYED. EST DATE OF MAILING OF REVISED PLAN IS 3 AUG 55.

UNCLASSIFIED 1 1

COPY

0243

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

# 310TH BOMBARDMENT WING – MEDIUM

## SMOKY HILL AIR FORCE BASE

# HISTORY

AUGUST 1955

SECRET

U 2 4 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

K-WG-310-H1
AUG 1955

3-3326-KA

SECRET

RSI Contl No
S13595

0249

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

AUGUST 1955/UNCLASSIFIED/

802D AIR DIVISION

EIGHTH AIR FORCE

STRATEGIC AIR COMMAND

Selmon W. Wells

SELMON W. WELLS
Colonel USAF
Commander

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

Monitored by Major William H. Crawford, Director of Personnel

Prepared by A/2C Thomas A. Quinn, Historian

1 0252

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 6 |
| Inspector | 7 |
| Comptroller | 8 |
| Chapter II Personnel | 10 |
| Command | 11 |
| Staff | 11 |
| Critical Shortages | 12 |
| Manning: Officers | 12 |
| Manning: Airmen | 13 |
| Reenlistment Rate | 13 |
| Promotions | 13 |
| Morale, Welfare and Discipline | 14 |
| Discipline | 15 |
| Chapter III Operations and Training | 16 |
| Flying Training | 16 |


SECRET

J 2 5 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






Accomplishments 17

379th Bombardment Squadron 21

380th Bombardment Squadron 23

381st Bombardment Squadron 24

310th Air Refueling Squadron 25

Ground Training 31

Flying Safety 32

Intelligence 33

Control Room 33

Special Weapons 34

Security 34

B-47 Standboard 34

KC-97 Standboard 35

Chapter IV Materiel and Maintenance 36

Logistics 36

Supply 36

Maintenance 37

Roster of Key Personnel 41

Bibliography 42

Appendix 44

List of Exhibits 45

Exhibits




U 2 5 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 16 August 1955 | Colonel John H. de Russy, former Commander of the 310th Bombardment Wing, received orders reassigning him to Wright-Patterson Air Force Base as Chief of Logistics and Coordination for Atomic powered aircraft. |
| 17 August 1955 | Colonel Wood left Smoky Hill Air Force Base to attend a Commanders Conference at Loring Air Force Base, Maine. In his absence, Colonel Robert Thacker assumed Command of the wing. |
| 20 August 1955 | Colonel Selmon W. Wells assumed command of the 310th Bombardment Wing. |
| 22 August 1955 | 310th Bombardment Wing crews which were selected to represent the Wing in the 7th annual Bombing and Navigation Competition left for March Air Force Base, California. |
| 28 August 1955 | 310th Bombardment Wing Officers and Airmen participated in a Parade and Review honoring Colonel Lust and Master Sergeant Cook, both of whom retired from the Air Force at the end of August. |
| 29 August 1955 | First Lieutenant Frank H. Wagner, 310th Bombardment Wing Adjutant, left Smoky Hill to attend the 8th Air Force Adjutants Conference at Westover Air Force Base, Massachusetts. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| ZI | Zone of Interior |
| ISO | Information Services Office |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| OJT | On the Job Training |
| A&E | Armament and Electronics |
| IRS | In required Specialty |
| AWOL | Absent Without Leave |
| VD | Venereal Disease |
| RBS | Radar Bomb Scoring |
| SAC | Strategic Air Command |
| MIL | Maintenance Instruction Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| ADIZ | Air Defense Zone |
| EWP | Emergency War Plan |
| RCAF | Royal Canadian Air Force |
| UK | United Kingdom |
| IFI | In-Flight Instruction |
| UAL | Unit Allowance List |
| TOC- | Tech Order Compliance |
| UR- | Unsatisfactory Report |



J 2 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER 1

ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of August 1955. Despite the recent shift in command from the Fifteenth to the Eighth Air Force, the job of the 310th Bombardment Wing remained that of maintaining the high state of proficiency displayed by its crews during the recent overseas mobility.

Several successful missions were flown this month, the most important being operation "POST HOLE". Other flying activities increased during August, the main emphasis being placed on the individual crews and the correction of their weak points.[1/]

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing was unchanged during August 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 August 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

---

1/ 310th Directorate of Operations Historical Report, August 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. Only other unit assigned to the 310th was the Tactical Hospital. While all unit structures remained constant, key personnel changes were numerous throughout the wing.

ADMINISTRATION:

Administrative activity within the wing reflected an increase over previous months. Paperwork continued to increase while a distorted situation was brought about by the continued loss of administrative personnel to discharges and overseas assignments. The continued bleeding of the wings qualified administrative personnel caused many hours overtime to be thrust on the remainder of the personnel.

During August a letter was written by Colonel Wood, Deputy Commander,which clarified the situation concerning the shortcutting of administrative procedures to save time and decrease the workload. The letter stated that because new personnel will need at least two years to acquaint themselves with the system, these jake legged procedures and jury rigged organizations will not be tolerated.[2/]

On the 22nd of August, Wing Regulation 10-1 was published. The purpose of this regulation was to outline procedures for preparation and handling of military correspondence. Contained in this regulation were the proper methods of forming letterheads for wing and group level, as well as new procedures for writing intra-wing and intra-Base informal correspondence. The proper preparation of Messageforms was also discussed. Under provisions of this regulation, Messageforms

---

2/ R&R, 310th DCO, "Jury Rigged Organization and Procedures, 6 August 1955. Exh 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



which indicate a copy is to be delivered by other than electrical means will be accomplished in sufficient additional copies of DD form 173 to effect the distribution.3/

On 11 August, Wing Regulation 5-6 was published concerning the proper format to be used in the publication and periodic review of Operations Memorandums. The regulation stated that the activity primarily concerned with the subject matter shall be held responsible for the preparation of the original draft, double spaced, and the coordination with all interested agencies. After proper coordination and assignment of number in the Adjutant Section, the draft will be returned to the Director Of Operations for preparation of the reproduction master. When the master is prepared it will be returned to the Adjutant Section for reproduction and distribution. The original draft, with coordination indicated, will be filed in the office having primary interest in the publication.4/

In order to provide activities with a current list of 310th Bombardment Wing Forms, Wing Regulation 9-1 was published on 1 August. Included with this was a list of all obsolete forms for the 310th Wing.5/

Summarizing the administrative activity completed during August, it is evident that considerable stress was placed on the controlling of reports and the elimination of short cut procedures in an effort to maintain status quo in the administrative system.

---

3/ 310th Bomb Wing Reg. 10-1 "Preparation and Handling of Military Correspondence", 22 August 1955. Exh 2

4/ 310th Bomb Wing Reg. 5-6 "Operations Memorandums", 11 August 1955.Exh 3/

5/ 310th Bomb Wing Reg. 9-1 "Numerical Index of 310th Bombardment Wing Forms", 1 August 1955. Exh 4/



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SPECIAL EVENTS:

The most important event for the month was the appointment of Colonel Selmon W. Wells as Commander of the 310th Bombardment Wing on 20 August 1955. For a period of approximately three weeks prior to this appointment, the 310th had been under the command of Colonels Bywater, Wood, and Thacker.

On August 22, crews selected to represent the 310th Bombardment Wing in the Seventh Annual Bombing and Navigation Competition departed Smoky Hill for March Air Force Base, California. Despite the fact that Major Foss and his crew from the 381st Bomb Squadron took a first place early in the competition, the wing finished 25th for the entire meet.

Wing Commander Delmore P. Wood was present on August 16 to welcome Brigadier General John R. Sutherland, 802nd Air Division Commander, who returned from his overseas visit with the 40th Bombardment Wing.6/

On August 16, Colonel John H. de Russy, the Former 310th Bombardment Wing Commander received orders reassigning him to Wright-Patterson Air Force Base to begin his new job as Chief of Logistics and Coordination for atomic-powered aircraft. Before leaving Smoky Hill, Colonel de Russy was honored at parties given by the Salina Chamber of Commerce and by his fellow Officers in recognition for his excellent work while Commander of the 310th Bombardment Wing.

---

6/ Picture of Brigadier General John R. Sutherland returning to Smoky Hill after his visit with 40th Wing units overseas. Exh. 5



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Ten NCO's from the 310th Bombardment Wing were among the ranks of the first class of the 802nd Air Division Non-Commissioned Officers Leadership School which convened August 12.

On the 17th of August, Colonel Delmore P. Wood left Smoky Hill to attend the Commanders Conference at Loring Air Force Base, Maine. On the 29th of August, Lieutenant Frank H. Wagner departed for Westover Air Force Base to attend the Eighth Air Force Adjutants Conference. Both officers returned to duty with the wing upon completion of the conferences. 7/

INSPECTOR:

Lieutenant Colonel Bruce E. Hart took over the duties of Wing Inspector on 1 August. Under his administration, the Inspectors Office initiated a special inspection of transportation and communication facilities for maintenance and operation activities within the 310th Bomb Wing. As a result of this inspection, a recommendation was made to Field Maintenance and A&E supervisors that they revise their Vehicle Control Log in order to effect stronger control of their drivers.

During August the Inspection Section published three new regulations to augment their inspection program. The first of these regulations,number 123-1, prescribed and outlined the policies and procedures constituting the 310th Bomb Wing command inspection program. 8/

---

7/ Interview by Wing Historian with Lieutenant Wagner, Wing Adjutant.

8/ 310th B.W. reg. 123-1, "Inspection Program", 3 August1955. Exh 6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The second new regulation published by the Inspector, number 123-2, prescribed a uniform procedure for preparing and processing replies to reports of inspection. In accordance with this regulation, reports of inspection will be acted upon promptly after receiptand, unless otherwise specified therein,will be forwarded through command channels to arrive not later than the date indicated in the report. The indorsed report will be routed through the Wing Inspector for appropriate comment prior to submission to the Wing Commander.[9/]

The last in the trio of new regulations published by the Wing Inspector was number 123-3. It established standards and procedures pertenant to the issuance and action to be taken on command subjects for inspection emphasis to be taken by unit commanders and wing staff.[10/]

Aside from these new regulations, the Wing IG also published Command Subject Letter number 1, which covered the maintenance and inspection of all flight line equipment. A special inspection of the aircraft washing function prior to their entry into the periodic docks was also conducted on 8 and 9 August.[11/]

COMPTROLLER:

During August, a policy was reaffirmed concerning the routing of all ROS reports through the 310th Comptroller. This policy had not been

---

9/ 310th B.W. reg. 123-2,"Report of Inspection", 3 August 1955. Exh. 7

10/310th B.W. reg. 123-3, "Command Subjects", 29 August 1955. Exh. 8

11/ 310th Bomb Wing Inspectors Office Historical Report for August 1955



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



complied with to date. A chart showing the due date of reports etc., was modified to suit the system.[12]

A further innovation to take place during August was the change in publishing the Management Control Statement from a monthly to a quarterly basis.[13]

The Comptroller Section also composed a new reports control regulation, number 170-1, which they sent to all sections for their approval or suggested changes. This proposed regulation established procedures for recording and maintained suspense on all RCS reports emanating from higher headquarters, and a system for numbering and controlling reports within the 310th Bomb Wing.[14]

12/ 310th Bomb Wing Staff Meeting Minutes, dated 2 August 1955.

13/ Interview by 310th Historian with the Wing Director Of Comptroller.

14/ 310th Bomb Wing proposed regulation 170-1, dated 29 August 1955. Exh 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER 11

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 discrepency between effective and total manning created by the large number of three level airmen 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 approximately 50 percent of this squadron will be discharged from service. The total number reenlisting will be problematical since few personnel in the unit have indicated they plam to reenlist here at Smoky Hill. This is just one example of a problem that will become more acute with each passing day.

In an effort to answer the demands for skilled personnel needed to fill vacancies in the wing, the wing OJT program has been assigned to the Wing Directorate of Personnel[1]. The Personnel Office modeled their new program after the extremely successful system employed by the 310th Armament and Electronics Squadron.

Notification was sent to all 310th units asking their cooperation

---

1/ 310th Bomb Wing Staff Meeting Minutes for 2 August 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



with this program. All squadrons screened their personnel and a Wing-wide effort was made to locate and possibly train clerical and administrative personnel. All 3 level jet mechanics records were screened, and it was planned to attempt a change in their AFSC's. If this is not successful, they will work in clerical and administrative positions on a temporary basis. 2/

COMMAND:

In accordance with Special Order Number 182, paragraph 2, Colonel Selmon W. Wells was releaved from his assignment at Mountain Home Air Force Base and reassigned to Smoky Hill Air Force Base and the 310th Bombardment Wing on 9 August 1955. Colonel Wells officially assumed Command of the Wing on 20 August, 1955 in accordance with Wing General Orders Number 12. 3/

By the same token, Colonel John H. de Russy received orders releaving him of his assignment as Commander of the 310th Bombardment Wing on 9 August 1955. For the period of 11 days, from the 9th of August until the 20th, the Wing came under the different commands of Colonels Bywater, Wood, and Thacker. Colonel Wood is now the Deputy Commander of the 310th Bombardment Wing, while Colonels Bywater, Thacker and de Russy have left Smoky Hill for new assignments.

STAFF:

There was only one major change in the Wing staff for the month

---

2/ 310th Bomb Wing Staff Meeting Minutes for 2 August 1955

3/ 310th Bomb Wing General Orders No. 12, 20 August 1955 Exh. 10



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of August. First Lieutenant Jack W. Taylor was announced as Director of Comptroller under the provisions of Wing General Order number 12. 4/

CRITICAL SHORTAGES:

Throughout August the wing remained in dire need of the following personnel:

(1) Four Personnel Equipment Officers.

(2) One Flying Safety Officer.

(3) Two Photo Radar Officers.

(4) One Flight Test Maintenance Officer.

(5) Three Supply Officers.

Shortages also remained for four Intelligence Technicians, 19 Aircraft Radio Repairmen, six Photo Equipment Repairmen, 15 Aircraft Electricians, 10 Parachute Riggers, six Vehicle Operators, Four Flight Traffic Specialists, 13 Supply Specialists, four Survival Training and Equipment Specialists and 29 Administrative Specialists. Along with the shortages of10 classification specialists and 11 personnel specialists, their was also a lack of OJT package material in the 4315lE Jet Maintenance Field. 5/

MANNING: OFFICERS

During August, the wing was authorized 428 Officers, of which only 363 were assigned. The wing was 84.8% manned, which was an increase over

---

4/ Wing General Order number 12, dated 22 August 1955. Exh. 11

5/ 310th Bomb Wing Directorate of Personnel Historical Report for August.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



the July figure of 80.9 percent. Of the 363 Officers assigned, only 261 were effective, for a percentage effective rating of 60.9 percent.

MANNING: AIRMEN

The 310th Bombardment Wing was authorized 1617 airmen for August. Of these, only 1498 were assigned for a percentage manned of 92.6 percent. The percent effective rating for the month was 64 percent, owing to the fact that only 1036 of the 1498 men assigned were not properly utilized.

REENLISTMENT RATE:

During August, 66 men from the 310th were discharged and 24 reenlisted, for a reenlistment rate of 36 percent. This figure shows a marked improvement over the rate for July, which was 30.9 percent. In the interest of being objective, it must not be forgotten that all these reenlistments are not necessarily second tours, which is of primary importance.6/

PROMOTIONS:

During August, a total of 121 airmen were promoted. Three men were upped to the grade of Master Sergeant, Two men were upgraded to Technical Sergeant, while 20 Staff Sergeants were made. The biggest quota to be filled was in the lower three grades, where 39 Airmen First Class and 57 Airmen Second Class were made.

---

6/ Interview by Wing Historian with Director of Comptroller.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE, WELFARE AND DISCIPLINE:

In an effort to improve the morale within its command, Eighth Air Force sent a TWX to all its bases outlining the procedures for Airmen and NCO Advisory councils which were to be established at all its Wing, Group and Division levels.[7] This action came about as a result of the recent Commanders Conference at which the topic of poor morale was brought forth.

Following this Eighth Air Force directive, the 310th published Wing Regulation 39-4, which laid the groundwork for the new Non-Commissioned Officers Advisory Council.[8] The wing next published 39-5, which outlined the set up for the Airmens Advisory Council.[9] Both of these councils will assist the Wing Commander in solving problems pertaining to management, morale, manpower and welfare.

The Wing also published a directive authorizing the printing of an indoctrination brochure to be given to all incoming personnel. This pamphlet would include all information concerning the base and the wing which is essential to the newcomer.[10]

Several awards were presented to members of the wing during August. Airman Eugene J. Rudek, 310th Field Maintenance Squadron, was presented with an award for being named as the "Airman of the Month"

---

7/ TWX, 8th Air Force Headquarters"Commanders Advisory Councils". Exh. 12

8/310th B.W. Reg. 39-4, "NCO Advisory Council" Exh. 13

9/ 310th B.W. Reg. 39-5, "Airmens Advisory Council" 5 Aug,1955. Exh 13

10/ Letter, 310DCO to all Sqdns,"Indoctrination Pamphlet for Newly Assigned Airmen",



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



while Airman Second Class John D. Jones received the "Maintenance Man of the Month" award.[11]

Awards were also presented to the thirteen airmen who were named as the outstanding airmen of the 310th Bombardment Wing for the passed six months.[12]

To insure the proper selections for airmen and maintenance man of the month awards, the wing published wing regulation 39-2, which clarified procedures to be used in choosing recipients for these awards.[13]

In order to establish a program of active leadership among the non-commissioned officers of the 310th Bombardment Wing which is designed to foster more individual productivity, better personnel control and improve discipline and morale, wing regulation 35-1 was published. This new system, which stresses closer supervision and management of lower grade personnel, employs the governing by NCO's of small groups known as elements. The NCO is responsible for the members of his element both on and off duty, and is their individual guide and supervisor.[14]

DISCIPLINE:

Their were only three men AWOL during august, for a monthly rate of 1.8 percent. This was a sharp decline from the July rate of 3.5 percent. Two Special Court-Martials were executed and 19 Article fifteens were issued for the month.

---

11/ Photo showing award recipients being congratulated by Colonels Selmon W. Wells and Delmore P. Wood. Exh.14

12/ Group Photo of 6-month award winners. Exh.15

13/ 310th B.W. reg. 39-2, 18 August 1955"Airman and Maint.Man of the Month"

14/ 310th B.W. reg. 35-1, 5 August 1955,"Troop Management". Exh.16



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

August was designated as a special free training month in accordance with SAC regulation 50-8. Although minimum 50-8 requirements were not in effect, training for the upcoming quarter was stressed, especially with regard to newly assigned RBS sites. Emphasis was placed on the necessary training and upgrading of non-ready crews. A minimum of three sorties and a total of 30 hours per non-ready crew was set as the training accomplishment, and all training was on items at which the crews were considered weak. 1/

Special attention was paid during August to the care and maintenance of the aircraft as well as the training of the crews who were to participate in the Seventh Annual SAC Bombing and Navigation Competition. Stealing the operational limelight, these 310th crews left for March Air Force Base on August 22. Crew L27, commanded by Major Foss of the 381st Bomb Squadron took first in one of the early events, but that was not enough as the wing finished in 25th place for the entire meet.

In order to establish a policy within the wing concerning the logging of first pilot time in the B-47 aircraft, operations memorandum 51-7 was released. In order to qualify aircraft commanders in a minimum amount of time to perform touch and go landings in accordance with SAC

---

1/ 310th Bomb.Wing Operations Order 200-55, "Training for August 1955" dated 1 August 1955. Exh.17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



regulation 55-50, aircraft commanders must not log less than 75 percent of the total time flown as first pilot, while pilots must not log more than 25 percent of their total time flown as first pilot. These procedures apply only until such time as the aircraft commander has the minimum amount of time as specified by SAC regulation 55-50, and has demonstrated proficiency in touch and go landing techniques to a qualified instructor pilot. These provisions apply only to combat ready or higher category crews within the wing.[2/]

ACCOMPLISHMENTS:

The total flying time accomplished by the wing for the month of August was 1178 hours. The projected time was 1100 hours, for which the wing was 106 percent complete. The breakdown by squadron is listed below:

379th Bomb. Squadron- 353:45 hours

380th Bomb. Squadron- 393:55 hours

381st Bomb. Squadron- 430:10 hours

310th AREFS - 551:45 hours

Training accomplishments for the month were considered satisfactory. Further B-47 accomplishments were as follows:

Total Flying hours projected, higher ordered missions: 505

Total flying hours accomplished, higher ordered missions: 462

---

2/ 310th B.W. Ops. Memorandum 51-7,29 August 1955,"Logging of first Pilot Time B-47 Aircraft". Exh.18



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| Total Flying hours projected, special training month: | 1125 |
| Total flying hours accomplished, special training month: | 1178 |
| Total Sorties projected: | 231 |
| Total Sorties accomplished: | 202 |
| Practice radar RBS runs: | 353 |
| Practice visual RBS runs: | 10 |
| Radar Camera attacks: | 66 |
| Night Celestial Legs: | 50 |
| Day Celestial Legs: | 10 |
| Grid Legs: | 14 |
| Air Refuelings: | 15 |
| Radar Rendezvous: | 4 |
| Airborne Radar approaches: | 16 |
| Formation: | 30 |
| Night Celestial Missions: | 4 |
| Depressurized flying: | 35 |
| Fighter Intercept Missions: | 22 |
| Visual Releases: | 9 |

The flying training objectives for August, i.e. the upgrading of crews to combat ready status and concentrated training in known areas of weakness, were based on the following data:

| | Projected | Actual |
|---|---|---|
| a. Aircraft available | 48 | 44 |
| b. Average Flying time per Acft | 22:45 | 26:45 |
| c. Total Flying Time Available | 1100 | 1178 |
| d. Flying Time Reduction | 240 | 162 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The wing also devoted 175 hours flying time to the accomplishment of Air Force regulation 60-2, and 149 hours were expended supporting SAC Operations Order 92-55, operation"Lock On". 81 percent of the SAC Bombing and Photo Flash Evaluation committments were met this month with a total of 163 hours flying time logged. Eighth Air Force standboard flight checks for August were ignored, and non-combat ready crew training was only 58 percent completed. In contrast, combat ready crew training was 186 percent effective, with 382 hours logged over 205 hours projected.

The radar RBS CEA for August was 3461 feet, and the visual RBS was 1624 feet. The reliability factors were 74 and 80 percent respectively. These figures were considered satisfactory in light of the fact that many of the runs were made on unfamiliar targets at newly assigned RBS sites.3/

On 15 August, Operations Order 202-55 was published. 310th Bombardment Wing crews designated by this operations order are scheduled to report to the 3943 Strategic Evaluation Squadron at Davis Monthan Air Force Base, Arizona on 24 October. Another group was scheduled to report to the 3942 Strategic Evaluation Squadron at MacDill Air Force Base, Florida. The purpose of this is to fulfill the requirement existing for lead crews within the wing to undergo a strict evaluation. The missions flown by attending crews will be considered as missions ordered by higher headquarters, and will have priority over all missions except rotation movements.4/

---

3/ 310th Bomb. Wing Directorate of Operations Historical Report for August.

4/ 310th Bomb. Wing Operations Order 202-55, dated 15 August 1955. Exh.49



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On the nights of the 29,30, and 31 August, the wing participated in operation "POST HOLE". This was a simulated radar bombing evaluation mission against a BRAVO type target. All combat ready crews were scheduled to participate in this run against the Vincennes Bomb Plot near the Lawrenceville Airport, Illinois.

The purpose of this operation was to determine the wings bombing capability on an airfield target utilizing target materials based on 15 year old photography. This operation was also designed to exercise and appraise the capability of wing photo-interpreters in scoring bomb impact points from scope photography and to determine yield and height of burst from simulated An/ASH-4 photography. 5/

Several new regulations were published this month in order to aid the smooth flow of operational procedures. The first of these was Wing Regulation number 55-11, which established procedures and administrative requirements for B-47 test flight crews. According to this regulation, Wing Operations will schedule one flight test crew per week for full time assignment as duty crew to the flight test section of Quality Control. This will be the only duty for the crew for the entire week. The Flight Test Schedule will be made for a months period, and it will be ready by the 22d day for the following month. This schedule will be incorporated in the wing Monthly Operations Plan. 6/

Wing Regulation 55-24 established a standard operating procedure

---

5/ 310th B.W. Operations Order 300-55,"POST HOLE", 23 August 1955. Exh 20

6/ 310th Bomb Wing Reg. 55-11,"Squadron Test Flight Crews B-47", dated 1 August 1955. Exh.20



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



for reporting and scheduling of training requirements to the Wing Control Room. The procedures for reporting take-off delays, scheduled accomplishments, non-effective missions and air malfunctions, as well as the scheduling of the Camp Phillips Bomb Range, the daily reports and the daily aircraft flight schedules are all included in this regulation. 7/

To establish an air traffic control procedure to insure inflight separation of 310th Bombardment Wing aircraft, Wing Regulation 55-26 was published. This regulation fully describes the procedures to be used in pre-flight preparation, as well as departure, enroute, abort late take-off and arrival procedures. 8/

Wing Regulation 55-29 established an SOP within the wing whereby aircraft in an emergency may require immediate air refueling. The regulation outlined procedures to be Wing Control Room in case of such a request. 9/

379TH BOMBARDMENT SQUADRON:

The training goal for the 379th Bomb Squadron for the month of August was the improvement of crews in their individual weaknesses. The emphasis was placed on RBS work, celestial navigation and camera attacks. In addition, a number of sorties were devoted to transition flying. As a result of these transition flights, two copilots quali-

---

7/ 310th B.W. reg. 55-24,"Reporting and scheduling procedures".Exh 22

8/ 310th B.W. reg. 55-26,"Air Traffic Control Procedures". Exh 23

9/ 310th B.W. reg. 55-29,"Standby Tanker Alerting Procedures". Exh 24



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



fied as aircraft commanders under the provisions of SAC regulation 51-19.

The crew manning for the month consisted of one lead, nine ready and three non-ready crews. The shortages existing in ready crews forced one non-ready crew to be dissolved to replace these losses.

Status Quo was maintained this month concerning flying safety, as the 379th did not have any flying accidents during August.

The total flying time projected for the 379th during August was 350 hours. The crews met this committment easily with 354 hours flying time logged during August. 54 sorties were flown, with only three cancellations and one ground abort. To bring the squadron up to its full compliment, aircraft 52-108 was transferred from the 381st Bomb Squadron.

The Engineering Section of the 379th continued to suffer from shortages of personnel. The shortages noted were for one clerk,one Supply Specialist and one Motor Vehicle Operator.

Squadron administration was further hampered by the loss of their one clerk, Staff Sergeant Carlton L. Whitlock, who is still awaiting a Court-Martial.

The reams of paperwork necessary to squadron administration brought about a further screening of maintenance personnel in an effort to find Clerks. They would work temporarily, until the paperwork backlog has been reduced. 10/

---

10/ 379th Bombardment Squadron Historical Report for August, 1955/

J 2 7 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



380TH BOMBARDMENT SQUADRON:

During August, the 310th Bombardment Wing participated in a SAC directed evaluation mission on a type "B" target. The 380th Bomb. Squadron had the best CE of all the tactical Squadrons in the wing. The squadron was also scheduled for 81 sorties and 370 hours flying time. They accomplished these committments in 70 sorties and 60 GCA's for a total of 393:55 hours flying time.

August was a good month for the 380th crews to become familiar with new RBS sites and targets, due to the fact that there was no 50-8 training scheduled.

Two 380th crews were on TDY during the month. Crew R-32, commanded by Captain Kruse attended a five day special weapons course at Lowry Air Force Base, Colorado. Crew R-30, commanded by Major Stevens left for a 17 day survival training course at Stead Air Force Base, Nevada.

On the training scene, Captain Andersons crew L-29 spent the month preparing for SES at Tampa, Florida.

Captain Prestons crew L-08, with Captain Kelly the Observer and Captain Putt as Pilot was nominated by the 380th Squadron for the wing "Crew of the Month" award. A lead crew since July 1954, they have also they have also been the squadron standboard crew since September of that year. They were also selected as one of the crews to represent the 310th Bombardment Wing in the 1955 SAC Bombing and Navigation Competition.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Airman Second Class John D. Jones, this squadron, was selected as "Maintenance Man of the Month" for the 310th Bombardment Wing.

Lieutenant Edelberg, Squadron Adjutant, was praised this month for his very efficient system of handling classified communications documents. Communication folders issued to flight crews were most complete and up to date. Lieutenant Edelberg also handled the projected courses in B-47 ECM capabilities.

Administratively, the 380th suffered from a lack of experienced personnel. Men had to be borrowed from maintenance sections to help eradicate the clerical backlog. High calibre maintenance work continued in spite of the lack of personnel, which caused many hours of overtime activity to be put in to maintain the aircraft.

The total strength of the 380th Bomb Squadron for August was 52 Officers and 100 Airmen. Of these, 39 officers and 77 airmen were present for duty. The squadron is authorized 77 officers and 100 airmen. These figures show a shortage of 25 officers for the month.[11/]

381ST BOMBARDMENT WING:

The 381st Bombardment Squadron flew a total of 430:10 minutes for the month of August. The squadron accomplished this with 75 sorties.

The 381st also participated in a combined SAC and Air Defense

---

11/ 380th Bomb. Squadron Historical Report for August, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Command exercise known as operation "LOCK ON". This mission was primarilly designed as a test of aerial defenses when invaded by enemy aircraft.

310TH AIR REFUELING SQUADRON:

The assigned strength of the 310th Air Refueling Squadron on 1 August was 107 officers and 227 airmen. By the end of the month there was 96 officers and 219 airmen assigned. The average strength for the month was 102 officers and 223 airmen assigned.

This organization was severly handicapped due to the shortage of the following qualified personnel:

1. One Squadron Adjutant (7324)
2. One Squadron Intelligence Officer (2054)
3. One Survival Training and Equipment Officer (1435)
4. Eleven Pilot, Bombardment (12340)
5. Seventeen Aircraft Observer N-B (1525P)
6. One Intelligence Operations Specialist (20450)
7. Seven Airborne Radio Operators (29352)
8. Thirteen APR A/C OV 2 Eng. Mech (43131B)
9. Twelve A/C Maint OV 2 Eng. Tech (43171B)
10. Four Reciprocating Engine Mechanics (43251)
11. Nine Reciprocating Engine Mechanics (43271)
12. Six In-Flight Refueling Specialists (43350)
13. Twenty Five In-Flight Refueling Technicians (43370)
14. Six Flight Engineer Technicians (43371)
15. One Apprentice Vehicle Operator (60330)

J 2 7 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



16. One Supply Helper (64010)

17. One Organizational Supply Specialist (64151)

18. Two Apprentice Clerks (70230)

19. One Clerk (70250)

20. One Apprentice Classification Specialist (73230)

21. Two Personnel Specialists (73251)

22. One Apprentice Personnel Equipment Specialist (92230)

23. Two Personnel Equipment Equipment Specialists (92250)

24. One Survival Training Personnel Equipment Supervisor (92270)

The shortage of personnel in the 43 career field caused much specialized maintenance to be performed by flight line personnel. During August, the Personnel Equipment Section was run by a Pilot on a Combat ready crew due to the lack of a qualified officer for this very important job.

During the month no new crews were formed, but many combat ready crews were shifted to fill vacancies on other crews which were caused by discharges and reassignments. The following is a breakdown of the flight crew personnel situation for August:

COMBAT CREW MEMBER

GAINS, LOSSES AND CHANGES

| | ACFT CMNDRS | PILOTS | NAVIGATORS | FLT ENGRS | RADIO OPERATORS | ROOM |
|---|---|---|---|---|---|---|
| CREW MEMBERS GAINED | | | | 1 | 2 | 5 |
| CREW MEMBERS LOST | 4 | 2 | 4 | 2 | 2 | 13 |
| CREW CHANGES | 2 | 3 | 9 | 3 | 2 | 16 |

J 2 8 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The following list summarizes the 50-8 accomplishments of the combat ready crews for August 1955. These figures resulted from 78 sorties and 399 hours of flying time:

| | Attempted | succeded |
|---|---|---|
| a. 50-8 Air Refueling | | |
| 1. Total | 22 | 22 |
| 2. W/Bomber | 22 | 22 |
| 3. Radio Silent | 12 | 12 |
| 4. In Darkness | 18 | 18 |
| 5. To Gross WT of receiver | 06 | 06 |
| 6. Dry Hook-Ups | 25 | 25 |
| b. Pilot Proficiency | | |
| 1. Pilot Proficiency Missions | 02 | |
| 2. Take-Offs | 06 | |
| 3. Landings | 06 | |
| 4. GCA'S | AC 41,CP35 | |

The total Flying time projected for the month of August was 550 hours, while 563:50 hours were accomplished.

The 310th Air Refueling Squadron program for the special training month of August 1955 had the following objectives:

a. Concentration on known areas of weakness.

b. Emphasis on training and upgrading of non combat ready crews.

c. Emphasis on training in seasonal tactics.

d. experimentation with new tactics and equipment.

e. Continuation of 50-8 training.

f. reduction of 20 percent of the normal training months flying committments.

J 2 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



This program was based on the following data:

| | PROJ. | ACTUAL | % COMPLETED |
|---|---|---|---|
| a. Aircraft available | 18 | 20 | 100% |
| b. Average flying time for aircraft | 33.2 | 27.5 | 83% |
| c. total flying time available | 600 | 557 | 93% |
| d. Flying time reduction | 530 | 557 | 105% |

In order to attain the general objectives indicated above, the following objectives and requirements were listed in their order of priority. The projected and actual flying time for accomplishment is indicated below:

a. Accomplishment of Air Force Regulation 60-2.

b. Support SAC Operation Order 308-55 "Deer Run": 224

c. Eighth Air Force Standboard Flight Check:10

d. Non-Combat ready crew training:150

The following is a list of Ground Training objectives for the month:

a. An effective aircrew ground training program.

b. An effective maintenance ground training program.

In order to accomplish this, the 310th Air Refueling Squadron air and ground crews participated in the following training:

a. One combat crew participated in survival exercise "Chuck Wagon Number Three"

b. Pilots on combat crews accomplished 42 hours of instrument training.

c. Aircrew personnel accomplished 320 hours refresher training in systems and emergency procedures.

d. Aircrew personnel accomplished 1156 hours of training in compliance with SAC regulation 50-24, Phase II

J 2 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



e. Mobility rehearsal: Cancelled by 802nd Air Division, to be accomplished during the month of September.

f. Maintenance technicians and ground crew accomplished 2164 hours of training in areas of weakness.(OJT and support).

g. Pilots communications training: included in compliance with SAC Regulation 50-24, Phase II

A maintenance debriefing team was implemented during August. After each mission the aircrew goes to the maintenance control and meets with the maintenance technicians, to insure that the maintenande forms are properly completed. In addition, the maintenance men will be able to get more accurate descriptions of all the malfunctions. This should be a most valuable aid to the A&E technicians for repairing the radar equipment.

A ground school for maintenance supervisory personnel was started. It was felt that the wing was not getting complete utilization of the airmen assigned. This school was started to teach management in accoedance with current directives to our supervisory noncommissioned officers. No analysis has yet been made of the effectiveness of this school.

Due to ordered missions and other flying committments, this organization was unable to concentrate on areas of weakness and non-combat crew upgrading. Runway temperatures and construction has made it impossible for B-47 aircraft to accomplish missions without aerial refueling causing emphasis to be placed on refueling.

With a record number of combat ready crews and the implementation

U 2 8 3 '

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of block training, daily crew availability has been reduced hampering the other phases of ground training.

It was suggested that during special training months ordered missions should be kept to a minimum to enable organizations to accomplish required flying and ground training for the purpose of upgrading and accomplishment of other ground training requirements.

Two fully qualified instructor crews were transferred to Forbes Air Force Base during the month, and the wing standardization board aircraft commander was sent to Forbes Air Force Base for 60 days TDY. Upon completion of the TDY, the officer will be assigned to that station PCS on a named assignment. This transfer resulted in combat crew regression. The remaining members of the crew were utilized to fill vacancies in the combat ready crews occurring through discharges and transfers.

The loss of three combat ready crews during August reduced the number of crews to 15. On 29 July the squadron projected the upgrading of 5 non combat ready crews to combat ready status on 1 September. Due to the transfer of two aircraft commanders and the inability to concentrate on known areas of weakness, the project was changed to the upgrading of only four of the projected five crews.

Due to the shortage of 5 and 7 level personnel in this squadron, and in the Field and Periodic Maintenance Squadrons as well, the 310th Air Refueling Squadron regressed to non-combat ready status by 1 August.

The number of ordered sorties required by 8th Air Force Operations Order 305-55 (Billy Club) required standdown for maintenance on the 16, 17, 22, 30 and 31st of the month. This reduced the available flying



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



days from 23 to 18 and the sorties available for standardization flight checks, as well as non-combat ready crew training.

A total of 35 post flight inspections were performed during the course of the month. Of this amount 11 were 50 hour inspections and four were maintenance quality control inspections. Aircrafts 51-7258 and 51-345 are still assigned to the 40th Air Refueling Squadron, but are scheduled for return to this organization within the very near future. Aircraft 51-348 is still undergoing depot maintenance at Oklahoma City. 12/

GROUND TRAINING:

Captain John Hinds replaced Major Howard Erickson as the 310th Wing Ground Training Officer during the month. Major Erickson was reassigned PCS to the Staff Observer School at Mather Air Force Base, California. Captain Hinds was formerly assigned to the 381st Bomb Squadron.

The following Phase II Block Training was accomplished during August:

| | |
|---|---|
| B-47 Aircrews | 1980 Hours |
| KC-97 Aircrews | 1156 Hours |
| Non Aircrew Training | 1520 Hours |
| Total Phase II Training for August | 4656 Hours |

12/ 310th Air Refueling Squadron Historical Report for August, 1955.

J 2 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The following is a breakdown of the training time for August, which amounted to 302 hours.

| | |
|---|---|
| B-47 Simulator | 88 Hours |
| P-3 Trainer | 43 " |
| C-11 Trainer | 46 " |
| T-1A Trainer | 29 " |
| T-2A Trainer | 96 " |
| Total | 302 " |

The wing utilized the Mobile Training Detachment for a total of 2119 hours during August.

The KC-97 and B-47 crews accomplished 260 hours of aquatic training for the month, while B-47 Observers totaled 781 hours of target study. The physical conditioning unit gave 191 hours of training in combative measures and 13 hours of normal physical conditioning.

Wing personnel received a total of 6,203 hours of ground training that was coordinated by the Ground Training Office.

FLYING SAFETY:

In order to insure good attendance at all flying safety meetings, a new policy was established during August. After each flying safety meeting, a report will be submitted to the Wing Commander indicating personnel present on the station who did not attend the meeting.[13/]

Wing Regulation 62-1 was published this month. This regulation

---

13/ 310th Bomb. Wing Staff Meeting Minutes for 30 August, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



established an SOP governing flights by aircraft of this command when passangers or extra crew members are aboard. This regulation specifies the pre-flight briefing which will be given to all crew members by the aircraft commander. The briefing will include the emergency procedures to be used in case of bail out, crash landing, crash on take-off, ditching procedures while flying over water, and in the event of cabin or engine fires while in flight.14/

INTELLIGENCE:

During the month, considerable time was spent in the preparation of target folders for the crews entering the SAC Bombing and Navigation Competition. Target material was also prepared for all the crews participating in operation"POST HOLE".

The Target Section continued to suffer from a lack of personnel. Staff Sergeant John P. Healy was discharged during the latter part of August, and no new personnel were assigned to the Intelligence Section to implement these losses.

CONTROL ROOM:

Upon completion of the expansion and renovation of the 310th Wing Control Room, personnel returned from their temporary location in the 40th Wing Control Room.

The policy of all key personnel reporting to the control room and notifying them when they expect to be away from home was reasserted this month.15/

---

14/ 310th B.W. reg. 62-1,"Emergency Procedures Briefing",4 August 1955.

15/ 310th B.W. Staff Meeting Minutes for 23 August, 1955

J 2 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In order that the Wing Commander could have an immediate knowledge of the flying status within the wing, the Control Room initiated several new procedures concerning daily flying schedules, calling in take-off times and maintaining the commanders Flight Schedule.[16]

SPECIAL WEAPONS:

First Lieutenant Alden was project officer for "Chuck Wagon number three" under the provisions of 8th Air Force Operations Order 129-55.

Second Lieutenant Wilson daparted TDY to Lowry Air Force Base for 51 days to attend a course in CBR .

SECURITY:

Security has gone to the "Dogs" these days. 13 canine sentrys were imported to Smoky Hill to take over many of the security jobs normally handled by Air Police personnel. These dogs are used as perimeter guards and will also be used to guard 310th aircraft.[17]

B-47 STANDBOARD:

By the middle of August, the following crews were integrated (aircraft commanders indicated) under the provisions of SAC regulation 51-9:

| | | |
|---|---|---|
| L-27 | Major Foss | 381st Bomb Squadron (DOSB) |
| L-21 | Captain Fory | 379th Bomb Squadron |

16/ R&R,310DO, 2 August 1955 Exh 25

17/ Photograph of Security Sentry Dogs. Exh 26



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| L-08 | Captain Preston | 380th Bomb Squadron |
| R-43 | Captain Austin | 381st Bomb Squadron |

During the Month, the Standboard Section was inspected by Major Gunter, from Headquarters 8th Air Force.

Crew L-27 returned from evaluation at Davis-Monthan Air Force Base, Arizona. They were immediately assigned with crew L-08 to prepare for and participate in the SAC Bombing Competition. During the absence of crew L-27,standboard activities were supervised by crew R-21.

KC-97 STANDBOARD:

This Section was inspected by 8th Air Force Standardization Flight, which reviewed operations activities and administered written and flight checks to the senior standboard crew T-08.

Captain Boone Rose Jr. and crew T-04 replaced Major Charles R. Grimmett and crew (T-08) as standboard crew. Major Grimmett departed PCS to Forbes Air Force Base to assume the duties of Operations Officer for the 90th Air Refueling Squadron.

Captain Giles and crew (T-12) became assistant standboard crew upon crew T-04 replacing T-08 as senior standboard crew.

J 2 8 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

There were no new major problems encountered by the Materiel Office , as only routine duties were performed. Lieutenant Colonel Shadrack E. Davis performed his first full months duty as the Wing Director of Materiel during August.

### LOGISTICS:

Logistic support was provided for all wing missions flown during the month. In conjunction with this work logistics annexes were prepared for all wing operations orders.

Revision of the 310th Bombardment Wing Mobility Plan, which was originally scheduled for completion last July, was completed this month.

### SUPPLY:

During the month this section received Unit Authorization lists for all the squadrons. These lists were reviewed and distributed to the units concerned.

The 8th Air Force Supply Assistance Team, led by Captain Meyers visited the section during the month. Problem areas were discussed and many improvements were realized as a result of the teams visit.

Technical Sergeant Parsons, NCOIC of this section accompanied the enroute kit to the SAC Bombing and Navigation Competition. In his absence Master Sergeant James Lees became the Section Chief.

U 2 9 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Sergeant Parsons was reassigned to the Logistics Section upon his return from the Competition.

MAINTENANCE:

The Reports and Analysis Branch lost two men during August due to the airmen getting discharged,and no replacements have been received to fill the vacancies they left.

Progress was noted this month on the implementation of the new Manhour Accounting Program . This program was initiated in accordance with SAC Manual 66-14.

The Job Control Unit lost its only qualified clerk during the month. There has been no replacement sent to this branch to fill the vacancy.

The Field Maintenance Squadron processed and completed 1651 work orders during August. The A&E Squadron processed and completed 1151 for the month.

The Aircraft Records Unit recorded 23 J-47 engine changes and two R-4360-59B engine changes during the month. Work was completed on the conversion of the old part V to the new DD Forms 785-5, which is a record of engine and aircraft accessories.

The Quality Control Inspection Sub-Unit completed 10 Periodic Inspections on B-47 Aircraft, and four periodic inspections on KC-97 aircraft. A total of 23 J-47 and two 4360 engine changes were completed. Three periodic inspections were performed on Base Flight Aircraft. Eight J-47 and Two 4360 engines were inspected on the line



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Ten 25 percent Quality Control inspections were completed on B-47 aircraft, while four were finished on KC-97 aircraft. Three 25 percent inspections were made on Base Flight Aircraft.

The Quality Control Sub Unit also completed three canopy and two flap inspections, as well as three drag angle and one 90 day checks. Eighteen KC-97 and 48 records Jacket files were checked on B-47 aircraft. Eleven Record Jacket Files were checked on Base Flight Aircraft. Twenty-Two B-47 and four KC-97 aircraft were test flown.

The Unsatisfactory Report Section of Quality Control processed 47 UR'S during the month of August. 202 additional UR's were submitted by the various activities but were not processed due to the lack of a clerk in this section. Twenty-three UR replies were received in this unit from various AMA depots in answer to some of its Unsatisfactory Reports. In addition, 300 Electrical Failure reports were received, logged and mailed from this office and mailed to the prime engineering depots.

The Unsatisfactory Reports processed for the different organizations are as follows:

| | |
|---|---|
| 40th Field Maintenance Squadron | 2 |
| 310th Field Maintenance Squadron | 18 |
| 379th Bomb Squadron | 1 |
| 380th Bomb Squadron | 5 |
| 381st Bomb Squadron | 9 |
| 310th Periodic Maintenance Squadron | 2 |
| 310th Armament and Electronics | 2 |
| 310th Air Refueling Squadron | 2 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The special inspections performed by the Sub-Unit were as follows: The Field Maintenance Tire Shop for organization, minor engine repair for compressor rub, 379th Bomb Squadron on 263 equipment storage, all aircraft for C-9 bomb hoist chain storage, external ATO racks for condition, compliance with local directives on gun cover installation, amo installation, spot inspection for proper entry or Urgent Action Tech Orders in Form 781-2,proper grounding of all aircraft, litter strap buckle to IFR tanks, compliance with SAC regulation 66-17, all aircraft for chaffing fuel lines in rear wheel well and 25 percent inspection on transient aircraft.

The Aircraft Maintenance Standardization Team researched, wrote published and distributed five Maintenance Instruction Letters. They also published and distributed three Maintenance Information Bulletins. This Section continued to monitor fuel cell leaks throughout the month. Rosters from all organizations were obtained and Forms 134 were completed in preparation for the WEMP and Oral Evaluation Programs.

The implimentation of SAC Manual 66-14 has been set up and orientation lectures will be given to all maintenance personnel beginning in September.

Numerous problems were researched and evaluated in view of the maintenance improvement of the Wing. The most noteworthy were: Ground run-up screens, Coleman Drivers, Calendar Inspections on camera equipment, rework of radio operators position on KC-97 aircraft.

The Supply Unit reported no AOCP aircraft during the month of



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



August. An airmen was assigned to this unit to monitor Bench Stock, and positive results were shown. During the month all shortages in stock lists were requisitioned, and they are presently being received and filed. Personnel cross-training was initiated within the section this month in order to give all individuals assigned a better working knowledge of the entire unit.[18]

The 310th Bombardment Wing flew a total of 1729:35 hours for the month of August, and had 48 B-47's and 21 KC-97 aircraft assigned to the wing. There were 4 periodic inspections completed on B-47 aircraft and 2 periodic inspections finished on the KC-97's. There were 23 B-47 and two KC-97 engine changes for the reporting period. The wing Percentage in Commission statistics show that the B-47 aircraft were ready to fly 79.6 percent of the time, and the KC-97 average was 74.1, which is a good batting average for a wing as undermanned in maintenance personnel as the 310th was for the month of August.[19]

18/ 310th Bomb. Wing Directorate of Materiel Historical Report for August, 1955.

19/ 310th Bomb. Wing Production and Statistical Summary for August 1955. Exhibit 27



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# 310TH BOMBARDMENT WING, MEDIUM

## ROSTER OF KEY PERSONNEL

(As of 31 August 1955)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Colonel Robert E. Thacker | Director Of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Major William H. Crawford | Director of Personnel |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Bruce E. Hart | Inspector |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Samuel R. McDainell | Comdr, 380th Bomb. Sq. |
| Lt. Col. Harold G. Fulmer | Comdr, 381st Bomb. Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt, Col. Arnold R. Megenity | Comdr, 310th Periodic Maint. Sq. |
| Lt. Col. James E. Jordan Jr. | 310th Armament & Electronics Sq |
| Major Malcolm S. Strickland | 310th Field Maintenance Sq. |
| Captain Donald J. Rutan | 310th Flying Safety Officer |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# BIBLIOGRAPHY

## Source Material

### Files:

Headquarters,802d Air Division Central Files.
Headquarters,310th Bombardment Wing Central Files.
Headquarters,310th Bombardment Wing Classified Files.
Headquarters,310th Bombardment Wing Histirical Files.

### Official Publications:

#### General Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

#### Special Orders:

Headquarters, 310th Bombardment Wing.

#### Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802d Air Division.
Headquarters, 310th Bombardment Wing.

#### Decimal Letters:

Headquarters, 310th Bombardment Wing.

#### Operations Memorandums:

Headquarters, 310th Bombardment Wing.

#### Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.

0296

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina, Kansas. (Daily)

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 Material.
Directorate of Comptroller.
Inspector.

310th Bombardment Wing Squadron Historical Reports:

379th Bombardment.
380th Bombardment.
381st Bombardment.
310th Air Refueling.
Field Maintenance.
Periodic Maintenance.
Armament and Electronics.
310th Headquarters Section.

J 2 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX

J 2 9 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. R&R, 310th DCO, "Jury Rigged Organizations and Procedures", 6 August 1955.
2. 310th Bomb Wing Reg. 10-1, "Preparation and Handling of Military Correspondence.
3. 310th Bomb Wing Reg. 5-6, "Operations Memorandums", 11 August, 1955.
4. 310th Bomb Wing Reg. 9-1, "Numerical Index of 310th Bomb Wing Forms", 1 August 1955.
5. Photo of General Sutherlands return from overseas visit with 40th Bombardment Wing.
6. 310th Bomb. Wing Reg. 123-1, "Inspection Program", 3 August 1955.
7. 310th Bomb. Wing Reg. 123-2, "Report of Inspection", 3 Aug. 1955.
8. 310th Bomb. Wing Reg. 123-3, "Command Subjects", 29 Aug. 55.
9. 310th Bomb. Wing proposed reg. 170-1, 29 August 1955.
10. 310th Bomb Wing General Order #12, 20 Aug 55.
11. 310th Bomb Wing General Order #12, 22 Aug 55.
12. TWX, HDQTRS 8th Air Force, " Commanders Advisory Councils".
13. 310th Bomb Wing Airmen and NCO Advisory Council Regulations.
14. Photo of Colonels Wood And Wells congratulating 310th Wing award winners.
15. Group photo of General Sutherland and 310th Wing award winners.
16. 310th Bomb Wing reg. 35-1,"Troop Management", 5 Aug 55.
17. 310th Bomb Wing Operations Order 200-55, "Training for August 1955", dated 1 August 1955.
18. 310th Bomb Wing Operations Memorandum 51-7, "Logging of First Pilot Time on B-47 Aircraft". 29 August 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



19. 310th Bomb Wing Operations Order 200-55, dated 15 Aug 55.

20. 310th Bomb Wing Operations Order 300-55, "POST HOLE",23 Aug 55.

21. 310th Bomb Wing Reg. 55-11,"Squadron Test Flight Crews B-47" 1 August 1955.

22. 310th Bomb Wing Reg. 55-24,"Reporting and Scheduling Procedures".

23. 310th Bomb Wing Reg. 55-26, "Air Traffic Control Procedures".

24. 310th Bomb Wing Reg. 55-29, "Standby Tanker Alerting Procedures".

25. R&R, 310th DO, 2 August 1955.

26. Photograph of security sentry dogs.

27. 310th Bomb Wing Productions And Statistical Summary for August, 1955.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

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

6 August 1955

MEMORANDUM FOR:

SUBJECT: Jury Rigged Organization and Procedures

1. I have noticed many instances of jury rigged organizations and jake legged procedures in the wing. These have all been established as a temporary method of solving an immediate problem, however they have all been developed into normal procedures with the following results:

a. A new man cannot learn the system until he has lived in the Wing for at least two years.

b. Complete misunderstanding in many instances which in turn causes loss of manhours, flaring tempers, low morale, loss of personnel incentive and many other ailments which keeps this wing from attaining peak effectiveness.

c. Communications are poor as a man cannot find a published referance which will help him understand the procedures of the man supporting him in his work.

2. Yuor Task:

a. Report in writing to the Wing Commander all instances of violation of direct procedured of organization known to you and the results of these violations.

b. Recommend an immediate corrective action.

3. Your suspense date: 25 August 1955

DELMORE P. WOOD
Colonel USAF
Deputy Commander

J 3 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
)
NUMBER 10-1)

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

22 August 1955

CORRESPONDENCE

Preparation and Handling of Military Correspondence
(310th Bomb Wing REG 10-1, 23 AUG 54, Wing REG 10-1A, 19 JAN 55, and Wing REG 10-1B, 27 APR 55, are superseded)

1. PURPOSE: To outline procedures for preparation and handling of military correspondence.

2. GENERAL: This regulation is published for information, guidance and compliance of all concerned, and will be used in the preparation and handling of correspondence within this Wing.

3. PROCEDURES: SAC Manual 20-1 establishes the Division Headquarters as a single administrative addressee, and normally, actions will be accomplished at the appropriate level on Division letterhead or as a Division indorsement.

a. It will be the responsibility of all staff sections, subsections and squadrons to insure correspondence is forwarded through proper channels and prepared in the name of the Division Commander, except as may be authorized or directed to the contrary.

b. Originator symbols will be as outlined in Wing REG 10-2.

c. Formal Correspondence. Correspondence for off-base dispatch from this Headquarters will be prepared in the following manner:

(1) Normally, formal correspondence will be prepared with a Division heading in sufficient copies to arrive at final addressee in duplicate, with a copy for each intermediate off-base headquarters, plus a coordination copy which will be returned for file. Official correspondence dispatched from this Headquarters will be signed by the Division Adjutant; therefore, the originating agency will omit the signature element which will be added in the Division Adjutant Section. When the Division Commander's signature is required, his signature element will be included in the correspondence. In all cases, the date will be omitted by the office of origin.

(a) In some instances, formal correspondence will be indorsed within this Wing. Such actions are individual requests for reassignment or release, Article 15 actions, Board actions and as may be prescribed by higher authority.

J 3 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(b) The originators coordination or comeback copy will be attached to correspondence as the last copy, and extended to the left in such a manner that each coordination agency may 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.

(2) The following form for indorsements emanating from Division Headquarters prepared within this Wing will be used:

HQ 802D AIR DIVISION, Smoky Hill AFB, Salina, Kansas

(3) The letterhead for all Division formal correspondence will be as follows:

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

(4) The following form for indorsements from the Wing will be used:

HQ 310TH BOMBARDMENT WING, MEDIUM, Smoky Hill AFB, Salina, Kansas

(5) Letterhead for Wing formal correspondence will be as follows:

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



J 3 0 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. An envelope will be addressed by the originating agency and accompany the communication to the office of the Adjutant, except correspondence addressed to Headquarters, Strategic Air Command, and Headquarters, Eighth Air Force.

e. Informal Correspondence. Since SAC Manual 20-1 does not authorize internal formal correspondence, the disposition form, DD Form 96, or suitable substitute will be used. Principles of command and staff procedures will be followed in the use of the DD Form 96. The command line on disposition forms, when used, is just as directive as on formal correspondence.

(1) Intra-Wing. The DD Form 96, when directive in nature, will be prepared in the name of the Wing Commander, and signed by the staff officer concerned. The "From" element will contain the office code symbol of the Wing Commander. The office code symbol of the originator, with the preparing officials name and telephone number, will be inserted immediately below the date. (Example: 310AG/Lt Wagner/209).

(2) The DD Form 96, when used as outlined below will be signed by the staff officer concerned, his representative or the unit commander or representative, without use of a command line.

(a) For dissemination of information.

(b) Request for information.

(c) Routing of correspondence and other writings when necessary or desirable to obtain comments concerning the action taken or contemplated.

(3) Intra-Base. Disposition forms written to activities of the 802d Air Division, 802d Air Base Group and 40th Bombardment Wing will be addressed to the Commander of the organization, attention activity concerned, i.e., BCOMDR, ATTN: BDM over the authority line of the Wing Commander.

(a) Staff personnel may correspond direct with their counterpart staff officer in the Division or Group by Disposition form on matters within their span of control. In no case will staff personnel correspond direct withother than their own counterpart in Division or Air Base Group.

f. Messageforms. Unclassified messageforms will be prepared with one DD Form 173 and 3 onion skin copies. One copy will be used for coordination and will be returned for file after dispatch from the Base Adjutant



J 3 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Section; one copy will be held by the originating activity until return of the coordination copy; one copy will be utilized for the Wing staff reading file. Coordination and reading file copies will be so marked and offset to the left.

(1) Originator symbols (Wing REG 10-2) will be used on messageforms as the identifying group preceeding the message number in the body of the message, i.e., /UNCLASSIFIED/310AG_____. (content of message).

(2) Messageforms which indicate a copy is to be delivered by other than electrical means will be accomplished in sufficient additional copies of DD Form 173 to effect distribution.

4. REFERENCES:

a. AFR 10-8.

b. AFM 181-5.

c. AFM 10-1.

d. AFM 181-4.

e. SAC Man 20-1.

f. SAC REG 20-15.

g. 802d ABG REG 10-1

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



0305

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
:
NUMBER 5-6)

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

11 August 1955

PUBLICATIONS

Operations Memorandums

(Supercedes 310BOMWG REG 5-6, 8 JUL 55)

1. PURPOSE: To outline procedures and establish the format for the publication and periodic review of Operations Memorandums.

2. SCOPE: This regulation applies to all directorates and squadrons assigned to this wing.

3. FORMAT: Operations Memorandums will be prepared in the following paragraph sequence:

a. The first paragraph will state the general purpose of the Memorandum including a brief and concise outline of the provisions.

b. The second paragraph, "Scope", will indicate to whom the memorandum is applicable.

c. The third paragraph will explain the background and policy involved.

d. The fourth and succeeding paragraphs will include the necessary details to accomplish the desired action.

4. PROCEDURES: The activity primarily concerned with the subject matter shall be held responsible for preparation of the original draft, double spaced, and coordination with interested agencies. After proper coordination and assignment of number in the Adjutant Section, the draft will be returned to the Director of Operations for preparation of reproduction master. When the master is prepared it will be returned to the Adjutant Section for reproduction and distribution. The original draft, with coordination indicated, will be filed in the office of record having primary interest in the publication.

5. REVIEW AND ELIMINATION: Staff agencies are responsible for the periodic review and elimination of non-essential operations memorandums within their scope of activity.

J 3 0 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WG REG 5-6

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

[redacted]

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



J 3 0 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 9-1)

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

1 August 1955

FORMS MANAGEMENT

Numerical Index of 310th Bombardment Wing Forms

(310th Bomb Wing REG 9-2, 1 JUN 55 is superceded)

1. PURPOSE: To provide activities with a current list of 310th Bombardment Wing Forms.

2. SUPPLY OF FORMS: Forms will be requisitioned through base publications in accordance with Base Regulation 67-15.

3. CURRENT 310TH BOMBARDMENT WING FORMS:

| Number | Date | Title |
|---|---|---|
| 1 | 5 AUG 53 | Daily Record of Distribution |
| 77 | 20 AUG 54 | Flying Planning Calculations |
| 79 | 25 OCT 54 | Certificate of Training (B-47) |
| 80 | 27 OCT 54 | Critique of Mission |
| 82 | 15 NOV 54 | Training Folder Check Sheet |
| 83 | 14 DEC 54 | SAC REG 50-8, SUPPL XVIII, Quality Chart |
| 84 | 28 DEC 54 | Crew Capability Chart |
| 85 | 21 JAN 55 | Flying Time Requirements (Worksheet) |
| 87 | 25 MAR 55 | UR Information Worksheet |
| 88 (TEST) | 18 APR 55 | Master Pre-Issue List |
| 89 (TEST) | 5 MAY 55 | Mission Work Sheet |

4. OBSOLETE 310TH BOMBARDMENT WING FORMS:

| Number | Date | Title | Disposition | Replaced By |
|---|---|---|---|---|
| 15 | 22 SEP 52 | Radar Preflight Form | Salvage | None |
| 18 | 24 SEP 52 | Radio and Telephone Log | " | " |
| 28 | 13 OCT 52 | Radio/ECM Operators Log | " | " |

J 3 0 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WG REG 9-1

| Number | Date | Title | Disposition | Replaced By |
|---|---|---|---|---|
| 41 | 5 NOV 52 | Pilot's Flimsy | Salvage | None |
| 42 | 5 NOV 52 | Minimum Mission Requirements | " | " |
| 43 | 5 NOV 52 | Formation Plan | " | " |
| 58 | 3 DEC 52 | Mission Bombing Information | " | " |
| 74 | 18 FEB 54 | Work Order File | " | " |
| 76 | 27 AUG 54 | Officer Appointment | " | " |
| 78 | 18 OCT 54 | B-47 Combat Crew Training | " | " |

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



0309

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of General Sutherland returning from overseas visit with the 40th Bombardment Wing

J 3 1 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J 3 1 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 123-1)

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

3 August 1955

INSPECTION

Inspection Program

(This regulation supersedes Wing Regulation 123-1, 16 July 1953)

1. PURPOSE: To prescribe and outline the policies, objectives and procedures constituting the 310th Bombardment Wing command inspection program.

2. SCOPE: This regulation is applicable to all commanders and staff agencies of the 310th Bombardment Wing.

3. POLICY: In addition to the conduct and supervision of regularly scheduled inspection as herein prescribed, the inspection functions of the wing inspector will facilitate inspection emphasis as required by current command problems and/or as directed by the wing commander.

4. OBJECTIVES:

a. To provide the command section with a management tool with which to maintain an efficient and productive operating organization.

b. To provide unit commanders with an aid to efficient and effective operation.

c. To evaluate conditions within the command as a basis for improving its management, economy, efficiency, security, safety, readiness, and effectiveness.

d. To facilitate recognition of efficient practices for adoption by this command.

5. TYPES OF INSPECTION:

a. Routine Inspections. Inspections conducted in accordance with established schedules to meet the requirements for minimum frequency inspection of all activities on a semiannual basis. Designated inspector personnel from the respective staff sections will conduct the routine administrative, materiel, and operations and training inspections, under the supervision of the wing inspector.

b. Follow-Up Inspections. Follow-up action will be taken by the inspecting agency on all inspections indicative of areas of weakness or unsatisfactory condition until such time as satisfactory corrective action has been completed by the responsible activity. Progress reports, or special indorsements may be required of the activity inspected for this purpose as necessary.

U 3 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Special Subjects Inspections. Special subjects will be inspected by the staff directors in accordance with Air Force Regulation 123-8.

d. Case Reports. Case report subjects brought to light during any inspection will be submitted in accordance with Air Force Regulation 123-1.

e. Semiannual Report. Semiannual analysis of inspection activities and accomplishments report will be prepared for the commander in accordance with Air Force Regulation 123-1.

f. Administrative Inquiries and Investigations. Conducted in accordance with Air Force Regulation 120-3 and Air Force Manual 120-3.

6. ORGANIZATION:

a. Inspection System. Each staff director of the 310th Bombardment Wing will maintain the personnel available to perform a complete inspection of any particular function and/or activity coming within his purview, and organized to inspect as follows:

(1) The director of personnel, assisted by the adjutant, will make all administrative inspections within the 310th Bombardment Wing as applicable to their jurisdiction.

(2) The director of operations will make all inspections of operations, communications, intelligence, security, and training within the 310th Bombardment Wing as applicable to their jurisdiction.

(3) The director of materiel will make all inspections of maintenance, armament and electronics, supply, mobility, and related activities inspected within the 310th Bombardment Wing as applicable to their jurisdiction.

(4) The director of comptroller assisted by the manpower office will make inspections of management and organization and related activities within the 310th Bombardment Wing as applicable to their jurisdiction.

(5) The inspectors and inspection procedures of the above staff sections will be coordinated, scheduled, and supervised the wing inspector.

7. RESPONSIBILITIES:

a. Wing Inspector.

(1) Responsible for overall supervision of the command's inspection program.



0313

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Responsible for the fulfillment of all such inspection duties, responsibilities, functions, and procedures prescribed in Air Force Regulation 123-1, as are applicable to this command and implemented herein.

(3) Prepare for the approval of the wing commander, and issue and maintain, schedules for a semiannual inspection of each unit and activity of this command.

(4) Provide the wing commander with a written report of all inspections (complete with indorsement of corrective action taken) in accordance with Wing Regulation 123-2. Format of these reports will duplicate Incl #1 hereto, except:

(a) "Special Inspection" reports, the format for which will coincide, but may be modified to utilize only those sections as deemed appropriate to the scope and nature of inspection.

(5) Maintain appropriate files of reports, inspector personnel, inspection check lists, etc. as are prescribed by inspection directives and as are essential to the continuity of the wing inspection program.

(6) Conduct and report upon all special inspections directed by the wing commander, and/or other inspections as conducted.

(7) Prepare and submit as of 31 December and 30 June each year, a report for the commander analyzing inspection activities and accomplishments pursuant to Air Force Regulation 123-1.

(8) Conduct a personal conference period once each month to provide a channel through which personnel of this command may present suggestions and/or grievances for unbiased consideration and disposition.

b. Staff Directors.

(1) It will be the responsibility of the staff sections of the 310th Bombardment Wing to maintain a continous review of current directives, plans, programs, statistics, and such additional material as may be necessary to maintain good inspection practices and coverage.

(2) To maintain files of current appropriate publications to provide inspectors with a reference library.



0 3 1 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) To prepare, maintain current, and submit copies to the wing inspector for permanent file, inspection check lists, to adequately cover the scope of their activities and jurisdictional responsibility. Such check lists will be used as guides on inspection and staff visits.

(4) Provide the inspector personnel for the periods of inspection, as designated by the wing inspector's schedule of inspections, to perform a complete inspection of any particular function and/or activity coming within the director's purview. A minimum frequency of once each six months is required for complete inspection of all units and activities on a scheduled basis.

(5) Prepare a semiannual analysis of inspection activities and accomplishments by unit and function under his jurisdiction, as of 31 December and 30 June each year. Semiannual analysis report will be submitted within ten calendar days subsequent to the above as of dates directly to the wing inspector for consolidation into a semiannual report for the commander. These reports will meet the requirements prescribed below, and will include:

(a) Activities, units, functions, programs or systems inspected or surveyed during the reporting period.

(b) Major matters reported during the period, the action taken, the resulting improvements or progress, and the important matters which have not been resolved.

(c) References to inspection reports previously submitted and documentation as necessary to enable a review of source material, if desired.

(6) Render all technical assistance within his capability to the wing inspector, when such may be requested.

c. Commanders. Each commander is responsible for acting upon all reports of inspection in accordance with Wing Regulation 123-2.

8. PROCEDURE:

a. Inspectors. The inspectors will be chosen by the director of the respective staff section from personnel assigned thereto, and in accordance with the following principles:

(1) The qualifications of the inspector are of utmost importance and are based on his personality as well as his technical ability. He must know the purpose of inspection and present an attitude of assistance.



0 3 1 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The purpose of inspection is to uncover malpractices so they can be corrected and to recognize commendable or efficient operation. At no time should the inspector feel that he is out to gig someone for their mistakes. A superior and overbearing attitude cannot be tolerated.

(2) The inspector must be an expert in his field if he is to have the respect of those whose work he inspects and if he is to readily recognize those practices which are wrong.

b. Inspection. Inspectors will plan each inspection in advance and review all available material concerning the activity to be inspected. An adequate amount of time will be given each inspection to assure complete coverage. All phases of the individual staff director's sphere of responsibility will receive inspection coverage during the semiannual inspection. Check lists will be maintained current and utilized on every inspection.

c. Notification. In addition to the semiannual inspection schedule as approved by the wing commander and issued by the wing inspector, the activity to be inspected will be notified one week in advance as to date of semiannual inspection. During this notification, a time and place will be arranged for the post inspection critique and the unit commander given opportunity to request investigation of any specific problem confronting the organization.

d. Critique Post-inspection critique will be held at the completion of inspection with the unit commander and his staff to allow full discussion on discrepancies found and to facilitate initiation of corrective action prior to receipt of formal report. The wing inspector will preside over the post-inspection critique, and the director concerned will present the findings pertaining to his phase of the critique.

e. Report Writing. The staff directorate or staff inspecting agency concerned will prepare a report of irregularities, deficiencies, or commendable matters found during the inspection. This report will constitute an annex to the complete report of inspection and format will duplicate inclosure #1. Annex numbers are assigned to inspecting agencies as follows:

| | | |
|---|---|---|
| (1) | Director of Personnel | Annex I |
| (2) | Adjutant | Annex I-A |
| (3) | Comptroller | Annex II |
| (4) | Director of Operations | Annex III |
| (5) | Director of Materiel | Annex IV |



U 3 1 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The appropriate annex will be prepared immediately following the post-inspection critique and furnished in five copies in final form to the wing inspector for review and insertion into one complete report of inspection. Report technique cannot be overemphasized. The report will be brief but not at the expense of clarity, and items reported upon should contain facts, or proper reference to factual information. Use of examples is encouraged in support of discrepancies reported. Reference to appropriate directives, as such, should follow each irregularity or deficiency.

f. Forwarding Annex To Report For Consolidation. Completed inspection report annex will be forwarded by cover letter to the wing inspector for inclusion in complete report of semiannual inspection. Content of forwarding correspondence will include a paragraph or more, as appropriate, presenting the inspector's and/or staff director's evaluation and comment on believed root causes of over-all discrepancies appearing in his annex to the report.

g. Final Report. Final report will be assembled and submitted by the wing inspector in four copies. This report will be transmitted by cover letter prepared for the signature of the wing commander. Four copies of the report will be forwarded to the activity concerned for answer by indorsement in accordance with Wing Regulation 123-2.

h. Action Upon Reports. A period of ten working days will be allowed for the unit to prepare its indorsement, and then sufficient time will be allowed for processing in order that the report will arrive at the office of the Wing Inspector no later than the date indicated on the inspection report. Indorsed reports will be forwarded through the wing inspector for appropriate comment prior to submission to the wing commander. Indorsements thereto will be filed in the office of the wing inspector subsequent to review by the Commander, 310th Bombardment Wing, where inspection reports will be available for reference by interested officials.

9. REPORTS CONTROL. All inspection reports and analysis are exempt from the requirements for a reports control symbol under the provisions of Air Force Regulation 174-1.

BY ORDER OF THE COMMANDER:

1 INCL
Format

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

III-OPERATIONS
1ST BOMBARDMENT SQUADRON
Smoky Hill Air Force Base

I. FLYING SAFETY. (General comments, if any)

1. The PIF did not contain total requirements listed in Air Force Regulation 5-13.....etc.

2. Initial sheet for the PIF indicates that fourteen pilots failed to read the file for the month of.....etc.

3. No records of flying safety meetings are maintained.....etc.

II. FORMS 5 and 5A (General comments, if any)

1. (Item discrepancy)

2. (Item discrepancy)

3. (Item discrepancy)

III. COMMUNICATIONS.

1. (Item discrepancy)

NOTE: Continue as above through Ground Training, Intelligence, Squadron Observer's Section, Security, and other phases of Operations and Training responsibility. As indicated in the above example, general comments on conditions pertaining to any particular field of activity should follow the general heading of that field. Each item discrepancy is then listed thereunder, listing a reference to an appropriate regulation, manual or other publication as applicable.

INCL #1

J 3 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 123-2)

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

3 August 1955

INSPECTION

Report of Inspection

1. PURPOSE: To prescribe a uniform procedure for preparing and processing replies to reports of inspection.

2. SCOPE: This regulation is applicable to all units and activities under jurisdiction of this command.

3. POLICY: Inspection reports will be forwarded through command channels, except where otherwise prescribed by regulations or directed by the commander ordering the inspection.

4. PROCEDURE: a. Reports of inspection originating within Headquarters, 310th Bombardment Wing, Medium, will be addressed through channels to the commander of the activity inspected.

b. Reports of inspection will be acted upon promptly after receipt and, unless otherwise specified therein, will be forwarded through command channels to arrive not later than the date indicated in the report. The indorsed report will be routed through the wing inspector for appropriate comment prior to submission to the wing commander.

c. Indorsements in reply to reports of inspection in annex form will be indorsed separately by annex. For example, upon completion of indorsement to Annex I - Personnel, new indorsing pages will be utilized to initiate separate indorsements to Annex I A-Adjutant, Annex II - Materiel, etc. This procedure is required to facilitate distribution of copies of appropriate indorsements to the individual staff directorate or inspection agency responsible for the appropriate annex of the consolidated report.

d. Each paragraph of the inspection report to include all attached annexes must be answered by indorsement. These answers will be identified by the same paragraph number and sub-number appearing in the report. "Noted" may be used to reply to a statement of facts by discrepancy unless used in conjunction with the reply.

e. When an irregularity or deficiency is reported which requires coordination between staff offices to effect corrective action, it will be the responsibility of the staff office upon whom the report is rendered to initiate such coordination and follow-up as necessary until corrective action has been taken.

0319

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



f. When corrective action cannot be completed prior to forwarding of the report, the estimated date of completion of action will be set forth in the indorsement. Monthly progress reports will thereafter be submitted through channels until corrective action has been fully accomplished.

g. Indorsements in reply to reports of inspections will be signed by the commander, director, or officer in charge of the separate office concerned.

h. Subsequent to review by the Commander, 310th Bombardment Wing, Medium, inspection reports will be filed in the office of the wing inspector. Reports will be available for reference by interested officials having need therefor.

BY ORDER OF THE COMMANDER:

[redacted]

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



0320

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
)
NUMBER 123-3)

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

29 August 1955

INSPECTION

Command Subjects
(Supersedes Wing REG 123-3, 3 AUG 55)

1. PURPOSE: The establishment of the standards and procedures pertinent to the issuance and action to be taken on command subjects for inspection emphasis by unit commanders and wing staff.

2. SCOPE: The procedures contained herein are applicable to all units and activities under the jurisdiction of this command.

3. POLICY: It is the policy of the Commander, 310th Bombardment Wing, that the inspection readiness of this command be promoted through active inspection participation at all command levels.

4. OBJECTIVES: a. To provide commanders with a management tool with which to maintain a high level of inspection readiness within their own activity.

b. To enhance the collective inspection readiness of this command.

5. STANDARDS: Each command subject will be:

a. Limited to a specific matter of such importance to the command as to justify special inspection emphasis by personnel concerned.

b. A temporary application for emphasis, normally one week and not to exceed thirty days.

6. PROCEDURES: Command subjects will be issued in duplicate by the wing inspector at intervals and by subjects as dictated by current command problems and the desires of the Wing Commander. Subjects will be issued in letter form serially numbered for file and identification purposes.

7. ACTION REQUIRED: a. Upon receipt of a Command Subject, immediate steps will be taken to make such an inspection as necessary to determine the existence and extent of any deficiencies or irregularities pertaining to the subject.

b. Each addressee will prepare a report as a 1st indorsement to the command subject letter signed by the command or staff director concerned

J 3 2 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



to arrive in the office of the Wing Inspector no later than the date indicated. This report will consist of the following information in this order:

(1) Situation existing as determined by the inspection.

(2) Specific corrective action taken.

(3) Recommendations forimprovement beyond the capability of the addressee (if none so indicate).

(4) Any other remarks as appropriate.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

[redacted]

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



J 3 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISPOSITION FORM

SUBJECT: Proposed Wing Regulation 170-1
Reports Control

TO: FROM: 310AC DATE: 29 Aug 55 COMMENT#1
LT.TAYLOR/rnt/300

1. The attached proposed Wing Regulation 170-1, Reports Control is forwarded for your approval and/or recommended changes.

2. Request that approval and/or recommended changes be forwarded to the 310thAC on or before 7 Sept 55.

BY ORDER OF THE COMMANDER:

1 INCL Proposed Wing Regulation
170-1, Reports Control

FRANK H. WAGNER
1ST LT. USAF
Adjutant

0 3 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DRAFT

WING REGULATION)
NUMBER 170-1)

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

29 August 1955

COMPTROLLER

REPORTS CONTROL

(310th Bomnardment Wing Regulation 170-1, 17 March 53 is superceded)

1. PURPOSE: This regulation establishes procedures for recording and maintaining suspense on all RCS reports emanating from higher headquarters and a system for numbering and controlling reports within this command.

2. GENERAL: The Wing Comptroller will be responsible for monitoring all reports prepared by this command. Reports will be kept at an absolute minimum for effective operation; and, whenever possible combined in order to simplify preparation and avoid duplication.

3. PREPARATION: RCS reports required of this wing by higher headquarters will either be prepared of monitored by the appropriate staff agency. The Comptroller, upon coordination with the staff members concerned will determine the responsible agency for each report and inform the agency of the Base Statistical Service suspense.

a. Feeder reports required for the preparation of RCS reports, recurring reports required by the Base, and recurring reports required by the wing staff, will be assigned a control number by the Wing Comptroller. Each such report will be carefully reviewed by to insure that the information desired is not already available from another source and that a minimum of effort will be expended in its preparation.

4. COORDINATION: All RCS reports submitted to higher headquarters or to the Base will be coordinated with the Wing Comptroller prior to submission.

5. DISPATCH: Whenever possible, message center distribution system will be used. Hand carrying reports will be used only to insure coordination and in those instances when the deadline will not allow sufficient time for normal distribution.

The Wing Adjutant will separate all RCS reports and related and dispatch daily to Base Statistical Services those on hand at the following times:

1. 1045 daily (except Sunday)
2. 1400 Daily (except Saturday and Sunday)
3. 1600 Daily (except Saturday and Sunday)

0324

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DRAFT

WG REG 170-1

b. Morning Reports: The Morning Report will be hand carried in accordance with existing directives to Base Statistical Services. A Disposition Form will be dispatched to the Wing Comptroller concerning any Morning Report submitted late.

6. RCS Suspense Control Chart.

a. An RCS suspense control chart will be established by each squadron and staff directorate that is required to prepare RCS reports or RCS radar reports which have been assigned control symbols. These charts will be maintained up to date and will be displayed in suitable locations for ready referance.

b. Chart size will be 20" X 30". Acetate will be used to cover the face of each chart. Grease pencils will be used for recording all current information.

c. The following captions will be listed permanently on each chart;

(1) Title of chart (RCS Suspense Control)

(2) RCS Number

(3) Title of Report

(4) Classification (Secret, Confidential etc.,)

(5) Authority

(6) Number of copies required.

(7) As of date

(8) Due Out Date

(9) Date Forwarded

(10) Prepared by(responsible organization, section,person)

(11) Remarks

7. REFERANCES:

a. SAC Manual 171-1

b. SAC Manual 171-2

c. SAC Regulation 171-1

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1ST LT USAF
Adjutant

3 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 12)

20 August 1955

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.

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR, 802d AIRDIV

J 3 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 12)

22 August 1955

STAFF ASSIGNMENT. FIRST LIEUTENANT JACK W. TAYLOR, AO2215176, USAF this headquarters is announced as Director of Comptroller, 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus
10 CYS COMDR, SAC
10 CYS COMDR, 8AF
10 CYS COMDR, 802D AIRDIV

F

J 3 21 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

RJWFSY/COMAIRDIV 802 SMOKY HILL AFB KANS

/UNCLASSIFIED/PD 17205. THIS SUBJECT WAS DISCUSSED AT COMMANDERS CONFERENCE. PENDING PUBLICATION OF NUMBERED REG. PERTAINING TO THE ESTABLISHMENT OF THE 8TH AIR FORCE COMMANDERS ADVISORY COUNCIL AND SUBORDINATE COUNCILS, THE FOLLOWING POLICY IS EFFECTIVE IMMEDIATELY. 1.- PURPOSE- TO ANNOUNCE THE 8TH AIR FORCE COMMANDERS ADVISORY COUNCIL; TO ESTABLISH SUBORDINATE COUNCILS AT AIR BASE GROUP, WING AND DIVISION LEVEL. 2- SCOPE- THE PROVISIONS OF THIS REGULATION ARE APPLICABLE TO ALL 8TH AF ORGANIZATIONS.3- GENERAL- THE ADVISORY COUNCILS ARE ESTABLISHED AS AN AIRMANS FORUM TO ACQUAINT THE COMMANDER OF 8TH AF , AND SUBORDINATE COMMANDERS WITH PROBLEMS IN THE AREAS OF MANAGEMENT, DISCIPLINE, MORALE, UTILIZATION OF FACILITIES AND WORKING CONDITIONS. THE RECOMMENDATIONS OF THE COUNCILS WILL SERVE TO AID THE COMMANDERS IN DEVISING METHODS TO FURTHER ENHANCE THE OVERALL 8TH AF EFFECTIVENESS, 4. RESPONSIBILITY- THE SUCCESSFUL IMPLEMENTATION OF THE REG IS A COMMAND RESPONSIBILITY.5 - ORGANIZATION- AN ADVISORY COUNCIL OF SENIOR AIRMEN WILL BE ESTABLISHED AT AIR BASE GROUP, WING, DIVISION AS WELL AS 8TH AIR FORCE LEVEL. THE 8TH AF ADVISORY COUNCIL WILL BE COMPOSED OF ONE REPRESENTATIVE FROM EACH 8TH AF STATION. THESE AIRMENT WILL BE SELECTED BY THE DIVISION OR WING COMMANDER,AS APPROPRIATE FROM MEMBERS OF HIS COUNCIL. SELECTION WILL BE BASED ON THE AIRMANS KNOWLEDGE OF THE PROBLEMS AND HIS ABILITY TO PRESENT THEM. THE COMPOSITION OF THE SUBORDINATE ADVISORY COUNCILS WILL BE DETERMINED BY EACH COMMANDER CONCERNED.SPECIFIC FUNCTIONS OF THE COUNCIL ARE AS FOLLOWS: A. REVIEW AND SUBMIT RECOMMENDATIONS FOR THE IMPROVEMENT OF WORK AND MANAGEMENT CONDITIONS.B. SUBMITT SUGGESTIONS FOR THE BETTERMENT OF WORKING CONDITIONS AND LIVING CONDITIONS. REVIEW GENERAL WELFARE CONDITIONS. THE FIRST QUARTERLY MEETING OF THE COUNCIL WILL BE AT THIS HEADQUARTERS ON 28 SEPT 55.

COPY

J 3 2 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
:
NUMBER 39-5)

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

5 August 1955

ENLISTED PERSONNEL

Airmen's Advisory Council

1. PURPOSE: To establish a procedure for airmen in the lower four grades to present problems of management, manpower and morale and welfare to the Wing Commander.

2. RESPONSIBILITY: Squadron Commanders will be responsible for selection of airmen to act as members of the Wing Airmen's Advisory Council.

3. PROCEDURE: a. Airmen selected as members will convene semi-monthly.

b. The first meeting each month will be held the third Friday each month for a study of problems and to compile recommendations to be presented to the Wing Commander.

c. On the fourth Friday of each month, the council will meet with the Wing Commander.

d. The senior member may request special meetings when considered advisable.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION "A"



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
:
NUMBER 39-4)

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

5 August 1955

ENLISTED PERSONNEL

Non-Commissioned Officers Advisory Council

1. PURPOSE: To establish a NCO Advisory Council composed of Graduates of the SAC NCO Academy to present problems of management and manpower, and to assist the Wing Commander in various problem areas.

2. SCOPE: This regulation is applicable to all SAC Academy NCO graduates assigned this wing.

3. PROCEDURE: a. Members of the council will meet semi-monthly.

b. The first meeting of each month will be held on the third Thursday each month for a study of problems and to compile recommendations to be presented to the wing commander.

c. On the fourth Thursday of each month, the council will meet with the Wing Commander.

d. The senior member may request special meetings when considered advisable.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

0330

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Colonel Wells and Colonel Wood congratulate outstanding airmen for August.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

U 3 3 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Group photo of General Sutherland and the outstanding airmen of the 310th Bombardment Wing for the past six months.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J 3 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
:
NUMBER 35-1)

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

5 August 1955

MILITARY PERSONNEL

Troop Management

1. PURPOSE: To establish a program of active leadership among the noncommissioned officers of 310th Bombardment Wing which is designed to foster more individual productivity, better personnel control and improve discipline and morale.

2. SCOPE: All units assigned to 310th Bombardment Wing, Medium.

3. GENERAL: This program is one step in a series intended to make our units of 310th Bombardment Wing a more efficient segment of the USAF and of the Strategic Air Command. We must achieve more supervision and more positive control over our personnel and in so doing increase the number of productive hours available to us. One of the greatest sources of lost manhours is a laxness in the state of our discipline and morale. If we are to raise our standards of work, we must concurrently improve the desires and the willingness of each man to do his job. This does not imply that we will increase the length of our working day. It does mean, however, that we will demand an honest eight hours of work per day from everyone. Raising our productivity and improving out state of discipline and morale cannot be accomplished by any one individual nor any small group of individuals. It is a community problem which, in the final analysis, rests upon the shoulders of our noncommissioned officer personnel. All of us must contribute to the final objective. The Troop Management Program re-emphasizes the fact that our noncommissioned officers are leaders as well as technicians. It is designed to detect and recognize the good noncommissioned officers and, conversely, to detect those who fail to measure up to acceptable standards of leadership. This program is not intended to provide a means for increased disciplinary action. On the contrary, one of its basic objectives is to reduce the delinquency rates through better leadership and, in turn, to diminish punitive action. The program consists of three main parts: first, the definition of a command structure; second, assignment of general and specific responsibilities; and third, a means for measuring progress. We must increase the productivity of each individual.

4. ORGANIZATION: a. All airmen within each unit will be assigned to an element and the senior noncommissioned officer in each element will be the element leader. Each element will vary in size from approximately 5 to 15. Membership in each element will normally conform to duty assignments and the section chief or sub-chief will normally be the element leader. However, where control of an individual can be effected more efficiently, elements may be composed of personnel without regard to their duty assignment.

0335

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. All elements within a unit will be organized into flights with the senior noncommissioned officer as the flight leader. The number of flights in each unit will be in keeping with the principle of span of control.

c. All flight leaders will report directly to the squadron commander.

d. Squadron commanders will organize their squadrons in accordance with the above instructions and will maintain element and flight assignment in chart form throughout the squadron.

5. RESPONSIBILITY: a. Element and flight leaders will be held responsible for the performance of their men both on duty and off duty. Specifically, element and flight leaders will be responsible for:

(1) The number of productive and non-productive hours.

(2) The state of training and standard of performance.

(3) The state of discipline and morale.

(4) Conduct, behavior and appearance.

b. In addition to the above, flight leaders and element leaders will be sufficiently acquainted with the many subjects in which they may be called upon to advise more junior airmen. The subjects will include:

(1) Military courtesy and customs of the service.

(2) Customs peculiar to the unit or station.

(3) Special Service activities of the base.

(4) Air Information and Education Program.

(5) Unit policies concerning privileges and awards.

(6) VD control program.

(7) Off duty conduct standards.

(8) Ground safety procedures for off duty activities as well as for use by the individual in his specific duties.

(9) Base Regulations.

(10) First aid.

(11) Fire and emergency procedures.



0336

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(12) Proper dress.

(13) Uniform Code of Military Justice.

(14) AWOL control program.

(15) Conservation program.

(15) Chaplain's program for religious, morale and moral welfare.

c. Squadron commanders are responsible for the acceptance and enforcement of the Troop Management Program.

6. PROCEDURES: a. All requests for pass or leave will be processed through the element and flight leaders for recommendation as to approval.

b. Squadron Commanders will obtain the recommendation of the element and flight leader prior to submission of a recommendation for promotion, demotion or punishment under Article 15, UCMJ 1951.

c. Unit commanders will bring to the attention of each flight and element leader concerned the number of deliquencies (AWOL's, Disorderly Incidents, Affrays, etc.) committed by personnel under their control.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 200-55

TRAINING FOR AUGUST 1955

HQ 310BOMWG
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

TABLE OF CONTENTS

Operations Order 200-55

ANNEX "A" - INTELLIGENCE (Omitted)

ANNEX "B" - OPERATIONS AND TRAINING

Appendix "1" - Training Schedule

Attachment "A" - 379BOMRON Training Schedule
Attachment "B" - 380BOMRON Training Schedule
Attachment "C" - 381BOMRON Training Schedule
Attachment "D" - 310AREFS Training Schedule

Appendix "2" - Air Training Requirements

Appendix "3" - Ground Training Requirements

ANNEX "C" - Communications

ANNEX "D" - Administration and Logistics



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

OPERATIONS ORDER NR 200-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell Jr. |
| 381BOMRON | LTCOL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | LTCOL James E. Jordan Jr. |
| 310FMS | MAJ Malcom M. Stricklin |
| 310PMS | LTCOL Bruce E. Hart |

1. GENERAL SITUATION: August is designated a Special Free Training Month in accrodance with SAC Regulation 50-8. Training during the month of August will generally consist of the following:

a. Accomplishment of the flying time requirements of AF Regulation 60-2.

b. Accomplishment operations directed by higher Headquarters.

c. Emphasis on training and up-grading of non-combat ready crews.

d. Practice training for crews selected to participate in the SAC Bombing Competition.

e. Practice RBS Runs to obtain Photo Reconnaissance on the following RBS Sites:





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Salt Lake City

(2) San Antonio

(3) Houston

(4) Dallas

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 30 hours per non-ready crew will be considered a 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 Annex "B" and "D" this OPORD.

b. 380BOMRON: Reference Annex "B" and "D" this OPORD.

c. 381BOMRON: Reference Annex "B" and "D" this OPORD.

d. 310AREFS: Reference Annex "B" and "D" this OPORD.

e. 310A&E, PMS: Reference Annex "D" this OPORD.

3. ~~X~~. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 August 1955.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training 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".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(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 31 August 1955: R40, R47, R52, R44, R42, N04, T04, T02, T23, T27 and T07.

(8) Up-grading for the following listed crews non-ready to a ready status will be completed prior to the projection dates listed:

1N55 King, W 379BOMRON 31 AUG 55

N04 Stewart 380BOMRON 20 AUG 55

(9) All rated personnel must attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours, 20 August 1955.

(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 August.

(12) The following crews are scheduled for advanced survival training for the month of August.

R 30 Stevens 380BOMRON 17 AUG 55



0342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(13) The following crews are selected to represent the 310th Bombardment Wing at SAC Bombing Competition on 24 August to 30 August:

L08 Preston 380BOMRON

L27 Foss 381BOMRON

L19 Bennett 379BOMRON (Alternate)

L29 Anderson 380BOMRON (Alternate)

(14) The following Co-pilots will be given transition training toward eventual aircraft commanders check out:

| | |
|---|---|
| Rolifson | 379BOMRON |
| Waggoner | " " |
| Luther | " " |
| Smith, G. | " " |
| Wolters | " " |
| Weber | 380BOMRON |
| Forbes | " " |
| McKinly | " " |
| Megenity | 381BOMRON |
| Armstrong | " " |

(15) The following crews are selected for Special Weapons Course "D" Lowery AFB:

| | | |
|---|---|---|
| R 07 | Wolfe | 379BOMRON 25 AUG 55 |
| R 41 | Garbade | 380BOMRON 25 JUL 55 |

HQ 310BOMWG
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

R 32 Kruse 380BOMRON 25 AUG 55

(16) The following crews are selected for Survival Exercise "CHUCK WAGON #3" on 9th to 16th August:

| | |
|---|---|
| R28 Renfro | 379BOMRON |
| R33 Holder | 381BOMRON |
| T19 George | 310AREFS |

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

JOHN H. de RUSSY
Colonel, USAF
Commander

HQ 310BOMWG
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEXS:

"A" - INTELLIGENCE (omitted)

"B" - OPERATIONS AND TRAINING

"C" - COMMUNICATIONS

"D" - ADMINISTRATION AND LOGISTICS

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



0345

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 200-55

INTELLIGENCE

HQ 310BOMWG
ANNEX A
OPORD 200-55
1 AUG 55

J 3 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 200-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
ANNEX A
OPORD 200-55
1 AUG 55

0347

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

OPERATIONS AND TRAINING

HQ 310BOMWG
ANNEX "B"
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

1. GENERAL: August is designated a Special Free Training Month in accordance with SAC Regulation 50-8. Details of training requirements and training schedules as covered in appropriate appendices of this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercises required in the future.

3. OPERATION "LOCK ON": Operations Order 92-55 "LOCK ON" directs the 310th Bombardment Wing to schedule aircraft on the following dates:

a. 8 AUG 55 - 1 B-47 379th Bomb Squadron
1 B-47 380th Bomb Squadron
3 KC-97 310th Air Refueling Squadron
1 B-47 381st Bomb Squadron

10 AUG 55 - 3 B-47 379th Bomb Squadron
3 B-47 380th Bomb Squadron
3 B-47 381st Bomb Squadron

HQ 310BOMWG
Annex "B"
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

9 KC-97 (AR) 310th Air Refueling Squadron

1 KC-97 (WX) 310th Air Refueling Squadron

4. 15TH AF USCM SUPPORT: The 310th Air Refueling Squadron will be required to support a 15th Air Force USCM on the following dates:

a. 18 AUG 55 - 12 KC-97 (AR)
1 KC-97 (WX)

19 AUG 55 - 12 KC-97 (AR)
1 KC-97 (WX)

20 AUG 55 - 12 KC-97 (AR)
1 KC-97 (WX)

30 AUG 55 - 12 KC-97 (AR)
1 KC-97 (WX)

31 AUG 55 - 12 KC-97 (AR)
1 KC-97 (WX)

1 SEP 55 - 12 KC-97 (AR)
1 KC-97 (WX)

5. SAC BOMBING COMPLETION: In support of the SAC Bombing Competition the following schedule will apply: (Crews designated in 3X (b) basic Operations Order).

a. Practice Missions:

(1) 5 August through 9 August 1955, RON West Coast Staging Bases:

379BOMRON L19 BENNETT

380BOMRON L08 PRESTON

380BOMRON L29 ANDERSON



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) 12 August through 16 August, RON West Coast Staging

Bases:

379BOMRON L19 BENNETT

380BOMRON L08 PRESTON

380BOMRON L29 ANDERSON

381BOMRON L27 FOSS

b. SAC Bombing Competition:

(1) 24 August 1955 (To be conducted at March AFB):

379BOMRON L19 BENNETT (Alternate)
380BOMRON L08 PRESTON
381BOMRON L27 FOSS

6. 8AF STANDARDIZATION BOARD CHECK FLIGHTS: 8AF Standardization Crews (B-47 and KC-97) will be giving flight checks to Wing Standardization crews during the week 8 August through 12 August 1955.

7. SAC BOMBING EVALUATION MISSION: The SAC Bombing Evaluation Mission will be flown on the following dates:

a. 30 AUG 55 - 4 B-47's 379th Bomb Squadron
4 B-47's 380th Bomb Squadron
4 B-47's 381st Bomb Squadron
31 AUG 55 - 4 B-47's 379th Bomb Squadron
4 B-47's 380th Bomb Squadron
4 B-47's 381st Bomb Squadron
1 SEP 55 - 3 B-47's 379th Bomb Squadron
3 B-47's 380th Bomb Squadron
3 B-47's 381st Bomb Squadron



0351

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDICES:

"1" - Training Projection
"2" - Air Training Requirements
"3" - Ground Training Requirements

DISTRIBUTION:

COMAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



0352

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

TRAINING PROJECTION - AUGUST

HQ 310BOMWG
APP 1, ANNEX B
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

AIRCRAFT SORTIE SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

1. The following code is used in the Attachments of this Appendix:

| | | | |
|---|---|---|---|
| AB | RBS TRAINING | MP | MISSION PLANNING |
| AO | AIRDROME OFFICER | OD | OFFICER OF THE DAY |
| B | BRIEFING (MISSION) | P | PASS |
| C | MISSION CRITIQUE | PT | PHYSICAL TRAINING |
| CR | CONDITIONING ROOM | Q | ULTRASONIC TRAINER |
| D | SQUADRON DUTY | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| E | SURVIVAL SCHOOL | SL | SPECILA ORDERS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | TS | TARGET STUDY |
| G | GROUND SCHOOL | XP | OPERATIONS EXPEDITOR |
| H | HOSPITAL | Z | COMPENSATING TIME OFF |
| L | LEAVE | SW | SPECIAL WEAPONS |
| LT | LINK TRAINER | P | CO-PILOT |
| M | AIRCRAFT MAINTENANCE | A | AIRCRAFT COMMANDER |
| WC | WING CONTROL ROOM OFFICER | O | OBSERVER |
| PF | PREFLIGHT | AT | ALERT |
| TO | TOWER OFFICER | OM | CLUB DUTY OFFICER |
| ALT | ALTITUDE CHAMBER | SF | SENIOR FLIGHT SUPERVISOR |
| WS | WATER SURVIVAL | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

379TH BOMRON TRAINING PROJECTION - AUGUST

HQ 310BOMWG
ATT "A", APP "1", Annex "B"
OPORD 200-55
1 AUG 55



U 3 5 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH BOMRON FLYING PROJECTION

ATT "A", A.F. "1", ANNEX "B"
OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W | IN65 | F | | F | | F | | | | F | | | | | | | | F | | | | | | F | | | | | | F | | |
| BLAKE | L18 | F | | | | F | | | | | F | | F | | | | | | | | | | | | | | | | | | | |
| WOLFE | R07 | F | | | | F | | | | F | | F | | | | | | F | | | | | | | | | | | | | | |
| NIEMAN | R06 | | | | | | | | | | | | | | | | | | | | | | | F | | | | | | F | | F |
| CRAVEN | R22 | | | | | | | | | | | | F | | | | | | F | | | | | | F | | | | | | F | |
| FORY | R21 | | | | | | | | F | | | | | | | | | | F | | | | F | | F | | | | | | F | |
| KING T | IN59 | | F | | | | | | F | | | F | | | | | F | | F | | | | | | | | | | | | | |
| BENNETT | L19 | | | | | F | | | 1= | F | | | F | | | F | F | | | | | | | | | | | | | | 1= | |
| BRACE | R25 | | | | | | | | | | F | | | | | F | | | | F | | | | F | | F | | | | F | | F |
| JOHNSON | R46 | | | F | | | | | F | | | | | | | | | | | | | | | | | | | | | | | |
| HOPKINS | R39 | | | F | | | | | | | | | | | | | | | | F | | | | | | F | | | | | | F |
| RENFRO | IN28 | | | F | | | | | | | | | | | | | | | | F | | | | | | | | | | | | |
| SMITH | IN | | | | | | | | | | | | | | | | F | | | | | | F | | | F | | | | | | |
| SWENSON | R53 | | | | | | | | | | | | | | | | | | | | | | F | | | F | | | | | | F |
| THOMAS | R45 | | | | | | | | | | | | | | | | | | | | | | | | F | | F | | | | F | |
| STAFF | | | | | F | | | | | F | F | F | | | | F | | F | | F | | | | | | F | F | | | | | |
| STAFF | | | | | F | | | | | | | | | | | F | | | | | | | | | F | F | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

U 3 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 379TH BOMRON CREW ACTIVITIES

ATT "A", APP "1", ANNEX "B"
OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W. | IN55 | F | T B | F | T B | F | | | T B | F | C | | | | | | T B |
| BLAKE | L18 | F | | | | F | | | | | | | | | | | L |
| WOLFE | R07 | F | C | G — | T B G | F | C | | T B | F | T B C | F | C | | | O-ALT | C/M T B |
| NIEMAN | R06 | | | | | | | | G ← | | | | | | | | → G |
| GRAVEN | R22 | TEST | FLIGHT | CREW | ——— | ——— | ——— | ——— | G — | G | | T B | F | C | | | |
| FORY | R21 | | | | P-AO | R T | | | F | C | | | | | | | G |
| KING T. | IN59 | T B | F | O-AD | CH | C | T B | | F | C | T B | F | F | A-AD | | T B C | F |
| BENNETT | L19 | | | | T B | F ← | RON | → | F | F | C | T B | F ← | RON | → | F | F |
| BRUCE | R25 | G | G | G | | | | | | T B | F | C | | | | F | |
| JOHNSON | R46 | G | G | T B G F | C | T B | | | F | C | | | | | | | L |
| HOPKINS | R39 | | T B | F | C | | | | G ← | | | | | | | | → G |
| RENFRO | IN28 | | T B | F | C | | | | SURVIVAL | — | | | | | | | → S |
| SMITH | IN | L ← | | | | | | | | | | | | → L | T B | F | G |
| SWENSON | R53 | L ← | ——— | ——— | ——— | ——— | ——— | ——— | ——— | → L | | G — | G | | | O-ALT | C/M |
| THOMAS | R45 | L ← | | | | | | | | | | | | | | → L | |



U 3 5 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH BOMRON CREW ACTIVITIES

ATT "A", APP "1", ANNEX "B"
OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W | IN55 | F | C | | | | T B | F | G — | G | T B C | | | F | C | | |
| BLAKE | L18 | L ← | | | | | | | | | | | | | | → L | |
| WOLFE | R07 | F | C | A-AO | | | | | | SP | WPN | LOW | RV | | | → | |
| NIEMAN | R06 | L | | | | | T B | F | A-AO | C | T B | | | F | T B C | F | |
| CRAVEN | R22 | T B | F | C | | | | T B | F | C | | | | T B | F | C | |
| FORY | R21 | T B G | F | C | | | F | | F | | | | | T B | F | C | |
| KING T | IN59 | T B C | F | C | | | G ← | | | | | | | | | → G | |
| BENNETT | L19 | | | G | | | G | | BOMB | COMPT | | | → | T B | F | C | |
| BRUCE | R25 | O-OD | T B | F | C | | | F | | F | | | | F | T B | F | |
| HOPKINS | R39 | G | T B | F | C | | | | T B | F | C | | | | T B | F | |
| JOHNSON | R46 | L ← | | | | | | | | | | | | | | → L | |
| RENFRO | IN28 | | T B | F | C | | TEST | FLIG | HT C | REW | | | → | G | G | | |
| SMITH | IN | C | | T B | | | F | C | | T B | F | C | | | | | |
| SWENSON | R53 | | | T B | | | F | C | | T B | F | C | | | T B | F | |
| THOMAS | R45 | | | | | | | T B | F | T B C | F | C | | T B | F | C | |

3

0358

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ATTACHMENT 'B"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

380TH BOMRON TRAINING PROJECTION - AUGUST

HQ 310BOMWG
ATT "B', APP "1", Annex "B"
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B", APP "1", ANNEX "B"
OPORD 200-55 1 AUG 55

# 380TH BOMRON FLYING PROJECTION

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIELS | CO | | | | | | | | | F | | | | | | | | | F | | | | F | | | | F | | | | | |
| GOODLAD | OPS | | | | | | | | | F | | | | | | | | F | | | | | | F | | F | | | | F | | |
| STEVENS | R30 | F | | | | F | | | | | | F | | | | | | | | | | | | | | | | | | | | |
| PIRINO | R42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | F | |
| STEWART | N04 | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | F | |
| LITTLEJOHN | R49 | | | | | F | | | | | | | | | | | | | | | | | | F | | F | | | | | F | |
| EVENSOLE | R03 | | | | | F | | | | F | | | | | | F | | | F | | | | | | | F | | | | F | | |
| GARBADE | R41 | | | F | | | | | F | | | F | | | | | | | F | | | | | | | | | | | | | |
| HART | R50 | | F | | | | | | F | | | | F | | | F | | | F | | | | | | F | | F | | | | F | | |
| McDONOUGH | R10 | | | | | | | | F | | | | F | | | | | | F | | | | | | | | | | | | | F |
| BALCH | N60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ANDERSON | L29 | F | | | | F | | | F | F | | | F | | | F | F | | | | | | | F | | | | | | | | F |
| SMITH | R09 | | | | | | | | | | | | | | | F | | | | F | | | | F | | F | | | | | | F |
| SIGLIN | R31 | | | F | | | | | | F | | | | | | F | | F | | F | | | | | | | | | | | | F |
| WAYMAN | N11 | | | | F | | | | | | F | | | | | | F | | | | | | F | | F | | F | | | | | |
| KANTOR | N05 | | | | F | | | | | | F | | | | | | F | | | | | | F | | F | | F | | | | | |
| PRESTOIN | L08 | F | | F | | F | | | F | F | | | F | | | F | F | | | | | | | | F | BOMB COMP | | | | | | |
| KRUSE | R32 | | | | F | F | | | | | F | | | | | | F | | | | | | F | | F | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

0360

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON CREW ACTIVITIES

ATT "B", APP "1", ANNEX "B"
OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEVENS | R30 | F | G — | G | B MP | F | | | P-R A-D | O-D | B MP | F | | | | | A-D |
| PIRINO | R42 | G← | ——— | →G | | L← | | | | | | | | | | | →L |
| STEWART | N04 | F | D | D | D | L← | ——— | ——— | | | | | | | | | →L |
| LITTLEJOHN | R49 | L← | ——— | →L | B MP | F | | | G← | ——— | ——— | ——— | →G | | | 6 | ↔G |
| EVERSOLE | R03 | L← | ——— | →L | B MP | F | | | B MP | F | B MP | F | B MP | | | F | A-R |
| GARBADE | R-41 | | B MP | F | | A-R O-D | B MP | | F | R | A-AO MP B | F | | | | | |
| HART | R-50 | B MP | F | A-AO P-R | →O-D | B MP | | | F | | | B MP | F | | | F | A-AO |
| M°DONOUGH | R10 | | O-D A-R | | | B MP | | | F | P-D A-R | P-D | B MP | F | | | G | ↔G |
| BALCH | N-60 | T← | ——— | ——— | ——— | ——— | ——— | →T | | | | | | | | | |
| ANDERSON | L-29 | F | A-D | A-D | B MP | F← | RON | ——— | F | F | A-D P-R | B MP | F← | TDN | →F | | F |
| SMITH | R09 | | A-H | | P-F O-D | A-N P-AO | | | G | ——— | ——— | ——— | G | | | G | →G |
| SIGLIN | R31 | P-D L-D | B MP | F | P-D A-R | | | P-D A-NO | B MP | F | A-D P-D | G | G | | | F | B MP |
| WAYMAN | R32 | D | P-D | B MP | F | P-D | | | P-D | B MP | F | P-D | P-D | | | S-MP P-D | F |
| KANTOR | — | R | | B MP | F | | | | | B MP | F | | A-AO | | | MP A-R | F |
| PRESTON | L08 | F | B MP | F | B MP | F | ←RON→ | | F | F | | B MP | F | ←RON→ | N | F | F |
| KRUSE | R-32 | | | B MP | F | G | | | G | B MP | F | O-D A-R | | | | B MP | F |
| M°DANIEL | CO | | | | | | | | B MP | F | | | | | | | |
| GOODLAD | OPS | | | | | | | | B MP | F | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON CREW ACTIVITIES

ATT "B", APP "1", ANNEX "B" OPORD 200-56 1 AUG 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEVENS | R30 | E← | | | | | | | | | | | | | | →E |
| PIRINO | R42 | L← | | | | | | →L | | | | A-AO | | B MP | F | |
| STEWART | N04 | L← | | | | | | →L | D | D | D | | | B MP | F | |
| LITTLEJOHN | R49 | G | O-D A-R | | | | B MP | F | | P-F | | | | B MP | F | |
| EVERSOLE | R03 | B MP | F | | | | | | B MP | F | B MP | | | F | | |
| GARBADE | R41 | B MP | F | | | | | P-OD | L← | | | | | | | →L |
| HART | R-50 | B MP | F | A-R O-D | | | | B MP | F | B MP | F | | | B MP | F | G |
| McDONOUGH | R10 | B MP | F | P-OD | | | G← | | | | →G | | | G | ← → | G B |
| BALCH | T | | | | | | | | | | | | | | | T |
| ANDERSON | L29 | F | G—G | | | | B MP | F | | | | | | | B MP | F |
| SMITH | R09 | G | B MP | F | | | MP-B A-AO | F | B MP | F | G | | | G | B MP | F |
| SIGLIN | R31 | F | B MP | F | | | G | | | | →G | | | G | | G F |
| WAYMAN | R32 | P-D A-R | | B MP | | | F | | G— | C B MP | F | | | | P-AO | |
| KANTOR | — | | | B MP | | | F | B MP | F | B MP | F | | | | | |
| PRESTON | LOB | F | | | | | | T— | BOMBING | | | COMPT. LOWRY | | | | → |
| KRUSE | R32 | O-D A-R | | B MP | | | F | B MP | F | T← | | | | | | →T |
| M°DANIEL | CC | B MP | F | B MP | | | F | | B MP | F | | | | | | |
| GOODLAD | OPS | F | | | | | B MP | F | | | B MP | | | F | | |

0362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

381ST BOMRON TRAINING PROJECTION - AUGUST

HQ 310BOMWG
ATT "C", APP "1", Annex "B"
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST BOMRON — FLYING PROJECTION — ATT "C", [illegible] "1", ANNEX "B", OPORD 200-55, 1 AUG 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MARONDE | R13 | | | F | | F | | | | F | | F | | | | | | F | | | | | | F | | | | | | | F | |
| EVANS | R35 | | | F | | | | | | | | | | | | | | | | | | | | | | | F | | | | F | |
| VAN LEEUWEN | R40 | | | F | | | | | | | | | | | | | | | | F | | | | | | F | | | | | | F |
| HUBBES | R37 | | | | | F | | | | F | | F | | | | F | | | | F | | | | | | | | | | | | |
| BLENIS | R57 | | F | | F | | | | | | F | | F | | | | F | | | | | | F | | | | | | | | | |
| BARNARD | R44 | | | | F | | | | | F | | | F | | | | F | | | | | | | | | | F | | | | | |
| COLLADAY | R61 | | | F | F | | | | F | | | | F | | | F | | | F | | | | | | | | | | | | | |
| MAYS | R47 | | F | | F | | | | F | | | | F | | | | | F | | | | | | | | | | | | | | |
| WILKIE | R52 | | F | | | | | | F | | F | | | | | | F | | F | | | | | | F | | | | | | F | |
| ARMSTRONG | IN63 | | | | | | | | | | | | | | | A F | F | | | | | | | | | | A F | | | | | |
| FOSS | L27 | | | | | | | | | | | | F | RON | | F | F | | | | | | | F | | | | | | | | |
| HOLDER | R33 | | | | | | | | | | | | | | | | | | F | | | | F | | F | | | | | | | F |
| MANN | R12 | | | | | | | | | | F | | | | | F | | | | F | | | | | | F | | | | | | F |
| AUSTIN | R43 | | | | | | | | | | | | | | | | | | | | | | | | | F | | | | | | F |
| ROWLEY | R20 | | | | | F | | | | | | | | | | | | | F | | | | F | | F | | | | | | | |
| PORTER | R36 | | | | | | | | | | F | | | | | | | | | | | A F | | | F | | | | | | F | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381ST BOMRON CREW ACTIVITIES

ATT "C", AP. "1", ANNEX "B"
OPORD 200-55 / AUG 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MARONDE | R13 | CR EWP | B MP | F | B MP | F | | | B MP | F | B MP | F | G | | | D G | B MP |
| EVANS | R35 | D | B MP | F | L → | | | | | | | | | | | | |
| VAN LEEUW | R40 | A-AO CR | B MP | F | G → G | | | | | | | | | | | | |
| HUBBES | R37 | CR | EWD | D | B MP | F | | | B MP | F | B MP | F | | D-R | B MP | F | CR |
| BLENIS | R57 | B MP | F | B MP | F | P-OG | | | D | B MP | F | B MP | F | | | B MP | F |
| BARNARD | R44 | CR EWP | D | B MP | F | | | | B MP | A-L F | | B MP | F | | MP → | CR B | F → |
| COLLADAY | R61 | G → | B MP G | F | A-F CR | B MP EWP | | | F | D | | B MP | F | | B MP | F | |
| MAYS | R47 | B MP | F | B MP CR | F | B MP EWP | P-R | | F | | D | B MP | F | | | A-A P-AO | T B MP |
| WILKIE | R52 | B MP | F | EWP | D | B MP CR | | | F | B MP → | F | A-AO D | | | | B MP | F |
| ARMSTRONG | IN63 | | | A-T | | | | | | | A-D | | | | | A-F B MP | F |
| FOSS | L27 | T → | | | SES → | | | | | G → G | | B MP | F | RO | N | F | F |
| HOLDER | R33 | E → | | → | | CR EWP | | | | E → | | | | | | | → |
| MANN | R12 | G ← | → G | | CR EWP | D | | | P-AO | B MP | F | | P-OG | | | B MP | F |
| AUSTIN | R43 | G ← | → G | L ← | | | | | | | | | | | | | → |
| ROWLEY | R20 | L → | L | B MP | F | | P-AO | | G ← | | | | → G | | | G | → |
| PORTER | R36 | L → | L | CR P-OG | EWP | | | | | B MP | F | | G | | | O-ALT | → |



J 3 6 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381ST BOMRON CREW ACTIVITIES

ATT "C", APP "1", ANNEX B OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MARONDE | R-13 | F | P-INST | SEN CR | | | B MP | F | O-ALT | P-OQ | D | | | B MP | F | | |
| EVANS | R35 | G | | | | | | EWP | D | B MP | F | | | B MP | F | | |
| VAN LEEW | R40 | | B MP | F | | | | P-AO | B MP | F | | | | D | B MP | F | |
| HUBBES | R37 | G | O MP G | F | L | | | | | | | | | | | | |
| BLENIS | R57 | EWP CR | D | B MP CR | | | F | | | L | | | | | | | |
| BARNARD | R44 | A-L D | | P-OQ | | | | | | | F | | | CR | | D | |
| COLLADAY | R61 | B MP CR | F | A-D | P-R | | G | | | | G | | | G | | G | |
| MAYS | R47 | F | A-AO P-OQ | P-D L-D | | | G | | | | C | | | G | | G | |
| WILKIE | R52 | B MP | F | CR | | | D | B MP | F | | P-OQ | | | B MP | F | | |
| ARMSTRONG | IN63 | A-D | | | | | | | | | A-F | | | | | A-AO | |
| FOSS | L27 | EWP | | | | | | F | | BOMB/NG | | COMP | | | | | |
| HOLDER | R33 | B MP | A-INST F | SEN MP B | P-AO | | F | B MP | F | D | | | | | B MP | E | |
| MANN | R12 | CR | B MP | F | | | G | G | B MP | F | | | | | B MP | F | |
| AUSTIN | R43 | L | | | | | | D | B MP | F | | | | | B MP | F | |
| ROWLEY | R20 | B MP G | F | B MP CR | | | F | | O-ALT F | P-OQ | EWP | | | | D | | |
| PORTER | R3C | | | | | | A-F | B MP | F | G | | P-R | | B MP | F | | |

3

J 3 6 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

310TH AREFS TRAINING PROJECTION - AUGUST

HQ 310BOMWG
ATT "D", APP "1", Annex "B"
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH AREFS FLYING PROJECTION ATT "0", APP "1", ANNEX "B"

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | T02 | | | | | | | | | | F | | | | | F | | | F | F | F | | | | | | | | | | | F |
| | T04 | | | | | | | | F | | F | F | | | | | | | | | | | | | | | | | | | | |
| | T07 | | | | | | | | | | | | | | | | | | F | F | F | | | | | F | F | | | | F | F |
| | T08 | | | | | F | | | | | F | | | | | | | | F | F | F | | | | | | | | | | F | F |
| | T12 | | | | | | | | | | F | F | | | | F | | | F | F | F | | | | F | F | F | | | | F | |
| | T16 | | | | | F | | | | | | | | | | F | | | F | F | F | | | | | | | | | | F | F |
| | T18 | | | | | | | | F | | F | | | | | | | | F | F | F | | | | | | | | | | | F |
| | T19 | | | | F | | | | | | | | | | | | | | F | F | F | | | | | | | | | | F | F |
| | T21 | F | | | | | | | | | | | | | | F | | | | | | | | | | | | | | | | |
| | T23 | | | F | | F | | | | | F | | F | | | | | | F | F | F | | | F | | | | | | | F | F |
| | T24 | | | | | | | | | | | | | | | | | | F | F | F | | | F | | F | | | | | F | F |
| | T26 | | | | | F | | | F | | F | | | | | | | | F | F | F | | | | | | | | | | F | F |
| | T27 | | | | | | | | | | | | | | | F | | | F | F | F | | | | F | | | | | | F | F |
| | T28 | | | | | | | | | | | | | | | | | | F | F | F | | | | F | | | | | | F | F |
| | T29 | F | F | | | | | | | | | | | | | | | | | | | | | | | F | | | | | | F |
| | T33 | | | | | | | | | | | | | | | | | | | | | | | | | F | | | | | F | F |
| | IMC1 | F | | F | | F | | | | | F | | F | | | | | | | | | | | F | | F | | | | | | |
| | IM25 | F | | F | | F | | | | | F | | F | | | | | | | | | | | F | | | F | | | | | |
| | IM31 | | F | | F | | | | | | F | F | | | | F | | | | | | | | | F | | F | | | | | |
| | IM34 | | F | | F | | | | | | F | F | | | | | | | | | | | | | | F | F | | | | | |
| | IM36 | | | | F | | | | | | F | | F | | | | | | F | F | F | | | | | | | | | | F | |

0368

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "D", APP "1" ANNEX "B"
OPORD 200-55 / AUG 55

310TH AREFS CREW ACTIVITIES

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PORRITT | T02 | L← | | | | | | | →L | D MP | F | WS | PT | B MP | | F | AT |
| ROSE | T04 | LT | WS | | | B MP | | | F | B MP | F | F | PT | | | | L |
| SCHOLZ | T07 | L← | | | | | | | | | | | | | | →L | |
| GRIMMETT | T08 | | LT | | B MP | F | | | | B MP | F | | | | | | PT |
| GILES | T12 | WS | | LT | | PT | | | | B MP | F | F | B MP | | | F | |
| DARLINGTON | T16 | | | | Q MP LT | F | | | G← | | | | →G | B MP | | F | |
| DUNSTAN | T18 | PT | | | | B MP LT | | | F | B MP | F | | | | | ALT→ | |
| GEORGE | T19 | | PT | B MP | F | | | | LT | | E← | | | | | | →E |
| DEAM | T21 | F | | PT | | | | | G← | | | | →G | B MP | | F | L |
| LOVELL | T23 | PT | B MP | F | B MP | F | | | | B MP | F | B MP | F | | | PT | WS |
| NEWMAN | T24 | T← | | | | | | | | | | ST | | | | WS | |
| HAUCK | T26 | | | PT. | B MP | F | B MP | | F | AO | F | | | | | AT | |
| CANNON | T27 | | | AO | | | | | G← | | | | →G | B MP | | F | |
| WILLIS | T28 | L← | | | | | | | | | | | | | | →L | |
| MILLER | T29 | F | F | ALT→ | | | | | PT | L← | | | | | | | →L |
| WEAVER | T33 | | | | T← | | | | | | | | | | | | ST |
| WILES | IM01 | F | B MP | F | B MP | F | | | WS | B MP | F | B MP | F | | | PT | |
| BIRCH | IM25 | F | B MP PT | F | WS B MP | F | | | | B MP | F | B MP | F | | | LT | |
| BURKE | IM31 | B MP | F | B MP | F | | | | | B MP | F | F | B MP | | | F | |
| DUNBAR | IM34 | B MP | F | WS B MP | F | | | | | B MP | F | F | | | | | |

2

J 3 6 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "D" APP "1", ANNEX "B"
OPORD 200-55 1 AUG 55

# 310TH AREFS CREW ACTIVITIES

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILSTEAD | IM35 | Lt | ALT→ | | | | | | PT | | | | WS | | | | |
| WORLE | IM36 | | WS | B Mr | F | PT | | | | B Mr | F | B Mr | F | | | ALT→ | |
| BRALEY | IM32 | T← | | | WEST | | PALM | | BEACH | | | | | | | | →T |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH AREFS CREW ACTIVITIES ATT "D", PP "1", ANNEX "B" OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PORRITT | T02 | B MP | F | F | F | | LT | | ALT → | | OD | | | LT | B MP | F | |
| ROSE | T04 | L ← | | | | | | | | | | | | | | → L | |
| SCHOLZ | T07 | B MP PT | F | F | F | AT | WS | LT | B MP | F | F | | | AO | F | F | |
| GRIMMETT | T08 | AT | F | F | F | | G ← | | | | → G | | | B MP | F | F | |
| GILES | T12 | B MP | F | F | F | AO OD | | B MP PT | F | F | F | | | B MP | F | | |
| DARLINGTON | T16 | B MP | F | F | F | | | PT | | WS | AT | | | B MP | F | F | |
| DUNSTAN | T18 | B MP | F | F | F | | G ← | | | | → G | | | B MP | AT | F | |
| GEORGE | T19 | B MP | F | F | F | | PT | AT | AO OD | | WS | | | B MP | F | F | |
| DEAM | T21 | L ← | | | | | | | | | | | | | | → L | |
| LOVELL | T23 | B MP | F | F | F | | B MP | F | PT | AT | | | | B MP | F | F | |
| NEWMAN | T24 | B MP AO | F | F | F | | B MP | F | B MP PT | F | | AT | | B MP | F | F | |
| HAUCK | T26 | B MP | F | F | F | | G ← | | | | → G | | | B MP | F | F | |
| CANNON | T27 | B LT MP | F | F | F | | AT | B MP | F | | | | | B MP PT | F | F | |
| WILLIS | T28 | B MP | F | F | F | | PT | B MP | F | LT | | | | B MP WS | F | F | |
| MILLER | T29 | L ← | | | | | | → L | B MP LT | F | | | | AT | B MP | F | |
| WEAVER | T33 | T | T | | | | | | ALT | B MP → | F | | | B MP | F | F | |
| WILES | 1M01 | | | | | | B MP PT | F | B MP | F | | LT | | | | PT | |
| BIRCH | 1M25 | | | | | | B MP | F | | B MP PT | F | | | | | LT | |
| BURKE | 1M31 | | | LT | | | | B MP | F | B MP | F | | | PT | | WS | |
| DUNBAR | 1M34 | | LT | | | | | | B MP | F | F | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH ARefs CREW ACTIVITIES

ATT "B" A. 5 "1", ANNEX "B"
OPORD 200-55 1 AUG 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILSTEAD | 1M35 | | | | | | | | | | | | | | | | |
| WORLE | 1M36 | BMP | F | F | F | | | | PT | | | | AT | BMP | F | | |
| BAILEY | 1M32 | | | | | | | | | | | | | | | | |



0372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 2, ANNEX B
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

1. A total of 1,700 air training hours is projected for the month of August. (1,100 hours for B-47's and 600 hours for KC-97's). Flying time for the special training month has been reduced in accordance with 8th Air Force Message ODT1 17290 and ODT1 17303 dated 9 July 1955 to accomplish the following items:

   a. Tech Order compliance.

   b. Ground Training for Maintenance Technicians in areas of weakness.

2. Flying time priority will be as follows:

   a. Accomplishment of 60-2 Requirements.

   b. Support of SAC and 8th Air Force Operations Orders.

   c. Practice and participation in SAC Bombing Competition.

   d. 8th Air Force Standardization Board Check Flight.

   e. Non-combat Ready Crew Training.

   f. B-47 Co-pilot up-grading program.

   g. Combat Ready Crew Training.

HQ 310BOMWG
APP "2", Annex "B"
OPORD 200-55
1 AUG 55

0374

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

h. Lead Crew Training.

3. Combat Ready Crew Training will consist of the following training items:

a. 3 practice RBS runs per crew against newly assigned RBS Site to obtain practice and photo reconnaissance.

b. 1 nite celestial per crew.

c. 1 celestial grid per crew.

4. Staff crew members assigned to squadrons will receive a minimum of 8 hours 60-2 time for the month of August. Squadron Commanders and Director of Operations are directed to fly at least three missions as Aircraft Commander.

a. 379th Bomb Squadron: (Attached staff crew members).

COL. THACKER

1STLT. ALDEN

CAPT. RUTAN (51-19 check-out as AC).

MAJ. VARGA

CAPT. SAVINO

CAPT. HART

b. 380th Bomb Squadron: (Attached staff crew members).

COL. CALL

MAJ. OFNER

COL. WHEELER

COL. STUBLAREC

CAPT. VOSEL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. 381st Bomb Squadron: (Attached staff crew members).

CAPT. EBERHARDT

MAJ. BARNETT

MAJ. BROWN

MAJ. FIELD

LTCOL. HART, BRUCE

MAJ. ROWAN

CAPT. MOSES

d. 310th Air Refueling Squadron: (Attached staff crew members).

MAJ. ERICKSON

CAPT THOMPSON

LT. MAY

LT. NELSON

LT. SEFTON

LT. STAPHER

LT. WORKMAN

CAPT. TANDY

CAPT. ADAMS

e. COL. WOOD will fly as Aircraft Commander on the following weeks:

Week of August 1 - 381st Bomb Squadron

Week of August 8 - 379th Bomb Squadron

Week of August 15 - 380th Bomb Squadron

Week of August 22 - 381st Bomb Squadron

Week of August 29 - 379th Bomb Squadron



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. Flying time projection for August:

a. 379th Bomb Squadron:

| | | |
|---|---|---|
| (1) Lead Crew Training | 11 sorties for | 55 hours. |
| (2) Ready Crew Training | 26 sorties for | 77 hours. |
| (3) Non-Ready Training | 26 sorties for | 140 hours. |
| (4) Staff Training | 13 sorties for | 78 hours. |
| (5) Total | 76 sorties for | 350 hours. |

b. 380th Bomb Squadron:

| | | |
|---|---|---|
| (1) Lead Crew Training | 19 sorties for | 104 hours. |
| (2) Ready Crew Training | 28 sorties for | 128 hours. |
| (3) Non-Ready Training | 26 sorties for | 106 hours. |
| (4) Staff Training | 8 sorties for | 32 hours. |
| (5) Total | 81 sorties for | 370 hours. |

c. 381st Bomb Squadron:

| | | |
|---|---|---|
| (1) Lead Crew Training | 7 sorties for | 40 hours. |
| (2) Ready Crew Training | 57 sorties for | 310 hours. |
| (3) Non-Ready Training | 6 sorties for | 18 hours. |
| (4) Staff Training | 4 sorties for | 12 hours. |
| (5) Total | 74 sorties for | 380 hours. |

d. 310th Air Refueling Squadron:

| | | |
|---|---|---|
| (1) Ready Crew Training | 72 sorties for | 450 hours. |
| (2) Non-Ready Training | 34 sorties for | 150 hours. |
| (3) Staff Training | 0 sorties for | 0 hours. |
| (4) Total | 116 sorties for | 600 hours. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

e. Wing B-47:

| | | |
|---|---|---|
| (1) | Lead Crew Training | 37 sorties for 199 hours. |
| (2) | Ready Crew Training | 111 sorties for 515 hours. |
| (3) | Non-Ready Training | 58 sorties for 264 hours. |
| (4) | Staff Training | 25 sorties for 122 hours. |
| (5) | Total | 231 sorties for 1100 hours. |



J 3 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

GROUND TRAINING

HQ 310BOMWG
APP 3, ANNEX B
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 200-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

1. 50-24 BLOCK TRAINING FOR AUGUST:

a. Classes will start on the 8th and 22nd of August 1955 for the regular block training phase. Seven and one half (7½) training days for B-47 crew members and five (5) training days for KC-97 crew members will be started on these dates.

b. Quotas for these two classes are as follows:

(1) 379th Bomb Squadron - 2 crews.

(2) 380th Bomb Squadron - 2 crews.

(3) 381st Bomb Squadron - 2 crews.

(4) 310th Air Refueling Squadron - 3 crews.

2. PHYSICAL CONDITIONING:

a. Phase I, Condition Work-outs, will be offered during the following weeks of August. Crew members may be scheduled at any time during this period.

HQ 310BOMWG
APP 3, ANNEX B
OPORD 200-55
1 AUG 55

J 3 8 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) 1 August through 5 August.

(2) 15 August through 19 August.

(3) 29 August through 2 September.

3. ALTITUDE CHAMBER:

a. Schedule and quota for each squadron for the month of August for the Altitude Chamber is as follows:

(1) 3rd and 4th of August at 0800 - 379BS (1), 380BS (2), 381BS (2) and 310AREFS (10).

(2) 15th and 16th of August at 0800 - 379BS (2), 380BS (1), 381BS (2) and 310AREFS (10).

4. EWP MISSION STUDY REQUIREMENTS:

a. Each crew having EWP Mission will complete four (4) hours of training. The required ten (10) runs on the T-2A Trainer is a continuing requirement until all crews are complete.

b. Mission Study is available from 0730 to 1130 hours and 1230 to 1630 hours each day Monday through Friday. Squadrons may schedule two (2) crews for periods offered until all crews having EWP Targets are complete.

5. P-3 LINK TRAINER:

a. Schedule for the month of August will be as follows: Two periods per day, 0930-1130 hours and 1230-1430 hours Monday through Friday. This schedule will be in effect from 1 August through 2 September 1955.



3 3 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. WATER SURVIVAL (KC-97):

a. It is recommended that a minimum of one (1) crew be scheduled for each period listed below. Training will be biven at the Airmen's Pool at 0730 to 1130 hours on dates indicated: August 1, 2, 3, 4, 5, 8, 11, 12, 15, 16, 17, 18, 19, 22, 25, 26, 29, 30 and 31.

7. TWO (2) DAY BLOCK TRAINING - B-47:

a. Squadrons will schedule one (1) crew per squadron to training listed below:

(1) First day of training.

(a) 0730 to 1130 - Water Survival (Airmen's Pool).

(b) 1230 to 1430 - Aircraft Commander and Pilot C-11; Observer - IFM.

(c) 1430 to 1630 - Observer T-2A; Pilot T-1A.

(2) Second day of training.

(a) 0730 to 1130 - Simulator - Aircraft Commander and Pilot.

(b) 1230 to 1430 - Pilot T-1A; Observer - IFM.

(c) 1430 to 1530 - Pilot and Observer - Mock-up IFI/IFE.

b. Squadrons may schedule one (1) crew for each date assigned them as indicated below:

(1) 381BS - August 1, 4, 9, 12, 17, 22, 25 and 30.

(2) 380BS - August 2, 5, 10, 15, 18, 23, 26 and 31.

(3) 379BS - August 3, 8, 11, 16, 19, 24 and 29.



J 3 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JOHN H. de RUSSY
Colonel, USAF
Commander

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 7 CYS
310DM, 5 CYS
379BOMRON, 5 CYS
380BOMRON, 5 CYS
381BOMRON, 5 CYS
310AREFS, 5 CYS
310AA&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 200-55

COMMUNICATIONS

HQ 310BOMWG
ANNEX C
OPORD 200-55
1 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 200-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 August 1955, 0001Z

Omitted.

JOHN H. de RUSSY
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 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, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
ANNEX C
OPORD 200-55
1 AUG 55

0385

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS MEMORANDUM)

NUMBER 51-7)

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

29 August 1955

FLYING TRAINING

Logging of First Pilot Time B-47 Aircraft

1. PURPOSE: To establish a policy within the 310th Bombardment Wing on logging of first pilot time in the B-47 aircraft.

2. RESPONSIBILITY: It will be the responsibility of the tactical squadron commanders and the squadron operations officers to insure compliance with the provisions of this Memorandum.

3. PROCEDURES:

a. In order to qualify aircraft commanders in a minimum amount of time to perform touch and go landings according to the provisions of SAC REG 55-50, the following procedures will become effective on the publication of this Memorandum.

(1) On all flights, the aircraft commander will log not less than 75% of the total time flown as first pilot.

(2) Pilots will not log more than 25% of total time flown as first pilot.

b. The above procedures will apply only until such time as the aircraft commander has the minimum amount of time as specified by SAC REG 55-50 and has demonstrated proficiency in touch and go landing techniques to a qualifie instructor pilot.

c. The provisions of this Memorandum pertains only to combat ready or higher category crews within the 310th Bombardment Wing.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

J 3 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

SUBJECT: 310th Bomb Wing Operations Order 202-55

TO: See Distribution

Inclosed is 310th Bomb Wing Operations Order 202-55, published under authority contained in SAC Regulation 51-24, 10 Jan 55, and 8th Air Force Message ODT4 50594, dated 271940Z July 1955.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1st Lt., USAF
Adjutant

1 Incl
HQ 310BOMWG OPORD 202-55

DISTRIBUTION:

COMDRAF 8, 1 CY
COMAIRDIV 802, 2 CYS
COMBOMWG 310, 2 CYS
COMABGP 802, 4 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREPS, 1 CY
310FMS, 2 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310DO, 4 CYS
310DM, 4 CYS
3942nd SES, 1 CY
3943rd SES, 1 CY

0387

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

TABLE OF CONTENTS

OPERATIONS ORDER NR 202-55

ANNEX "A" - SCHEDULES

Appendix "I" - Crew Evaluation Schedule

Appendix "II" - General Briefing Schedule

Appendix "III" - Support Personnel Schedule

Appendix "IV" - Pre-Evaluation Training Schedule

ANNEX "B" - FLIGHT DATA





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 202-55

EVALUATION OF LEAD CREWS

HQ 310BOMWG
OPORD 202-55
15 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

OPERATIONS ORDER NUMBER 202-55

CHART OR MAP REFERENCES: Not Applicable

TASK ORGANIZATIONS:

| | |
|---|---|
| 802nd Air Base Group | Col Jack L. Randolph |
| 379th Bombardment Squadron | Lt Col Howard L. McClatchy |
| 380th Bombardment Squadron | Lt Col Samuel R. McDaniell Jr. |
| 381st Bombardment Squadron | Lt Col Harold G. Fulmer |
| 310th Air Refueling Squadron | Maj Jack N. Fancher |
| 310th A&E Squadron | Lt Col James E. Jordan Jr. |
| 310th Periodic Maintenance Squadron | Lt Col Arnold R. Megenity |
| 310th Field Maintenance Squadron | Maj Malcom H. Stricklin |

1. GENERAL SITUATION: A requirement exists for evaluation of lead crews assigned within the 310th Bombardment Wing, Medium. Reporting date for designated crews to the 3943rd Strategic Evaluation Squadron, Davis-Monthan AFB, Arizona is 24 October 1955. Reporting dates for designated crews to the 3942nd Strategic Evaluation Squadron, MacDill AFB, Florida, are 6 September, 17 October and 14 November 1955. Missions flown by attending crews are considered to be missions ordered by higher Headquarters and have priority over all missions except rotation movements.

a. The purpose of evaluation is to determine the capability of an individual or a crew to perform the assigned mission.



J 3 9 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Intelligence:

(1) Enemy Forces: Omitted

(2) Friendly Forces:

(a) 36th Air Division, Davis-Monthan AFB, Arizona:

1. Provide housing and mess facilities for TDY personnel.

2. Provide base maintenance support for aircraft maintenance which is beyond the capability of 310BW support personnel. 310BW support personnel will be utilized to the maximum extent practicable in accomplishing such maintenance.

3. Furnish J-47-25 engine support from local assets.

(b) 6th Air Division, MacDill AFB, Florida:

1. Provide housing and mess facilities for TDY personnel.

2. Provide base maintenance support for aircraft maintenance which is beyond the capability of 310BW support personnel. 310BW support personnel will be utilized to the maximum extent practicable in accomplishing such maintenance.

3. Furnish J-47-25 engine support from local assets.

(c) 3908th Strategic Evaluation Group, MacDill AFB, Florida:



0391

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. In conjunction with subordinate organizations, 3943rd Strategic Evaluation Squadron and 3942nd Strategic Evaluation Squadron, conduct evaluation of attending 310BW crews and render reports, records and information to Commander, 310BW as required by SAC Reg 51-24, Subject: Evaluation of Select and Lead Crews dated 10 January 1955.

2. MISSION: To provide 310th Bombardment Wing lead crews in place at Davis-Monthan AFB and MacDill AFB complete with B-47 aircraft, maintenance support personnel and designated aircraft maintenance equipment/tools for evaluation as directed by higher Headquarters. Upon completion of each evaluation period air crews and support personnel will return to this station.

3. TASKS FOR SUBORDINATE UNITS:

a. 802nd Air Base Group:

(1) Provide inflight lunches for air crews and support personnel departing Smoky Hill AFB for TDY stations.

(2) Prepare weather cross section including winds for each participating air crew.

(3) Insure GCA monitoring of aircraft take-offs and landings.

(4) Provide adequate fueling facilities for participating aircraft.

(5) Fuel Loads:

1. As directed by tactical organizations.



U 3 9 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Provide fire and crash truck facilities in place for all take-offs and landings.

(7) Provide type O-15 and O-23 film for each aircraft.

(8) Provide transportation for support personnel and equipment to Davis-Monthan AFB and MacDill AFB. See Appendix III, Annex "A" for schedule of approximate airlift requirements and departure dates.

b. 379th, 380th and 381st Bombardment Squadrons:

(1) Provide air crews and aircraft for evaluation. See Appendix I, Annex "A" for schedule information.

(2) Deploy ground crews assigned to each aircraft to TDY station for performance of routine flight maintenance. Sufficient hand tools to accomplish the mission will accompany subject personnel. These personnel will be utilized to the maximum extent practicable by the TDY base maintenance in the performance of required maintenance which is beyond the scope of 310BW ground crews. See Appendix III, Annex "A" for deployment schedule.

(3) Insure that ground crews are capable of performing ground refueling using the single point refueling system. One refueling panel will accompany each aircraft.

(4) Insure that ground crews are capable of accomplishing hoist replacement if necessary and of routine maintenance of all bombing and associated electrical systems.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Deploy one (1) type B-4 maintenance stand and one (1) 3-step crew chief stand to TDY station.

(6) Insure that each crew is equipped with the following personal equipment:

1. Oxygen Mask MS 2201 with adapter for bail out bottle.
2. Emergency Oxygen Cylinder Type H-2 (Bail out Bottle).
3. Helmet type P-4 or equivalent.
4. Jacket B-15.
5. Suit flying L-1A.
6. Knife, 5 inch with sheath.
7. Boot, A-17 or equivalent.
8. Parachute back 28 feet. (With F-1A Automatic release for flights over 35,000 feet). One spare chute will be carried.
9. A-1 Kit.
10. URC-4 radio (will be included in A-1 Kit, Modified).
11. R-1 Suit.
12. A3B Raft.
13. Weapon (Minimum of two (2) Cal .38 or .45 with ammunition).
14. B-5 Vest.
15. Professional Kits.

NOTE: All personal equipment will be in current inspection status so as not to become due during the evaluation period.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) Insure that the following records accompany crews reporting for evaluation:

(a) Identification Tags.

(b) DD Form 2AF, Identification Card for Officers and Airmen on Active Duty.

(c) SAC Form 138, Restricted Area Badge.

(d) A certificate pertaining to the phase of profiency attained in judo training by each individual crew member.

(e) A certificat pertaining to the phase of proficiency attained in hand gun training by each individual crew member.

(f) A complete and certified copy of each of the following:

1. A record of the electrical flight circuit test (FCT) of the bombing system.

2. Preflight inspection of the bomb release system.

3. A certificate from the Commander, 310th A&E that the bomb bay is in the proper configuration for the type bomb assigned to the crew as a primary EWP consideration.

(g) Provide a bomb commander folder for each which will contain, in addition to the prescribed information (SAC ASOP 55-1), a letter from the Tactical Squadron Commander to the appropriate Evaluation Squadron Commander, ATTENTION: Special Weapons Officer, which will indicate the following:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. The specific special weapons crew duties assigned to each crew member (i.e., AC/BC, P/BC, primary IFI, secondary IFI, flight control box operator, etc).

2. The type of weapon assigned to the crew as a primary EWP consideration. (This type weapon will be used for evaluation where facilities permit).

3. The type of weapon assigned to the crew as a secondary EWP consideration. (This type weapon will be used for evaluation as a substitute for the primary consideration).

(8) Request orders placing all crews scheduled for evaluation on flight test crew status.

(9) Insure that participating crews have satisfactorily completed all phases of the 310th Bomb Wing Pre-Evaluation Training Program.

(10) Insure that participating crews are thoroughly familiar with the contents of SAC Reg 51-24, Subject: Evaluation of Select and Lead Crews, 10 January 1955; Supplement I, Subject: Evaluation of Medium Bombardment and Reconnaissance Select and Lead Crews (Jet, 10 January 1955 and Change 1, thereto, dated 16 May 1955.

(11) Flight plan flights to and from TDY stations to insure maximum accomplishment of individual crew SAC Reg 50-8 training requirements.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(12) Insure that crews are fully qualified for their crew position in accordance with SAC directives and that crews have been established a minimum of thirty (30) days prior to evaluation reporting date.

(13) Insure that aircraft are properly configurated and meet all requirements of SAC Reg 51-24 and Supplement I, thereto.

(14) Insure the availability of crews at scheduled briefings. See Appendix II, Annex A for schedule.

(15) Insure the provision of adequate crew rest for all crew members prior to departure for TDY station. Sac Reg 51-19.

(16) Insure that all aircraft are equipped with current Radio Facility Charts, Pilots' Handbooks and/or Jet Letdown Procedures for the route of planned flight. Additionally, insure that aircraft commanders have current Dash-1 Technical Orders in their possession.

(17) Aircraft security procedures, including anti-sabotage inspections of aircraft prior to flight, will be in accordance with applicable directives. (Reference SAC Manual 170-1). In the event of emergency landing, aircraft commanders will be responsible for security of aircraft.

(18) Aircraft commanders will conduct briefing on emergency and survival procedures for all crew members prior to flight.



J 3 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(19) In case of an abort the Squadron Flight Line Maintenance Officer, the Squadron Operations Officer and the A & E Flight Line Officer will meet the aircraft in accordance with paragraph 5a(1) of SAC Reg 66-11, 28 September 1954.

(20) A project officer will be appointed in each squadron with crews scheduled for SES to coordinate with A & E, assemble required certificates etc.

(21) The following officers are assigned as Pre-Evaluation Training Program Project Officers.

(a) Major D.L. Field - Project Officer.

(b) Major H.L. Erickson - Ground Training.

(c) LtCol M.J. Stublarec - Observer Training.

NOTE: See Appendix I, Annex A, for Evaluation Schedule of Lead Crews.

c. 310th Field Maintenance Squadron:

(1) Provide support for preparation of aircraft scheduled for participation in evaluation.

(2) Provide personnel for deployment to TDY stations for period of evaluation. See Appendix III, Annex A.

d. 310th Periodic Maintenance Squadron:

(1) Provide support for preparation of aircraft scheduled for participation in evaluation.

e. 310th Armament and Electronics Squadron:

(1) Insure that all aircraft including spares have operational



J 3 9 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

radar, M-1 compass, radio and rendezvous equipment, O-15 and O-23 cameras. Radar beacon frequencies will be checked and properly channelized.

(2) Provide IFM Kits, spare amplifiers and tubes.

(3) Provide personnel for deployment to TDY stations for period of evaluation. See Appendix III, Annex A.

(4) Insure that aircraft departing this station and ground spares meet the following requirements:

(a) Ammunition cans will be fully loaded.

(b) O-15 and O-2[illegible] camera systems will have fully loaded magazines.

(c) All photo, bombing, and navigational equipment will be currently calibrated in compliance with applicable directives.

(d) Aircraft will meet the requirements for gunnery evaluation of TO 11-70-15, 15 May 1954. The gunnery system will be harmonized in accordance with current directives. If the aircraft condition precludes thorough evaluation, the gunnery evaluation will be terminated and will constitute an evaluation failure.

(e) The K-System will be in operating condition and with no delayed maintenance or discrepancies that will effect the evaluation mission.

(f) Insure that aircraft have the following for Special Weapons Evaluation:



J 3 9 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) Bomb Bay configuration as required for the type weapon assigned to the crew as a primary EWP consideration.

1. Pull-out cables.
2. Sway braces.
3. Arming control.
4. U-2 Rack.
5. Complete set of bomb loading slings, as applicable.
6. C-9 hoists and cables completely installed and in compliance with all current Technical Orders.

(g) Insure that electrical flight circuit test (FCT) of the bombing system has been performed in accordance with existing special weapons check sheets and/or in accordance with current Technical Orders. The results of these checks will be available to the bomb commander for delivery, upon reporting to the appropriate Strategic Evaluation Squadron.

3. GENERAL INSTRUCTIONS:

(1) Operational control of B-47 aircraft will be maintained by Headquarters, 310th Bomb Wing during flight to and from TDY stations. Operational control of aircraft during the evaluation period will be assumed by the applicable Strategic Evaluation Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Liaison officer personnel for the separate evaluation periods will be designated by Director of Operations, 310th Bomb Wing.

(3) The Pre-Mission Planning Meeting will be held in conjunction with the monthly 60-9 meeting in August 1955.

(4) General Briefing will be conducted in accordance with schedule included App II, Annex A. Crews will enter as a team and be in their seats ten (10) minutes prior to the scheduled briefing time.

(5) Target study will be accomplished at 310th Bomb Wing Intelligence. See schedule, Appendix IV, Annex A.

(6) Tactical Squadron Commanders will submit a complete loading list and flight order to the 310th Bomb Wing Control Room not later than five (5) days prior to departure of individual crews from this station.

(7) Radar (dash-1) operational checks and aircraft general shake down will be accomplished as directed by Director of Operations, 310th Bomb Wing.

(8) Enroute Navigation:

(a) B-47 and support KC-97 aircraft routes and performance data will be as planned by the individual Tactical Squadrons.

(9) Enroute Bombing:

(a) As planned by individual Bombardment Squadrons. Requests for RBS sites and times will be coordinated through the Wing Observer, 310th Bomb Wing.



J 4 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(10) Weather minima will be as established by local regulations or AFR 60-16 which ever is higher.

(11) Fuel minimum will be in accordance with applicable regulations.

(12) Ground support personnel will be returned to home station upon completion of each evaluation period.

(13) Director of Operations, 310th Bomb Wing will:

(a) Provide the 4392nd and 4393rd Strategic Evaluation Squadron Commanders with one (1) each complete indexed set of current 310th Bomb Wing Operations Memorandums and regulations pertaining to B-47 aircraft and equipment on which crews will be evaluated.

(b) Establish and provide Pre-Evaluation Training Program. See App IV, Annex A, for curriculum and schedule.

(c) Insure accomplishment of inflight emergency procedure check in accordance with SAC Reg 51-4 by 310th Bomb Wing Standardization Board crew to complete standardization check.

(d) Insure review in accordance with SAC Reg 50-28 of all information available on radar and visual RBS gross errors. Information, excluding radar photography, will be provided by 3908th Strategic Evaluation Group.

(e) Insure air mailing of copies of each order placing combat crew members and maintenance support personnel on TDY to the applicable Strategic Evaluation Squadron not later than three (3) days prior to reporting date as follows:

1. Five (5) copies to appropriate Evaluation Squadron.



10402

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. One (1) copy to Headquarters 8th Air Force.

3. Orders will be unclassified and will include:

a. Crew numbers of crews scheduled to be evaluated.

b. Name, grade, service number, crew position of combat crew members, duty AFSC of crew members and maintenance support personnel, and security clearance of each individual.

c. Clearance status for crew members, TOP SECRET.

(g) Insure dissemination to appropriate organizations and/or agencies of flying training accomplishments, scored radar plots and visual runs accomplished upon receipt from Headquarters, 3908th Strategic Evaluation Group.

(h) Insure that applicable Strategic Evaluation Squadrons are notified, not later than 24 hours prior to scheduled departure of ground support personnel form Smoky Hill AFB, of the estimated time of arrival at TDY station.

(14) Director of Material, 310th Bomb Wing will:

(a) Insure that B-47 aircraft scheduled for evaluation have not more than one hundred fifty (150) hours since accomplishment of last periodic inspection. Above limit is applicable to arrival at the TDY station.

(b) Insure modification of aircraft to provide for a fourth crew member on the aisle-way for the accomodation of the evaluator. Modification should include a seat, safety belt and an oxygen hose extension for the walk around bottle which will be plugged into the main oxygen system.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Insure that a spare aircraft meeting the above criteria is available for each aircraft scheduled for departure to Strategic Evaluation Squadron.

(15) Flying Safety:

(a) Adherence to flying safety principles will be emphasized.

(b) Flights to and from TDY stations will be planned to insure terrain clearance by 2000 feet within 25 nautical miles of course, except during take-offs and landings.

(c) Crews will avoid all airspace restricted areas.

(d) Tactical Squadron Commanders will insure that crews are briefed on GCA and IFR procedures for applicable TDY station.

(e) All instrument approaches will be monitored by the crew observer utilizing airborne radar.

(f) Aircraft will be cleared in accordance with Air Force Regulation 60-16.

(16) Reports:

(a) Reports requirements of SAC Reg 51-24 are not applicable to Headquarters, 310th Bomb Wing.

(17) Request for orders:

(a) Request for orders will be submitted by organizations concerned no later than two weeks prior to date of departure.

5. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Material:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) In coordination with respective Tactical Squadrons, the Director of Material, 310th Bomb Wing will select and insure the operational readiness of aircraft participating in evaluation. Aircraft will meet all requirements of SAC Regulation 51-24 and Supplement 1, thereto. Control Room, 310th Bomb Wing will be advised upon confirmation of aircraft selection.

(2) Complete checks on walk-around bottles will be accomplished and the operational readiness of this equipment insured.

b. Budget and Accounting:

(1) The SAC Funding Serial Number for the period of temporary duty at the 3942nd and 3943rd Strategic Evaluation Squadrons is OM-3, assigned in accordance with Paragraph 2609, SAC Manual 172-1, July 1951 as ammended.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications:

(1) Enroute communications will be in accordance with SACCKI, applicable JANAP's, ACP's, current Radio Facility Charts and SAC Regulation 50-4.

(2) Aircraft call signs will be "GRANVILLE" suffixed by assigned two-digit numbers.

(3) VHF, UHF and HF channelization will be in accordance with SACCKI and current Radio Facility Charts.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Visual identification and recognition will be in accordance with SACCEI 2407.3 and SAC Regulation 55-23.

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

JOHN H. de BUSSY
Colonel, USAF
Commander

Annexes:
"A" Schedules
"B" Navigation and Flight Data

DISTRIBUTION:
COMDRAF 8, 1 CY
COMAIRDIV 802, 2 CYS
COMBOMWG 310, 2 CYS
COMABGP 802, 4 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 1 CY
310FMS, 2 CYS
310PMS, 2 CYS
310A&E, 2 CYS
310DO, 4 CYS
310DM, 4 CYS
3942nd SES, 1 CY
3943rd SES, 1 CY

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



0406

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 202-55

SCHEDULES

HQ 310BOMWG
ANNEX "A"
OPORD 202-55
15 AUG 55

0407

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 202-55

CREW EVALUATION SCHEDULE

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

| CREW NR. | NAME | SQUADRON | PLACE | TIME |
|---|---|---|---|---|
| L-29 | ANDERSON | 380BOMRON | MacDill | Before 1300 EST, 6 SEP 55 |
| L-43 | AUSTIN | 381BOMRON | MacDill | Before 1300 EST, 17 OCT 55 |
| L-08 | PRESTON* | 380BOMRON | Davis-Monthan | 0900-1500 MST, 24 OCT 55 |
| L-19 | BENNETT* | 379BOMRON | MacDill | Before 1300 EST, 14 NOV 55 |
| L-32 | KRUSE | 380BOMRON | MacDill | " " " |
| L-37 | HUBBES | 381BOMRON | MacDill | " " " |
| L-34 | EVANS | 381BOMRON | MacDill | " " " |
| L-12 | MANN | 381BOMRON | (Alternate) | |

* Denotes that crew is the alternate for the preceding evaluation period. Designated alternate crews will attend the 310th Bomb Wing Pre-Evaluation Training Program scheduled for the group for which they are an alternate.

HQ 310BOMWG
APP I, Annex "A"
OPORD 202-55
15 AUG 55

J 4 0 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "II"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 202-55

GENERAL BRIEFING SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

| DATE | TIME | CREW | SQUADRON | PLACE |
|---|---|---|---|---|
| 5 SEP 55 | 1400 | ANDERSON | 380BOMRON | 380th Briefing Room |
| 14 OCT 55 | 1400 | AUSTIN | 381BOMRON | 381st Briefing Room |
| 21 OCT 55 | 1400 | PRESTON | 380BOMRON | 380th Briefing Room |
| 11 NOV 55 | 1400 | BENNETT | 379BOMRON | 381st Briefing Room |
| " " | 1400 | KRUSE | 380BOMRON | " " |
| " " | 1400 | HUBBES | 381BOMRON | " " |
| " " | 1400 | EVANS | 381BOMRON | " " |

HQ 310BOMWG
APP II, Annex "A"
OPORD 202-55
15 AUG 55

0409

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "III"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 202-55

SUPPORT PERSONNEL SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0002Z

TDY STATION - MACDILL AFB, FLORIDA

| DEP DATE | NR PERS | AFSC OR DUTY | ORGANIZATION | APPROX DURATION TDY |
|---|---|---|---|---|
| 5 SEP 55 | 1 | 43171E | 380BOMRON | 20 days |
| 5 SEP 55 | 2 | 43151E | 380BOMRON | 20 days |
| 5 SEP 55 | 1 | 32150E | 310A&E | 20 days |
| 5 SEP 55 | 2 | 42350 | 310FMS | 20 days |
| 5 SEP 55 | 1 | 42250 | 310FMS | 20 days |
| 5 SEP 55 | 1 | 42172 | 310FMS | 20 days |
| 5 SEP 55 | 1 | 32350C | 310A&E | 20 days |
| 5 SEP 55 | 1 | 32170E | 310A&E | 20 days |
| 5 SEP 55 | 1 | 30150 | 310A&E | 20 days |
| 5 SEP 55 | 1 | 30171 | 310A&E | 20 days |
| 5 SEP 55 | 1 | 46270 | 310A&E | 20 days |
| 5 SEP 55 | 1 | 46250 | 310A&E | 20 days |
| 5 SEP 55 | 1 | Liaison Officer | | 20 days |

HQ 310BOMWG
APP III, Annex "A"
OPORD 202-55
15 AUG 55

0410

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NOTE: Aircraft ground crew, 43171's, 43250's and 32150E's are assigned to each aircraft in accordance with Supplement I, SAC Reg 51-24, Paragraph 3a(1). All other support personnel are assigned for overall 310th Bomb Wing Maintenance Support for TDY aircraft.

| DEP DATE | NR PERS | AFSC OR DUTY | ORGANIZATION | APPROX DURATION TDY |
|---|---|---|---|---|
| 16 OCT 55 | 1 | 43171E | 381BOMRON | 20 days |
| 16 OCT 55 | 2 | 43151E | 381BOMRON | 20 days |
| 16 OCT 55 | 1 | 32150E | 310A&E | 20 days |
| 16 OCT 55 | 2 | 42350 | 310FMS | 20 days |
| 16 OCT 55 | 1 | 42250 | 310FMS | 20 days |
| 16 OCT 55 | 1 | 42172 | 310FMS | 20 days |
| 16 OCT 55 | 1 | 32350C | 310A&E | 20 days |
| 16 OCT 55 | 1 | 32170E | 310A&E | 20 days |
| 16 OCT 55 | 1 | 30150 | 310A&E | 20 days |
| 16 OCT 55 | 1 | 30171 | 310A&E | 20 days |
| 16 OCT 55 | 1 | 46270 | 310A&E | 20 days |
| 16 OCT 55 | 1 | 46250 | 310A&E | 20 days |
| 16 OCT 55 | 1 | Liaison Officer | | 20 days |

TDY STATION - DAVIS MONTHAN AFB, ARIZONA

| DEP DATE | NR PERS | AFSC OR DUTY | ORGANIZATION | APPROX DURATION TDY |
|---|---|---|---|---|
| 23 OCT 55 | 1 | 43171E | 380BOMRON | 20 days |
| 23 OCT 55 | 2 | 43151E | 380BOMRON | 20 days |
| 23 OCT 55 | 1 | 32150E | 310A&E | 20 days |
| 23 OCT 55 | 2 | 42350 | 310FMS | 20 days |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | |
|---|---|---|---|---|
| 23 OCT 55 | 1 | 42250 | 310FMS | 20 days |
| 23 OCT 55 | 1 | 42172 | 310FMS | 20 days |
| 23 OCT 55 | 1 | 32350C | 310A&E | 20 days |
| 23 OCT 55 | 1 | 32170E | 310A&E | 20 days |
| 23 OCT 55 | 1 | 30150 | 310A&E | 20 days |
| 23 OCT 55 | 1 | 30171 | 310A&E | 20 days |
| 23 OCT 55 | 1 | 46270 | 310A&E | 20 days |
| 23 OCT 55 | 1 | 46250 | 310A&E | 20 days |
| 23 OCT 55 | 1 | Liaison Officer | | 20 days |

TDY STATION - MACDILL AFB, FLORIDA

| DEP DATE | NR PERS | AFSC OR DUTY | ORGANIZATION | APPROX DURATION TDY |
|---|---|---|---|---|
| 13 NOV 55 | 1 | 43171E | 379BOMRON | 20 days |
| 13 NOV 55 | 3 | 43151E | 379BOMRON | 20 days |
| 13 NOV 55 | 1 | 43171E | 380BOMRON | 20 days |
| 13 NOV 55 | 3 | 43151E | 380BOMRON | 20 days |
| 13 NOV 55 | 2 | 43171E | 381BOMRON | 20 days |
| 13 NOV 55 | 6 | 43151E | 381BOMRON | 20 days |
| 13 NOV 55 | 4 | 32150E | 310A&E | 20 days |
| 13 NOV 55 | 4 | 42350 | 310FMS | 20 days |
| 13 NOV 55 | 2 | 32350C | 310FMS | 20 days |
| 13 NOV 55 | 1 | 46250 | 310FMS | 20 days |
| 13 NOV 55 | 1 | 32170E | 310A&E | 20 days |
| 13 NOV 55 | 1 | 30150 | 310A&E | 20 days |
| 13 NOV 55 | 1 | 30171 | 310A&E | 20 days |
| 13 NOV 55 | 1 | 46270 | 310A&E | 20 days |



0412

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | |
|---|---|---|---|---|
| 13 NOV 55 | 2 | 42250 | 310FMS | 20 days |
| 13 NOV 55 | 2 | 42172 | 310FMS | 20 days |
| 13 NOV 55 | 1 | Liaison Officer | | 20 days |

NOTE: Aircraft ground crew, 43171's, 43250's and 32150E's are assigned to each aircraft in accordance with Supplement I, SAC Reg 51-24, Paragraph 3a(1). All other support personnel are assigned for overall 310th Bomb Wing Maintenance Support for TDY aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

APPENDIX "IV"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 202-55

GROUND TRAINING SCHEDULES

HQ 310BOMWG
APP IV, Annex "A"
OPORD 202-55
15 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Schedule # [illegible]st Week AC and Pilot)

| TIME | 15th MONDAY | 16 TUESDAY | 17 WEDNESDAY | 18 THURSDAY | 19 FRIDAY |
|---|---|---|---|---|---|
| 0730 | JUDO<br>Building 652 | JUDO<br>Building 652 | | | |
| 0830 | | | A-5 Gunnery<br>Systems<br>(At the Aircraft<br>CO-Pilot only) | Base Instrument<br>School<br><br>Building 936 | Base Instrument<br>School<br><br>Building 936 |
| 0930 | C11<br>(AC and Pilot) | T1A Pilot | | | |
| 1030 | | EEI<br>Intelligence | | | |
| 1130 | LUNCH | Building 936<br>LUNCH | LUNCH | LUNCH | LUNCH |
| 1230 | Simulator | A-5 Gunnery<br>System<br>(Co-pilot only)<br>Lt Alden<br>Annex "B"<br>310BW Ops Ord<br>202-55<br>10 AUG 55 | Special Weapons<br>Refresher<br><br>Building 801 | Base Instrument<br>School<br><br>Building 936 | Base Instrument<br>School<br><br>Building 936 |
| 1330 | | | | | |
| 1430 | | | | | |
| 1530 | JUDO | | | | |
| 1630 | | | | | |

0 4 1 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Schedule #1 Observer 1st Week)

| TIME | 15th MONDAY | 16th TUESDAY | 17th WEDNESDAY | 18TH THURSDAY | 19TH FRIDAY |
|---|---|---|---|---|---|
| 0730 | JUDO | JUDO | Supervised U-2 release system. Preflight to be preformed by Obs and supervised by a S/B or instructor Obs with appl. A&E or Tech Rep. | Orientation, cover SES ground and Flight schedules SES Local SOP, Recommended crew procedures. (Instructor - Wing S/B Observer). | SES routes, route procedures, navigation methods, RBS targets, required accomplishments and critical items (Orientation and study) (Wing Observer) |
| 0830 | Perform a Complete K-System preflight at the aircraft. Supervised, Sqd Obs, or instructor Observer. (At ACFT | EEI Intelligence Building 936 | | | |
| 0930 | | | | | |
| 1030 | | | | | |
| 1130 | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH |
| 1230 | T-2A | Supervised Instruction in U-2 release system, bombing release systems. (Air, elect, and Hydraulic). (At the aircraft) | Special Weapons Refresher Building 801 | Supervised review of high speed dead reckoning, procedures, grid navigation, normal and emergency procedures. (Instructor S/B or instructor Observer). | Route and SES designated targets (study) (Wing Observer and Target study section) |
| 1330 | | | | | |
| 1430 | Annex "B" 310BW Ops Ord 202-55 10 AUG 55 JUDO | | | | |
| 1530 | | | | | |
| 1630 | | | | | |

U 4 1 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Schedule #1 2nd Week- AC and Pilots)

| TIME | 22nd MONDAY | 23rd TUESDAY | 24th WEDNESDAY | 25th THURSDAY | 26th FRIDAY |
|---|---|---|---|---|---|
| 0730 | | | | | |
| 0830 | Special Weapons Refresher | Mission Planing | Flight | Special Weapons Refresher | Special Weapons IFI and IFE |
| 0930 | Building 801 | Squadron | | Building 801 | Emergency Procedures |
| 1030 | | | | | Building 801 |
| 1130 | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH |
| 1230 | Simulator | Mission Briefing | | Special Weapons Refresher | Special Weapons |
| 1330 | Annex "B" 310BW Ops Ord 202-55 10 AUG 55 | | Flight | Building 801 | IFI and IFE |
| 1430 | | Proficiency and Emergency Procedure Test & Review. (Wing Operations) | | | Emergency Procedures Building 801 |
| 1530 | | | | | |
| 1630 | | | | | |

0417

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(Schedule #1 Observer 2nd Week)

| TIME | 22nd MONDAY | 23th TUESDAY | 24th WEDNESDAY | 25th THURSDAY | 26th FRIDAY |
|---|---|---|---|---|---|
| 0730 | Special Weapons Refresher Building 801 | Mission Planning (Squadron) | Fligth | Special Weapon Refresher Building 801 | Special Weapons IFI and IFE Emergency Procedure Building 801 |
| 0830 | | | | | |
| 0930 | | | | | |
| 1030 | | | | | |
| 1130 | LUNCH | LUNCH | LUNCH | LUNCH | LUNCH |
| 1230 | Perform a Complete K-system Polar preflight at the aircraft (PP 41-42 SAC Manual 50-38) (Supervised by Sqdn Observer or instructor Observer (At the aircraft) | Mission Briefing (Squadron) | Flight | Special Weapons Refresher Building 801 | Special Weapons IFI and IFE Emergency Procedures Building 801 |
| 1330 | | Proficiency and Emergency Procedure Test and review. (Wing Operations) Annex "B" to 310BW Ops Ord 202-55, 10 AUG 55 | | | |
| 1430 | | | | | |
| 1530 | | | | | |
| 1630 | | | | | |

0418

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
15 August 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 202-55

FLIGHT DATA

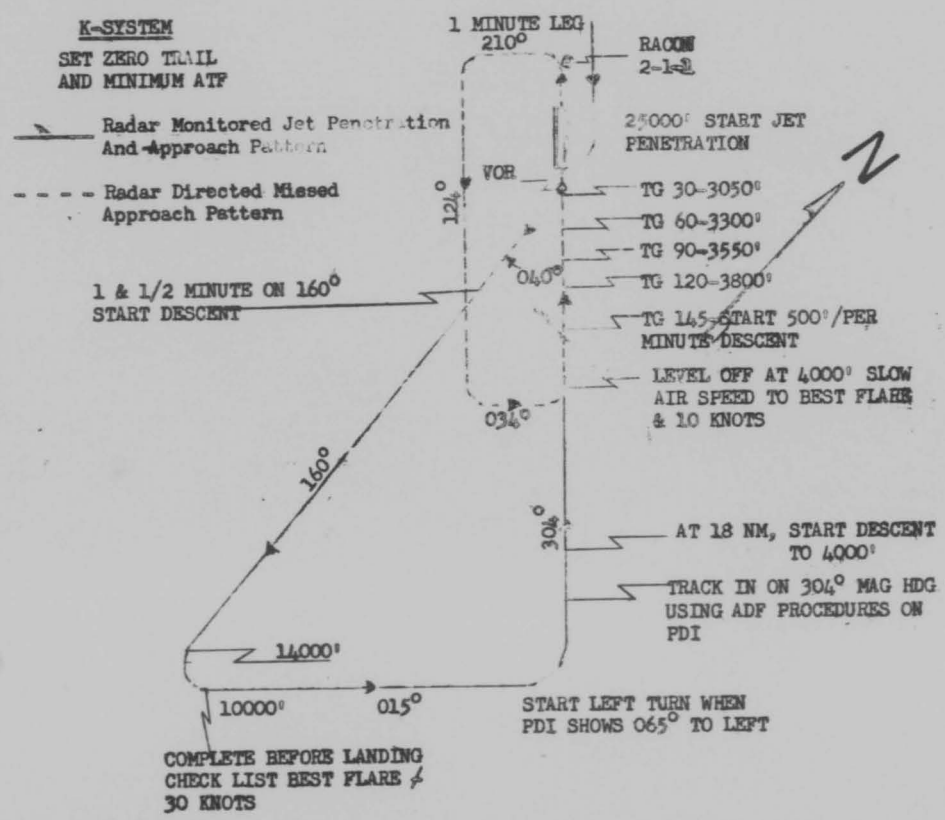
HQ 310BOMWG
Annex "B"
OPORD 202-55
15 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# JET PENETRATION
## AND
# RADAR MONITORED APPROACH
### DAVIS MONTHAN AFB, FIELD ELEVATION 2688'




J 4 2 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 HISTORIAN
4 CYS

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 300-55

NICKNAME "POST HOLE"

HQ 310BOMWG
OPORD 300-55
23 AUG 55

CONFIDENTIAL

310-501
3654-c

0421

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

OPERATIONS ORDER 300-55

TASK ORGANIZATIONS:

| | |
|---|---|
| 379TH BOMRON | LTCOL Howard L. McClatchy |
| 380TH BOMRON | LTCOL Samuel R. McDaniell |
| 381ST BOMRON | LTCOL Harold G. Fulmer |
| 310TH FMS | MAJ Malcom M. Stricklin |
| 310TH A&E SQ | LTCOL James E. Jordan |
| 310TH HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: In accordance with 8AF OPORD 300-55, dated 1 JUL 55, a requirement exists for the 310th BOMWG to fly a simulated radar bombing evaluation mission against a BRAVO type target. This mission will be conducted on the nights of 29, 30 and 31 AUG 55. The unclassifed nickname of this exercise is "POST HOLE".

a. Intelligence:

(1) Enemy Forces: Omitted.

(2) Target Materials: Obsolescent target materials furnished by higher headquarters are the only materials permissible for this mission. This material is at least 15 years old.

b. Friendly Forces:

(1) Mobile Radar Bomb Scoring Detachment in place near the target at Lawrenceville Airport, Illinois. This is known as Vincennes Bomb Plot.

(2) 802d ABGRU will provide:

(a) Necessary ground transportation.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(b) Necessary ground refueling support.

(c) Necessary messing and flight lunches.

(d) Necessary security.

2. MISSION: To conduct a simulated radar bombing evaluation against a "BRAVO" type target, the runway intersection of Lawrenceville Airport, located near Vincennes, Indiana using obsolescent target materials. This evaluation will be conducted in accordance with SAC REG 50-42, dated 11 FEB 55.

a. The purposes of this exercise are:

(1) To determine this Wing's bombing capability on an airfield target utilizing target materials based on 15 year old photography.

(2) To exercise and appraise the Wing Staff and crews in the planning and execution of this type mission.

(3) To exercise and appraise the capability of photo-interpreters of the Wing in scoring bomb impact points from scope photography and to determine yield and height of burst from simulated An/ASH-4 photography.

3. TASKS FOR SUBORDINATE UNITS:

a. 379th BOMRON will:

(1) Provide all available combat ready crews to accomplish this mission.

(2) Provide aircraft for these crews and such aircraft as are required for staff crews.

b. 380th BOMRON: Same as 3a above.

c. 381st BOMRON: Same as 3a above.

d. 310th FMS will provide specialist support as required by tactical squadrons for this mission.

e. 310th A&E will: Same as 3d above.

f. 310th HEDRON will provide:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) Briefing and interrogation teams.

(2) Tower officer to be in place during aircraft movement.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt.

(2) All available combat ready crews will be scheduled for this mission. Non-combat ready crews may be scheduled.

(3) Crews will be scheduled in three increments for the periods assigned for use of Vincennes Bomb Plot. Crews which abort prior to the IP may be rescheduled on the second or third nights. There will be no make-up period for those crews aborting the third night.

(4) Crews and/or aircraft which overfly the IP will not be rescheduled [redacted] duration of this Wing's participation.

(5) Route: See Annex "A".

(6) No RBS run will be accomplished enroute to the target.

(7) No aircraft of this Wing will fly within 75 nautical miles of the target or within 50 nautical miles of the IP at Decatur, Illinois prior to flying this mission.

(8) All runs on this mission will be called to the bomb plot as practice runs. Scores will be considered equally with record runs for evaluation purposes but will not count for or against quality or quantity training requirements of SAC REGS 50-8 and 51-26.

(9) Optical assistance will not be permitted on this bomb run. All optics will be obscured for the entire mission.

(10) Crews will complete SAC Forms 284 and 285 (Photo Logs) as specified in SAC REG 50-42. These logs must be complete and accurate.

(11) Normal RBS scoring procedures in accordance with SAC REG 50-4 will apply during this exercise.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(12) Circular errors of 7000 feet or greater will be considered gross errors. Crews aborting between the IP and target will be given a gross error of 7000 feet. Crews scored off the RBS plotting board will be given a score based on the point at which they went off the board.

(13) Crews will insure that the aircraft passes directly over the IP and that a track to target is established upon departing the IP.

(14) Each radar observer scheduled for this evaluation will complete a minimum of ten ultrasonic trainer runs on the target plate of Lawrenceville, four hours of target study by Wing Target Study Section and will complete an examination on his mission in accordance with 8AFR 50-19.

(15) Weather minimum for any destination will be in accordance with AFR 60-16. Fuel reserve over Smoky Hill or any alternate will be 12,000 pounds.

(16) Aircraft position and navigation lights will be on during all hours of darkness.

(17) Radar observers will monitor all phases of letdown and approach.

(18) Flying safety is of paramount importance on this mission. It will take precedence over mission accomplishment.

(19) Sufficient ground spare aircraft will be scheduled so that the required number of airborne aircraft will be launched each day.

(20) Reports will be submitted in accordance with SAC Manual 55-8 series and 8AF OPORD 300-55. B-11 "Strike Report" will be transmitted by each aircraft.

4. ADMINISTRATION AND LOGISTICS: See Annex "C".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "B".

SELMON W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Operations
"B" - Communications
"C" - Logistics

DISTRIBUTION:
379TH BOMRON, 5 CYS
380TH BOMRON, 5 CYS
381ST BOMRON, 5 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310HEDRON, 1 CY
310DOI, 2 CYS
310DO, 5 CYS
310AG, 2 CYS
310DM, 2 CYS
310HIST, 4 CYS
802ADIV, 2 CYS
802ABGRU, 3 CYS

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

OPERATIONS



CONFIDENTIAL





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

1. TACTICS:

a. B-47's will fly this mission in bomber stream in its entirety. Nine each will be launched on 29 and 30 AUG 55. At least five plus necessary make-up aircraft will be launched on 31 AUG 55. Daily scheduling charts follow:

29 AUG 55

All times are local (CST)

| PSN | AIRCRAFT COMMANDER | ACFT NR | STATION TIME | START ENG | TAXI | TAKE OFF | CON TIME CEDAR RAPIDS | TGT TIME | GRANVILLE CALL SIGN |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Fory | 118 | 1825 | 1955 | 2005 | 2025 | 0000 | 0030 | 14 |
| 2 | Eversole | 283 | 1840 | 2010 | 2020 | 2040 | 0015 | 0045 | 37 |
| 3 | Porter | 112 | 1855 | 2025 | 2035 | 2055 | 0030 | 0100 | 47 |
| 4 | Niemann | 277 | 1910 | 2040 | 2050 | 2110 | 0045 | 0115 | 17 |
| 5 | MacDonough | 279 | 1925 | 2055 | 2105 | 2125 | 0100 | 0130 | 35 |
| 6 | Evans | 305 | 1940 | 2110 | 2120 | 2140 | 0115 | 0145 | 57 |
| 7 | Thomas | 306 | 1955 | 2125 | 2135 | 2155 | 0130 | 0200 | 25 |
| 8 | Hart | 301 | 2010 | 2140 | 2150 | 2210 | 0145 | 0215 | 41 |
| 9 | Mays | 295 | 2025 | 2155 | 2205 | 2225 | 0200 | 0230 | 54 |
| 10 | SPARE | 113 | | | | | | | 12 |
| 11 | SPARE | 290 | | | | | | | 39 |
| 12 | SPARE | 114 | | | | | | | 48 |



CONFIDENTIAL



J 4 2 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

30 AUG 55

| PSN | AIRCRAFT COMMANDER | ACFT NR | STATION TIME | START ENG | TAXI | TAKE OFF | CON TIME CEDAR RAPIDS | TGT TIME | GRANVILLE CALL SIGN |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Anderson | 286 | 1825 | 1955 | 2005 | 2025 | 0000 | 0030 | 38 |
| 2 | VanLeeuwen | 146 | 1840 | 2010 | 2020 | 2040 | 0015 | 0045 | 49 |
| 3 | Craven | 281 | 1855 | 2025 | 2035 | 2055 | 0030 | 0100 | 18 |
| 4 | Smith | 101 | 1910 | 2040 | 2050 | 2110 | 0045 | 0115 | 26 |
| 5 | Barnard | 287 | 1925 | 2055 | 2105 | 2125 | 0100 | 0130 | 52 |
| 6 | Swenson | 300 | 1940 | 2110 | 2120 | 2140 | 0115 | 0145 | 23 |
| 7 | Siglin | 117 | 1955 | 2125 | 2135 | 2155 | 0130 | 0200 | 31 |
| 8 | Mann | 105 | 2010 | 2140 | 2150 | 2210 | 0145 | 0215 | 44 |
| 9 | Hopkins | 289 | 2025 | 2155 | 2205 | 2225 | 0200 | 0230 | 20 |
| 10 | SPARE | 237 | | | | | | | 34 |
| 11 | SPARE | 303 | | | | | | | 55 |
| 12 | SPARE | 276 | | | | | | | 16 |

31 AUG 55

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Austin | 304 | 1825 | 1955 | 2005 | 2025 | 0000 | 0030 | 56 |
| 2 | Kruse | 110 | 1840 | 2010 | 2020 | 2040 | 0015 | 0045 | 29 |
| 3 | Holder | 292 | 1855 | 2025 | 2035 | 2055 | 0030 | 0100 | 53 |
| 4 | Kantor | 106 | 1910 | 2040 | 2050 | 2110 | 0045 | 0115 | 27 |
| 5 | Rowley | 104 | 1925 | 2055 | 2105 | 2125 | 0100 | 0130 | 43 |
| 6 | Preston | 147 | 1940 | 2110 | 2120 | 2140 | 0115 | 0145 | 33 |
| 7 | Foss | 114 | 1955 | 2125 | 2135 | 2155 | 0130 | 0200 | 48 |
| 8 | M | | 2010 | 2140 | 2150 | 2210 | 0145 | 0215 | |
| 9 | A | | 2025 | 2155 | 2205 | 2225 | 0200 | 0230 | |
| 10 | K | | 2040 | 2210 | 2220 | 2240 | 0215 | 0245 | |
| 11 | E | | 2055 | 2225 | 2235 | 2255 | 0230 | 0300 | |
| 12 | U | | 2110 | 2240 | 2250 | 2310 | 0245 | 0315 | |
| 13 | P | | 2125 | 2255 | 2305 | 2325 | 0300 | 0330 | |

HQ 310BOMWG
Annex "A"
OPORD 300-55

CONFIDENTIAL

J 4 2 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Make-up aircraft and crews will be scheduled as required. Spare aircraft presently possible are 107, 102, 284 and 293 from 379th and 120 from 380th.

b. Base altitudes appear in the route sheet. All odd aircraft will fly base. All even aircraft will fly base plus 2,000 feet.

c. There will be a fifteen minute separation between aircraft which allows a thirty minute separation between aircraft at the same altitude.

d. Constant altitudes will be maintained throughout the mission with step climbs at designated points. Altimeter setting 29.92 will be used at all times except for take-off and landings.

e. All aircraft will fly true air speed of 425K except that the bomb run will be made at 465K true air speed.

f. All aircraft will accomplish a radar monitored letdown and ground controlled approach for landing at Smoky Hill.

g. Aborting aircraft will clear the bomber stream to the right by 25 nautical miles then descend or climb 4,000 feet. Each aborting aircraft will obtain his own individual clearance from ARTC to proceed to base of intended landing.

2. ROUTE: All aircraft will fly the same route. See Appendix 2, this Annex, for route sheet.

3. NAVIGATION:

a. Each aircraft will accomplish a night celestial navigation leg from Woodward, Oklahoma to a turning point of 44-30N 106-46W to Sioux Falls, South Dakota. This leg will be accomplished in accordance with the provisions of SAC REG 51-11. Navigation on the remaining portion of the mission will be by any means desired by the crew. Crews will maintain their own navigation responsibility for the entire route.

b. Control time at Cedar Rapids may be made good from Worthington by flying



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



dog leg to the left as required. Acceleration to .81 Mach and climb to bombing altitude will be accomplished during this time.

4. BOMBING: The primary purpose of this mission is the RBS run on Lawrenceville Airport. This is the only bomb run scheduled on the mission. Primary method of bombing will be off-set. All crews will utilize the same off-set aiming point. Crews will insure that the aircraft passes directly over the IP. Maximum use of reference point (GPI) procedures will be made to aid in target identification.

5. SCHEDULE OF EVENTS: See Appendix 1, this Annex.

6. SCHEDULED ACCOMPLISHMENTS:

a. One take-off (night).

b. One night celestial navigation leg.

c. One .81 Mach, 96%, off-set radar RBS run.

d. One radar monitored letdown and approach.

e. One ground controlled approach.

f. One landing.

7. AIRCRAFT CALL SIGNS: See Annex "B".

8. AIRCRAFT PERFORMANCE: As briefed.

9. TOWER OFFICER : Tower officer will be thoroughly familiar with the mission and will be in place during aircraft movements.

SELMON W. WELLS
Colonel, USAF
Commander

APPENDICES:
"1" - Schedule of Events
"2" - Route

DISTRIBUTION: Same as Basic OPORD 300-55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

SCHEDULE OF EVENTS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

All times are local (CST).

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| Target Study | All observers | Wing Target Study Section Ground Training Building | On separate schedule |
| Mission Planning | All crews | Ground Training Building Auditorium | 0900 25 AUG and 26 AUG 55 |
| General Briefing | All crews | Ground Training Building Auditorium | 1030 27 AUG 55 |
| Specialized Briefing | ACFT COMDRS & Pilots | Ground Training Building Auditorium | 1100 27 AUG 55 |
| Specialized Briefing | Observers | Wing Intelligence Ground Training Building | 1100 27 AUG 55 |
| Pre-Take Off Briefing | First four crews flying | Ground Training Building Auditorium | 1745 Date of Flight |
| Pre-Take Off Briefing | All other crews flying | Ground Training Building Auditorium | 1845 Date of Flight |

HQ 310BOMWG
APP "1", Annex "A"
OPORD 300-55
23 AUG 55

CONFIDENTIAL

310-501

J 4 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

ROUTE

HQ 310BOMWG
APP "2", Annex "A"
OPORD 300-55
23 AUG 55

CONFIDENTIAL

310-501

J 4 3 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

ROUTE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

| POSITION | T.C. | VAR | BASE ALT | TAS | DIST | TIME | FUEL 67540 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | 7 | :03 | 4800 | |
| RTTO | | | | | 7 | :03 | 62740 | |
| 36-35N | | | | | 130 | :19 | 6700 | Level Off |
| 98-30W | 198 | -10 | 33 | 410 | 137 | :22 | 56040 | Equipment Check |
| 36-08N | | | | | 30 | :04 | 641 | Start |
| 98-42W | 198 | -10 | 33 | 425 | 167 | :26 | 55399 | Turn |
| | | | | | | :02 | 400 | |
| TURN | | | | | | :28 | 54999 | |
| 36-27N | | | | | 28 | :04 | 600 | Woodward. Start |
| 99-23W | 318 | -11 | 33 | 425 | 195 | :32 | 54399 | Night Celestial |
| 44-30N | | | | | 589 | 1:23 | 12100 | Turning |
| 106-46W | 325 | -13 | 33 | 425 | 784 | 1:55 | 42299 | Point |
| 43-32N | | | | | 439 | 1:02 | 8200 | Sioux Falls. End |
| 96-44W | 098 | -13 | 33 | 425 | 1223 | 2:57 | 34099 | Night Celestial |
| 43-38N | | | | | 51 | :07 | 900 | (Funnel Point. |
| 95-34W | 085 | -13 | 33 | 425 | 1274 | 3:04 | 33199 | Worthington) Step Climb 2,000' |
| 43-38N | | | | | 96 | :13½ | 1800 | Albert Lea |
| 93-23W | 089 | - 7 | 35 | 425 | 1370 | 3:17½ | 31399 | (Turning Point) |
| | | | | | | :02 | 200 | |
| TURN | | | | | | 3:19½ | 31199 | |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 300-55
23 AUG 55

CONFIDENTIAL

310-501

J 4 3 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| POSITION | T.C. | VAR | BASE ALT | TAS | DIST | TIME | FUEL 31199 | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 43-17N 93-00W | 146 | - 6 | 35 | 450 | 15 / 1385 | :02 / 3:21½ | 415 / 30784 | Climb 37.5. ACCEL. Start .81 |
| 41-58N 91-39W | 146 | - 5 | 37.5 | 467 | 100 / 1485 | :13 / 3:34½ | 2035 / 28749 | (Control Point. Cedar Rapids Equipment Check) |
| 40-57N 90-20W | 137 | - 4 | 37.5 | 467 | 85 / 1570 | :11 / 3:45½ | 1690 / 27059 | (Measure ALT (PIP) Galesburg) |
| 39-50N 88-57W | 136 | - 3 | 37.5 | 467 | 94 / 1664 | :12 / 3:57½ | 1840 / 25219 | Decatur IP |
| 38-45N 87-36W | 136 | - 3 | 37.5 | 467 | 91 / 1755 | :12 / 4:09½ | 1770 / 23449 | Target Lawrenceville |
| TURN | | | | | | :02 / 4:11½ | 250 / 23199 | Resume .74 |
| 37-17N 89-32W | 231 | - 4 | 37.5 | 425 | 118 / 1873 | :16½ / 4:28 | 2000 / 21199 | Turning Point Cape Girardeau |
| 37-12N 98-18W | 269 | - 6 | 37.5 | 425 | 180 / 2053 | :25 / 4:53 | 3000 / 18199 | Turning Point Springfield |
| 38-18N 96-08W | 298 | - 8 | 37.5 | 425 | 149 / 2202 | :21 / 5:14 | 2500 / 15699 | Turning Point Emporia VOR |
| 38-47N 97-37W | 292 | -10 | 37.5 | 425 | 78 / 2280 | :11 / 5:25 | 1200 / 14499 | Smoky Hill AFB |
| | | | | | | :20 / 5:45 | | Letdown. GCA. Land |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
23 August 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 300-55

COMMUNICATIONS

HQ 310BOMWG
Annex "B"
OPORD 300-55
23 AUG 55

CONFIDENTIAL

310-501

J 4 3 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 300-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
23 [redacted] 1955, 0001Z

1. GENERAL: Enroute communications will be governed by SACCKI, appropriate ACP's, JANAP's, and Radio Facility Charts.

2. IFF: Will be operated in accordance with SAC Regulation 55-23.

3. EMERGENCY PROCEDURES: Will be in accordance with ACP 130, 135, JANP 300 and applicable Radio Facility Charts.

4. AUTHENTICATION: Will be in accordance with current AFSAL 5104.

5. CALL SIGNS:

a. Position Reports: Aircraft Tactical Call Sign plus "POST HOLE".

b. Inter-Plane: Aircraft Tactical Call Sign.

6. POSITION REPORTS: Normal ARTC position reports as required by final clearance.

a. First Aircraft: Will make the ARTC reports for the bomber stream, the last aircraft will close out the Block Altitude for the mission.



CONFIDENTIAL

J 4 3 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



7. REPORTS: All reports will be relayed to "STORM TROOPER" and "GRANVILLE". Reports will be routed through the appropriate air/ground stations.

a. Strike Reports will be initiated within 30 minutes after bomb release.

8. HF REPORTING: All aircraft will make hourly position reports. 15 minutes after departure, call AACS for radio check and receive a Slot Time for reporting.

a. HF Control Stations:

(1) March (Primary)

(2) McChord (Secondary)

(3) Alternate: Any station in excess of 1500NM distance may be used.

9. FREQUENCIES:

a. 258.20 mcs (RBS Primary)

b. 356.8 mcs (RBS Secondary)

c. 311.0 mcs (Inter-Plane)

d. 4270 kcs (Back-Up)

10. CHANNELIZATION: See Communications Flimsy.

11. RECALL PROCEDURES:

a. The Recall Word for this mission is "FIRESTONE".

b. The Recall Word will be transmitted by the following:

(1) Primary - INSAC Stations on the appropriate UHF Frequencies.



J 4 4 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Secondary - Over HF via AACS Air/Ground Stations on Optimum HF Frequency.

(3) Alternate - By Vincennes Bomb Plot on UHF Frequency.

12. ECM:

a. Currently, ECM is not planned for this mission.

b. In event of suspected Jamming, Observers will complete SAC form 236 upon completion of mission.

SELMON W. WELLS
Colonel, USAF
Commander

DISTRIBUTION: Same as Basic Operations Order.

OFFICIAL:

Robert E. Thacker
ROBERT E. THACKER
Colonel, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 300-55

ADMINISTRATIVE AND LOGISTIC



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 300-55

ADMINISTRATIVE AND LOGISTIC

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
23 August 1955, 0001Z

1. GENERAL:

a. PURPOSE: To disseminate administrative and logistics instructions that will apply to Operations Order Serial Number 300-55.

b. These instructions will apply to the 802d Air Base Group and the 310th Bombardment Wing.

2. SUPPLY:

a. Installations: Omitted.

b. Class I:

(1) Inflight lunches will be provided for the following:

(a) 29 August 1955; 12 B-47 Air Crews.

(b) 30 August 1955; 12 B-47 Air Crews.

(c) 31 August 1955; 13 B-47 Air Crews.

(2) All rations will be requested 24 hours prior to take-off; 29, 30 and 31 August 1955.

(3) One (1) mess hall will be available 24 hours; 29, 30 and 31 August 1955. (To be coordinated by Chief of Maintenance).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(4) Crew refreshments; coffee and pastry, etc, will be available for crew de-briefing sessions at the de-briefing room (ground training building) at 0001 hours, 30, 31 August and 1 September 1955 for twelve (12) crews (36 to 48 people) plus de briefing teams (30 people). 310th Bombardment Wing Director of Intelligence will coordinate with 802d Food Service Squadron for detailed arrangements.

c. Class II and IIA: Omitted.

d. Class III and IIIA: Aircraft will be serviced in accordance with mission requirements (UP-4 only) or SAC REG 66-28, whichever is greater. (REF Annex A, the Operations Order.)

e. Class IV and IVE:

(1) Base Supply will, in addition to normal duty day support, provide sufficient manning for the Aircraft Service Unit to provide SAC Manual 65-2 support from 24 hours prior to take-off of first aircraft thru the take-off of the last aircraft each day. This will be coordinated with Maintenance Control.

(2) Supply will be from station stock at Smoky Hill AFB.

f. Class V and VA: Omitted.

3. TRANSPORTATION:

a. Ground:

(1) Transportation will be required for four (4) crews per squadron on 29, 30 and 31 August 1955 (Reference Annex A, the Operations Order). Squadrons will alternate



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



take-off times so there will be a 30 minute spread between aircraft in each individual squadron and 15 minutes spread all departing aircraft. One pick-up truck will be required each squadron. One truck earlier for weather ship.

(2) Flight Line Maintenance, Armament and Electronics Maintenance Squadron and Field Maintenance Squadron will require normal support as outlined in SAC Manual 66-12.

b. Air: Omitted.

4. SERVICES:

a. Medical: Omitted.

b. Maintenance:

(1) Chief of Maintenance:

(a) Insure that provisions of SAC Manuals 66-3, 66-12 and 65-2 are complied with. Particular emphasis will be placed on paragraph 8, chapter 2, SAC Manual 66-3.

(2) Maintenance Control:

(a) Insure that the aircraft scheduled, 12 B-47 aircraft for 29, 30 August and 13 B-47 aircraft for 31 August 1955 are in the proper configuration and available for flight at the times indicated in "Annex A", this Operations Order.

(3) Periodic Maintenance:

(a) Insure timely delivery of aircraft from the Periodic Maintenance Docks as scheduled by Maintenance Control.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(4) Armament and Electronics Maintenance Squadron:

(a) Complete work orders as directed by Maintenance Control:

(b) Insure the nav/bombing systems on all aircraft assigned this mission are operational.

(c) Have necessary Maintenance Personnel on a standby statud until the last aircraft departs each mission date.

(d) Insure all radar discrepancies have been cleared four hours prior to designated take-off time and accepted by the observer flying the aircraft. (acceptance time will be other then 1030-1130, 27 AUG 55).

(5) Field Maintenance Squadron:

(a) Complete all work orders as directed by Maintenance Control.

(b) Have necessary maintenance personnel on standby status until the last aircraft departs each mission date, or as directed by Maintenance Control.

(6) Flight Line Maintenance:

(a) Insure necessary personnel and equipment is in place in sufficient amounts to support the mission.

(b) Aircraft, when possible, will be refueled twelve (12) hours prior to departure or at the discretion of the Maintenance Officer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Furnish necessary personnel to man refueling pits as directed by Maintenance Control.

(d) Insure Tech Supply personnel are available when needed.

c. Finance: Base Maintenance and Operations Project 458 funds will be utilized for all expenses incident to temporary duty performed in conjunction with this Operations Order.

5. ADJUTANT: Omitted.

6. SECURITY: Have access through gates 9, 10, 11 and 13 from 1740 hours each day until two (2) hours after the last aircraft lands or unless notified earlier by Maintenance Control.

7. MISCELLANEOUS:

a. Base Photo Lab:

(1) Process O-15 and O-23 camera film immediately from each mission so evaluation, scoring and reporting by the 310th Intelligence Section can be completed after the landing of the last aircraft each day.

b. GCA:

(1) Monitor all take-offs and be available for all landings.

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION:

Same as 310BOMWG OPORD 300-55

OFFICIAL:

Robert W Kerstetter

ROBERT W KERSTETTER, MAJ, USAF
Wing Logistic Officer

HQ 310BOMWG
ANNEX C
OPORD 300-55
23 AUG 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-11 )

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

1 August 1955

OPERATIONS

Squadron Test Flight Crews - B-47

1. PURPOSE: To establish procedure and administrative requirements for B-47 test flight crews.

2. RESPONSIBILITY: Squadron Commanders and B-47 Test Flight Crews are responsible for compliance with the provisions of this regulation.

3. GENERAL: All B-47 Test Flights will be conducted by Quality Control utilizing crews designated on Wing Orders. Wing Operations will insure that three crews per squadron are on Wing test flight orders at all times.

4. PROCEDURES: a. When a crew is originally placed on test flight orders, they will report to the Quality Control Officer for initial over-all briefing of test flight responsibilities and procedures.

b. Wing Operations will schedule one flight test crew per week for full time assignment as duty crew to the Flight Test Section of Quality Control. This crew will not be scheduled for ground school, flying, EWP or any other squadron duties during the entire week. The schedule will be made one month in advance, to be prepared not later than the 22d day for the following month. Schedule will be incorporated in the Wing Monthly Operations Plan.

c. This Test Flight crew will be on duty in the Maintenance Quality Control Section for one full week for purpose of performing test flights in accordance with T.O. 1-1-300, 00-20A-1, 1B-47A-6, SAC Manual 66-12 and Maintenance Instruction Letter #28.

d. Test flight crew tour of duty will be from 0800 Monday to 0800 following Monday.

e. Quality Control will coordinate with the Squadron Operations Officers if additional test flight crews are required to prevent a backlog of test flights.

f. All test flight clearances and forms will be initiated by Quality Control.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

0448

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-24)

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

3 August 1955

OPERATIONS

Reporting and Scheduling Procedures

1. PURPOSE: To establish a standard operating procedure for reporting and scheduling of training requirements to the Wing Control Room.

2. SCOPE: The provisions of this regulation are applicable to all tactical squadrons assigned this wing.

3. PROCEDURES:

a. Aircraft commanders and operations personnel will make the following reports and requests for scheduling to the Wing Control Room:

(1) Reporting Take-Off Delays:

(a) Aircraft commanders will insure the following information is called to Control Room by radio or telephone if scheduled take-off will be delayed:

1. Reason for delay.

2. Revised ETD.

3. Weather extension if desired.

(2) Reporting Scheduled Accomplishments:

(a) Prior to landing, the aircraft commander will call Control Room and give the following information:

1. Transportation requirements.

2. Refueling requirements.

3. Whether or not the mission was effective or non-effective (an effective mission is defined as "mission accomplished as briefed"). All scheduled quantity requirements for the following items will apply for this purpose: Radar RBS, visual RBS, visual releases, air refueling, gunnery and navigation legs. Final determination of effectiveness, if in question, will be determined by Director of Operations.

0 4 4 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Reporting Non-Effective Missions and Air Malfunctions:

(a) In the event of an air malfunction or abort, the aircraft commander will, by radio or telephone, contact the Control Room giving the required information below to expedite maintenance requirements, operations reporting and recording of malfunction:

1. Nature of malfunction.

2. Requirements lost due to malfunction.

3. Maintenance personnel required to meet aircraft to discuss the malfunctions.

(b) Wing Control, in turn, will immediately contact Maintenance Control and relay information in PARA 1a and 1c above to expedite work order request for maintenance.

(4) Scheduling of Camp Phillips Bomb Range:

(a) Bombardment squadrons will furnish the following information for coordination prior to 1530 CST on the day previous to the desired range time:

1. Aircraft tactical call sign.

2. Aircraft commander's name.

3. Desired range time.

4. Desired altitude.

5. Number and type of bombs.

(b) Should a range time earlier that 0800 CST be desired, the Control Room will be given the above information prior to 1200 CST the day prior to desired range time.

(5) Daily Reports:

(a) Each squadron will submit to the Control Room within three hours after the last aircraft lands, the following information on each crew:

1. Crew number.



0450

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



2. Observer's name.

3. ZULU date of bomb/RBS runs.

4. Designation of RBS site/bomb range.

5. Target designation.

6. Run type.

7. Run classification.

8. Coded RBS score.

9. One copy of mission accomplishment form.

(6) Daily Aircraft Flight Schedules:

(a) Prior to 1000 hours each day, the squadron operations officer will submit the following information by phone to the Control Room on the next days projected flying scheduled:

1. Aircraft tail number.

2. Aircraft commander.

3. Type mission.

4. Take-off time and duration.

5. Take-off gross weight and predicted runway temperature used.

6. Fuel load (code) and fuel in hours.

7. Air refueling information.

8. Bombs, ammunition and cameras (this information is to be called into Control Room prior to 0900 for maintenance coordination).

9. Routes.

4. RESPONSIBILITY: Squadron commanders are responsible for compliance with this regulation and will insure that all aircraft commanders and operations personnel are briefed on its contents.

BY ORDER OF THE COMMANDER:



0451

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310BOMWG REG 55-24

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "G", "T"



J 4 5 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-26)

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

2 August 1955

OPERATIONS

Air Traffic Control Procedures

1. PURPOSE: To establish an air traffic control procedure to insure inflight separation of 310th BOMWG aircraft.

2. RESPONSIBILITY: It will be the responsibility of the tactical squadron commanders and the Director of Operations to insure compliance with the provisions of this regulation.

3. GENERAL: Implementation of this regulation will become effective 8 AUG 55.

4. PROCEDURES: The following procedures will be followed:

a. Pre-flight Preparation:

(1) Tactical squadrons will prepare overlays of routes for all scheduled flights with the exception of test flights and local [illegible] flights that will be conducted within the local flying area. These overlays [illegible] will be prepared utilizing the JN Series Charts [illegible] and will be marked with reference points at 41°N-104°W and 40°N-90°W or 32°N-104°W and [illegible]. The standard overlay will cover an area approximately 31°N to 41°N and 85°N to 104°W.

(2) Information on the overlays will show the route of flight with altitudes color coded in accordance with PARA 4a(5). Colored route direction markers will be used with each squadron using symbols as outlined in PARA 4a(6). Each flight within a squadron will be depicted with a different colored direction marker for ready identification of its route. Color code for each aircraft number will be indicated in the lower left corner of the overlay. Control times, times at turning points and time to be spent at RBS sites, bombing and gunnery ranges, etc. will also be entered using the identifying color for that particular flight. All entries will be in Central Standard Time.

0453

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Overlays will be presented at the Daily Commander's Operations Briefing for comparison with other squadron's flight plans. If routes of flight cross at the same altitude there must be a time separation of at least thirty minutes. Provided this separation does not exist, one of the flight plans must be altered by either time or alititude to eliminate the conflict. The Director of Operations or his representative will designate the flight to be altered and it will be the responsibility of the squadron concerned to brief flight crews accordingly. The squadron operations officer will also be responsible for briefing all crews on any conflicting routes of flight which could conceivably endanger their path of flight regardless of time separation.

(4) Overlays will be maintained in the Wing Control Room, super-imposed on the appropriate chart for future reference and flight monitoring. The Control Room will then be responsible for advising aircraft which have late take-offs of any conflict with other flight plans which will result from the delayed departure.

(5) Color coding for enroute altitudes will be as follows:

| B-47 | | KC-97 | |
|---|---|---|---|
| 15M | DARK GREEN | 10M | YELLOW |
| 29M | ORANGE | 11M | BROWN |
| 31M | BROWN | 12M | PURPLE |
| 33M | PURPLE | 13M | BLUE |
| 35M | BLUE | 14M | RED |
| 37M | RED | 15M | DARK GREEN |
| 39M | YELLOW | 16M | ORANGE |
| 41M | LAVENDER | 17M | LAVENDER |
| | | 18M | LIGHT GREEN |

NOTE: B-47 and KC-97 climb or descent - BLACK

(6) Route direction markers are designated as follows:

(a) 379th:

(b) 380th:

(c) 381st:

(d) 310AREFS:



0454

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Departure Procedures:

(1) All departures whether VFR or IFR will be accomplished utilizing one of the approved IFR departure plans as outlined in 802ADIV REG 55-6. Squadrons will designate a departure plan to be used by each aircraft for both directions of take-off.

c. Enroute Procedures:

(1) Normally, B-47 flights will be planned for ODD thousand foot altitudes above 29,000' while on IFR 1000' on top clearances; otherwise as filed and approved by ARTC. The aircraft commander will maintain an altimeter setting of 29.92 while enroute on 1000' on top flight plan. MSL will continue to be used while on RBS sites except while in bomber stream. The co-pilot will at all times maintain a current altimeter setting. Prior to departure from the terminal point and descent, the aircraft commander will set his altimeter with the current setting for the base of landing.

(2) If a flight deviates more than thirty minutes from its preflight plan, altitude will be changed to an EVEN thousand foot altitude for the remainder of the flight or until such time as control times are again within tolerance.

(3) KC-97 aircraft will normally plan enroute flights for thousand foot levels. In the event deviation from flight plan exceeds thirty minutes, aircraft will assume +500' altitudes for the remainder of the flight. Current altimeter settings will be maintained at all times.

(4) Flight within a 100NM radius of RBS sites above 20,000' will be avoided whenever feasible. In the event it is necessary to fly within that radius, aircraft commanders will contact the RBS site, request information on all traffic being controlled by the site and obtain clearance to pass through the site. ETA at the site boundary (60NM radius) as well as track and altitude (MSL) through the site area will be furnished to the RBS controller at this time. The procedures established in Operations Memorandum NR 55B-7, 24 May 55, are still applicable except for the increase in radius to 100NM as an additional safety factor.



0455

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. Abort Procedures:

(1) B-47 aircraft required to abort while in flight will return to base at an altitude between 22,000' and 29,000' provided fuel remaining will permit. Otherwise, an EVEN altitude will be flown.

(2) KC-97 aircraft will assume 9000' altitudes for return to home base in the event of an air abort.

e. Late Take-Offs:

(1) In the event of a late take-off exceeding 15 minutes, the aircraft commander will contact GRANVILLE control for an advisory on possible in-flight conditions. If any conflict exists, the flight altitude or lateral separation will be adjusted to provide at least 10 minute and 2,000' separation from all known traffic above 28,000'.

(2) KC-97 aircraft will follow the same procedure except that adjustment will be made to provide 15 minute and 1,000' separation from all known traffic.

f. Arrivals:

(1) All flights returning to Smoky Hill AFB will terminate at one of the following points:

| | |
|---|---|
| RUSSELL, KANSAS | CONCORDIA, KANSAS |
| EMPORIA, KANSAS | HUTCHINSON, KANSAS |
| JUNCTION CITY, KANSAS | |

(2) Aircraft will contact approach control over the termination point for further clearance and letdown instructions.

5. The use of Salina as a radar camera target will be discontinued due to the congestion of air traffic in the immediate area at all altitudes.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "G", "I" &

J 4 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 55-29)

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

23 August 1955

OPERATIONS

Standby Tanker Alerting Procedures

1. PURPOSE: To establish a standard operating procedure within the 310th Bombardment Wing whereby aircraft in an emergency may require immediate air refueling.

2. SCOPE: The provisions of this regulation are applicable to the 310th Air Refueling Squadron, Wing Control Room and any aircraft in an emergency having an air refueling capability compatible with unit assigned equipment.

3. PROCEDURE: Whenever the Wing Control Room receives a request for standby tanker for an aircraft in an emergency, the following procedures will apply:

a. Aircraft in an emergency will be directed to establish contact with GRANVILLE Control on assigned UHF frequency or on guard channel (through relay from Control Tower for transient aircraft).

b. After contact is established with emergency aircraft by Wing Control, request nature of emergency, aircraft location, call sign, amount of fuel (hours and minutes) aboard aircraft. Maintain radio contact with aircraft throughout emergency.

c. Notify Air Refueling Squadron Operations Officer or Duty Officer of emergency and direct scramble of standby tanker.

d. Contact Base Weather for best refueling area and altitude.

e. Select a specific radio facility to be used as an orbit point (preferably a VOR station).

f. Clear flight plan with Base Operations for transmission to ARTC.

g. Tanker aircraft will, after take-off, contact Wing Control Room for best refueling area, altitude and orbit point to be used. This information will also be transmitted to the receiver aircraft by the Control Room.

h. Tanker aircraft will make initial contact with receiver aircraft on emergency UHF Channel "G". GCI units may be utilized to assist in affecting rendezvous on emergency UHF.

i. Tanker aircraft will transmit to receiver aircraft tanker call sign, orbit time, affirm orbit point and refueling altitude. Request desired refueling track of receiver.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



j. Refueling frequency may be on either emergency UHF or on 311.0. Control Room will monitor both frequencies while air refueling is in progress. Rendezvous setting will be APN-11 (1-2), APN-76 (8-8) or as desired by tanker and receiver aircraft.

4. RESPONSIBILITY: It will be the responsibility of the Wing Control Room Officer and Air Refueling Squadron Commander to insure compliance with the provisions of this regulation. A copy of this regulation will be made a part of the controller's operating procedure for the Wing Control Room. The Air Refueling Squadron Commander will insure that a copy of this regulat is inserted in each tanker aircraft commander's crew folder.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

[redacted]

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "T"



J 4 5 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310AG 310DO 24 AUG 55
310Control Room 310DOO/MAJ Varga/pc/402

1. In order that the Wing Commander may have an immediate knowledge of the flying status within the wing, the Control Room will initiate the following procedures:

a. Prepare a daily flying schedule to be presented to the Wing Commander at the daily Operations Meeting.

b. Will call the take-off and landing times of each aircraft to the Adjutants office.

c. As soon as information is received, call days and reasons for delays, aborts, early landings their reasons and parking area as they occur.

2. A daily aircraft flying schedule board will be maintained in the Wing Commanders office by the Wing Adjutant. The Wing Adjutant will be responsible for maintaining the board and will post all information as received from the Wing Control Room.

3. The Wing Control Room will be responsible for maintaining this information only during duty hours. After duty hours and at the termination of the flying day, a repap will be prepared and copies submitted to the Wing Commander, Director Of Operations and reports section prior to 0730 hours each work day.

4. Missions accomplishments form will be attached for the Director of Operations.

ROBERT E. THACKER
Colonel, USAF
Director Of Operations

0459

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Security Sehtry Dog with his Master.

26



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, HEAVY

Date 31 August 1955

a. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Ti per Possessed Ac |
|---|---|---|---|
| 379BS | 353:45 | 16 | 22:06 |
| 380BS | 393:55 | 15 | 26:15 |
| 381BS | 430:10 | 15 | 28:40 |
| 310th BOMG Total | 1177:50 | 46 | 25:36 |
| 310th ARSFS Total | 551:45 | 20 | 27:35 |
| Combined Total | 1729:35 | 66 | 26:12 |

| | | | | |
|---|---|---|---|---|
| b. Number of Aircraft Assigned: | B-47 | 48 | KC-97 | 21 |
| c. Average number of Aircraft possessed: | B-47 | 46 | KC-97 | 20 |
| d. Number of Periodic Inspections Scheduled: | B-47 | 9 | KC-97 | 3 |
| Number of Periodic Inspections Completed: | B-47 | 4 | KC-97 | 2 |
| e. Number of Engine Changes: | B-47 | 23 | KC-97 | [redacted] |
| Average Time at Engine Change: | B-47 | 257:16 | KC-97 | 28 |
| 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 | 79.6 | KC-97 | 74.1 |
| (2) Number Hours Aircraft In Commission: | B-47 | 27266 | KC-97 | 10800 |
| (3) Average Hours In Commission per Possessed Aircraft: | B-47 | 592 | KC-97 | 540 |
| i. AOCM - Rates and Figures: | | | | |
| (1) Wing Percentage AOCM: | B-47 | 20.3 | KC-97 | 25.8 |
| (2) Number Hours Aircraft AOCM: | B-47 | 6983 | KC-97 | 3771 |
| (3) Average Hours AOCM per Possessed Aircraft: | B-47 | 151 | KC-97 | 188 |

J 4 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Summary - Continued

| | | | | |
|---|---|---|---|---|
| j. AOCP Rates and Figures: | | | | |
| (1) Wing Percentage AOCP: | B-47 | 0 | KC-97 | 0 |
| (2) Number Hours Aircraft AOCP: | B-47 | 0 | KC-97 | 0 |
| (3) Average Hours AOCP per Possessed Acft | B-47 | 0 | KC-97 | 0 |
| (4) Items AOCP at present: | B-47 | 0 | KC-97 | 0 |
| (5) Number items AOCP 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 | 0 | KC-97 | 0 |
| (2) Number items ANFE received this month: | B-47 | 3 | KC-97 | 0 |
| (3) Total items ANFE at present: | B-47 | 0 | KC-97 | 0 |
| (4) Number Aircraft ANFE on this date: | B-47 | 0 | KC-97 | 0 |
| l. Number Aircraft items Cannibalized this month: | B-47 | 6 | KC-97 | 6 |
| m. Technical Order Compliance Status Data: | | | | |
| (1) TOC Percentage Rate: | B-47 | 3.91 | KC-97 | 2.25 |
| (2) TOC Total Man-hours accomplished: | B-47 | 1477 | KC-97 | 285 |

n. Number of Field Maintenance Work-Orders Requested: 1651

o. Number of Armament & Electronics Work-Orders Requested: 1151

Valentine S. Kudrikoff

VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer

J 4 6 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Trans
5-11540

310TH BOMBARDMENT WING – MEDIUM

SMOKY HILL AIR FORCE BASE

# HISTORY

③

3-3495-4A

SECRET

0468

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

K-WG-310-H1
Sep 1955

3-3495-411

RSI Cont No
S 14372

SECRET

0469

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

SEPTEMBER 1955

Smoky Hill Air Force Base, Kansas

********

This document is prepared by A/2C Thomas A. Quinn, under the supervision of 1st Lt. Frank H. Wagner, 310th Bomb Wing Adjutant.

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

for SELMON W. WELLS
Colonel USAF
Commander

SECRET

0470

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 4 |
| Inspector | 5 |
| Comptroller | 7 |
| Chapter II Personnel | 9 |
| Command | 10 |
| Staff | 10 |
| Critical Shortages | 11 |
| Manning: Officers | 11 |
| Manning: Airmen | 11 |
| Reenlistment Rate | 11 |
| Promotions | 12 |
| Morale, Welfare and Discipline | 12 |
| Discipline | 13 |
| Chapter III Operations and Training | 15 |
| Flying Training | 15 |


SECRET

J 4 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET




| | |
|---|---|
| Accomplishments | 16 |
| 379th Bombardment Squadron | 18 |
| 380th Bombardment Squadron | 19 |
| 381st Bombardment Squadron | 21 |
| 310th Air Refueling Squadron | 21 |
| Ground Training | 28 |
| Intelligence | 29 |
| Chapter IV Materiel and Maintenance | 30 |
| Logistics | 30 |
| Supply | 30 |
| Maintenance | 31 |
| Roster of Key Personnel | 32 |
| Bibliography | 33 |
| Appendix | 34 |
| List of Exhibits | 35 |
| Exhibits | |


SECRET

J 4 7 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 8 September 1955 | Major General James C. Selser, Deputy Commander of the Eighth Air Force, visited Smoky Hill Air Force Base and had a short conference with 310th Wing Commander. |
| 14 September 1955 | Colonel Robert E. Thacker was relieved of his assignment as 310th Wing Director of Operations and reassigned to Norton Air Force Base, California. Colonel Thacker will assume the duties of Chief, Bomber Branch, Inspection and Safety Engineering Division, Directorate of Flight Safety Research. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| OJT | On The Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| VD | Venereal Disease |
| RBS | Radar Bomb Scoring |
| SAC | Strategic Air Command |
| MIL | Maintenance Instruction Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| EWP | Emergency War Plan |
| IFI | In-Flight Instruction |
| UAL | Unit Allowance List |
| TOC | Tech Order Compliance |
| UR | Unsatisfactory Report |
| IP | Instructor Pilot |
| EAM | Electronic Accounting Machine |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

### MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of September 1955. Despite the recent shift in command from the Fifteenth to the Eighth Air Force, the job of the 310th Bombardment Wing remained that of maintaining the high state of proficiency displayed by its crews during the wings overseas mobility.

While there were no big missions flown this month, emphasis was put on the elimination of individual crews weak points, and the achievement of 50-8 requirements during September, which was the first month of the new 50-8 training quarter.

### ORGANIZATION:

The organizational structure of the 310th Bombardment Wing was unchanged during September 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 30 September 1955 the wing had assigned the Command and Adjutant sections and the directorates of Operations, Materiel, Personnel and Comptroller. Other units assigned the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other units assigned to the 310th was the Tactical Hospital. While all unit structures remained constant, Key personnel changes were numerous throughout the wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATION:

Administrative activity within the wing reflected a decrease when compared to previous months. Previous regulations and controls which were brought about to ease the paperwork and administrative situations were carefully observed this month, in an effort to establish their actual working effectiveness. The constant depletion of administrative personnel to discharge and overseas assignments hindered this effectiveness study simply because of the lack of a fairly constant personnel strength to use as a norm for this investigation. No new and important administrative legislation was published during this reporting period, but emphasis was placed on the importance of following the system to the letter, in an effort to stop shortcutting methods which so very often are the results of an unstable situation.

At one time during the month, a total of 16 late reports were noted within a seven day period. The Wing Commander urged squadrons and staff sections to devise a method which would insure that all reports are timely, and forwarded in advance whenever possible. It was also urged that all RCS reports be handcarried through Base Statistical Services, as well as all Effectiveness Reports.[1/]

SPECIAL EVENTS:

On the seventh of September, the first increment of the 40th Bombardment Wing's B-47 aircraft returned to Smoky Hill completing the first leg

---

1/ 310th Bomb. Wing Staff Meeting Minutes for 20 September 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of their redeployment to the United States. The Commanders, and several of the Staff Officers of the 310th Wing were on hand to greet the returnees, and several of the 310th maintenance personnel assisted in the unloading of their aircraft. 2/

On 8 September 1955, Major General James C. Selser, the Deputy Commander of the 8th Air Force visited Smoky Hill to confer with the Commander and Staff Officers of the 310th Bombardment Wing.

On 10 September 1955, the second class of the 802nd Air Division NCO Leadership School was graduated, with several 310th Non-Commissioned Officers included on the list of those who matriculated.

INSPECTOR:

During the month of September, Lieutenant Colonel Bruce E. Hart continued his duties as Wing Inspector. A new man, Master Sergeant Earl C. Lincoln Jr. was assigned to the Inspector Section. Sergeant Lincoln had formerly been assigned to the Wing Operations Section.

Lieutenant Colonel Hart accomplished the follow-up inspection to the 15th Air Force General Inspection during the period of 5 through 9 September 1955. This was an inspection of the 310th Wing Operations Section.

From the period of 9 through 16 September, the semi-annual inspection of the 310th Periodic Maintenance Squadron was completed by inspectors

---

2/ Photograph of 310th personnel who assisted in the unloading of 40th Wing aircraft. Exh. 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



from key staff sections, under the supervision of Lieutenant Colonel Hart.

Three Special Subject Letters were received from the Eighth Air Force, and the required action was taken immediately. These letters concerned the On-The-Job training program, Personnel Equipment and Publications.[3/] Also, four Command Subject Letters were completed and distributed. These four letters were:

a. Command Subject Letter No.2, 7 September 1955- "Use of Wing Walkers During Movement of Aircraft on the Ground".

b. Command Subject Letter No.3, 9 September 1955- "Fire Guards During the Operation of Aircraft Engines and Ground Power".

c. Command Subject Letter No.4, 14 September 1955- "Military Courtesy".

d. Command Subject Letter No.5, 19 September 1955- "Dental Appointments".

A special inspection of units of the 310th Bombardment Wing was conducted from the 20-22 September By Master Sergeamt Earl C. Lincoln. The inspection was held in order to ascertain the compliance with Air Force Regulation 31-12, entitled "Operation and Maintenance of Duty Rosters". Recommendations were made concerning the Staff Duty NCO and Mess Check hours. Suggestions were submitted which would effect a closer coordination between the Consolidated Records Section and the individual squadrons, especially with regard to the Morning Report.

During September, the Inspection Schedule and Special Subject Inspection Charts were completed. These charts were of great value to the Sections regarding their performance of assigned duties.

---

3/ 8th AF Command Subj. Letters number 121-1,121-2,121-3. Exh. 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Maintenance Check Lists were extracted from TIG briefs and distributed to units and appropriate staff agencies within the 310th Bombardment Wing.

A staff visit to the 310th Bombardment Wing Maintenance Control Supply Unit was conducted on 24 August 1955 by Master Sergeant R.A. LaValle to ascertain the extent of compliance with applicable sections of SAC Manual 65-2, entitled "Supply Support of Specialized Aircraft Maintenance". The corrective action to their findings was accomplished and forwarded to the Commander, 802nd Air Division on 20 September 1955. 4/

COMPTROLLER:

During the month of September, the Comptroller Section performed routine duties, such as posting to the Management Control Systems Handbook and preparing and posting related charts.

The Quarterly Operational Readiness Report RCS: 1-AF-V2 was prepared and submitted for the quarter which ended 30 September 1955.

A Bombing Totem Pole, to depict the 310th Bombing proficiency, was designed by the Comptroller staff and approved by the Wing Commander. A daily RCS log for late reports was also established.

During September, work began on a system of charts to portray all items of the SAC Management Control System. These charts are to be of notebook size and are expected to replace the Commanders Handbook previously maintained by the Comptroller Directorate.

---

4/ 310th Bomb. Wing Inspector Section Historical Report for September 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In connection with the SAC Management Control System charts a revision of the 310th Wing Command Book was made. Many outdated charts were deleted and others combined into the new Commanders Handbook.

During September Comptroller personnel participated in Wing Staff Inspections of the 310th Periodic Maintenance Squadron and the 310th Armament and Electronics Squadron.

Work continued on establishing a system of large charts for use in the Wing Conference Room.[5/]

5/ 310th Bombardment Wing Directorate of Comptroller Historical Report for September, 1955.

J 4 8 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# 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 discrepency between effective and total manning created by the large number of three level airmen against five and seven level authorizations. Projected losses of skilled personnel to discharges and overseas assignments, as well as 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, approximately 50 percent 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 problem that will become more acute with each passing day.

In an effort to answer the demands for skilled personnel needed to fill vacancies in the wing, the wing OJT program was assigned to the Wing Directorate of Personnel. The personnel office modeled their new program after the extremely successful system employed by the 310th Armament and Electronics Squadron.

The Wing Personnel Office continued to urge all the squadrons and units assigned within the wing to screen their personnel in an effort to secure clerical and administrative assistance.

U 4 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



During the month of September, the Wing Personnel Section spent considerable time revising the accounting system at Consolidated Records. The section also made staff visits to the 380th and 381st Bombardment Squadrons, and the Periodic Maintenance and A&E Squadrons as well. In September, the section processed a total of 32 Effectiveness Reports, with only one report submitted late.

COMMAND:

There were no changes in command of the 310th Bombardment Wing during the month of September. Colonel Selmon W. Wells remained the Commander, while Colonel Delmore P. Wood remained the Deputy Commander of the wing for the month of September.

STAFF:

On 14 September, Colonel Robert E. Thacker was relieved of his duties as Director of Operations for the 310th Bombardment Wing, and reassigned as Chief, Bomber Branch, Inspection and Safety Engineering Division, Directorate of Flight Safety Research. 6/ Colonel Delmore P. Wood, the Wing Deputy Commander, took over the job vacated by Colonel Thacker as an additional duty. Colonel Thacker's new station is Norton Air Force Base, California.

Another personnel change which occurred during September was the assignment of Captain George F. Bennett as Director of Safety. Captain Bennett replaced Captain Donald J. Rutan, who was reassigned to the 381st Bombardment Squadron.

---

6/ 802nd Air Division Special Orders number 208, Paragraph 12, dated 14 September 1955. Exh. 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CRITICAL SHORTAGES:

During the month of September, shortages existed for four Personnel Equipment Officers, three Supply Officers and three Personnel Officers. Shortages also were noted of 17 Instrument Repairmen in the Field Maintenance Squadron. The wing also needed 25 electricians, 25 reciprocating engine mechanics, 40 administrative airmen, 13 personnel specialists, and 13 Supply specialists. The wing is critically short of 7 level airmen in nearly all fields, particularly the K-Systems and personnel equipment fields.

MANNING: OFFICERS

As of 30 September, the 310th Bombardment Wing had a total of 411 Officers assigned, with 268 effective in their career fields. The percentage IRS for the month was 66.6 percent. The 411 Officers assigned reflects an increase over last months total of 48 Officers.

MANNING: AIRMEN

The wing had a total of 1468 airmen assigned as of 30 September. The percentage In-Required-Specialty was 69 percent. The wing lost a total of 30 airmen since last month.

REENLISTMENT RATE:

THe reenlistment rate over the two-month period of August and September remained constant at 36 percent. During September, a total of 23 reenlisted in the 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



PROMOTIONS:

During the month of September, only one Officer was promoted. There were no Airman promotions during the month, due to the bi-monthly promotional system currently in effect.

MORALE, WELFARE AND DISCIPLINE:

The wing published two new regulations during September which concerned the outlining of procedures for the new NCO and Airmans Advisory Councils. The new regulations, numbers 39-4 and 39-5, superceded 39-4 and 39-5 dated 5 August. The old regulations were not explicit enough in covering the general compositions and the aims of the councils. 7/

Progress on the wings Troop Management Program was reported to have been very slow during September. According to the Staff Meeting Minutes of 27 September, Flight and Element Leaders had not briefed their personnel on the contents of the Commanders Report which was published on 7 September. 8/ The problem of whether or not the crew chief will be designated as a Flight Leader remains unsolved by the NCO Advisory Council.

The Wing Deputy Commander wrote a letter to all units this month concerning the newly assigned airman indoctrination program. The letter stated that both the NCO and Airmans Advisory Council will cooperate in publishing a pamphlet which will be distributed to newcomers to Smoky Hill. The pamphlet will contain such vital information as;1) Base Map with Key Facilities annotated;2) Key Base Regulations;3) Off-Base facilities

---

7/ 310 Bomb. Wing Reg. 39-4 and 39-5, both dated 9 September 1955. Exh 4

8/ 310th Bomb. Wing Staff Meeting Minutes for 27 September 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and areas; 4) Blank pages or arrangements for attachments covering Squadron policies, squadron SOP's and SOP's and policies for each mans specific job. 9/

The main source of irritation within the wing continued to be the food. Although the NCO and Airmans Advisory Councils have investigated the messing facilities, their is still much work to be done to improve the meals. The menu for 310th personnel for five straight days consisted mainly of different varieties of stew. For an evening meal, such food is hardly very satisfying to a hungry man. Another annoying, and at times very unsanitary procedure still in effect at 310th Dining Halls is the one whereby the men clean their trays in the clipper, and then slosh them in barrels of hot water. It is almost impossible to pass through the very close quarters of the clipper without splattering your clothes, or those of the man ahead of you, with garbage and grease. In the case of personnel who wear class "A" uniforms, this policy is also very expensive.

The Airman and Maintenance Man of the Month for September for the 310th Bombardment Wing were Airman First Class Louis H. Gruettert and Airman First Class Fred W. Hunt, both of the 381st Bombardment Squadron. 10/

DISCIPLINE:

There were eight men AWOL from the 310th Wing during September, for a rate of 4.9 percent. Their were four Summary and three Special Court

---

9/ Letter, 310DCO,"Indoct.Pamphlet for newly assigned Amn." Exh 5

10/ Photo of 310th Commander with Airman and Maintenance Man for September. Exh.6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Martials for the month. There was an increase of 5 AWOL's over the August total. There was also an increase of one Special and four Summary Court Martials as compared to the August totals. There were 14 Article 15's for September, which is a decrease of five from the August entry of 19. 11/

11/ 310th Bomb. Wing Directorate of Personnel Historical Report for September 1955.

J 4 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTERIII

## OPERATIONS AND TRAINING

### FLYING TRAINING:

September was designated as the first month of the current 50-8 training quarter. Approximately 40 percent of the training requirements established for this quarter were to be completed during the month. Flying training for the month also consisted of accomplishing the flying time requirements of Air Force Regulation 60-2 and SAC Regulation 51-26 for lead crews. Emphasis was once again placed on the training and upgrading of non-combat ready crews. Thirty hours per non-combat ready crew was considered the minimum to accomplish this non-combat ready crew training, and the training was concentrated on the individual crews area of greatest weakness. 12/

The overall wing percentage of 50-8 training completed during September was 39.4 percent. This accomplishment was made possible by the adoption of bomber stream type missions concentrating on the critical Bombing and Navigation requirements. This policy resulted in some catagories being slighted, however the 8th Air Force directed USCM plus four wing directed missions scheduled for October are expected to alleviate these difficult areas.

On September 6, the wing published regulation number 50-5, in order to establish a wing conducted domestic target study . This regulation also serves as a means of reaching a better understanding

---

12/ 310th Bomb. Wing Operations Ordernumber 201-55, "Training for September 1955", dated 1 September 1955. Exh.7



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of the Target Intelligence requirements as set forth in SAC Manual 55-5 and SAC Regulation 50-8. All combat crews were directed by this regulation to complete the two phases set forth in this regulation before they can be scheduled for a bombing mission. 13/

ACCOMPLISHMENTS:

The wing 1500 hours of flying time projected for the month. The wing met and surpassed this committment, flying a total of 1560 hours during September. This was done despite a serious shortage of combat crew personnel. As of 30 September, only 34 combat ready crews were assigned, 9 of which were lead crews. Ten other crews of all types brought the wing total up to 43 for the month.

The other major training accomplishments for the month were:

| | |
|---|---|
| Total flying Sorties projected | 244 |
| Total Flying Sorties accomplished | 222 |
| Record Radar RBS Runs | 105 |
| Record Visual RBS Runs | 28 |
| Radar Camera attacks | 174 |
| Visual Camera attacks | 61 |
| Night Celestial Legs | 64 |
| Day Celestial Legs | 69 |
| Grid Legs | 71 |
| Air Refuelings | 37 |

---

13/ 310th Bomb. Wing Reg. 50-5,"Domestic Target Study", 6 Sept 55. Exh.8



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| Radar Rendezvous | 45 |
| Radar Approaches | 66 |
| Night Cell Missions | None |
| Formation | None |
| Depressurized Flying | 124 Hours |
| Fighter Intercept Missions | None |

The wing published this month a Supplement 1 to Supplement II and III of SAC Regulation 51-4. The purpose of these Supplements was to establish a schedule for accomplishing the minimum requirements for a standardization check in accordance with Supplements II and III. This legislation also emphasized that all aircraft scheduled for standardization flight checks will be provided a back-up aircraft which has had a complete ground crew pre-flight. This aircraft will be one which is scheduled for a normal training mission. The Supplements also specified who would be in attendance at each critique. 14/

Operations Memorandum 51-7, published 26 September, superseded 51-7 published 29 August. The new memorandum, which concernes the logging of first pilot time on the B-47, clarifies some of the issues involved. The new memorandum states that Co-pilots will log first pilot time only when actually at the controls and flying the aircraft from the back seat, or while receiving instructions from a qualified IP in either seat. 15/

In line with the SAC policy of being always on the alert, the 310th published Wing Regulation 55-13, which covers the procedures to be followed and the system to be used when notifying key personnel of an alert. This

---

14/ 310th Bomb. Wing Supplement 1 to Supplement II and III of SAC Reg 51-4 Published 20 Sept 1955. Exh. 9

15/ 310th Bomb. Wing. Ops. Memorandum 51-7, "Logging of First Pilot Time on on B-47 Aircraft", 26 Sept 55. Exh. 10



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



regulatiom also outlines the duties of the Control Room Duty Officer, the Director of Materiel, Director of Operations, Unit Commanders, Directors and Section Chiefs. The regulation also lists all the siren alert signals, and a drawing of the wing telephone pyramid alert system.16/

Wing regulation 55-30 was the first of the two regulations published during September which covered the topic of alert procedures. This legislation is more specific in coverage of procedures to be used, as it is directed to not only the key staff members of the wing, but to flight line maintenance personnel and combat crews as well. The duties of the Special Weapons Officer and the special weapons loading crews, the loading operations and the taxiing of aircraft are also put forth in this regulation.17/

In order to establish a standard of acceptability for B-47 and KC-97 aircraft, the wing published regulation number 55-32. This regulation states explicitely just exactly what parts or systems may or may not have to be in operation in order for an aircraft to fly a mission.18/

On 12 September, the wing published regulation number 55-34 to insure that all personnel were familiar with the proper usage of the lap belt key link as used with the ejection seat on B-47 aircraft.19/

379TH BOMBARDMENT SQUADRON:

The 379th Bombardment Squadron had 535 hours flying time projected for

---

16/ 310th Bomb Wing Reg. 55-13, "Alert Notification", 29 Sept 55. Exh.11

17/ 310th B.W. Reg. 55-30,"Operational Procedures for Wing Alert", Exh.12

18/ 310th B.W. Reg. 55-32,"Standards of acceptability for B-47 and KC-97 Aircraft", 12 Sept 55. Exh. 13

19/ 310th 55-34, "Use of Automatic Lap Belt Key", 12 Sept 55. Exh.14



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



September. The total flying time accomplished by the squadron for the month was 541 hours.

Due to September being the first month of the new 50-8 Quarter, flying activities of the 379th were concentrated on the completion of at least 40 percent of the 50-8 training quota. The squadron accomplished 37.4 percent of this quota during the month.

The 379th had a total of nine ready, one lead and two non-ready crews for September flying operations. Upgrading missions were flown during the month in order to qualify two copilots as aircraft commanders.

Early in September, 379th Engineering moved to Hangar number three, and the aircraft to the south ramp in the vicinity of Hangar three.

During the month there were 77 Sorties flown, with only six cancellations and one ground abort. The 310th Field Maintenance Quality Control team performed a ninety day activities inspection, the results of which were very satisfactory to the inspection team.[20]

380TH BOMBARDMENT SQUADRON:

During September, the squadron was scheduled for 494 hours and 80 sorties. This quota was met in 72 sorties for a total of 502:15 hours. The squadron performed 64 day landings, 65 night landings and 71 GCA's. The Squadron also completed 37.7 percent of their assigned 50-8 training.

During the month, crew R-42 were sent to Stead Air Force Base, Nevada, and another crew went to Instrument School at Moody Air Force Base, Georgia.

---

20/ 379th Bomb. Squadron Historical Report for September, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Crew R-09, commanded by Captain Smith, was nominated as the wing "Crew of the Month".

This was the second month of operation with the new crew communication folders. Many favorable reports have been given by the crews, and many good suggestions have been volunteered by crew members concerning these folders.

A great deal of improvement has been made in the unit OJT program since last month. A total of 15 airmen have been placed on OJT during the month, and 14 more completed upgrading tests and are awaiting the results.

The squadron published Personnel Actions Memorandum number 45 during September. This PAM listed listed all Officer and Airmen additional duties, as well as designating flights and elements under Wing Regulation 35-1, "Troop Management".

The squadron had three men AWOL, three Article 15's, one Special Court-Martial and one Summary Court-Martial for the month.

During September, the squadron gained six new Officers. The strength of the squadron for September is listed below: 21/

| | OFFICER | AIRMEN |
|---|---|---|
| TOTAL ASSIGNED | 58 | 100 |
| TOTAL PFD | 43 | 95 |
| TOTAL AUTHORIZED | 77 | 100 |

---

21/ 380th Bombardment Squadron Historical Report for September, 1955.

J 4 9 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



381ST BOMBARDMENT SQUADRON:

During the month, the 381st Bombardment Squadron flew a total of 513:40 hours. The squadron was originally scheduled for 475 hours and 77 sorties, but due to the alerts held during the month this quota was deleted. The squadron had 14 aircraft with which to meet flying committments for the month. Their were six aborts during September. One was a ground engine abort, two ground A&E aborts and three air A&E aborts.

There were 39 RBS missions scheduled, and only 16 completed, for a 41 percent completion average. Only five of the 23 aborts were due to K-Systems or APS-23 malfunctions. Only 13 percent of all the aborts were A&E equipment malfunctions, in comparison with last month 94 percent A&E abort rate. 22/

310TH AIR REFUELING SQUADRON:

The assigned strength of the 310th Air Refueling Squadron on 1 September was 96 Officers and 207 Airmen. At the end of the reporting period there were 92 Officers and 215 Airmen. The average strength for the month was 94 officers and 216 airmen.

This organization is still severly handicapped due to the shortage of the following qualified personnel:

| | | |
|---|---|---|
| 1. | One Squadron Adjutant | 7324 |
| 2. | One Squadron Intelligence Officer | 2054 |
| 3. | One Survival Tng and Equipment Officer | 1435 |

---

22/ 381st Bombardment Squadron Historical Report for September, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| 4. | Eleven Pilot-Bombardment | 1234C |
| 5. | 17 Aircraft Observers N_B | 1525P |
| 6. | One Intelligence Oprs Spec | 20450 |
| 7. | 5 Airborne Radio Operator | 29352 |
| 8. | Fifteen Apr A/C OV 2 Eng Mech | 43131B |
| 9. | Twelve A/C Maint. OV 2 Eng Tech | 43171B |
| 10. | 7 Reciprocating Engine Mechanics | 43251 |
| 11. | 9 Reciprocating Engine Mechanics | 43271 |
| 12. | 6 Inflight Refueling Specialists | 43350 |
| 13. | 25 Inflight Refueling Technicians | 43370 |
| 14. | 5 Flight Engineer Technicians | 43371 |
| 15. | One Apprent. Veh. Oper. | 60330 |
| 16. | One Supply Helper | 64010 |
| 17. | One Organ. Supply Spec. | 64151 |
| 18. | 2 Apprentice Clerks | 70230 |
| 19. | One Clerk | 70250 |
| 20. | One Apprentice Classification Spec | 73230 |
| 21. | 2 Personnel Spec. | 73251 |
| 22. | One Apr Sup Tr Per Eq Spec | 92230 |
| 23. | Two Sup Tr Per Eq Spec | 92250 |
| 24. | One Surv Tr Pers & Eq Supv | 92270 |

The critical shortage of 43 Career Field personnel, assigned against authorized, as covered in previous reports, continued as a serious debilitating factor in the maintenance capability in the Air Refueling Squadron. In addition to the shortages reported previously, this organization suffered the loss of six more maintenance personnel during the



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



month of September. The losses included one flight chief, three crew chiefs and two engine mechanics.

The average present for duty strength of the flight line maintenance section was 58 personnel, with 78 assigned against 108 authorized. This necessitated placing the assistant crew chiefs in a pool, assigning them daily in conformance with the work load. It was also for the squadron to disband one post-flight crew to insure thorough inspections.

The squadron flight line maintenance section still performs maintenance ordinarily performed by the Field Maintenance Squadron, due to the shortage of personnel within their unit. This in turn decreases the maintenance capability and lowers the maintenance standard of the Air Refueling Squadron.

Critical shortages also existed in the Personnel Equipment Section. The lack of personnel in this section encumbered the proper upkeep of Supply records and postponed the inspection date on parachutes and survival equipment possessed by the organization.

There were no new crews formed. Crew status changes included T08 disbanded 8 September, an Aircraft Commander transferred to Forbes Air Force Base, and the remainder of the crew to be utilized to fill vacancies brought about through discharges and transfers. Crew IM37 was disbanded 19 September when the aircraft commander was transferred to B-47 School. This squadron had 15 assigned Combat-Ready Crews, three Non-Combat Ready Crews, and three IM Crews assigned. Each non-ready crew is forecasted to be upgraded to combat-ready status as follows:

1. M01 to T01: 1 Nov 55
2. M36 to T36: 1 Nov 55
3. M34 to T34: 1 Nov 55
4. IM32 to T32: 1 Dec 55
5. IM39 to T39: Indefinite
6. IM40 to T40: Indefinite

Note: The Aircraft Commanders of IM39 and IM40 are TDY to West Palm



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Beach during the month, and have not reported to this station.

Combat Crew Member

Gains Losses and changes

| | Acft Comdrs | Pilots | Navigators | Flt Eng | Radio Opr | Boom Opr. |
|---|---|---|---|---|---|---|
| Crew Members Gained | | | | | 9 | 2 |
| Crew Members Lost | | | | | 1 | 1 |
| Crew Changes | | | | | | |

The minimum training requirements not accomplished this month were Pilot proficiency, Day Celestial and Solo Cruise Control. The overall percentage for the squadron accomplishments for the month of September was 48 percent.

Crew T04 was designated Wing Standardization Crew, and crew T12 was designated Squadron Standardization Crew. The non-combat ready crews capable of deploying were M01 and M36.

Comparison of available Ready and Non-Ready Crew Flying Time:

| Crews Available | Average Time Programmed | Average Time Accomplished |
|---|---|---|
| 15 Ready | 24:30 | 23:40 |
| 4 Non-Ready | 30:00 | 32:45 |

Crews M01 and IM32 did not receive a proportionate share of the required integral crew flying time as directed by SAC Regulation 50-8. Crew M01 took their semi-annual leave during the first half of the month, while crew IM32 aborted five times due to maintenance malfunctions, thus making it impossible for both crews to complete their quota of 50-8 training.

U 4 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Non-Combat Ready Crew Training SAC Regulation 51-19 Requirements Completed:

| Brew | Acft Comdr | Navigator | Flt Eng | Primary Boom Operator |
|---|---|---|---|---|
| IM32 | 30% | 100% | 60% | 75% |
| IM39 | 0% | 100% | 100% | 10% |
| IM40 | 0% | 100% | 20% | 10% |

Crew IM32 flew 3 Sorties for 18 hours. IM39 and IM40 did not fly this month.

a. Hours flown performing missions ordered by Higher Headquarters:

| Committment | Hours Programmed | Hours Flown |
|---|---|---|
| (1) Ferrying Acft | 1:00 | 1:00 |
| (2) Ops Order 305-55 | 66:00 | 71:00 |

b. Eighth Air Force Air Training Priorities:

| Priority Committment | Hours Programmed | Hours Accomp. |
|---|---|---|
| (1) Operation "Billy Club" | 66:00 | 71:00 |
| (2) Non-Ready Crew Training | 120:00 | 131:00 |
| (3) Ferrying Aircraft | 1:00 | 1:00 |
| (4) Ready Crew Training | 369:00 | 355:00 |
| (5) Test Flights | 10:00 | 8:00 |
| TOTALS | 566:00 | 566:00 |

During the month, a proportionate share of Air Force Regulation 60-2 was accomplished during the flying of other priorities. Operation "Billy Club" committments were not realized because the program was based on a no wind flight plan.

The 310th Air Refueling Squadron Ground Training Program accomplished the minimums of training established for the month.

J 4 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The importance of maintaining a standby alert tanker is recognized, but when there is a critical shortage of maintenance personnel it becomes a problem as it requires an in-commission aircraft and also a crew scheduled without benefit of flying time or accomplishments. For example, during the month of September this organization has had scheduled approximately 23 standby or strip alert tankers without accomplishments or flying time. Based on a 5 hour average sortie, this amounted to the loss of 110 flying hours alone. This is actually a scheduled aircraft, and yet it does not appear on any of the operation or maintenance reports in regards to a sortie delivered by maintenance or an operations cancellation.

This squadron was allocated 555 flying hours for the month of September and projected 115 sorties for 555 on the monthly 60-9 schedule. This organization flew a total of 566 hours and 109 sorties for an average of 5.19 hours per sortie flown.

The following summarizes the 50-8 accomplishments for the combat ready crews for the month of September:

| a. 50-8 Air Refueling | Attempted | Succeeded |
|---|---|---|
| 1. Total | 48 | 48 |
| 2. W/Bomber | 48 | 48 |
| 3. Radio Silent | 35 | 35 |
| 4. In Darkness | 26 | 26 |
| 5. to Gross Wt. of Receiver | 17 | 17 |
| 6. Dry Hook-Ups | 49 | 49 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | |
|---|---|---|---|
| b. | Navigation | Attempted | Succeeded |
| | Rendezvous APN, 12/76, APN 11 | 54, 21 | 29,21 |
| | Night Celestial | | 35 Legs |
| | Day Celestial | | 34 Legs |
| | Grid | | 13 Legs |
| | Radar | | 18 Legs |
| | Pressure Pattern | | 13 Legs |
| c. | Pilot Proficiency | | |
| | Pilot Proficiency Missions | | 4 |
| | Take-Offs | | 16 |
| | Landings | | 16 |
| | GCA | AC48, CP38 | |
| d. | Cruise Control | | |
| | Unsupervised Long Range | | 8 |
| | Supervised Long Range | | 4 |
| | Total | | 12 |
| e. | Crew Proficiency | | |
| | Emergency Drills | | |
| | Loadings: Cargo 1 Passengers | | 8 |
| | Precomputations | | 38 |

Personnel shortages persisted as a serious problem in the Maintenance Section. The increase in the KC-97 abort rate during September came about as a direct result of the decrease in maintenance capability. Unless this is bolstered with an increase of Reciprocating Engine Mechanics, the continuing decline in maintenance capability will affect the flying safety of the 310th Air Refueling Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



During the month of September, the maintenance section moved from Hangar 940 to the Tent Area located on runway 30. Working conditions were fair, with a lack of transportation being the main problem. A recently initiated bus service should eliminate most of this transportation problem.

A total of 35 post-flight inspections were performed during the month. Of this amount, nine were 50 hour inspections and four were maintenance Quality Control inspections.

Aircraft 51-348 was returned from IRAN in satisfactory condition. Aircraft 51-7258 and aircraft 51-345 were also returned to this organization from the 40th Air Refueling Squadron. In return, this organization returned aircrafts 51-322 and 51-329 to the 40th Air Refueling Squadron.

GROUND TRAINING:

A complete reevaluation of the wing requirements for MTD training was accomplished during the month. Using the evaluation report, the Ground Training Office established a new set of courses for the MTD training of Maintenance personnel.

The results of the WEMP testing program were used for the retraining of Military personnel. The airmen who completely failed the WEMP tests were scheduled to take the basic 128 hour B-47 Maintenance Familiarization Course at the MTD unit. Maintenance personnel found deficient in certain areas of their specialty were programmed for the basic 128 hour course for a refresher in their deficiencies only. It was estimated that by the first of the year the 310th Bombardment Wing will have completed its MTD requirements.

J 5 0 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



INTELLIGENCE:

During the month, priority was given to the procurement, annotating and build up of domestic RBS and camera materials. All domestic RBS and Eighth Air Force approved camera targets were covered and target folder materials selected.

The administrative control of the prediction team was reassigned to this section after having been under the Wing Observer since July. A Wing Commander and Deputy Wing Commander Reading File was also instituted by the Intelligence Section during September.

The Prediction Team achieved authorized strength for the first time since October 1954 with the assignment Second Lieutenant Robert E. Smith as a Photo-Radar Officer. 23/

23/ 310th Bomb Wing Directorate of Operations Historical Report for September, 1955.

J 5 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

Routine Duties were performed by the Materiel Office during the month of September.

LOGISTICS:

Logistic support was provided for all missions flown by the wing during the month. Logistics Annex's were prepared for all wing Operations Orders, and a logistic annex was prepared for 802nd Operations Order 10A-55. Change One to the 310th Bombardment Wing Mobility Plan progressed very slowly.

SUPPLY:

Major Harry J. Darlington was placed on duty status from the 310th Air Refueling Squadron to act as 310th Wing Supply Officer. Major Darlington was also assigned the additional duty of monitoring discrepencies within the 310th Armament and Electronics Squadron supply functions.

All wing units have completed the posting to forms 1120 the September 30 Unit Allowance List in Unit Support Equipment Inventory. The SAC form 310 Inspections were performed in conjunction with the semi-annual Wing Inspection at the 310th Armament and Electronics and the 310th Periodic Maintenance Squadrons.

the 310th Wing Director of Materiel, prompted by the numerous attempts on the part of Squadron Commanders to use the facilities of the Field Maintenance shops to locally manufacture materials, wrote a letter to all these agencies which properly explained the proper use of the Field Maintenance

J 5 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



facilities. The letter stressed the fact that Field Maintenance Shops, both Field Maintenance and Armament and Electronics Squadrons, must have an authenticated work order to substantiate the procurement of bits and pieces from Base Supply for the fabrication of any work order. 24/

At a conference held at SAC Headquarters, which was attended by Major Malcolm Stricklin and Lieutenant Bacle of the 310th Field Maintenance Squadron, the construction of 310th maintenance and Hangar facilities was discussed. The problem of ice removal and the delivery of a different type of equipment which will be used in ice removal operations was also considered at the conference. 25/

MAINTENANCE:

In the reports and analysis branch, a great deal of progress was noted in the Electronic Accounting Machine Program during the reporting period. The SAC Manual 66-14, August 1955, was fully implimented insofar as manhour reporting was concerned. Under the new system, every Time Card is checked for accuracy by the Analysis Section prior to being forwarded to the EAM room.

The Job Control Unit effected a change in personnel manning during the month of September. The regular night Charge of Quarters was put on days for full time duty, and the various sections of Maintenance Control furnish a Master Sergeant each night to take the duty of Charge of Quarters.

---

24/ Letter, 310DM to Sqdns and Staff Sects., "Local Mfg. Procedured". Exh 15

25/ Dispo, from 310th FMS to 310CO, 310DM., "Visit to SAC Hqtrs". Exh 16



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Improvement was noted in time consuming maintenance and moving of aircraft since the implimentation of a system of printing and distributing schedules of weight and balance checks and Technical Order Compliance to the squadrons concerned.

During the month, the Field Maintenance Squadron processed and completed 1494 work orders. The Armament and Electronics Squadron processed and completed a total of 1053 work orders.

The Aircraft Records Unit processed records for 30 J-47 engine changes and three R-4360-59B engine changes during the month of September. The following is a list of Tech Order Compliance data achieved in September:

| | |
|---|---|
| B-47 TOC percentage rate | 1.02 |
| B-47 TOC total manhours accomplished | 862 |
| KC-97 TOC percentage rate | 3.02 |
| KC-97 TOC manhours accomplished | 125 |

Records were processed for three KC-97 aircraft which were gained back into the wing during the month. Work continued on the transfer of entries from the old 60 series forms to the new 829 series forms.

During September, the Inspection Sub-Unit of Quality Control completed 13 periodic inspections on B-47 aircraft and four periodic inspections on KC-97 aircraft. A total of 25 J-47 and two R-4360 engines were completed. In September, a sum of 29 aircraft were test flown.

The Unsatisfactory Report Section of Quality Control processed 91 Unsatisfactory Reports during September. The breakdown of the reports processed from each squadron is as follows:

| | |
|---|---|
| 379th Bomb. Squadron | 13 |
| 380th Bomb. Squadron | 18 |

J 5 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| 381st Bomb. Squadron | 23 |
| 310th Periodic Maint. Squadron | 1 |
| 310th Field Maint. Squadron | 10 |
| 310th Air Refueling Squadron | 17 |
| 310th Armament And Electronics | 6 |

Four of this office's Inspectors were TDY for 26 days to the Eighth Air Force Inspector General Office.

Captain John J. Pirino was assigned as Officer in Charge of the Aircraft Maintenance Standardization team. Captain Pirino is also the recorder of the wing Malfunction and Abort Board.

During the month, eight Maintenance Information Letters and two Maintenance Technical Instructions were written, published and distributed. The section also administered the WEMP to 83 maintenance men in the 310th Wing. Oral evaluation in accordance with SAC Regulation 66-22 was started in the Field Maintenance Shops, and the SAC Forms 134 were completed for all maintenance personnel.

The Supply Unit had one B-47 and three KC-97 aircraft out of commission for parts during the month of September.[26]

Crews of the 310th Bombardment Wing flew a total of 1559:30 hours during September, for an average flying time of 35:26 hours per possessed B-47. The combined total of B-47 and KC-97 flying time was 2126:35 hours for the month.[27]

---

26/ 310th Bomb. Wing Directorate of Materiel Historical Report, Sept.1955

27/ 310th Bomb. Wing Production and Statistical Summary, Sept 55. Exh. 17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 30 September 1955)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Colonel Delmore P. Wood | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Major William H. Crawford | Director of Personnel |
| 1st.Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Bruce E. Hart | Inspector |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Samuel R. Mcdainell | Comdr, 380th Bomb. Sq. |
| Lt. Col. Harold C. Fulmer | Comdr, 381st Bomb. Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt. Col. Arnold R. Megenity | Comdr, 310th Periodic Maint. Sq. |
| Lt. Col. James E. Jordan Jr. | 310th Armament & Electronics Sq. |
| Major Malcolm S. Stricklin | 310th Field Maintenance Sq. |
| Captain Donald J. Rutan | 310th Flying Safety Officer |

J 5 0 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY

Source Material

Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Decimal Letters:

Headquarters, 310th Bombardment Wing.

Operations Memorandums:

Headquarters, 310th Bombardment Wing.

Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Section Historical Reports.

Directorate of Operations.
Directorate of Personnel.
Directorate of Material.
Directorate of Comptroller.
Inspector.

310th Bombardment Wing Historical Reports:

379th Bombardment.
380th Bombardment.
381st Bombardment.
310th Air Refueling.
Field Maintenance.
Periodic Maintenance.
Armament and Electronics.
310th Headquarters Section.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. Photograph of 310th personnel who aasisted in the unloading of 40th Wing Aircraft
2. 8th Air Force Command Subject Letters 121-1, 121-2, 121-3.
3. 802nd Air Division Special Order Number 208, para. 12, 14 Sept 55.
4. 310th Bomb Wing Regs 39-4 and 39-5, both dated 9 Sept.55.
5. Letter, 310DCO, "Indoct. Pamphlet for newly assigned Airmen".
6. Photo of 310th Commander with Airman and Maintenance Man for September.
7. 310th Bomb Wing Ops. Order 201-55, " Training For September 1955"
8. 310th Bomb Wing Reg. 50-5, "Domestic Target Study", 6 Sept 55.
9. 310th Bomb Wing Supplement 1 to Supplement II and III of SAC Reg. 51-4, published 20 September 1955.
10. 310th Bomb Wing Ops. Memorandum 51-7, "Logging of First Pilot Time on B-47 Aircraft", 26 Sept.55
11. 310th Bomb Wing Reg 55-13, "Alert Notification", 29 Sept 55.
12. 310th B.W. Reg. 55-30, "Operational Procedures for Wing Alert".
13. 310th B.W. Reg. "Standards of Acceptability for B-47 and KC-97 Aircraft", 12 Sept 55.
14. 310th B.W. Reg. 55-34, "Use of Automatic Lap Belt Key", 12 Sept.55.
15. Letter, 310DM to Sqdns. and Staff Sections, "Local Mfg. Procedures".
16. Dispo, from 310th FMS to 310DCO, 310DM, "Visit to SAC Headquarters".
17. 310th Bomb Wing Production and Statistical Summary for September, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1

Photograph of 310th personnel assisting in the unloading of 40th Wing aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0512

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AF LTR 121-1/310BOMWGSUP-1

310BOMWG SUPPLEMENT-1)
TO 8AF LTR 121-1 )

HEADQUARTERS 310TH BOMBARDMENT WING, M
Smoky Hill Air Force Base, Kansas
3 October 1955

2

Special Subject for Inspection--On-The-Job-Training

(NOTE: To be filed in front of 8AF LTR 121-1, 30 December 1954 until such time as the 8AF LTR is no longer in effect.)

SEE paragraph 3, 8AF LTR 121-1.

a. Each squadron commander will take prompt action to correct any of the foregoing deficiencies found to exist within this command.

b. The wing personnel officer will determine the extent of foregoing deficiencies within the wing and report same in writing to this headquarters within thirty days after receipt of this supplement.

c. Office of Wing Inspector will be the office of record for this subject. The inspector will insure compliance with 8AFR 123-1 and AFR 123-8.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT USAF
Adjutant

FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION:
1 - All Squadrons
2 - 310DO
2 - 310DM
2 - 310DP
1 - 310AG
1 - 310AC
5 - 8AF
2 - 802ADIV
2 - 310IG

0513

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AF LTR 121-2/310BOMWGSUP-1

310BOMWG SUPPLEMENT-1)
TO 8AF LTR 121-2 )

HEADQUARTERS 310TH BOMBARDMENT WING, M
Smoky Hill Air Force Base, Kansas
3 October 1955

Special Subject for Inspection—Personal Equipment

(NOTE: This supplement will be filed in front of 8AF LTR 121-2, 17 February 1955 until such time as the 8AF LTR is no longer in effect.)

SEE paragraph 3a, 8AF LTR 121-2.

The Office of Wing Inspector will be the office of record for this subject and will insure compliance with 8AFR 123-1 and AFR 123-8.

SEE paragraph 3b, 8AF LTR 121-2.

The Chief of Maintenance will insure that quality control inspectors provide the wing inspector with the results of all 90 day activity inspections.

SEE paragraph 3c, 8AF LTR 121-2.

The Chief of Maintenance will insure that the maintenance standardization team provides the wing inspector with a copy of the reports. The first report will be made within thirty days after receipt of this supplement.

SEE paragraph 3e and 3f, 8AF LTR 121-2.

Tactical squadron commanders will make a written report to this headquarters within thirty days after receipt of this supplement. The report will outline the specific action taken to insure compliance with the basic letter.

SEE paragraph 3e and 3g, 8AF LTR 121-2.

The Field Maintenance squadron commander will make a written report to this headquarters within thirty days after receipt of this supplement. The report will outline the specific action taken to insure compliance with the basic letter.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Frank H. Wagner

FRANK H. WAGNER
1STLT USAF
Adjutant

FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION:
1 - All Squadrons
2 - 310DO 2 - 310DM
5 - 8AF 1 - 310AG
2 - 802ADIV 1 - 310IG

0514

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AF LTR 121-3/310BOMWGSUP-1

310BOMWG SUPPLEMENT-1)
TO 8AF LTR 121-3 )

HEADQUARTERS 310TH BOMBARDMENT WING, M
Smoky Hill Air Force Base, Kansas
3 October 1955

Special Subject for Commanders and Inspectors--Publications

(NOTE: To be filed in front of 8AF LTR 121-3, 2 August 1955 until the 8AF LTR is removed from the file.)

SEE paragraph 3, 8AF LTR 121-3.

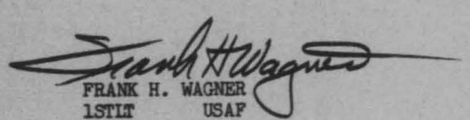
a. The wing chief of maintenance will determine the extent of foregoing deficiencies within the wing as pertains to technical publications. He will cause corrective action to be initiated and will make a written report of deficiencies discovered and corrective action taken or contemplated to this headquarters within thirty days from receipt of this supplement.

b. Each squadron commander will determine the extent of foregoing deficiencies as pertains to administrative publications and take corrective action. He will make a written report to this headquarters within thirty days from receipt of this supplement, outlining deficiencies discovered and corrective action taken or contemplated.

c. The Wing Inspector will be the office of record for this subject. He will insure compliance with 8AFR 123-1 and AFR 123-8.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT USAF
Adjutant



FRANK H. WAGNER
1STLT USAF
Adjutant

DISTRIBUTION:
1 - All Squadrons
2 - 310DO
2 - 310DM
1 - 310DP
1 - 310AG
1 - 310AC
5 - 8AF
2 - 802ADIV
1 - 310IG

0515

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

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

SPECIAL ORDER)
NUMBER 208)

14 September 1955

[redacted]-3

E X T R A C T

12. COL ROBERT E. THACKER, 4463A, is REL from HQ 310BOMWG, this STA, ASG HQ 1002 Inspector General GP, HQ COMD, USAF, Norton AFB, Calif with 2 DYS TDY at HQ SAC enroute to new duty station for exit interview. REPT NLT 15 OCT 55. SCTT CLNC Top Secret, OFF RSG with contemplated duty as Chief, Bomber Branch, Inspection and Safety Engineering Division, Directorate of Flight Safety Research. INDIV entitled to dislocation Pay Allowance. 9999C 5763500 048-146 P511-01 S99-999. TPA with 7 days TVL time AUTH. If POV is not used, TVL time will be time of CARR used. WP. PCS. TDN 5763500 048-131 P531(8)-02-03 S99-999. AUTH: AUTH AFM 35-11& MSG HQ USAF AFPMP-A 115753 8 SEP 55 & HQ SAC MSG DPM 20683, 12 SEP 55. 30 DALVP AUTH. EDCSA: 23 SEP 55.

BY ORDER OF THE COMMANDER:

s/t VIRGIL C. GEER
LTCOL USAF
Adjutant

COPY

0516

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION )
)
NUMBER 39-4 )

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

9 September 1955

ENLISTED PERSONNEL

Noncommissioned Officers' Advisory Staff
(Supersedes Wing Reg 39-4, 9 AUG 55)

1. PURPOSE: To establish a NCO Advisory Staff composed of graduates of the SAC NCO Academy to present problems of management, discipline, morale, utilization of facilities and working conditions to the Wing Commander.

2. SCOPE: [illegible] to all SAC NCO Academy graduates assigned this Wing.

3. PROCEDURE:

a. [illegible] will meet semi-monthly.

b. The first meeting of each month will be held on the third Thursday each month for a study of problems and to compile recommendations to be presented to the Wing Commander.

c. On the fourth Thursday of each month, the staff will meet with the Wing Commander.

d. The staff may meet at other special meetings when considered advisable.

4. FUNCTIONS: The duties and functions of the NCO Advisory Staff are outlined as follows:

a. Review and submit recommendations for improvement of work and management methods.

b. Submit suggestions for the betterment of living conditions.

c. Review each other airmen personnel actions for general welfare and morale.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

U 5 1 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
)
NUMBER 39-5)

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

9 September 1955

ENLISTED PERSONNEL

Airmen's Advisory Staff
(Supersedes Wing REG 39-5, 5 AUG 55)

1. PURPOSE: To establish a procedure for airmen in the lower four grades to present problems of management, discipline, morale, utilization of facilities and working conditions to the Wing Commander.

2. RESPONSIBILITY: Squadron Commanders will be responsible for selection of airmen to act as members of the Wing Airmen's Advisory Staff.

3. PROCEDURE: a. Airmen selected as members will convene semi-monthly.

b. The first meeting each month will be held the third Friday each month for a study of problems and to compile recommendations to be presented to the Wing Commander.

c. On the fourth Friday of each month, the staff will meet with the Wing Commander.

d. The senior member may request special meetings when considered advisable.

4. FUNCTIONS: Specific functions of the Airmen's Advisory Staff are outlined as follows:

a. Review and submit recommendations for improvement of work and management methods.

b. Submit suggestions for the betterment of living conditions.

c. Review each other airmen personnel actions for general welfare and morale.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

J 5 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

310DCO 8 September 1955

SUBJECT: Indoctrination Pamphlet for Newly Assigned Airmen

TO:

310th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

5

1. One of the problems in this Wing appears to be that airmen reporting for duty are not receiving proper indoctrination on base facilities, unit policies, squadron SOP's, etc.

2. MSGT Winn of the NCO Advisory Staff and A/1C Gruettert of the Airman Advisory Staff will direct the efforts of their respective staffs to devise and compose an indoctrination folder or pamphlet to be issued to newly assigned airmen by his element leader. This pamphlet, folder or brochure should include the following as minimum essential information:

a. Base Map with key facilities annotated.

b. Base recreational facilities.

c. Uniform regulations condensed and readable.

d. Key Base regulations.

e. Standardized barracks arrangement.

f. Key Wing policies.

g. History of 310th Wing.

h. Present equipment of 310th Wing with general performance data.

i. Brief of Troop Management System.

j. Off-base recreational facilities and areas.

k. Blank pages or arrangements for attachments covering squadron policies, squadron SOP's and SOP's and policies for each man's specific job.

l. Vehicle registration policies.

J 5 1 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of 310th Commander with the Airman and Maintenance Man of the Month.

6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

-7

OPERATIONS ORDER

SERIAL NR 201-55

TRAINING FOR SEPTEMBER 1955

HQ 310BOMWG
OPORD 201-55
1 SEP 55

0522

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

TABLE OF CONTENTS

Operations Order 201-55

ANNEX "A" - INTELLIGENCE (Omitted)

ANNEX "B" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection
Attachment "A" - 379BOMRON Training Projection
Attachment "B" - 380BOMRON Training Projection
Attachment "C" - 381BOMRON Training Projection
Attachment "D" - 310AREFS Training Projection

Appendix "2" - Air Training Requirements

Appendix "3" - Ground Training Requirements

Appendix "4" - Wing Directed Missions (To be Added)

ANNEX "C" - Communications

ANNEX "D" - Administrations and Logistics

HQ 310BOMWG
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955

OPERATIONS ORDER NR 201-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell Jr. |
| 381BOMRON | LTCOL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | LTCOL James E. Jordan Jr. |
| 310FMS | MAJ Malcom M. Stricklin |
| 310PMS | LT COL Arnold R. Megenity |

1. GENERAL SITUATION: September is the first month of the 50-8 training quarter ending 30 November. Training during the month of September will generally consist of the following:

a. Accomplishment of the flying time requirements 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. Completion of 40% of the quarterly requirements of SAC REG 50-8 by 30 September 1955 for lead and combat ready crews.

HQ 310BOMWG
OPORD 201-55
1 SEP 55

0524

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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. 30 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 Annex "B" and "D" this OPORD.

b. 380BOMRON: Reference Annex "B" and "D" this OPORD.

c. 381BOMRON: Reference Annex "B" and "D" this OPORD.

d. 310AREFS: Reference Annex "B" and "D" this OPORD.

e. 310A&E, PMS: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 September 1955.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training Projections are 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.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) The following B-47 Combat Crews will be assigned to the Wing Standardization Section for Stand Board checks. Respective squadrons will furnish aircraft on the days that the flight checks are scheduled:

379TH BOMRON

R45 Thomas 6 Sept to 9 Sept - Flt Cks 7 Sept and 9 Sept.

R21 Fory 26 Sept to 30 Sept - Flt Cks 28 Sept & 30 Sept.

380TH BOMRON

R42 Eversole 12 Sept to 16 Sept - Flt Cks 14 Sept & 16 Sept.

R05 Kantor 19 Sept to 23 Sept - Flt Cks 21 Sept & 23 Sept.

(8) Standardization flight checks for Staff pilots are scheduled as follows: ( 379TH BOMRON will furnish the aircraft. Stand. Board IP's are as indicated.)

| | |
|---|---|
| 9 Sept - IP Austin | 23 Sept - IP Preston |
| 12 Sept - IP Preston | 26 Sept - IP Austin |
| 16 Sept - IP Austin | 30 Sept - IP Austin |
| 19 Sept - IP Austin | |

Staff pilots to receive flight checks on the above dates will be designated at the weekly 60-9 meeting. Those Staff pilots requiring standardization flight chedks are as follows;

| | |
|---|---|
| Col Wells | LT Col Megenity |
| Col Wood | Lt Col McDaniell |
| Col Thacker | Lt Col Hart |



1526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | |
|---|---|
| Maj Field | Maj Goodlad |
| Maj Lindquester | Maj Brown |
| Capt Liddel | Capt Horskey |
| Capt Rutan | |

(9) Maj Clark 381ST BOMRON requires 51-19 check out. This check out will be scheduled by the 381ST BOMRON.

(10) Up-grading for the following listed crews non-ready to a ready status is projected for dates indicated:

379TH BOMRON IN55 King W. 5 Sept 55

379TH BOMRON IN59 King T. 30 Sept 55

380TH BOMRON NO4 Stewart 30 Sept 55

(11) All rated personnel will attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours, 17 September 1955.

(12) Squadron Commandars and the Director of Maintenance will take necessary action to provide highly reliable aircraft and "K" systems.

(13) Each tactical and refueling squadron will accomplish maximum GCA runs during the month of September.

(14) The following crews are scheduled for advanced survival training for the month of September:

| | | | |
|---|---|---|---|
| 379TH BOMRON | R25 | Swenson | 21 Sept 55 |
| 380TH BOMRON | NO4 | Stewart(Sub Obs Holmes) | 21 Sept 55 |



0527

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST BOMRON L35 Evans 21 Sept 55

(15) The Following crews are scheduled for Special Weapons course "D" Lowry AFB, Colo. on the dates indicated:

380TH BOMRON R12 MacDonough 6 Sept 55

381ST BOMRON R40 Van Leeuwen 6 Sept 55

(16) The following crews are scheduled for SES on 6 September 1955 at MacDill Air Force Base, Fla:

380TH BOMRON L08 Preston 6 Sept 55

381ST BOMRON L43 Austin (Alt)

(a) Details pertaining to Pre-SES training are as directed in OPORD 202-55 dated 15 August 1955.

(17) The following meetings are scheduled during the month of September. Dates, times, locations, and required attendance are as indicated.

(a) 60-9 Aircraft Scheduling — Duration - 1 hour

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 7 Sep 55 | 1330 | Wg Ops Conf Rm | Col Wells<br>Col Wood<br>Col Thacker<br>L/Col Davis<br>L/Col Call<br>L/Col Fulmer<br>L/Col McDaniell<br>L/Col McClatchy<br>L/Col Jordan<br>L/Col Megenity<br>L/Col Stublarec<br>Maj Fancher<br>Maj Stricklin<br>Maj Lindquester<br>Maj Frarie<br>Maj Goddad<br>Maj Field<br>Maj Wise |
| 14 Sep 55 | 1330 | Wg Ops Conf Rm | Same as above |
| 21 Sep 55 | 1330 | " " " " | " " " |
| 28 Sep 55 | 1330 | " " " " | " " " |



J 5 2 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) RBS Scheduling — Duration - 1 hour

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 6 Sep | 0900 | Wg Ops Conf Rm | L/Col Stublarec |
| | | | Maj Rowan |
| | | | Maj Farley |
| | | | Maj Clark |
| | | | Maj Levy |
| 12 Sep | 0900 | Wg Ops Conf Rm | Same as above |
| 19 Sep | 0900 | Wg Ops Conf Rm | Same as above |
| 26 Sep | 0900 | Wg Ops Conf Rm | Same as Above |

(c) Wing Commanders Operations Briefing

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| Mon | 1530 | Wg Ops Conf Rm | Wing Commander |
| thu | | | Deputy Wing Commander |
| Fri | | | Director of Operations |
| | | | Chief of Operations & Tng |
| | | | Squadron Commanders |
| | | | Squadron Operations Off |
| | | | Chief of Maintenance |
| | | | Base Weather Officer |

(d) Aircraft Observer Board

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| Nov | | Wg Ops Conf Rm | L/Col Stublarec |
| | | | Maj Rowan |
| | | | Maj Ofner |
| | | | Maj Farley |
| | | | Maj Levy |
| | | | Maj Clark |
| | | | Maj Eldridge |
| | | | Maj Spierling |
| | | | Capt Kelly |
| | | | Capt Hill |
| | | | Capt Staley |
| | | | Capt Patten |
| | | | Capt Savino |
| | | | Capt Hart |



J 5 2 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(e) Aircraft Malfunction and Abort Board

| DATE | TIME | LOCATION | QUOTA | |
|---|---|---|---|---|
| 1 Sep | 0900 | Wg Conf Rm | Col | Wood |
| | | | Col | Thacker |
| | | | L/Col | Davis |
| | | | L/Col | Call |
| | | | L/Col | Stublarec |
| | | | Capt | Horsky |
| | | | Capt | Hoppus |
| | | | L/Col | McDaniell (On Call) |
| | | | L/Col | Fulmer " |
| | | | L/Col | McClatchy " |
| | | | Maj | Fancher " |
| | | | M/Sgt | Perry " |
| | | | M/Sgt | Williams " |
| | | | T/Sgt | McCarcar " |
| | | | T/Sgt | Bogerman " |
| | | | A 1/c | Russel " |
| | | | A 1/c | Hague " |
| Sep | 0900 | Wg Conf Rm | Same as above | |

(f) Gross Error Board

| DATE | TIME | LOCATION | QUOTA | |
|---|---|---|---|---|
| Sep | | Wg Ops Conf Rm | Col | Wood |
| | | | Col | Thacker |
| | | | L/Col | Stublarec |
| | | | Maj | Rowan |
| | | | Maj | Ofner |
| | | | Maj | Faivre |
| | | | Maj | Farley |
| | | | Maj | Clark |
| | | | Maj | Eldridge |
| | | | Capt | Hart |
| | | | Civ | Thompson |
| | | | Civ | Nelson |

(18) The following KC-97 Crews will be assigned to the Wing Standardization Section for stand board checks.

| | | | |
|---|---|---|---|
| IM34 | Capt Dunbar | T24 | Capt Newman |
| IM31 | Capt Burke | T27 | Capt Cannon |
| TQ2 | Capt Porritt | T29 | Capt Miller |
| T23 | Capt Lovell | | |



J 5 3 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. ADMINSTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

Colonel, USAF
Commander



J 5 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEXS:

"A" - INTELLIGENCE (Omitted)

"B" - OPERATIONS AND TRAINING

"C" - COMMUNICATIONS

"D" - ADMINISTRATION AND LOGISTICS

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6 CYS

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-55

INTELLIGENCE

HQ 310BOMWG
Annex "A"
OPORD 201-55
1 SEP 55

1 3533

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

Omitted.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CYS

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "A"
OPORD 201-55
1 SEP 55

0534

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

OPERATIONS AND TRAINING

HQ 310BOMWG
Annex "B"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 September 1955, 0001Z

1. GENERAL: September is the first month of the 50-8 training quarter ending 30 November 1955. Details of training requirements and schedules are covered in appropriate appendices of this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercises required in the future.

3. WING DIRECTED MISSIONS: Wing missions will be scheduled on the following dates: (Appendix "4", Attachments "A" thru "G" to be added later.)

| | | |
|---|---|---|
| 6 Sept 55 | 16 Sept 55 | 22 Sept 55 |
| 9 Sept 55 | 20 Sept 55 | 28 Sept 55 |
| 13 Sept 55 | | |

HQ 310 BOMWG
ANNEX "B"
OPORD 201-55
1 Sep 55

0536

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. TANKER ALLOCATIONS: Tanker Allocations are as indicated below:

| DATE | 379 BOMRON | | 380 BOMRON | | 381 BOMRON | |
|---|---|---|---|---|---|---|
| | Day | Nite | Day | Nite | Day | Nite |
| 6 Sept | 0 | 1 | 0 | 2 | 0 | 2 |
| 7 Sept | *1 | 1 | 0 | 1 | 0 | 1 |
| 8 Sept | 0 | 2 | 0 | 1 | 0 | 1 |
| 9 Sept | #1 | 1 | 0 | 2 | 0 | 2 |
| 12 Sept | #1 | 1 | 0 | 1 | 0 | 1 |
| 13 Sept | 0 | 2 | 0 | 1 | 0 | 2 |
| 14 Sept | 0 | 2 | *1 | 2 | 0 | 1 |
| 15 Sept | 0 | 2 | 0 | 2 | 0 | 1 |
| 16 Sept | #1 | 1 | 0 | 1 | 0 | 1 |
| 19 Sept | #1 | 2 | 0 | 2 | 0 | 1 |
| 20 Sept | 0 | 2 | 0 | 2 | 0 | 2 |
| 21 Sept | 0 | 1 | *1 | 2 | 0 | 1 |
| 22 Sept | 0 | 2 | 0 | 1 | 0 | 2 |
| 23 Sept | #1 | 2 | 0 | 1 | 0 | 1 |
| 26 Sept | #1 | 1 | 0 | 2 | 0 | 1 |
| 27 Sept | 0 | 2 | 0 | 1 | 0 | 2 |
| 28 Sept | *1 | 1 | 0 | 2 | 0 | 0 |
| 29 Sept | 0 | 1 | 0 | 2 | 0 | 2 |
| 30 Sept | #1 | 2 | 0 | 1 | 0 | 1 |
| Total | 9 | 29 | 2 | 29 | 0 | 25 |

* Combat Crew Stand Board #18M transfer

\# Staff Stand Board #18M transfer



J 5 3 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. AIRDROME OFFICER: In accordance with SAC Reg 55-44, the following Airdrome Officer schedule will apply. Tour of duty starts at 0900 local time, dates indicated:

| | | | |
|---|---|---|---|
| 1 Sept 55 CANX | 310TH AREFS | Maj | Darlington |
| 3 Sept 55 | 310TH HQSQ | Capt | Willard |
| 4 Sept 55 | 380TH BOMRON | Capt | Kruse |
| 5 Sept 55 | 381ST BOMRON | Maj | Holder |
| 6 Sept 55 | 310TH AREFS | Capt | Newman |
| 7 Sept 55 | 380TH BOMRON | Maj | Weir |
| 8 Sept 55 | 381ST BOMRON | Capt | Rowley |
| 9 Sept 55 | 310TH HQSQ | Maj | Brown |
| 10 Sept 55 | 379TH BOMRON | Capt | Craven |
| 11 Sept 55 | 380TH BOMRON | Maj | Stevens |
| 12 Sept 55 | 310TH AREFS | Capt | Cannon |
| 13 Sept 55 | 381ST BOMRON | Capt | Huffman |
| 14 Sept 55 | 380TH BOMRON | Capt | Littlejohn |
| 15 Sept 55 | 379TH BOMRON | Capt | Smith S R |
| 16 Sept 55 | 381ST BOMRON | Capt | Hubbes |
| 17 Sept 55 | 381ST BOMRON | Maj | Barnard |
| 18 Sept 55 | 310TH HQSQ | Capt | Liddel |
| 19 Sept 55 | 310TH AREFS | Maj | Mauch |
| 20 Sept 55 | 381ST BOMRON | Capt | Bertic |
| 21 Sept 55 | 380TH BOMRON | Maj | Eversole |
| 22 Sept 55 | 381ST BOMRON | Maj | Foss |
| 23 Sept 55 | 380TH BOMRON | 1/Lt | Weber |
| 24 Sept 55 | 379TH BOMRON | Capt | Johnson |
| 25 Sept 55 | 310TH AREFS | Maj | Scholz |
| 26 Sept 55 | 380TH BOMRON | Capt | Wayman |
| 27 Sept 55 | 381ST BOMRON | Capt | Colladay |
| 28 Sept 55 | 310TH HQSQ | Maj | Barnett |
| 30 Sept 55 | 379TH BOMRON | Maj | King W. |

6. FLIGHT TEST CREWS: In accordance with 310th Bomb Wing Reg the following Flight Test Crew schedule will apply. Tour of duty starts at 0800 local time:

| | | | |
|---|---|---|---|
| 26 Aug to 4 Sept 55 | 380TH BOMRON | N11 | Capt Wayman |
| 6 Sept to 11 Sept 55 | 381ST BOMRON | R12 | Capt Mann |
| 12 Sept to 18 Sept 55 | 379TH BOMRON | R45 | Capt Thomas |
| 19 Sept to 25 Sept 55 | 380TH BOMRON | R09 | Capt Smith |
| 26 Sept to 2 Oct 55 | 381ST BOMRON | R20 | Capt Rowley |



J 5 3 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. OFFICER OF THE DAY: In accordance with Base Reg 205-7 the following Officer of the Day schedule will apply. Tour of duty starts at 1600 local time. Officers scheduled will report to Base Adjutant. Tour of duty will end at 0730 local.

| | | | |
|---|---|---|---|
| 16 Sept 55 | 310TH HQSQ | 2nd Lt | Shaprio |
| 17 Sept 55 | 310TH FMS | 1st Lt | Bacle |
| 18 Sept 55 | 310TH A&ES | | |
| 19 Sept 55 | 310TH AREFS | 1st Lt | Briggs |
| 20 Sept 55 | 379TH BOMRON | 1st Lt | Schmidt |
| 21 Sept 55 | 310TH AREFS | 2nd Lt | Norman |
| 22 Sept 55 | 379TH BOMRON | Capt | Wortman |
| 23 Sept 55 | 380TH BOMRON | 1st Lt | Smith |
| 24 Sept 55 | 310TH AREFS | 1st Lt | Cooper |
| 25 Sept 55 | 380TH BOMRON | 1st Lt | Ratzeburg |
| 26 Sept 55 | 381ST BOMRON | Capt | Hill |
| 27 Sept 55 | 310TH AREFS | 2nd Lt | Solis |
| 28 Sept 55 | 310TH HQSQ | Capt | Eberhardt |
| 29 Sept 55 | 379TH BOMRON | 1ST Lt | Luther |
| 30 Sept 55 | 310TH AREFS | 2nd Lt | Delappe |

8. INVENTOR OFFICERS: Inventories will be conducted as follows:

| | | |
|---|---|---|
| 1 Sept 55 | 310TH HQSQ(Prisoners Fund) | 1st Lt Sefton |
| 1 Sept 55 | 310TH AREFS(Finance) | |
| 1 Sept 55 | 310TH FMS( Finance) | 2nd Lt Totten |

9. RETREAT: The following Squadrons are scheduled for Retreat.

| | |
|---|---|
| 16 Sept 55 | 379TH BOMRON |
| 19 Sept 55 | 380TH BOMRON |
| 26 Sept 55 | 310TH A&ES |

HQ 310BOMWG
ANNEX "B"
OPORD 201-55
1 Sep 55



J 5 3 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10. DEBRIEFING OFFICER: In accordance with 310th Bomb Wing Reg 51-5. the following schedule will apply. Tour of duty starts at 0800 local. Scheduled officer will report to the 310th Wing Maintenance Control for duty.

| | | | |
|---|---|---|---|
| 1 Sept 55 | 381ST BOMRON | 1st Lt | Milliken |
| 2 Sept 55 | 310TH AREFS | | |
| 6 Sept 55 | 379TH BOMRON | Capt | King T. |
| 7 Sept 55 | 310TH AREFS | 2nd Lt | Watkins |
| 8 Sept 55 | 380TH BOMRON | 1st Lt | Jobin |
| 9 Sept 55 | 310TH AREFS | 1st Lt | McShea |
| 12 Sept 55 | 381ST BOMRON | 1st Lt | Washington |
| 13 Sept 55 | 310TH AREFS | 1st Lt | Black |
| 14 Sept 55 | 379TH BOMRON | Capt | Hopkins |
| 15 Sept 55 | 310TH AREFS | 2nd Lt | French |
| 16 Sept 55 | 380TH BOMRON | Capt | Waple |
| 19 Sept 55 | 310TH AREFS | 2nd Lt | Clark |
| 20 Sept 55 | 381ST BOMRON | 1st Lt | Brennenstuhl |
| 21 Sept 55 | 310TH AREFS | 1st Lt | Dolins |
| 22 Sept 55 | 379TH BOMRON | Capt | Tompkins |
| 23 Sept 55 | 310TH BOMRON | 2nd Lt | Cataldo |
| 26 Sept 55 | 380TH BOMRON | Capt | MacDonough |
| 27 Sept 55 | 310TH AREFS | 2nd Lt | Knoph |
| 28 Sept 55 | 381ST BOMRON | Capt | Walter |
| 29 Sept 55 | 310TH AREFS | 2nd Lt | Hastings |
| 30 Sept 55 | 379TH BOMRON | Capt | |

11. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0800 to 0800 the following day. Prior to 1630 on the day the officer is scheduled for duty, he will contact the Director of Operations. If the Director of Operations plans to be absent from the base the Assistant Flight Supervisor will remain on base and keep the Wing Control Room posted on where he can be reached by phone. The following schedule will apply:

| | | | | | |
|---|---|---|---|---|---|
| 1 Sept 55 | Maj | Field | 9 Sept 55 | Maj | Lindquester |
| 2 Sept 55 | Maj | Lindquester | 10 Sept 55 | Lt Col | McDaniell |
| 3 Sept 55 | Lt Col | McDaniell | 11 Sept 55 | Lt Col | McClatchy |
| 4 Sept 55 | Maj | Field | 12 Sept 55 | Lt Col | Fulmer |
| 5 Sept 55 | Maj | Lindquester | 13 Sept 55 | Maj | Field |
| 6 Sept 55 | Lt Col | McClatchy | 14 Sept 55 | Maj | Lindquester |
| 7 Sept 55 | Lt Col | Fulmer | 15 Sept 55 | Lt Col | McDaniell |
| 8 Sept 55 | Maj | Field | 16 Sept 55 | Lt Col | McClatchy |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | | |
|---|---|---|---|---|---|
| 17 Sept 55 | Lt Col | Fulmer | 24 Sept 55 | Maj | Field |
| 18 Sept 55 | Maj | Field | 25 Sept 55 | Maj | Lindquester |
| 19 Sept 55 | Maj | Lindquester | 26 Sept 55 | Lt Col | McDaniell |
| 20 Sept 55 | Lt Col | McDaniell | 27 Sept 55 | Lt Col | McClatchy |
| 21 Sept 55 | Lt Col | McClatchy | 28 Sept 55 | Lt Col | Fulmer |
| 22 Sept 55 | Lt Col | Fulmer | 29 Sept 55 | Maj | Barnett |
| 23 Sept 55 | Maj | Barnett | 30 Sept 55 | Maj | Field |

12. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty Officer is from 0800 to 0800 local. Officers scheduled below will report to the 310th Wing Control Room for duty and will be in the tower for all take-offs and landings;

| | | | |
|---|---|---|---|
| 13 Sept 55 | 380TH BOMRON | Capt | Hart |
| 5 Sept 55 | 381ST BOMRON | Capt | Rowley |
| 5 Sept 55 | 379TH BOMRON | Capt | Bruce |
| 6 Sept 55 | 380TH BOMRON | Capt | Littlejohn |
| 7 Sept 55 | 381ST BOMRON | Capt | Porter |
| 8 Sept 55 | 379TH BOMRON | Capt | Fory |
| 9 Sept 55 | 380TH BOMRON | Capt | Waymon |
| 10 Sept 55 | 381ST BOMRON | Capt | Evans |
| 12 Sept 55 | 381ST BOMRON | Capt | Hubbes |
| 13 Sept 55 | 379TH BOMRON | Capt | Blake |
| 14 Sept 55 | 380TH BOMRON | Capt | Stewart |
| 15 Sept 55 | 381ST BOMRON | Capt | Wilke |
| 16 Sept 55 | 379TH BOMRON | Capt | Johnson |
| 17 Sept 55 | 380TH BOMRON | Capt | Garbade |
| 19 Sept 55 | 380TH BOMRON | Maj | Balch |
| 20 Sept 55 | 381ST BOMRON | Maj | Barnard |
| 21 Sept 55 | 379TH BOMRON | Maj | Frarie |
| 22 Sept 55 | 380TH BOMRON | Maj | Balch |
| 23 Sept 55 | 381ST BOMRON | Capt | Colladay |
| 24 Sept 55 | 379TH BOMRON | Capt | Wolfe |
| 26 Sept 55 | 379TH BOMRON | Capt | King T. |
| 27 Sept 55 | 380TH BOMRON | Capt | Kantor |
| 28 Sept 55 | 381ST BOMRON | Capt | Blenis |
| 29 Sept 55 | 379TH BOMRON | Capt | Johnson |
| 30 Sept 55 | 380TH BOMRON | Capt | Siglin |



J 5 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDICES:
"1" - Training Projections
"2" - Air Training Requirements
"3" - Ground Training Requirements
"4" - Wing Directed Missions

DISTRIBUTION:
COMAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310FMS; 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6 CYS

OFFICIAL

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "B"
OPORD 201-55
1 SEP 55

0542

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

TRAINING PROJECTIONS SEPTEMBER

HQ 310BOMWG
APP 1, Annex "B"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

TRAINING PROJECTION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

1. The following code is used in the Attachments of this Appendix:

| | | | |
|---|---|---|---|
| AB | RBS TRAINING | MP | MISSION PLANNING |
| AO | AIRDROME OFFICER | OD | OFFICER OF THE DAY |
| B | BRIEFING (MISSION) | P | PASS |
| C | MISSION CRITIQUE | PT | PHYSICAL TRAINING |
| CR | CONDITIONING ROOM | Q | ULTRASONIC TRAINER |
| D | SQUADRON DUTY | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| E | SURVIVAL SCHOOL | SL | SPECIAL ORDERS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | TS | TARGET STUDY |
| G | GROUND SCHOOL | WS | WATER SURVIVAL |
| H | HOSPITAL | Z | COMPENSATING TIME OFF |
| L | LEAVE | SW | SPECIAL WEAPONS |
| LT | LINK TRAINER | P | CO-PILOT |
| M | AIRCRAFT MAINTENANCE | A | AIRCRAFT COMMANDER |
| BT | BLOCK TRAINING | O | OBSERVER |
| PF | PREFLIGHT | AT | ALERT |
| SD | SENIOR DUTY OFFICER | FTC | FLIGHT TEST CREW |
| ALT | ALTITUDE CHAMBER | DB | DEBRIEFING OFFICER |

HQ 310BOMWG
APP 1, Annex "B"
OPORD 201-55
1 SEP 55

J 5 4 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

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

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

379TH BOMRON TRAINING PROJECTION - SEPTEMBER

HQ 310BOMWG
ATT "A", APP "1", Annex "B"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 379 BOMRON FLYING PROJECTION

ATT "C" APP "1" ANNEX "B"
OPORD 201-55 1 SEPT 55

| LCFT CNDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SWENSON | R-25 | F | | | | | | F | | F | | | F | | | | F | | | | | | | | | | | | | | |
| JOHNSON | R-46 | | | | | | F | | F | | | | | | | F | | | | | F | | F | | | | | | | F | | |
| KING, W | N-55 | | F | | | | | | | | | | | | | | F | | | | F | | F | | | | F | | F | | F | |
| WOLFE | R-07 | | | | | | F | | | | | | | F | | F | | | | | F | | | | | | F | | | F | | |
| BLAKE | R-18 | | F | | | | | | | F | | | | | F | | | | | | F | | | F | | | | | F | | F | |
| FORY | R-21 | | F | | | | | | F | | | | | | | F | | F | | F | | F | | F | | | | | F | | F | |
| NIEMANN | R-06 | F | | | | | | F | | F | | | | F | | | | | | | | | | | | | | | | | | |
| CRAVEN | R-22 | | | | | | F | | F | | | | F | | F | | | | | | | | F | | | | | F | | | | |
| RENFRO | IN-23 | | | | | | F | | | | | | | | | | F | | | | | | | | | | | | | | | |
| BRUCE | L-19 | | | | | | | | | | | | F | | | F | | | | | F | | | F | | | | | F | | | |
| THOMAS | R-45 | F | | | | | | F | | F | | | | | | | | | | | | | | | | | | | | | | |
| HOPKINS | R-39 | | F | | | | | F | | | | | | F | | | | | | F | | | F | | | | | F | | F | | |
| KING, T | IN-57 | F | | | | | | | F | | | | | | F | | | | | F | | | F | | | | | F | | F | | |
| STAFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STAFF | | | | | | | | F | | | | | F | F | F | | F | | | F | | F | | F | | | F | F | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | F | | | | | F | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 379TH BOMRON — CREW ACTIVITIES

ATT "A", APP "1", ANNEX "B"
OPORD 201-55 1 SEPT 55

| LFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WENSON | R-25 | F | | | | | | F | | F | | | F | O-TS | | | F |
| OHNSON | R-46 | | P-OQ | | | | F | | F | O-TS | | | O-TS | EWP | | F | A-SD |
| ING W | IN55 | EWP | F | | | | | | | | | | O-TS | O-TS | | | F |
| OLFE | R07 | TDY | → | | | | F | O-TS | EWP | O-TS | | | | F | | F | |
| LAKE | R-18 | | F | | | | BT → | | | F | | | EWP | A-SD | F | P-OQ O-TS | |
| ORY | R-21 | | F | | | | EWP | | | O-TS | | | A— | IP | FOR | UIP | → |
| IEMANN | R06 | F | O-TS | | | A-SD | | F | | F | | | EWP | F | BT → | | |
| RAUEN | R22 | O-TS | EWP | | | | F | | F | P-OQ O-TS | A-AO | | F | | F | O-TS | |
| ENFRO | IN28 | P-OQ | | | | | F | | A-SD | | | | | | | | F |
| BRUCE | L-19 | BT → | | A-SD | | | ← | BREAK AW | | AW → | | | F | EWP | | F | |
| THOMAS | R-85 | F | EWP | | | | | F | | F | | | FTC | | | | |
| [illegible] | R-29 | | | | | | | F | O-TS P-OQ | BT | | | BT | F | A-SD | O-TS | |
| [illegible] | IN53 | F | O-TS | | | | O-TS A-DB | | F | | | | O-TS | O-TS | F | | |

U 5 4 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH BOMRON CREW ACTIVITIES ATT "A", APP "1", ANNEX "B" OPORD 201-55 1 SEP 55

| ACFT CMDR | CREW | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SWENSON | R-25 | | | | O-TS EWP | | E | | | | | | | | | → |
| JOHNSON | R-46 | | | | | F | | F | O-TS | A-AO | | O-TS | BT | BT | A-SD | |
| KING W. | IN55 | A-SD | | | | F | | F | P-OQ O-TS | | | F | | F | | F |
| WOLFE | R07 | P-OQ | | | | F | O-TS | BT | BT | ASD | | F | O-TS | | F | A-AO |
| BLAKE | R-18 | O-TS | | | | F | O-TS | | F | | | EWP | | F | | F |
| FORY | R-21 | | AC | -IP | FOR | OTP | | | F | | | O-TS | | F | | F |
| NIEMANN | R06 | L | | | | | | | | | | | | | | → L |
| CRAVEN | R-22 | | | | BT | BT | | F | | | | | F | O-TS | P-OQ | |
| RENFRO | IN28 | | | | B | | | | | | | | | | | BT |
| BRUCE | L19 | | | | | F | O-TS | | F | | | EWP | | F | P-OQ | |
| THOMAS | R-45 | FTC | → | | BT | | | | | | | | | | | BT |
| HOPKINS | R-39 | O-TS | | | F | O-TS | | F | | | | | F | | F | |
| KING T. | IN59 | O-TS | | | F | | | F | | | | A-SD | F | | F | P-OQ |
| | | | | | | SCHAID OD | PRAGIE SD | TUMPKINS DR | | | | | | | | |
| | | | | | | | | WORTMAN OD | | | | | | | | |

3

J 5 4 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

380TH BOMRON TRAINING PROJECTION - SEPTEMBER

HQ 310BOMWG
ATT "B", APP "1", Annex "B"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON FLYING PROTECTION

ATT "B", APP "1", ANNEX "B" OPORD 201-55, 1 SEP 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIEL | CO | | | | | | | | F | | | | | | | F | | | | | | F | | | | | | | | F | | |
| GOODLAND | OPS | | | | | | F | | | | | | | F | | | | | | F | | | F | | | | | | F | | | |
| STEVENS | R30 | | | | | | | | | | | | | | F | | | | | | | | | | | | | | | | F | |
| STEWART | N04 | F | | | | | F | | | | | | F | | | F | | | | | | | | | | | | | | | | |
| LITTLEJOHN | N49 | | | | | | | | F | | | | F | | | | | | | | F | | F | | | F | | | | | | |
| EVERSOLE | R42 | | | | | | F | | | F | | | | | F | F | | | | | F | | | F | | | | F | | | | |
| GARBADE | R41 | | | | | | | | | F | | | | | F | | | | | | | | | | | | | | | | | |
| HART | R50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MacDONOUGH | R10 | | F | | | | | | | | | | | | | | | | | F | | | | F | | | | | F | | | |
| BALCH | N10 | | | | | | | F | | | | | F | | | F | | | | | | F | | | | | | F | | F | | |
| ANDERSON | L29 | | | | | | F | → | | S | E | S | | | | | | | | | | | | | | | | | | | > | |
| SMITH | R09 | F | | | | | | F | | F | | | | | | F | | | | | | | | | | | | F | | | F | |
| SIGLIN | R31 | | F | | | | | | | | | | | | | | | | | | | | | | | | | | F | | | |
| WAYMAN | N11 | | F | | | | | F | | | | | F | | F | | | | | F | | | F | | | | | | F | | | |
| KANTOR | R13 | | | | | | | | | | | | | | | | F | | | | | F | | F | | | | | | | F | |
| PRESTON | L08 | | | | | | | F | | | | | | | | | | | | | | | | | | | | | | F | | |
| KRUSE | R32 | | | | | | | F | | F | | | | F | | | F | | | | F | | | F | | | | F | | | F | |
| WELLS | STAFF | | | | | | | | | | | | | | | | | | | | | F | | | | | | | | | | |
| WOOD | STAFF | | | | | | | | | F | | | | | | | | | | | | | | | | | | | F | | | |
| CALL | STAFF | | | | | | | F | | | | | | | | F | | | | | F | | | | | | F | | | | | |

J 5 5 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON — CREW ACTIVITIES — ATT "B", APP "I", ANNEX "B" OPORD 201-55, 1 SEP 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEVENS | R30 | E | | | | | | | E | EWP | | A-AO | BT | T-2 EWP | F | P-DQ O-D | P-D |
| STEWART | N04 | F | F | | | | F | BT | EWP | EWP T-2 | | | F | EWP | A-SD O+P-D | | F |
| LITTLEJOHN | 11348 | P-DQ | BT | | | | A-SD P-D | | | | | | F | | A-AO | P-D | |
| EVERSOLE | R42 | | EWP | | | F | P-D O-D | EWP T-2 | P-DQ | F | | | ST BY | → | | | F |
| GARBADE | R41 | | | | | | | L | | F | | | P-D O-D | | F | BT | EWP |
| HART | R-50 | A-SD O-P-D | | | | | ← | BRE | AKA | WAY | → | | EWP | L | | | → |
| MACDONOUGH | R-10 | P-DQ | F | T | | LOW | RY | | | | T | | | | | | |
| BALCH | IN6 | | | | | | O-D | P-AD | | | | | F | | | F | O-D |
| ANDERSON | L29 | F | | | | | F | | SES | MC | DIII | | | | | | → |
| SMITH | KD9 | F | EWP | | | | T-2 EWP | F | | F | | | | P-D O-D | | F | P-DQ O-DR |
| SIGLIN | P31 | | F | | | | L | | | | | | | | | | → |
| WALLACE | N11 | | F | | | | | F | P-D O-DR | A-SD P-DQ | | | F | | F | | |
| KENTON | P12 | T | | | | | BT | | | | | | | | | BT | F |
| PRESTON | L08 | | | | | | EWP T-2 | F | | | | | STAFF A-F | | EVERSW A-F | TRE | SES |
| KRUSE | P32 | | EWP | | A-AO | | | | F | EWP T-2 | O-D P-D | | | F | | | |



J 5 5 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON — CREW ACTIVITIES

ATT "B", APP "1" ANNEX "B" OPORD 201-55 1 SEP 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEVENS | R-30 | | | BT | | | | | | | | | BT | | F | |
| STEWART | N04 | | | O-ALT A+R | O-ALT | | O-D | | SURVIVAL | | | STAND | | | | |
| LITTLEJOHN | IN49 | | | | F | | F | O-D O-OD | | | AF3 | | | | | |
| EVERSOLE | R42 | | | | F | A-AD P+O-D | P-OD | F | | | | F | BT | EWP | | |
| GARIBADE | R41 | A-SD | | BT | | | | | | | | | BT | P-D O-D | | |
| HART | R50 | L | | | | | | | | | | | | | | |
| MACDONOUGH | R10 | | | F | BT | EWP | | F | | O-OD | A-DB P-D | | | F | O-D | |
| RALEIGH | IN60 | | | A-SD P-D O-E | | P | A-SD | BT | | | F | | | I= | | |
| ANDERSON | L29 | SES | | | | | | | | | A-ALT | | P-D O-D | P OD | | |
| SMITH | R09 | | | FTC | | | | | | | F | EWP | | | F | |
| SIGAIN | R31 | L | | | | | | | | | L | | F | EWP | A-SD B-OD | |
| WAYMAN | N11 | | | F | P-D O-E | | F | A-AD | | | O-D | P-D | F | | | |
| KANTOR | R-13 | | | STBY | | F | | F | | | A-AD | A-SD O-D | EWP | | F | |
| PRESTON | L08 | PRE | SES | | | | | | | | | | | F | A-SD | |
| KRUSE | R-32 | F | | | F | EWP | | F | | | | F | | | F | |



0552

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

ATTACHMENT "C"

TO

APPENDIX 1

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

38IST BOMRON TRAINING PROJECTION SEPTEMBER

HQ 310BOMWG
ATT "C", APP "1", Annex "B"
OPORD 201-55
1 SEP 55

0553

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381 BOMRON FLYING PROJECTION

ATT "C" APP "1" ANNEX "B"
OPORD 201-55 1 SEPT 55

| CFT CNDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EVANS | R 35 | F | | | | | F | | F | | | | | F | | | | | | | | | | | | | | | | | | |
| VAN LEEWN | R-40 | | | | | | | | | | | | | | | F | | | | | F | | F | | | | F | | | F | | |
| HUBBES | R-37 | | | | | | | | | F | | | | | F | | | | | | F | | | F | | | | | F | | | |
| BLENIS | R-57 | | | | | | | | | | | | | | F | | | | | F | | | F | | | | | F | | | F | |
| BARNARD | R-44 | F | | | | | | | | | | | | | | | F | | | | | | F | | | | | F | | | F | |
| COLLADAY | R-61 | | | | | | | F | | F | | | | F | | F | | | | | F | | | | | | F | | | F | | |
| MAYS | R-47 | | | | | | F | | | F | | | | | F | | F | | | | | | | | | | | | | | F | |
| WILKIE | R-52 | | | | | | | | | | | | | | | | | | | | F | | | F | | | | | F | | F | |
| STAFF | | | | | | | | F | F | | | | | | | F | | F | | F | | F | | F | | | | F | | | | |
| FOSS | L 27 | | | | | | | | | | | | | | | | | | | F | | F | | | | | | | | | | |
| HOLDER | R-33 | | | | | | | F | | F | | | F | | | F | | | | | | | | | | | | | | F | | |
| MANN | R-12 | | F | | | | | | | | | | | F | | | | | | F | | F | | | | | F | | F | | | |
| AUSTIN | R-43 | | F | | | | | | | | | | F | | F | | | | | | | | | | | | | | | F | | |
| ROWLEY | R-20 | | | | | | F | | F | | | | | | | | F | | | | | F | | F | | | | | | | | |
| PORTER | R-36 | | F | | | | F | | F | | | | F | | | | | | | | | | F | | | | F | | F | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST BOMBON CREW ACTIVITIES ATT "C, APP "1", ANNEX "B" OPORD 201-55 1 SEP 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R-44 | F | EWP | EWP | | | BT | | | | | | | | | BT | F |
| EVANS | R-35 | F | | | | | F | | F | EWP | A-SD | | | F | | EWP | |
| VAN L. | R-40 | O-DB | | T | | | DENVER | | | | | | | T | | F | |
| HUBBES | R-37 | LV | | | | | | LV | | F | EWP | | O-DB SD | | F | CR | A-AD |
| BLENIS | R-57 | L | | | | | | L | | | | | L | | F | | CR |
| COLLADAY | R-61 | T | DENVER | | | T | | | | F | | | | F | | F INST | SCHL |
| ROWLEY | R-20 | | SD | | | | F | | F A-AD | | EWP T-2 | | CR | P-AD | | | F |
| MAYS | R-47 | | EWP | | | | F | | | F | | | CR | | F | | F |
| WILKE | R-52 | O-T | DY | | | | | | | | | | | | | A-SD | T |
| FOSS | L-27 | LV | | | | | | | | | | | | | | LV | |
| HOLDER | R-33 | | | | | A-AD | | F | | F | | | | | | | EWP |
| MANN | R-12 | | F | | | FTP | | | | | | FTC | | F | | A-INST | SCHL |
| AUSTIN | R-43 | | F | | | | | | A-F | T-2 EWP | | | F | | F | STAFF A-F | EVERSOLE O-F |
| PORTER | R-36 | | F | | | | F | SD | F | | EWP T-2 | | F | BT | EWP | | |

2

0555

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381ST BOMRON CREW ACTIVITIES

ATT "C", APP "1", ANNEX "B" OPORD 201-55, 1 SEP 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R-44 | A-AO | | EWP | P-AO SD ← | O-DB | F | OQ | | | CR | F | | | F | | |
| EVANS | R-35 | | | E ← | | | | | | | | | | | E | | |
| VAN L | R-40 | | | | F | | F | EWP | | | F | | | F | CR | | |
| HUBBES | R-37 | | | | F | | | F | | | BT | | F | | EWP | | |
| BLEWIS | R-57 | | | F | | | F | EWP | | | | F | O-DB SD | | F | | |
| COLLADAY | R-61 | | | | F | BT | EWP | SD | | | A-F, J CR | A-AO CR | | F | | | |
| ROWLEY | R-20 | | | EWP | | F | | F | | | FTC ← | | | → | FTC | | |
| MAYS | R-47 | | | BT | | | | | | | | | BT | | F | | |
| WILKE | R-52 | | | | F | EWP | | F | | | CR | | F | | F | | |
| FOSS | L-27 | | | F | | F | A-AO | | | | O-DO | | A-F FORY | OQ | J-F FORY | | |
| HOLDER | R-33 | | | BT | | | | | | | | | BT | F | | | |
| MANN | R-12 | | | F | | F | | | | | F | | F | BT | EWP | | |
| AUSTIN | R-43 | | | STAFF A-F | | A-F MAINTOB | | O-F MAINTOB | A-F STAFF | | A-F J STAFF | | | | A-F STAFF | | |
| PORTER | R-36 | | | | | | F | | | | F | | F | | | | |
| STAFF | | | | | | | | | | | | | | F | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

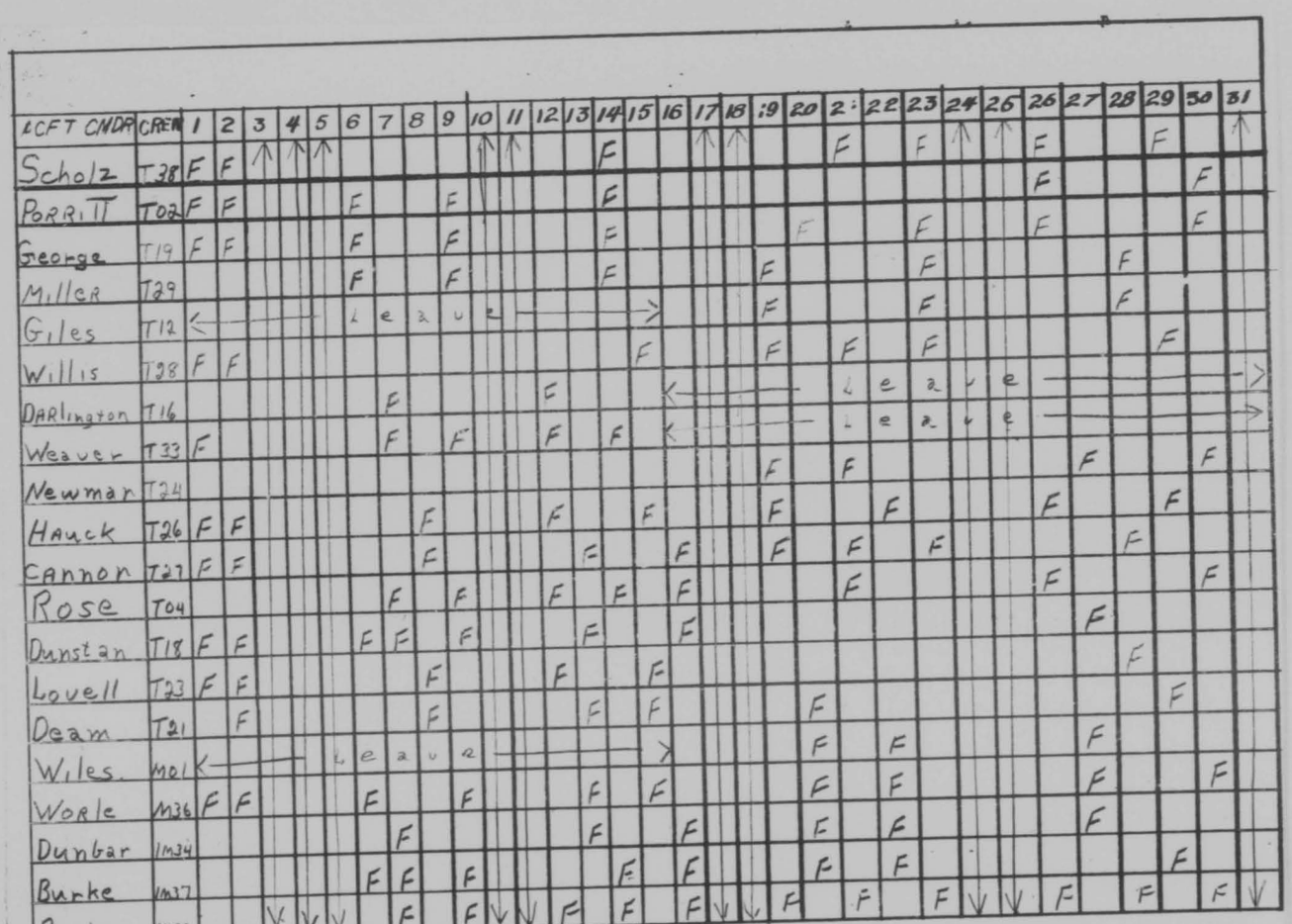
310TH AREFS TRAINING PROJECTION - SEPTEMBER

HQ 310BOMWG
ATT "D", APP "1", Annex "B"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 310 AREFS

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholz | T38 | F | F | ↑ | ↑ | ↑ | Block Training | | | | ↑ | ↑ | Block Training | | F | | |
| Porritt | T02 | F | F | | | | F | | | F | | | | | F | | |
| George | T19 | F | F | | | | F | LK | | F | | | | | F | | |
| Miller | T29 | | LK | | | | F | | | F | | | | LK | F | | |
| Giles | T12 | ← | | | | | | | | | | | | | | → | |
| Willis | T28 | F | F | | | | [illegible] | | | | | | Block Training | | | F | LK |
| Darlington | T16 | AO | | | | | | | | | | | F | | | | LK |
| Weaver | T33 | F | | | | | | | | | | | F | | F | | LK |
| Newman | T24 | | LK | | | | Block | | Training | | | | Block Training | | LK | | |
| Hauck | T26 | F | F | | | | | | F | | | | F | | | F | |
| Cannon | T27 | F | F | | | | | | F | | | | AO | F | | | F |
| Rose | T04 | | | | | | | | | F | | | F | | F | | F |
| Dunstan | T18 | F | F | | | | | | | | | | | F | | | F |
| Lovell | T23 | F | F | | | | | | | | | | F | | | F | |
| Deam | T21 | LK | F | | | | | | F | | | | | F | | F | |
| Wiles | M01 | ← | | | | | | | | | | | | | | → | |
| Worle | M36 | F | F | | | | F | | | F | | | F | F | | LK | |
| Dunbar | IM34 | | | | | | | F | LK | | | | | F | | | F |
| Burke | IM37 | | | | | | F | F | | F | | | LK | | F | | F |
| Braley | IM32 | | | | | | | F | | F | | | F | | F | | F |
| | | | | ↓ | ↓ | ↓ | | | | | ↓ | ↓ | | | | | |

0559

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 310 ARE FS

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholz | T38 | ↑ | ↑ | F | | F | | F | ↑ | AD | F | LK | | F | | | |
| Porritt | T01 | | | <BL | ock | [illegible] | [illegible] | [illegible] > | | | F | | | | F | | |
| George | T19 | | | OD | F | | | F | | | F | | | | F | | |
| Miller | T20 | | | | F | LK | | F | | | OD | | F | | | | |
| Giles | T12 | | | F | LK | | | F | | | | | F | | | | |
| Willis | T28 | | | F | | | LK | F | | | | OD | | F | | | |
| Daplington | T16 | <— | — | — | — | — | — | — | — | — | — | — | — | — | — > | | |
| Weaver | T33 | <— | — | — | — | — | — | — | — | — | — | — | — | — | — > | | |
| Newman | T24 | | | F | | F | | | | | | F | | | F | | |
| Hauck | T26 | | | F | | | F | LK | | | F | | | F | | | |
| Cannon | T27 | | | F | | F | | F | | | LK | | F | | | | |
| ROSE | T04 | | | LK | | F | | | | | F | | | | F | | |
| Dunitan | T18 | | | <BL | [illegible] | [illegible] | [illegible] | [illegible] | | | | F | | | LK | | |
| Lovell | T23 | | | <BL | ock | [illegible] | [illegible] | [illegible] | | | | | F | | | | |
| DEAM | T21 | | | | F | | F | | | | | | | F | OD | | |
| Wiles | M21 | | | | F | | F | | | | | F | LK | | | | |
| Worle | M36 | | | | F | | F | | | | | F | | LK | F | | |
| Dunbar | M34 | | | | F | | F | | | | F | | | | | | |
| Burke | M37 | | | | F | | F | | | | | | | F | | | |
| Braley | M32 | ↓ | ↓ | F | | F | | F | ↓ | ↓ | F | | F | | F | | |

0560

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP "2", ANNEX "B"
OPORD 201-55
1 SEP 55

J 5 6 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 September 1955, 0001Z

1. A total of 2,055 air training hours are projected for the month of September. (1,500 hours for B-47's and 555 hours for KC-97's). The goal of 40% completion of the quarterly 50-8 requirements prior to 30 September 1955 will be stressed during the month.

2. Flying time priority will be as follows:

a. Accomplishment of 60-2 requirements.

b. Training to remove crews from probationary status.

c. Accomplishment of Higher Headquarters ordered Missions.

d. Up-grading of non-combat ready crews.

e. Accomplishment of Standardization checks.

f. Accomplishment of 50-8 requirements.

3. Colonel Walls will fly as Aircraft Commander on the dates indicated:

| | | | |
|---|---|---|---|
| 7 Sept | 381ST BOMRON | 21 Sept | 380TH BOMRON |
| 14 Sept | 379TH BOMRON | 28 Sept | 381ST BOMRON |

HQ 310BOMWG
APP "2", ANNEX "B"
OPORD 201-55
1 Sep 55

U 5 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Colonel Wood will fly as aircraft commander during the following weeks:

Week of 5 Sept 380TH BOMRON Week of 19 Sept 379TH BOMRON

Week of 12 Sept 381ST BOMRON Week of 26 Sept 380TH BOMRON

5. Staff crew members assigned to squadrons will be scheduled to complete a minimum of 24 hours 60-2 time by 30 September 1955. Squadron Commanders and the Director of Operations are directed to fly at least three missions as aircraft commander.

a. 379TH BOMRON: (Attached staff crew members).

| | | | |
|---|---|---|---|
| Col | Thacker | Maj | Lindquester |
| Capt | Hart | Capt | Rutan |
| Capt | Sawino | 1LT | Alden |

b. 380TH BOMRON:

| | | | |
|---|---|---|---|
| LT Col | Call | Lt Col | Wheeler |
| Lt Col | Stublarec | Maj | Ofner |
| Capt | Vosel | | |

c. 381ST BOMRON:

| | | | |
|---|---|---|---|
| Maj | Field | Maj | Barnett |
| Maj | Brown | Maj | Rowan |
| Capt | Moses | Capt | Eberhardt |
| Capt | Hinds | | |

d. 310TH AREFS:

| | | | |
|---|---|---|---|
| Capt | Thompson | Capt | Tandy |
| Capt | Adams | Lt | May |
| Lt | Sefton | Lt | Srapher |
| Lt | Workman | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. The following 50-8 items of training will be scheduled for completion prior to 30 September 1955:

| | READY | LEAD |
|---|---|---|
| a. B-47's | | |
| (1) Flying hours | - | 24 |
| (2) Radar RBS/total | 4 | 2 |
| (a) MACH .81 | | |
| (b) Direct | 2 | 2 |
| (c) IBDA | 1 | 1 |
| (d) Sidetrack | 2 | 2 |
| (3) Radar RBS/GPI | 2 | 2 |
| (4) Visual RBS | 2 | 2 |
| (5) Radar Camera Attacks | 2 | 1 |
| (6) Visual " " | 2 | 1 |
| (7) Visual Releases | 2 | 2 |
| (8) Nite Celestial | 2 | 1 |
| (9) Day Celestial/total | 2 | 1 |
| (a) with/PLOPs | 1 | 1 |
| (10) Grid leg (Celestial | 1 | 1 |
| (11) Long Range Cruise Control | 2 | 2 |
| (12) Wet AR/total | 1 | 1 |
| (a) Radio Silence | 1 | 1 |
| (b) Nite | 1 | 1 |
| (c) MAX WT. (165,000#) | 1 | 1 |
| (13) Dry Hook-Ups | 2 | 2 |
| (14) " " " (Co-pilot) | 0 | 1 |
| (15) Rendezvous Nite | 1 | 1 |



J 5 6 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| (16) | Combat Load Gunnery | 1 | 1 |
| (17) | Airborne Radar Approach | 2 | 1 |
| (18) | GCA/PPI Approach | 1 | 1 |
| (19) | GCA/Gyro Out Approach | 1 | 1 |
| (20) | Emergency Procedures | 1 | 1 |
| (25) | Hours Depressurized Flying | 3 | 3 |
| b. KC-97's | | | |
| (1) | AR/total | 3 | |
| (a) | Radio Silence | 2 | |
| (b) | Nite | 2 | |
| (2) | Rendezvous/total | 3 | |
| (a) | Nite | 2 | |
| (3) | Nite Celestial | 2 | |
| (4) | Day Celestial | 2 | |
| (5) | Grid Leg | 1 | |
| (6) | Radar Leg | 1 | |
| (7) | Pressure Pattern | 1 | |
| (8) | Airborne Radar Approach | 2 | |
| (9) | Pilot Proficiency | 1 | |
| (10) | Pre-Comp's | 3 | |
| (11) | Cargo or Pass Loading | 1 | |
| (12) | Emergency Procedures/Crew | 1 | |
| (13) | Emergency Procedures/Pass | 1 | |



0565

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. B-47 aircraft will fly 1500 hours during September. A breakdown of flying time and sorties follows:

| | | |
|---|---|---|
| 379TH BOMRON | 87 sorties | 536 hours |
| 380TH BOMRON | 80 sorties | 494 hours |
| 381ST BOMRON | 77 sorties | 475 hours |

8. KC-97 aircraft will fly 555 hours and 114 sorties during September.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 00012

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

GROUND TRAINING

HQ 310BOMWG
APP 3, Annex "B"
OPORD 201-55
1 SEP 55

0567

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 201-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955

1. 50-24 BLOCK TRAINING FOR SEPTEMBER:

a. Classes will start on the 6th and 19th of September for the block training phase. Training phase will be approximately eight (8) training days for B-47 crew members and six (6) training days for KC-97 crew members.

b. Quotas for each of these two classes are as follows:

(1) 379th Bomb Squadron - 2 crews.

(2) 380th Bomb Squadron - 2 crews.

(3) 381st Bomb Squadron - 2 crews.

(4) 310th Air Refueling Squadron - 3 crews.

2. PHYSICAL CONDITIONING:

a. Phase I, Condition Work-outs, will be offered during the following weeks of September. Crew members can be scheduled at any time during this period. A minimum of 2 hours will be accomplished by each crew member during the month of September.

HQ 310BOMWG
APP 3, Annex B
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) 12 September through 16 September.

(2) 26 September through 30 September.

3. ALTITUDE CHAMBER:

a. Quotas for Altitude Indoctrination Training for the months of September and October for the two day refresher course and the three day basic course are as follows:

(1) Two Day Course:

(a) 19, 20 September: 379 (1), 380 (1), 381 (1), 310AREFS (3).

(b) 26, 27 September: 379 (1), 380 (1), 381 (1), 310AREFS (3).

(c) 5, 6 October: 379 (2), 380 (2), 381 (2), 310AREFS (4).

(d) 26, 27 October: 379 (3), 380 (3), 381 (3), 310AREFS (6).

(2) Three Day Course:

(a) 12, 13, 14 October: 310A&E (1), 379 (1), 380 (4), 381 (2).

(b) 19, 20, 21 October: 310A&E (2), 379 (5), 380 (6), 381 (2).

4. OQ RANGE:

a. In accordance with SAC Reg 50-24, Supplement II, all co-pilots must complete OQ exercise once each year. Squadrons will schedule one (1) co-pilot each Thursday and Friday for this training. Individuals scheduled



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

for training will use private transportation, reporting NLT 0800 on days scheduled, individuals will report to range wearing flying clothes or fatiques.

5. P-3 LINK TRAINER:

a. Schedule for the month of September will be as follows: Two periods per day, 0930 - 1130 hours and 1230 - 1430 hours Monday through Friday. This schedule will be in effect from 6 September through 30 September 1955.

6. ONE AND ONE-HALF (1 1/2) DAY BLOCK TRAINING - B-47:

a. Squadrons will schedule one (1) crew per squadron for training listed below:

(1) First Day of Training:

(a) 0730 to 1130 - Flight Simulator - Aircraft Commander and Pilot.

** (b) 0730 to 1130 - Target Study - Observer.

(c) 1230 to 1430 - C-11 - Aircraft Commander and Pilot.

(d) 1230 to 1430 - IFM - Observer.

(e) 1430 to 1630 - T-1A - Pilot, T-2A - Observer.

(2) Second Day of Training:

* (a) 0730 to 1130 - EWP Target Study (Entire Crew).

b. Squadrons will schedule one (1) crew for each date assigned as indicated below:

379th Bomb Squadron: September 1, 6, 9, 14, 19, 22, 27.

380th Bomb Squadron: September 2, 7, 12, 15, 20, 23, 28.

381st Bomb Squadron: September 8, 13, 16, 21, 26, 29.



U 5 7 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NOTE: * Squadrons will schedule additional crews for this period in order to complete required four (4) hours of training for crews having EWP Target assignments.

** Target Study: Will be given at 0730 to 1130 hours each day, Monday through Friday. Each squadron will schedule a minimum of three (3) observers to attend this period. Sites to be studied and dates will be given after conclusion of weekly 60-9 meeting. Observers scheduled for following week must attend formal target study prior to flying.



U 5 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 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
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CYS

OFFICIAL:

Robert E. Thacker

ROBERT E. THACKER
Colonel, USAF
Director of Operations



0572

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

WING DIRECTED MISSIONS

HQ 310BOMWG
APP "4", Annex "B"
OPORD 201-55
1 Sep 55

J 5 7 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

WING DIRECTED MISSIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

1. During September the 310th Bombardment Wing will fly seven bomber stream missions designated as "Square Dance" missions. Square Dance Red missions are without air refueling. Square Dance Blue missions will have air refueling. Square Dance Yellow missions are those aircraft to be flown by the Air Refueling Squadron in support of this mission. The missions and dates are as follows:

a. 6 September 1955: (Attachment "A")

Square Dance I Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance I Blue

| | |
|---|---|
| 379BOMRON | 1 B-47 |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance I Yellow

| | |
|---|---|
| 310AREFS | 5 KC-97's |

HQ 310BOMWG
APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

0574

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 9 September 1955: (Attachment "B")

Square Dance II Red

| | |
|---|---|
| 379BOMRON | 3 B-47's |
| 380BOMRON | 1 B-47 |
| 381BOMRON | 2 B-47's |

Square Dance II Blue

| | |
|---|---|
| 379BOMRON | 1 B-47 |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance II Yellow

| | |
|---|---|
| 310AREFS | 5 KC-97's |

c. 13 September 1955: (Attachment "C")

Square Dance III Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 381BOMRON | 1 B-47 |

Square Dance III Blue

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 1 B-47 |
| 381BOMRON | 2 B-47's |

Square Dance III Yellow

| | |
|---|---|
| 310AREFS | 5 KC-97's |

d. 16 September 1955: (Attachment "D")

Square Dance IV Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance IV Blue

| | |
|---|---|
| 379BOMRON | 1 B-47 |
| 380BOMRON | 1 B-47 |
| 381BOMRON | 1 B-47 |



J 5 7 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Square Dance IV Yellow

| | |
|---|---|
| 310AREFS | 3 KC-97's |

e. 20 September 1955: (Attachment "E")

Square Dance V Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 1 B-47 |

Square Dance V Blue

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance V Yellow

| | |
|---|---|
| 310AREFS | 6 KC*97's |

f. 22 September 1955: (Attachment "F")

Square Dance VI Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 2 B-47's |

Square Dance VI Blue

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 1 B-47 |
| 381BOMRON | 2 B-47's |

Square Dance VI Yellow

| | |
|---|---|
| 310 AREFS | 5 KC-97's |

g. 28 September 1955: (Attachment "G")

Square Dance VII Red

| | |
|---|---|
| 379BOMRON | 2 B-47's |
| 380BOMRON | 2 B-47's |
| 381BOMRON | 4 B-47's |



0576

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Square Dance VII Blue

| | |
|---|---|
| 379BOMRON | 1 B-47 |
| 380BOMRON | 2 B-47's |

Square Dance VII Yellow

| | |
|---|---|
| 310AREFS | 3 KC-97's |

2. Refer to forthcoming attachments "A" through "G" for general instructions, navigation logs, time schedules, air refueling information and communications procedures for the Square Dance Missions.



J 5 7 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 September 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

SQUARE DANCE I

HQ 310BOMWG
ATT "A", APP "4", ANNEX "B"
OPORD 201-55
1 SEP 55

J 5 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 201-55

SQUARE DANCE I

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
1 September 1955, 0001Z

1. SQUARE DANCE I: Eleven B-47 aircraft will fly this Wing Directed Bomber Stream Mission. Six B-47 aircraft on "Square Dance I Red" route without air refueling. Five B-47 aircraft on "Square Dance I Blue" route with air refueling. Five KC-97 aircraft on "Square Dance I Yellow" route refueling the "Square Dance I Blue" aircraft.

2. GENERAL INSTRUCTIONS:

a. Normal RBS scoring procedures in accordance with SAC Reg 50-4 apply. Last aircraft in stream will close out the stream on each site.

b. Altitude setting for mission will be 29.92 except for take-off and landing.

c. TAS of 425k will be maintained except during Little Rock RBS run for Red route and during air-refueling on Blue route. TAS of 465k will be flown on Red route for Little Rock RBS run.

HQ 310BOMWG
ATT "A", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

0579

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Aborting aircraft will clear the stream to the right 25NM, descend to 31,000 feet and obtain ARTC clearance.

e. Aircraft losing radar set prior to RBS runs will clear the Bomber stream and fly an alternate 50-8 Pilot Proficency or practice navigation mission as directed by each Squadron Operations Officer. Care will be taken that alternate missions are planned so as to avoid bomber stream routes and altitudes.

f. Aircraft losing radar set after RBS runs will continue in the bomber stream and accomplish practice navigation.

g. All turns will be procedure turns to establish desired tracks after turn.

h. Lead aircraft will fly route as briefed. Succeding aircraft will adjust time to maintain 15 minute separation. All aircraft will announce ATA's at all IP's on RBS frequencies.

i. Routing procedures apply for camera logs and magazinies.

k. O-15 and O-23 Cameras will be used on all runs.

l. Bomb bay doors and U-2 release will be actuated on the first camera target.

m. Air Refueling will be in accordance will Interim Change to SAC Manuals 55-5 and 55-10 dated 30 June 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. AIRCRAFT SCHEDULE AND TIME SHEET:

| ACFT COMDR | ACFT NR | STA TIME | ST ENG | TAXI | TAKE OFF | C P TIME | REND TIME | GRNV CALL | A R CALL SIGN |
|---|---|---|---|---|---|---|---|---|---|
| GOODLAD | 106 | 1425 | 1625 | 1635 | 1655 | 1825 | - | 27 | - |
| JOHNSON | 107 | 1440 | 1640 | 1650 | 1710 | 1840 | - | 11 | - |
| ROWLEY | 105 | 1455 | 1455 | 1705 | 1725 | 1855 | - | 44 | - |
| STEWART | 293 | 1510 | 1710 | 1720 | 1740 | 1910 | - | 21 | - |
| CRAVEN | 281 | 1525 | 1725 | 1735 | 1755 | 1925 | - | 18 | - |
| | | | | SQUARE DANCE I BLUE | | | | | |
| HAYS | 295 | 1540 | 1740 | 1750 | 1810 | 2010 | 1916 | 54 | Grnv Blue 1 |
| WOLFE | 115 | 1550 | 1755 | 1805 | 1825 | 2025 | 1931 | 13 | Grnv Blue 2 |
| EVERSOLE | 301 | 1610 | 1810 | 1820 | 1840 | 2040 | 1946 | 41 | Grnv Blue 3 |
| EVANS | 307 | 1625 | 1825 | 1835 | 1855 | 2055 | 2001 | 49 | Grnv Blue 4 |
| KRUSE | 116 | 1640 | 1840 | 1850 | 1910 | 2110 | 2016 | 30 | Grnv Blue 5 |
| | | | | SPARE SLOTS NO AIR REFUELING | | | | | |
| | | | 1735 | 1745 | 1805 | 1950 | - | | - |
| | | | 1750 | 1800 | 1820 | 1955 | - | | - |
| | | | | SQUARE DANCE I YELLOW | | | | BRACER | |
| Porrit | 115 | 1515 | 1715 | 1725 | 1743 | - | 1916 | 19 | Bracer Yel 1 |
| Miller | 109 | 1530 | 1730 | 1740 | 1800 | - | 1931 | 13 | Bracer Yel 2 |
| Worle | 106 | 1545 | 1745 | 1755 | 1815 | - | 1946 | 10 | Bracer Yel 3 |
| George | 343 | 1600 | 1800 | 1810 | 1830 | - | 2001 | 21 | Bracer Yel 4 |
| Dunstan | 352 | 1615 | 1815 | 1825 | 1845 | - | 2016 | 27 | Bracer Yel 5 |

Square Dance I Red route pre-take-off meeting at 1310 in the 381st Operations.

Square Dance I Blue and Yellow route pre-take-off meeting at 1440 same place.

HQ 310BOMWG
ATT "A", APP"4", ANNEX "B"
OPORD 201-55
1 Sep 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. SQUARE DANCE I RED ROUTE:

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL 7000 | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| RTTO ACC | | | | | | 7 | :03 | 4200 | |
| | | | | | | 7 | :03 | 65900 | |
| L/O | 40-50N | | | 33M | | 121 | :19 | 7400 | |
| Lincoln | 96-42W | 019 | -10 | 35M | 425 | 128 | :22 | 58500 | |
| IP | 42-03N | | | 33M | | 50 | :07 | 1100 | IP Cam Tgt |
| Glenwood | 95-44W | 070 | -9 | 35M | 425 | 278 | :29 | 57400 | |
| TGT. | 41-32N | | | 33M | | 102 | :14½ | 2200 | Cam Tgt |
| Desmoines | 93-37½W | 072 | -8 | 35M | 425 | 280 | :43½ | 55200 | |
| PIP | 41-00N | | | 33M | | 56 | :10 | 1200 | Pre-IP |
| Ottumwa | 92-22W | 122 | -7 | 35M | 425 | 335 | :53½ | 54000 | |
| IP | 39-44W | | | 33M | | 80 | :13½ | 1700 | |
| Chillicothe | 93-28W | 213 | -7 | 35M | 425 | 416 | 1:07 | 52300 | |
| TGT "P" | 39-08-40N | | | 33M | | 67 | :09½ | 1400 | IRDA |
| Kansas City | 94-30-36W | 227 | -8 | 35M | 425 | 489 | 1:16½ | 50900 | RUN |
| | 38-21N | | | 33M | | 82 | :13½ | 1700 | Control |
| Rhoerda | 96-20W | 238 | -9 | 35M | 425 | 565 | 1:28 | 49200 | Point |
| IP | 37-40N | | | 33M | | 46 | :06½ | 900 | |
| Chanute | 95-28W | 143 | -9 | 35M | 425 | 611 | 1:36½ | 48300 | |
| TGT | 37-05N | | | 33M | | 58 | :08 | 1200 | Cam Tgt |
| Joplin | 94-30W | 129 | -9 | 35M | 425 | 669 | 1:44½ | 47100 | |
| PIP | 37-12N | | | 33M | | 50 | :09 | 1000 | |
| Springfield | 93-16W | 085 | -8 | 35M | 425 | 719 | 1:53½ | 46100 | |
| IP | 37-38N | | | 33M | | 87 | :12 | 1700 | |
| Salem | 91-33W | 071 | -7 | 35M | 425 | 806 | 2:05½ | 44400 | |
| TGT "B" | 38-37-41N | | | 33M | | 89 | :12½ | 1700 | Sidetrack |
| St Louis | 90-11-44W | 046 | -5 | 35M | 425 | 895 | 2:18 | 42700 | Run |
| | 37-05N | | | 37M | | 112 | :18 | 2200 | Accl CL do |
| Paducah | 88-36W | 142 | -5 | 39M | 425 | 1007 | 2:36 | 40500 | El 37/39M |
| PIP | 36-04N | | | 37M | | 100 | :15 | 2200 | |
| Paragould | 90-30W | 236 | -5 | 39M | 467 | 1107 | 2:51 | 38300 | |

HQ 310BOMWG
ATT "A" APP "4" ANNEX "B"
OPORD 201-55
1 Sep 55



J 5 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| IP | 35-37N | | | 37M | | 41 | 0+05½ | 900 | |
| Newport | 91-17W | 234 | -6 | 39M | 467 | 1148 | 2+56½ | 37400 | |
| TGT "E" | 34-45-01N | | | 37M | | 75 | 0+09 | 1600 | MACH |
| Little Rock | 92-16-38W | 223 | -7 | 39M | 467 | 1223 | 3+05½ | 35800 | 81 |
| Nakrens | 34-11N | | | 37M | | 80 | 0+11½ | 1500 | Begin |
| Reservoir | 93-43W | 242 | -7 | 39M | 425 | 1303 | 3+17 | 34300 | Nite Cal. |
| Turning | 33-36N | | | 37M | | 338 | 1+48 | 6100 | Turning |
| Point | 100-25W | 265 | -10 | 39M | 425 | 1641 | 4+05 | 28200 | Point |
| | 42-29N | | | 33M | | 367 | 1+20½ | 9300 | End CELGS |
| Sioux City | 96-22W | 020 | -10 | 35M | 425 | 2208 | 5+25½ | 18900 | DES to33/35 |
| IP | 41-23N | | | 33M | | 88 | 0+12½ | 1500 | |
| Atlantic | 95-09W | 139 | -10 | 35M | 425 | 2296 | 5+38 | 17400 | |
| TGT | 40-50N | | | 33M | | 83 | 0+12 | 1400 | Camera |
| Lincoln | 96-47W | 216 | -10 | 35M | 425 | 2582 | 5+50 | 16000 | Target |
| | 39-31N | | | 33M | | 88 | 0+12½ | 1500 | |
| Concordia | 97-40W | 206 | -10 | 35M | 425 | 2469 | 6+02½ | 14500 | |
| Salina | | 179 | -10 | | | 94 | 0+13½ | 700 | |
| | | | | | | 2508 | 6+08 | 13800 | |



0583

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. SQUARE DANCE I BLUE ROUTE

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| RTTO | | | | | | 7<br>7 | :03<br>:03 | 4800<br>65300 | |
| L/O | | 215 | | 33M<br>35M | | 121<br>128 | :19<br>:22 | 7400<br>57900 | |
| GAGE VOR | 36-20N<br>99-55W | 215 | -11 | 33M<br>35M | 425 | 52<br>180 | :07½<br>:29½ | 1400<br>56800 | |
| GUYMON | 36-41N<br>101-30W | 285 | -12 | 33M<br>35M | 425 | 81<br>261 | :11½<br>:41 | 1800<br>55000 | |
| DODGE CITY | 37-50N<br>100-00W | 045 | -11½ | 33M<br>35M | | 101<br>362 | :14<br>:55 | 2200<br>52800 | |
| RUSSELL | 38-50N<br>98-48W | 041 | -11 | 33M<br>35M | | 84<br>446 | :11½<br>1:06½ | 1800<br>51000 | |
| BEATRICE | 40-16N<br>96-45W | 049 | -10½ | 33M<br>35M | 255 | 128<br>574 | :20<br>1:36½ | 7500<br>43500 | |
| ON LOAD | | | | | | | | 40000<br>83500 | |
| L/O | | 174 | | 33M<br>35M | | 80<br>754 | :17<br>1:53½ | 5500<br>78000 | |
| EMPORIA | 38-24N<br>96-09W | 174 | -9 | 33M<br>35M | 425 | 34<br>788 | :05<br>1:58½ | 900<br>77100 | Control Point |
| I.P.<br>CHUNUTE | 37-40N<br>95-28W | 143 | -9 | 33M<br>35M | 425 | 56<br>844 | :08<br>2:06½ | 1500<br>75600 | |
| TGT<br>JOPLIN | 37-05N<br>94-30W | 129 | -9 | 33M<br>35M | 425 | 58<br>902 | :08<br>2:14½ | 1500<br>74100 | Camera TGT |
| PIP<br>SPRINGFIELD | 37-12N<br>93-16W | 083 | -8 | 33M<br>35M | 425 | 56<br>958 | :08<br>2:22½ | 1400<br>72700 | |
| IP<br>SALEM | 37-38N<br>91-33W | 071 | -7 | 33M<br>35M | 425 | 87<br>1045 | :12½<br>2:35 | 2200<br>70500 | |
| ST LOUIS<br>"B" | 38 37'41"N<br>90 11'44W | 046 | -5 | 33M<br>35M | 425 | 89<br>1134 | :12½<br>2:47½ | 2200<br>68300 | Side Track Run |



J 5 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | 37-05N | | | 33M | | 112 | :16 | 2700 | |
| PUDUCAH | 88-36W | 142 | -5 | 35M | 425 | 1246 | 3:03½ | 65600 | |
| | | | | | | | | | |
| PIP | 36-05N | | | 33M | | 100 | :14 | 2400 | |
| PARAGOULD | 90-30W | 236 | -5 | 35M | 425 | 1346 | 3:17½ | 63200 | |
| | | | | | | | | | |
| IP | 35-37N | | | 33M | | 41 | :10 | 900 | |
| NEWPORT | 91-17W | 234 | -6 | 35M | 425 | 1387 | 3:23½ | 62300 | |
| | | | | | | | | | |
| LITTLE | 34 45 01N | | | 33M | | 75 | :10 | 1700 | Side Tract |
| ROCK "F" | 92 16 36 W | 223 | -7 | 35M | 425 | 1462 | 3:33½ | 60600 | Run |
| | | | | | | | | | |
| NARROWS | 34-11N | | | 33M | | 80 | :11½ | 1800 | Begin Night |
| RES | 93-43W | 242 | -7 | 35M | 425 | 1542 | 3:45 | 58800 | CEL |
| | | | | | | | | | |
| | 33-20N | | | 33M | | 442 | 1:02½ | 9400 | |
| T.P. | 102 30W | 265 | -10 | 35M | 425 | 1984 | 4:47½ | 49400 | |
| | | | | | | | | | |
| LAKE | 41-13N | | | 33M | | 475 | 1:07 | 9400 | End First |
| MCCONHUGHY | 101 40W | 004 | -12 | 35M | 425 | 2459 | 5:54½ | 40000 | Night CEL |
| | | | | | | | | | |
| | 42-34N | | | 37N | | 330 | :48½ | 2200 | Begin Second |
| CHADRON VOR | 103 18W | 320 | -13 | 39M | 425 | 2789 | 6:10 | 37800 | Night CEL |
| | | | | | | | | | |
| | 45-00N | | | 37M | | 305 | 2:01½ | 9300 | |
| TP | 93-00W | 071 | -11 | 39M | 425 | 3094 | 7:12½ | 28500 | |
| | | | | | | | | | |
| | 38-24N | | | 37M | | 416 | 1:01½ | 7300 | End Second |
| EMPORIA | 96-00W | 204 | -9 | 39M | 425 | 3510 | 8:23 | 21200 | Night CEL |
| | | | | | | | | | |
| IP | 37-43N | | | 37M | | 75 | :21½ | 1200 | |
| INDEPENDENCE | 95-42W | 166 | -9 | 39M | 425 | 3585 | 8:43½ | 20000 | |
| | | | | | | | | | |
| TGT | 36 07 25N | | | 37M | | 66 | :09 | 1100 | Radar Camera |
| TULSA | 95 59 32W | 193 | -9 | 39M | 425 | 3651 | 8:52½ | 18900 | Attack |
| | | | | | | | | | |
| IP | 36-45N | | | 37M | | 67 | :09½ | 1100 | |
| PONCA CITY | 97-11W | 302 | -9 | 39M | 425 | 4018 | 8:52 | 17800 | |
| | | | | | | | | | |
| | 37-41-51N | | | 37M | | 56 | :08 | 900 | Radar Camera |
| WICHITA | 97-19-31W | 354 | -10 | 39M | 425 | 4074 | 9:00 | 16900 | Attack |
| | | | | | | | | | |
| NAS (IP) | 37-55N | | | 37M | | 30 | :04 | 500 | |
| HUTCHINSON | 97-53W | 297 | -10 | 39M | 425 | 4104 | 9:04 | 16400 | |
| | | | | | | | | | |
| GREAT | 38-20½N | | | 37M | | 51 | :07 | 800 | Radar Camera |
| BEND | 98-50½W | 301 | -10 | 39M | 425 | 4155 | 9:11 | 15600 | Attack |
| | | | | | | | | | |
| | 38-50N | | | 37M | | 31 | :04½ | 400 | |
| RUSSELL | 98-48W | 003 | -10 | 39M | 425 | 4186 | 9:15½ | 15200 | |

HQ 310BOMWG
ATT "A", APP "A", ANNEX "A"
OPORD 201-55
1 SEP 55



0585

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | 33M | | 56 | :08 | 800 | |
| SALINA | | 091 | -10 | 35M | 425 | 4240 | 9:23½ | 14400 | |

HQ 310BOMWG
ATT "A", APP "4", ANNEX "A"
OPORD 201-55
1 SEP 55

8

0586

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. COMMUNICATIONS:

a. General: Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this Attachment.

b. Call Signs:

(1) Position Reporting: Aircraft Tactical Call Sign suffixed by "SQUARE DANCE I RED, BLUE, or YELLOW", i.e. GRANVILLE 32 SQUARE DANCE I RED.

(2) Inter-Plane: Aircraft Tactical Call Sign, i.e. GRANVILLE 34.

c. Recognition and Authentication: Will be in accordance with AFSAL 5104 ( ).

d. IFF: Will be in accordance with SAC Reg 55-23. All aircraft will operate their IFF on MODE I.

e. Frequency Assignments:

(1) Inter-Plane - 311.0 mcs.

(2) Granville Control - 311.0 mcs.

(3) Kansas City RBS: Primary 258.2 mcs Secondary 384.6 mcs.

(4) Little Rock RBS: Primary 356.8 mcs Secondary 384.6 mcs.

(5) Air Refueling (Initial Contact): 318.0 mcs.

(6) Air Refueling (Primary Contact): 342.0 mcs.

(7) Air Refueling (Alternate): 270.6 mcs.



J 5 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. UHF Channelization:

| CHANNEL | FREQUENCY | SERVICE |
|---|---|---|
| 1 | 236.6 mcs | Control Tower (Primary). |
| 2 | 275.8 mcs | Control Tower (Secondary). |
| 3 | 318.0 mcs | Air Refueling. |
| 4 | 257.8 mcs | Control Tower (Civil- All Mil Acft). |
| 5 | 255.4 mcs | INSAU (Airways Reporting Below 17,200'). |
| 6 | 301.4 mcs | CAA Centers (Airways Reporting Above 17,250'). |
| 7 | 342.0 mcs | Air Refueling. |
| 8 | 270.6 mcs | Air Refueling. |
| 9 | 238.2 mcs | RBS. |
| 10 | 311.0 mcs | Control Room. |
| 11 | 336.8 mcs | RBS. |
| 12 | 364.2 mcs | OCI. |
| 13 | 344.6 mcs | Pilot to Forecaster. |
| 14 | 303.4 mcs | UHF/DF. |
| 15 | 363.8 mcs | Approach Control. |
| 16 | 384.6 mcs | RBS. |
| 17 | 335.8 mcs | GCA (AF Search Control). |
| 18 | 289.4 mcs | GCA (AF Final Approach Control). |
| GUARD | 243.0 mcs | Military Emergency. |

HF BACK-UP 4270 KCS

g. UHF Position Reports:

(1) The first and last aircraft will make all position reports for the Bomber Stream.



J 5 8 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EXAMPLE: First Aircraft: This is GRANVILLE 35, Operations SQUARE DANCE I RED, number one of 11 aircraft, (Give Position Report) over.

Last Aircraft: This is GRANVILLE 25, Operations SQUARE DANCE I BLUE, last of 11 aircraft, (Give Position Report), closing out Block Altitude for Operations SQUARE DANCE I to this point.

h. UHF Radio Reports for SQUARE DANCE I RED:

| LOCATION | POSITION | FREQUENCY |
|---|---|---|
| OMAHA | ABEAM | 255.4 |
| OTTUMWA | OVER | T-255.4 R-135.0 |
| EMPORIA | OVER | T-255.4 R-135.0 |
| SPRINGFIELD, MO | OVER | 255.4 |
| FARMINGTON | ABEAM | T-255.4 R-135.0 |
| WALNUT RIDGE | ABEAM | T-255.4 R-135.0 |
| TEXARKANA | ABEAM | 255.4 |
| WICHITA FALLS | ABEAM | 255.4 |
| GAGE | ABEAM | T-255.4 R-135.0 |
| SALINA | ABEAM | 255.4 |
| SIOUX CITY | OVER | 255.4 |
| LINCOLN | OVER | 255.4 |
| SMOKY HILL APP CONT. | OVER CONCORDIA | 363.8 |

i. UHF Radio Reports for SQUARE DANCE I BLUE:

| LOCATION | POSITION | FREQUENCY |
|---|---|---|
| GAGE | OVER | T-255.4 R-135.0 |
| RUSSELL (Tanker will report) | OVER | 255.4 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| LOCATION | POSITION | FREQUENCY |
|---|---|---|
| EMPORIA | OVER | T-255.4 R-135.0 |
| SPRINGFIELD, MO | OVER | 255.4 |
| FARMINGTON | ABEAM | T-255.4 R-135.0 |
| WALNUT RIDGE | ABEAM | T-255.4 R-135.0 |
| TEKARKANA | ABEAM | 255.4 |
| WICHITA FALLS | ABEAM | 255.4 |
| LUBBOCK | ABEAM | 255.4 |
| DALHART | ABEAM | 255.4 |
| GOODLAND | ABEAM | T-255.4 R-135.0 |
| CHADRON | OVER | T-255.4 R-135.0 |
| HURON | ABEAM | 255.4 |
| MINNEAPOLIS | OVER | 255.4 |
| MASON CITY | OVER | 255.4 |
| ST JOSEPH | ABEAM | T-255.4 R-135.0 |
| TULSA | OVER | T-255.4 R-135.0 |
| HUTCHINSON | OVER | 255.4 |
| SMOKY HILL APP CONT. | OVER RUSSELL | 363.8 |

j. Air Refueling:

(1) Call Sign: B-47

(a) GRANVILLE BLUE through 5.

(2) Call Sign: KC-97

(a) BRACER YELLOW through 5.

| (3) APN | APN/76 | APN/11 | FREQUENCY |
|---|---|---|---|
| GRANVILLE BLUE 1 | T-6 R-5 | 1-1-2 | 324.2 |
| GRANVILLE BLUE 2 | T-8 3-6 | 1-2 | 266.2 |



J 5 9 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| APN | APN/76 | APN/11 | FREQUENCY |
|---|---|---|---|
| GRANVILLE BLUE 3 | T-7 R-8 | 1-1 | 279.8 |
| GRANVILLE BLUE 4 | T-5 R-7 | 2-1 | 291.9 |
| GRANVILLE BLUE 5 | T-4 R-5 | 3-1 | 303.2 |

NOTES: 318.0 - Primary Contact Frequency.

256.0 - Alternate Air Refueling Frequency.

4270 - HF Back-Up.



0591

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 201-55

SQUARE DANCE II

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

0592

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "B"

TO

APPENDIX "4"

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 201-55

SQUARE DANCE II

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

1. SQUARE DANCE II: Ten B-47 aircraft and five KC-97 aircraft will fly this wing directed bomber stream mission. Five B-47 aircraft on "Square Dance II Red" route without air refueling. Five B-47 aircraft on "Square Dance II Blue" route with air refueling. Five KC-97 aircraft on "Square Dance II Yellow" route. Planing and briefing will be conducted by the 380th Bombardment Squadron for B-47's and 310th Air Refueling Squadron for KC-97's.

2. GENERAL INSTRUCTIONS:

a. B-47.

(1) Normal RBS scoring procedures in accordance with SAC Reg 50-4 apply. Last aircraft in stream will close out the stream on each site.

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Altitude setting for mission will be 29.92 except for take-off and landing.

(3) TAS of 425k will be maintained except during Dallas RBS run for Red route and during air refueling on Blue route. TAS of 465k will be flown for Little Rock RBS run on Blue route and Dallas RBS run on Red route.

(4) Aborting aircraft will clear the stream to the right 25NM, descend to 31,000 feet and obtain ARTC clearance.

(5) Aircraft losing radar set prior to RBS runs will clear the bomber stream and fly an alternate mission as directed by each squadron operations officer. Care will be taken that alternate missions are planned so as to avoid bomber stream routes and altitudes.

(6) Aircraft losing radar after RBS runs will continue in the bomber stream and accomplish practice navigation.

(7) All turns will be procedure turns to establish desired tracks after turn.

(8) Lead aircraft will fly roue as briefed. Succeding aircraft will adjust time to maintain 15 minute separation. All aircraft will announce ATA's at all IP's on RBS frequencies.

(9) Routine procedures apply for camera logs and magazines.

(10) O-15 and O-23 Cameras will be used on all runs. K-38 Cameras will be used on visual runs.

(11) Bomb bay dorrs and U-2 releases will be actuated on the first camera target.



J 5 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(12) Air refueling will be in accordance with Interim change to SAC Reg 55-5 and 55-10 dated 30 June 1955.

(13) Visual bomb runs will be made if possible on Red route. Otherwise record radar runs will be made with side track and TBDA on Oklahoma City and MACH .81 on Dallas. (all runs will be declared record radar RBS and changed to visual RBS runs if weather permits.

(14) Grid legs may be either celestial or "K" depending on crew requirements.

(15) Record radar runs will be made on Blue route: Kansas City with TBDA, St Louis with side track and Little Rock MACH .81.

(16) Danger Areas red route:

| | | |
|---|---|---|
| R-412 | Camp Chaffee | 20,000 feet. |
| R-203 | Fort Sill | 15,000 feet. |
| R-196 | Camp Phillips | Unlimited. |

(17) Danger Areas Blue route:

| | | |
|---|---|---|
| R-190 | Badlands | Unlimited. |
| R-186 | Camp Phillips | Unlimited. |

(18) Highest Terrain: Maxium of 2,700 feet in the Arkansas - East Texas area increasing to 4,400 feet in the Eastern Colorado area for red route, and approximately 5,000 feet in the Chadron Nebraska area for blue route. Note that mountainous terrain rises to 14,500 feet 150 NM East of course.

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

0595

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. KC-97 Information:

(1) Each tanker will depart the orbit point so as to make good the receivers ETA for the rendezvous point.

(2) Upon completion of air refueling each tanker will begin a nite celestial leg at Lincoln Nebraska to Sidney Ver terminating at Concordia, Kansas.

(3) All air refuelings will be an off load of 40,000# and will be in accordance with Interim Change to SAC Manual 55-5 and 55-10 dated 30 June 1955(Confidential)

(4) Danger Areas: D-196 Unlimited; D-197 Unlimited.

(5) Highest Terrain Enroute: 3,770 feet 50 NM West North Platte Nebraska.



J 5 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. AIRCRAFT SCHEDULE AND TIME SHEET: Square Dance II Red route:

| ACFT COMDR | ACFT NR | STA TIME | ST. ENG | TAXI | TAKE OFF | CP TIME | REND TIME | GRAV CALL | AR CALL |
|---|---|---|---|---|---|---|---|---|---|
| Weed | 117 | 0900 | 1100 | 1110 | 1130 | 1350 | - | 31 | - |
| Swenson | 107 | 0915 | 1115 | 1125 | 1145 | 1405 | - | 11 | - |
| Blake | 118 | 0930 | 1130 | 1140 | 1200 | 1420 | - | 14 | - |
| Thomas | 300 | 0945 | 1145 | 1155 | 1215 | 1435 | - | 23 | - |
| Mays | 295 | 1000 | 1200 | 1210 | 1230 | 1450 | - | 54 | - |
| | | | | | Square Dance II Blue route: | | | | |
| Eversole | 301 | 1440 | 1710 | 1720 | 1740 | 2030 | 1900 | 41 | Gr Blue 1 |
| Smith | 101 | 1455 | 1725 | 1735 | 1755 | 2045 | 1915 | 26 | Gr Blue 2 |
| Niemann | 281 | 1510 | 1740 | 1750 | 1810 | 2100 | 1930 | 18 | Gr Blue 3 |
| Hubbes | 261 | 1525 | 1755 | 1805 | 1825 | 2115 | 1945 | 50 | Gr Blue 4 |
| Celladay | 307 | 1540 | 1810 | 1820 | 1840 | 2130 | 2000 | 58 | Gr Blue 5 |
| | | | | | Square Dance II Yellow route: | | | | |
| Miller | 109 | 1450 | 1650 | 1700 | 1720 | - | 1900 | 13 | Br Yel 1 |
| George | 116 | 1505 | 1705 | 1715 | 1735 | - | 1915 | 31 | Br Yel 2 |
| Weaver | 343 | 1520 | 1720 | 1730 | 1750 | - | 1930 | 21 | Br Yel 3 |
| Werle | 346 | 1535 | 1735 | 1745 | 1805 | - | 1945 | 24 | Br Yel 4 |
| Dunstan | 355 | 1550 | 1750 | 1800 | 1820 | - | 2000 | 29 | Br Yel 5 |

Square Dance II Red pre-T.O. meeting at 0815 in 380th briefing room.

Square Dance II Blue pre-T.O. meeting at 1400 in 380th briefing room.

Square Dance II Yellow pre-T.O. meeting at 1530 in 310th ARS briefing room.

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. SQUARE DANCE II RED ROUTE:

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 4800 | |
| TO&ACC | | | | | | 7 | :03 | 65270 | |
| YORK | 40-52N 97-35W | 360 | -10 | 33-35 | 410 | 130 137 | :19 :22 | 6600 58670 | (ST DAT CEL) |
| PEORIA | | 092 | -8 | | 425 | 358 495 | :50½ 1:12½ | | |
| LAKE OF CHEROKEES | 36-29N 95-04W | 225 | -7 | | | 360 855 | :51 2:03½ | | |
| CLEVELAND | 36-18N 96-28W | 267 | -9 | | | 70 925 | :10 2:13½ | | ( IP ) |
| OKLAHOMA CITY, TGT "C" | | 227 | -9½ | | | 77 1002 | :11 2:24½ | | (VISUAL OR SIDETRACK) |
| ADA, OKLA | 34-46N 96-40W | 112 | -9½ | | | 61 1063 | :08½ 2:33 | | |
| FT SMITH | | 072 | -8½ | | | 117 1180 | :16½ 2:49½ | 21471 37199 | .ST 81 |
| LAKE HAMILTON | 34-34N 93-30W | 136 | -8 | 37-39 | 465 | 65 1245 | :08½ 2:58 | | |
| PARIS, TEXAS | 33-40N 95-33W | 242 | -8 | | | 116 1361 | :15 3:13 | | |
| DALLAS, TEX. TGT "G" | | 230 | -9 | | | 86 1447 | :11 3:24 | 5800 31399 | |
| MINERAL WELLS | 32-47N 97-48W | 282 | -9½ | | 425 | 46 1493 | :06½ 3:30½ | | ST. CEL GRID |
| | 38-00N 103-00W | 322 | -11 | | | 406 1899 | :57½ 4:28 | | ( TP ) |
| BEATRICE, NEBRASKA | 40-15N 96-44W | 065 | -11 | | | 326 2225 | :46 5:14 | | END CEL GRID |
| EMPORIA, KANSAS | | 174 | -9½ | | | 117 2342 | :16½ 5:30½ | | |
| SHAFB | | 299 | -10 | | | 74 2416 | :10½ 5:41 | 16600 14799 | |

310 BOMWGM
ATT "B" APP "4" ANNEX "B"
OPORD 201-55
1 SEP 55

J 5 9 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## SQUARE DANCE II BLUE ROUTE

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 70070<br>4800 | |
| STTO ACC | | | | | | 7 | :03 | 65270 | |
| L/O | | | | 33-35 | | 130<br>137 | :19<br>:22 | 6600<br>58670 | |
| GAGE VOR | 36-20N<br>99-53W | 215 | -11 | | 425 | 92<br>229 | :13<br>:35 | | |
| LUYMON | 36-40N<br>101-30W | 285 | -11½ | | | 83<br>312 | :11½<br>:46½ | | |
| DODGE CITY | | 045 | -11½ | | | 102<br>414 | :14½<br>1:01 | 6171<br>52499 | START DESCENT |
| | | 044 | -11 | | 445 | 60<br>474 | :08<br>1:09 | 440<br>52059 | END DESCENT |
| RUSSEL VOR | | 043 | -11 | | 305 | 26<br>500 | :05<br>1:14 | | RDV PT |
| CLOSE, AR | | | -10½ | | 255 | 161<br>661 | :38<br>1:52 | 10300<br>41759<br>40000 | |
| ON LOAD | | | -10½ | | | 661 | 1:52 | 81759 | |
| SOUIX CITY ACC L/O | | 025 | -10 | | 425 | 100<br>761 | :14<br>2:06 | 5100<br>76659 | |
| IDA GROVE | 42-21N<br>95-28W | 115 | -9 | | | 24<br>785 | :03½<br>2:09½ | | |
| DES MOINES | | 119 | -8 | | | 94<br>879 | :13<br>2:22½ | | RAD CAM TGT |
| OTTUMWA | 41-00N<br>96-26W | 123 | -7 | | | 64<br>943 | :09<br>2:31½ | | |
| CHILICLOTHE | 39-49N<br>93-33W | 215 | -7 | | | 89<br>1032 | :12½<br>2:44 | | WIP |
| K.C.TGT "F" | | 228 | -7½ | | | 64<br>1096 | :09<br>2:53 | | (IBDA) |
| EMPORIA | | 240 | -9 | | | 84<br>1180 | :12<br>3:05 | | |
| CHANUTE | 37-40N<br>95-27W | 141 | -9 | | | 54<br>1234 | :07½<br>3:12½ | | IP |

HQ 310BOMWG
ATT "B", APP "4", ANNEX "A"
OPORD 201-55
1 SEP 55

J 5 9 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SQUARE DANCE II BLUE ROUTE:

| POSITION | COOR | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| JOPLIN | | 129 | -8½ | | | 56<br>1290 | :08<br>3:20½ | | RADAR<br>CAM TGT |
| SPRINGFIELD | | 083 | -8 | | | 59<br>1349 | :08½<br>3:29 | | |
| SALEM | 37-38N<br>91-32W | 073 | -7 | | | 88<br>1437 | :12½<br>3:41½ | | (IP) |
| ST LOUIS | | 047 | -6 | | | 87<br>1524 | :12½<br>3:54 | | (SIDETRACK)<br>TGT "B" |
| PEDUCAH | | 151 | -4 | | | 122<br>1646 | :17<br>4:11 | 21210<br>55449 | ST 81 S/CL |
| PARAGOULD | 36-04N<br>90-30W | 236 | -5 | 37-39 | 465 | 106<br>1752 | :13½<br>4:24½ | | |
| WPORT | 35-37N<br>91-16W | 234 | -6 | | | 44<br>1796 | :05½<br>4:30 | | (IP) |
| LITTLE ROCK | | 224 | -7 | | | 117<br>1913 | :15<br>4:45 | 7050<br>48399 | (.81) "F" |
| NARROWS RES | 34-08N<br>93-42W | 224 | -7½ | | 425 | 118<br>2031 | :16½<br>5:01½ | 2300<br>46099 | Begin Nite<br>Cel |
| | 33-20N<br>102-30W | 265 | -10 | 37-39 | 425 | 441<br>2472 | 1:02<br>6:03 | | |
| LAKE MACCONAUGHY<br>LAKE MACCONAUGHY | | 004 | -12 | | | 475<br>2947 | 1:07<br>7:10 | | END NIGHT<br>CEL |
| CHADRON VOR | | 318 | -13 | | | 108<br>3055 | :15<br>7:25 | | ST GRID CEL |
| | 45-06N<br>98-08W | 056 | -12 | | | 270<br>3325 | :38<br>8:03 | | |
| EMPORIA | | 169 | -10 | | | 413<br>3738 | :58½<br>9:01½ | | |
| SMOKY HILL | | 297 | -10 | | | 71<br>3809 | :10<br>9:11 | 31900<br>14199 | |

Q 310BOMWG
ATT "B", APP "4", ANNEX "A"
OPORD 201-55
1 SEP 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. SQUARE DANCE II YELLOW ROUTE:

| ROUTE | TC | VAR | DIST | TIME | TOTAL TIME |
|---|---|---|---|---|---|
| RTTO | | | | :02 | |
| Dodge City VOR | 242 | -11 | 125 | :37 | :39 |
| Orbit | 032 | -11 | | :30 | 1:09 |
| End AR | 032 | -10 | 210 | :50 | 1:59 |
| Lincoln | 091 | -10 | 45 | :12 | 2:11 |
| Sidney | 274 | -12 | 284 | 1:11 | 3:22 |
| Concordia | 112 | -12 | 266 | 1:12 | 4:34 |
| Salina | 180 | -10 | 41 | :10 | 4:44 |

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

J 6 0 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. COMMUNICATIONS:

a. B-47 communications information:

(1) Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

(2) Call Signs:

(a) Position Reporting: Aircraft Tactical Call Sign suffixed by "Square Dance II Red or Blue", i.e. GRANVILLE 32 SQUARE DANCE II RED.

(b) Inter-Plane: Aircraft Tactical Call Sign, i.e. GRANVILLE 32 or Blue 1 thru 5 during air refueling.

(3) Recognition and Authentication will be in accordance with AFSAL _____.

(4) IFF will be in accordance with SAC Reg 55-23. All aircraft will operate their IFF on MODE I.

(5) Frequency assignments:

(a) Inter-plane: 311.0 mcs

(b) St. Louis RBS Primary 384.6 mcs Secondary 258.2 mcs.

(c) Dallas RBS Primary 258.2 mcs Secondary none.

(d) Little Rock RBS Primary 251.0 mcs Secondary none.

(e) Oklahoma City RBS Primary 273.4 mcs Secondary none.

(f) Air refueling Initial Contact (All aircraft) 318.0 mcs.

(g) Air refueling Alternate (All aircraft) 270.6 mcs.



0602

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(h) Air Refueling Primary Contact:

Blue 1 - 324.4 mcs
Blue 2 - 266.2 mcs
Blue 3 - 279.8 mcs
Blue 4 - 291.9 mcs
Blue 5 - 303.2 mcs

(i) Air refueling HF Back-up 4270 (Channel 4 )

(6) UHF Position Reports:

(a) The first and last aircraft of each route will make all position reports for the bomber streams.

EXAMPLE: First Aircraft: This is GRANVILLE 35, Operation SQUARE DANCE II RED, number one of 5 aircraft, (Give position report) over.

Last Aircraft: This is GRANVILLE 25, Operation SQUARE DANCE II RED, last of five aircraft, (Give position report), closing out Block Altitude for Operation SQUARE DANCE II RED to this point.

(b) UHF Radio Position Reports for SQUARE DANCE II RED:

| LOCATION | POSITION |
|---|---|
| LINCOLN | OVER |
| OTTUMWA | ABEAM |
| QUINCY | ABEAM |
| NEOSHO | ABEAM |
| OKLAHOMA CITY | OVER |
| FORT SMITH | ABEAM |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| LOCATION | POSITION |
|---|---|
| DALLAS | OVER |
| CHILDRESS | ABEAM |
| DALHART | ABEAM |
| HILL CITY | ABEAM |
| LINCOLN | ABEAM |
| EMPORIA | OVER |

(c) UHF Radio Position Reports for SQUARE DANCE II BLUE:

| LOCATION | POSITION |
|---|---|
| SAGE | OVER |
| RUSSELL (Tanker) | OVER |
| SIOUX CITY | OVER |
| OTTUMWA | OVER |
| EMPORIA | OVER |
| PADUCAH | OVER |
| LITTLE ROCK | OVER |
| ARDMORE | ABEAM |
| LUBBOCK | ABEAM |
| DALHART | ABEAM |
| GOODLAND | ABEAM |
| CHADRON | OVER |
| PIEIRE | ABEAM |
| SIOUX FALLS | ABEAM |
| LINCOLN | OVER |
| EMPORIA | OVER |

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55

J 6 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) Rendzvous Frequencies Codes and Altitudes:

| AIRCRAFT | APN/76 | | APN/11 | REF ALT |
|---|---|---|---|---|
| Blue 1 | T-6 | R-5 | 1-1-2 | 14M |
| Blue 2 | T-8 | R-6 | 1-2 | 15M |
| Blue 3 | T-7 | R-8 | 1-1 | 14M |
| Blue 4 | T-5 | R-7 | 2-1 | 15M |
| Blue 5 | T-4 | R-5 | 3-1 | 14M |

b. KC-97 Communications Information:

(1) Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

(2) Call Signs:

(a) Position reporting during tanker stream portion of flight ending at Columbus Nebraska, Aircraft Tactical Call Sign suffixed by SQUARE DANCE II YELLOW, i.e. BRACER 19 SQUARE DANCE II YELLOW.

(b) Inter-plane use Aircraft Tactical Call Sign, i.e. BRACER 19.

(3) Recognition and authentication will be in accordance with AFSAL _____.

(4) IFF will be in accordance with SAC Reg 55-23. All aircraft will operate their IFF on MODE 1.

HQ 310BOMWG
ATT "B", APP "4", ANNEX "B"
OPORD 201-55
1 Sep 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Frequency Assignments:

(a) Inter-plane:

(b) Air refueling Initial Contact (All aircraft) 318.0 mcs

(c) Air refueling Alternate (All aircraft) 270.6 mcs.

(d) Air refueling Primary Contact:

Yellow 1 - 324.4 mcs
Yellow 2 - 266.2 mcs
Yellow 3 - 279.8 mcs
Yellow 4 - 291.9 mcs
Yellow 5 - 303.2 mcs

(e) Air refueling HF Back-up 4270 (Channel 4)

(6) Position reporting will be normal on this mission. All Tankers will make a position report at Russell VOR for Receivers.

(7) Rendzvous Frequencies Codes and Altitudes:

| AIRCRAFT | APN/76 | APN/11 | REF ALT |
|---|---|---|---|
| Yellow 1 | T-5 R-6 | 1-1-2 | 14M |
| Yellow 2 | T-6 R-8 | 1-2 | 15M |
| Yellow 3 | T-8 R-7 | 1-1 | 14M |
| Yellow 4 | T-7 R-5 | 2-1 | 15M |
| Yellow 5 | T-5 R-4 | 3-1 | 14M |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 201-55

COMMUNICATIONS

HQ 310BOMWG
Annex "C"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 201-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

Omitted.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CYS

HQ 310BOMWG
Annex "C"
OPORD 201-55
1 SEP 55

J 6 0 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICIAL:

ROBERT E. THACKER
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "C"
OPORD 201-55
1 SEP 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]
[redacted] BOMBARDMENT WING, [redacted]
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 2-A-55

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
ANNEX "D"
OPORD 201-55
1 SEP 55

J 6 1 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 201-55

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 September 1955, 0001Z

1. GENERAL:

a. The Monthly Planning Committee meeting conducted in the third week of August in accordance with SAC Regulation 60-9, 5 August 1953, and SAC Manual 66-7 resulted in the following:

1500 B-47 flying hours

555 KC-97 flying hours

To meet this requirement officers and maintenance supervisors must be informed and kept constantly aware of current operations as the month progresses, and further insure that every individual is briefed on changes in the maintenance plan. Changes will be limited to the minimum requirements and will appear in the form of an amendment or appendix to this annex.

b. Aircraft will fly under the ten (10) day maintenance cycle. Changes to this schedule will be only those required to support mission assigned by higher headquarters. B-47s will fly as scheduled in Appendix I, II, III of Annex "A". The KC-97s will fly as scheduled in Appendix IV of Annex "A". Friday of each week an additional appendix will be published and distributed to all activities designating the tail number of aircraft to be flown (matched against the sortie requirement) the forthcoming week.

HQ 310BOMWG
Annex "D"
OPORD 201-55
1 SEP 55

0611

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Special requirements for the month of September are as follows:

(1) Special weapon loadings at Smoky Hill Air Force Base on the following dates: 7, 8, 13, 14, 15, 20, 21, 22, 27, 28 and 29 September consisting of one aircraft each day.

(2) One aircraft will depart this station for crew evaluation from 6-12 September. Maintenance personnel and material will be furnished in accordance with Operations Order Serial NR 202-55.

(3) One aircraft per day is committed to Operations Order, code name "Livercheese" serial NR 135 55 on the following dates: 6, 13, 20, 27 September 1955.

d. Continuing effort will be made by Maintenance Control and all other affected activities to eliminate the present TOC backlog and schedule compliance whenever possible, and keep informed on incoming TOCs. All activities will actively monitor this program within their unit and insure 100% effectiveness in personnel utilization. If necessary, overtime will be scheduled as a process of eliminating this backlog which is the responsibility of the Maintenance Control officer.

e. The normal work schedule for maintenance personnel is established as 0730 to 1630 hours, Monday through Friday. Work is not scheduled for weekends or 5 September 1955 except as directed by the Maintenance Control officer. Sorties will not be scheduled to take off, prior to 1200 hours each Monday.

HQ 310BOMWG
Annex "D"
OPORD 201-55
1 SEP 55



0 6 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. TASK FOR SUBORDINATE UNITS:

a. 379th Bombardment Squadron:

(1) Provide 87 B-47 sorties for a total of 537 flying hours. (Appendix I, Annex "A").

(2) Provide the following aircraft for special weapons loading practice on the indicated dates. Specific times and bomb bay configurations to be provided at a later date by Maintenance Control.

| | |
|---|---|
| 2277 | 6 SEP 55 |
| 2289 | 14 SEP 55 |
| 2300 | 20 SEP 55 |
| 2302 | 28 SEP 55 |

(3) Complete 25 post flights and two (2) 100-hour post flights or the amount required to support the flying schedule. (Appendix I, Annex "A").

(4) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | |
|---|---|---|
| 2289 | dock B | 15 through 28 SEP 55 |
| 2293 | dock B | 8 through 21 SEP 55 |

(5) Provide personnel to meet aircraft landing after 1700 hours.

(6) Provide refueling officers for aircraft refueling.

(7) Provide an observer as required to accept K-systems after maintenance is performed.

(8) Notify Maintenance Control immediately when specialists fail to report.



J 6 1 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 380th Bombardment Squadron

(1) Provide 80 B-47 sorties for a total of 493 flying hours. (Appendix II, Annex "A").

(2) Provide aircraft #2282 1 through 9 SEP 55, to the Douglas Plant at Tulsa. The crew chief will accompany the aircraft.

(3) Provide the following aircraft for special weapons loading practice on the indicated dates:

2147 7 SEP 55

2120 13 SEP 55

2237 21 SEP 55

2117 27 SEP 55

(4) Complete 25 post flights and three (3) 100-hour post flights or the amount required to support the flying schedule. (Appendix II, Annex "A").

(5) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated

2299 dock A 1 through 6 SEP 55

2279 dock A 7 through 20 SEP 55

2120 dock A 14 through 27 SEP 55

(6) Provide personnel to meet aircraft landing after 1700 hours.

(7) Provide refueling officers for aircraft refueling.

(8) Provide an observer as required to accept K-systems after maintenance is performed.

(9) Notify Maintenance Control immediately when specialists fail to report.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. 381st Bombardment Squadron:

(1) Provide 77 B-47 sorties for a total of 475 flying hours. (Appendix III Annex "A").

(2) Provide aircraft 2271 1 through 8 SEP 55 to Douglas Plant at Tulsa. The crew chief will accompany the aircraft.

(3) Provide the following aircraft to 802d Munitions Squadron for special weapons loading practice on indicated dates. (Mark IV Configuration).

2146 8 SEP 55

2292 15 SEP 55

2287 22 SEP 55

2112 29 SEP 55

(4) Complete 24 regular post flights and two (2) 100-hour post flights or the amount required to support the flying schedule. (Appendix III Annex "A").

(5) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | |
|---|---|---|
| 2096 | dock B | 1 through 13 SEP 55 |
| 2261 | dock B | 1 through 7 SEP 55 |
| 2104 | dock A | 1 through 12 SEP 55 |
| 2304 | dock A | 21 through 30 SEP 55 |
| 2146 | dock B | 22 through 30 SEP 55 |

(6) Provide personnel to meet aircraft landing after 1700 hours.

d. 310th Air Refueling Squadron:

(1) Provide 119 sorties for a total of 595 flying hours. (Appendix IV Annex "A").



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Complete 45 regular post flight and 11 100 hour post flights or the amount required to support the flying schedule. (Appendix IV Annex "A").

(3) Provide the following aircraft to Periodic Maintenance Squadron on the dates indicated:

| | | |
|---|---|---|
| 1354 | dock C | 1 through 12 SEP 55 |
| 3114 | post dock | 1 through 2 SEP 55 |
| 3113 | dock C | 9 through 21 SEP 55 |
| 1366 | dock C | 20 through 28 SEP 55 |
| 3116 | dock C | 27 through 30 SEP 55 |

(4) Provide personnel to meet aircraft landing after 1700 hours.

e. 310th Armament and Electronics Squadron:

(1) Provide necessary personnel tools and equipment to accomplish pre flights, post flights on B-47 and KC-97 aircraft, as indicated in Appendix I, II, III, and IV Annex "A".

(2) Provide personnel tools and equipment to support the dock schedule of Periodic Maintenance Squadron (Appendix V and VI Annex "A").

(3) All aircraft will be combat ready for each scheduled sortie with the following installed and checked: camera equipment and all special systems as listed in the weekly flying schedule and confirmed during daily maintenance meetings.

(4) Work load and maintenance capability for each system is as follows:



J 6 1 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | | |
|---|---|---|---|---|
| Comm Nav | 2016 | 17/H | 1959 | 17/H |
| Bomb Nav | 5208 | " | 4898 | " |
| Fire control | 3360 | " | 1705 | " |
| Weapons release | 1680 | " | 1038 | " |
| Photo | 336 | " 154 short | 490 | " |

(5) Shop foreman will report at 0700.

(6) Night shift or standby personnel will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(7) Provide pre-issue and bench stocks as authorized and required.

(8) Accomplish necessary bomb bay configuration wring outs to maintain a minimum of six (6) in commission aircraft on the ground ready for loading at all times.

(9) Monitor all bomb bay changes and reporting same to Maintenance Control.

(10) Complete compass swings as scheduled in Appendix I, II, III, and IV, Annex "A".

(11) Monitor and load ammunition and bombs giving 24-hour notice to 802d Munitions Squadron as to the exact loading times.

f. 310th Field Maintenance Squadron:

(1) Provide necessary personnel tools and equipment to accomplish pre-flights, post flights, on B-47 and KC-97 aircraft, as indicated in Appendix I, II, III, and IV, Annex "A".



J 6 1 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Provide personnel tools and equipment to support nine B-47 four KC-97 periodic inspections in compliance with SAC Manual 66-15 as outlined below:

| B-47 | | | |
|---|---|---|---|
| 2104 | 31 AUG - 7 SEP | 1354 | 2-8 SEP |
| 2096 | 1-8 SEP | 3113 | 12-15 SEP |
| 2279 | 8-14 SEP | 1355 | 21-26 SEP |
| 2293 | 9-15 SEP | 3116 | 28 SEP - 3 OCT |
| 2120 | 15-21 SEP | | |
| 2283 | 16-22 SEP | | |
| 2304 | 22-27 SEP | | |
| 2146 | 23-28 SEP | | |
| 2106 | 29 SEP - 5 OCT | | |

(3) Specialists to accomplish TOC will be scheduled by Maintenance Control.

(4) Night shift or standby will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(5) Provide pre-issue and bench stocks as authorized and required.

(6) Complete weight and balance weighings as scheduled in Appendix I, II, III, and IV, Annex "A".

(7) The maintenance capability and work load for each shop is as follows:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| (a) | Electric shop | 2284.8 | 2632 |
| (b) | Ground power | 2352 | 3187 |
| (c) | Fuel cell repair | 537.6 | |
| (d) | Tire shop | 537.6 | |
| (e) | Instrument shop | 873.6 | 1813 |
| (f) | Aircraft repair | 873.6 | 628 |
| (g) | Hydraulic shop | 1209.6 | 2012 |
| (h) | In flight refueling boom shop | 537.6 | 2201 |
| (i) | Sheet metal | 2251.2 | 624 |
| (j) | Machine shop | 756 | |
| (k) | Engine build up | | |
| | Maintenance capability | 2849 | M/H |
| | Workload | | |
| | 15 J47 engines to build up | .66 M/H | 1005 M/H |
| | 5 4360 engines to build up | 180 M/H | 900 M/H |
| | 15 J47 engines to chg | 12.6 M/H | 189 M/H |
| | 5 4360 engines to chg | 55 M/H | 275 M/H |
| | 15 J47 engines to tear down | 5[illegible] M/H | 425 M/H |
| | 5 4360 engines to tear down | 117 M/H | 585 M/H |
| | | | 3379 M/H |

3379 M/H to support program

2849 capabilities M/H

530 M/H short on capabilities



J 6 1 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

h. 310th Periodic Maintenance Squadron:

(1) Perform periodic inspections as scheduled in Appendix V and VI, Annex "A".

i. 802d Air Base Group:

(1) 802d Motor Vehicle Squadron:

(a) Provide daily dispatch of vehicles as outlined in SAC Regulation 66-24. Coordinate maintenance schedule of vehicles, priority maintenance on radio control vehicles.

(b) Provide additional vehicle support as coordinated with Base Materiel officer.

(c) Maintenance of daily dispatch vehicles according to schedule coordinated between Maintenance Control officer and Commander, 802d Motor Vehicle Squadron.

(d) Drivers school and testing of drivers, as agreed between squadron commander and Director of Materiel, 310th Bomb Wing, per conversation 5 SEP 55.

(2) 802d Supply Squadron:

(a) Provide supply support for 500 B-47 flying hours and 555 KC-97 flying hours.

(b) Provide immediate delivery of all items requested via supply expediter network.



J 6 2 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Maintain a night C.Q. for emergency support during non-duty hours, or as coordinated with Maintenance Control officer.

(d) 802d Supply Squadron Refueling Section:

(1) Defueling:

-a- Maintain one JP4, one 115/145 ea truck, one JP4, one 115/145 ea pit for defueling purposes at all times.

(2) Refueling:

-a- Normal daily requirements.

-1- 0730-2400 full operation three JP-4 hydrants (B-47) one 115/145 pit (KC-97).

-2- 2400-0730 standby.

(3) 802d Munitions Squadron:

(a) Bomb and ammunition loadings will be accomplished in accordance with existing directives.

(b) The A&E Squadron supervision section will coordinate with the Munitions Squadron on loading times, giving a 24-hour notice.

(4) 802d Air Police Squadron:

(a) Security:

(1) Normal requirements.

(5) 802d Food Service Squadron:

(a) Normal messing hours will prevail.



0621

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. 24-hour messing service will be required when special missions are directed by higher headquarters.

-2. In flight lunches as required which will be requested 24 hours in advance.

APPENDICES:

"1" - 379th Bomb Squadron Sortie Schedule
"2" - 380th Bomb Squadron Sortie Schedule
"3" - 381st Bomb Squadron Sortie Schedule
"4" - 310th Air Refueling Squadron Sortie Schedule
"5" - 310th Periodic Maintenance Squadron Dock Schedule B-47
"6" - 310th Periodic Maintenance Squadron Dock Schedule KC-97

OFFICIAL:

SHADRACH E. DAVIS
LTCOL USAF
Wing Director of Materiel

HQ 310BOMWG
Annex "O"
OPORD 201-55
1 SEP 55

12

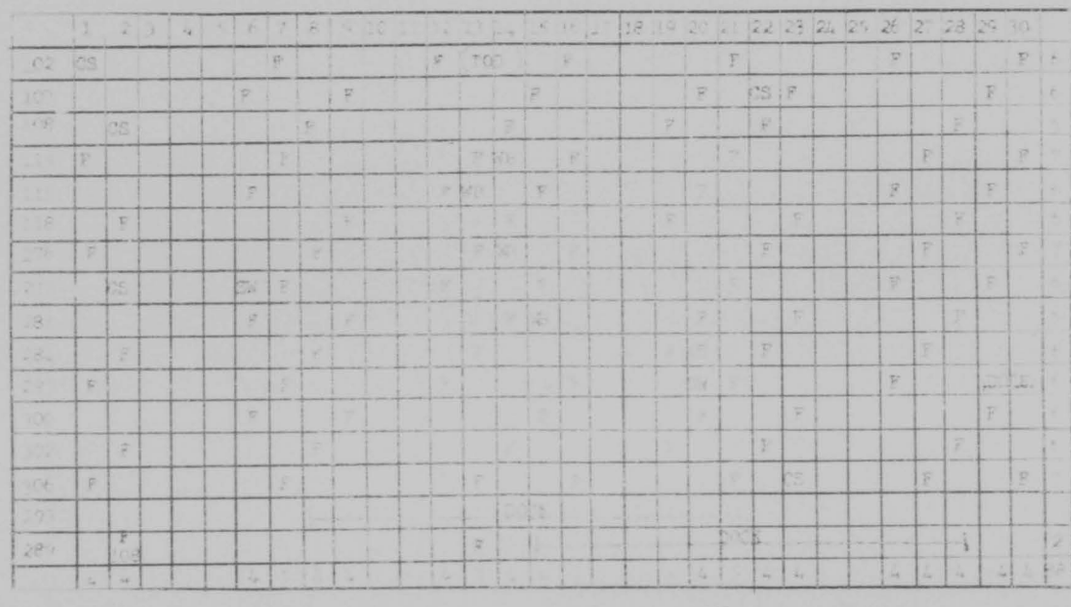
J 6 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP I to Annex "D"
to OPORD SER NR 201-55

379th SEP Flying Schedule



HQ 379BOMWG
APP I Annex "D"
OPORD 201-55
1 AUG 55

CODE:

OS - COMPASS SWING
WB - WEIGHT BALANCE
TOC - TECH ORDER COMPLIANCE
SW - SPECIAL WEAPONS LOADINGS
SP SPARE AIRCRAFT

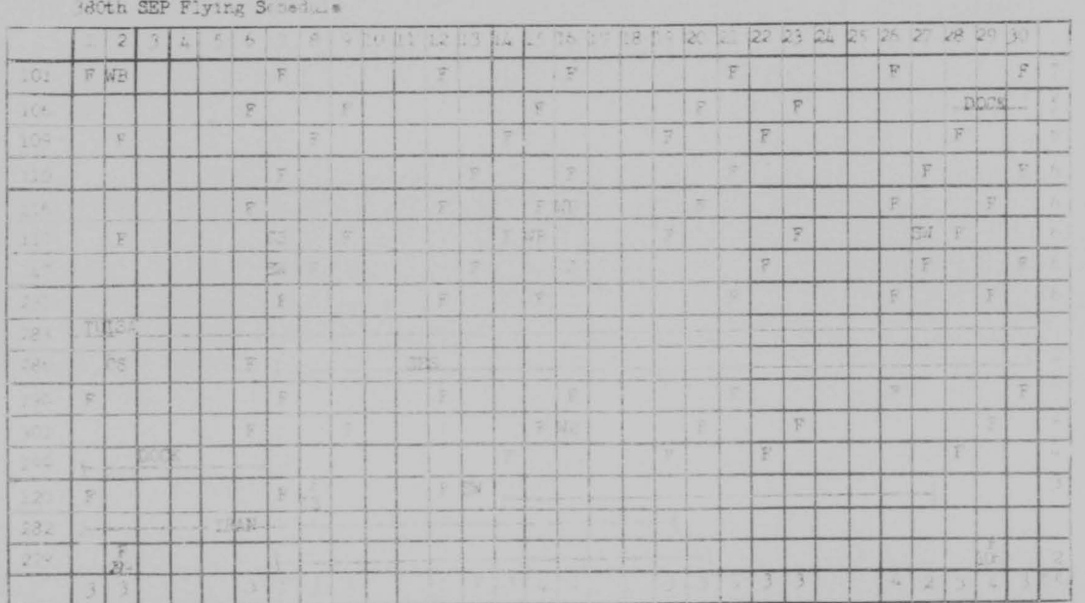
J 6 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP II to Annex "D"
to OPORD 3ER NR 201-55

[illegible]80th SEP Flying Schedule



HQ 310BOMWG
APP II Annex "D"
OPORD 201-55
1 AUG 55

CODE:
CS - COMPASS SWING
WB - WEIGHT BALANCE
TOC - TECH ORDER COMPLIANCE
SW - SPECIAL WEAPONS LOADINGS
SP - SPARE AIRCRAFT

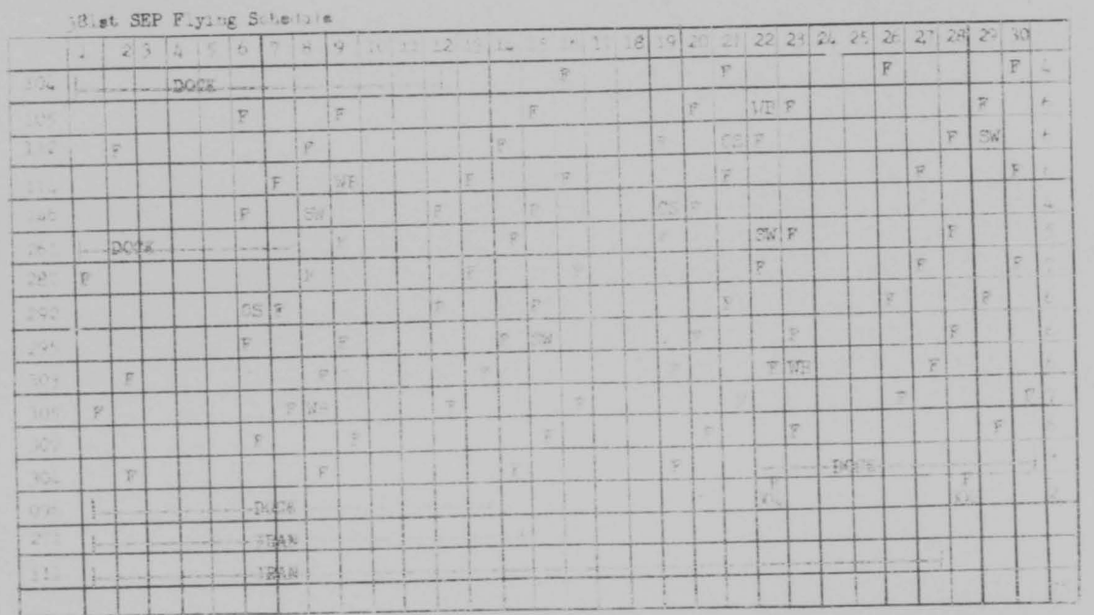
J 6 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP III to Annex "D"
to OPORD SER NR 201-55

31st SEP Flying Schedule



HQ 310BOMWG
APP III, Annex "D"
OPORD 201-55
1 AUG 55

CODE:

CS - COMPASS SWING
WB - WEIGHT BALANCE
TOC - TECH ORDER COMPLIANCE
SW - SPECIAL WEAPONS LOADINGS
SP - SPARE AIRCRAFT

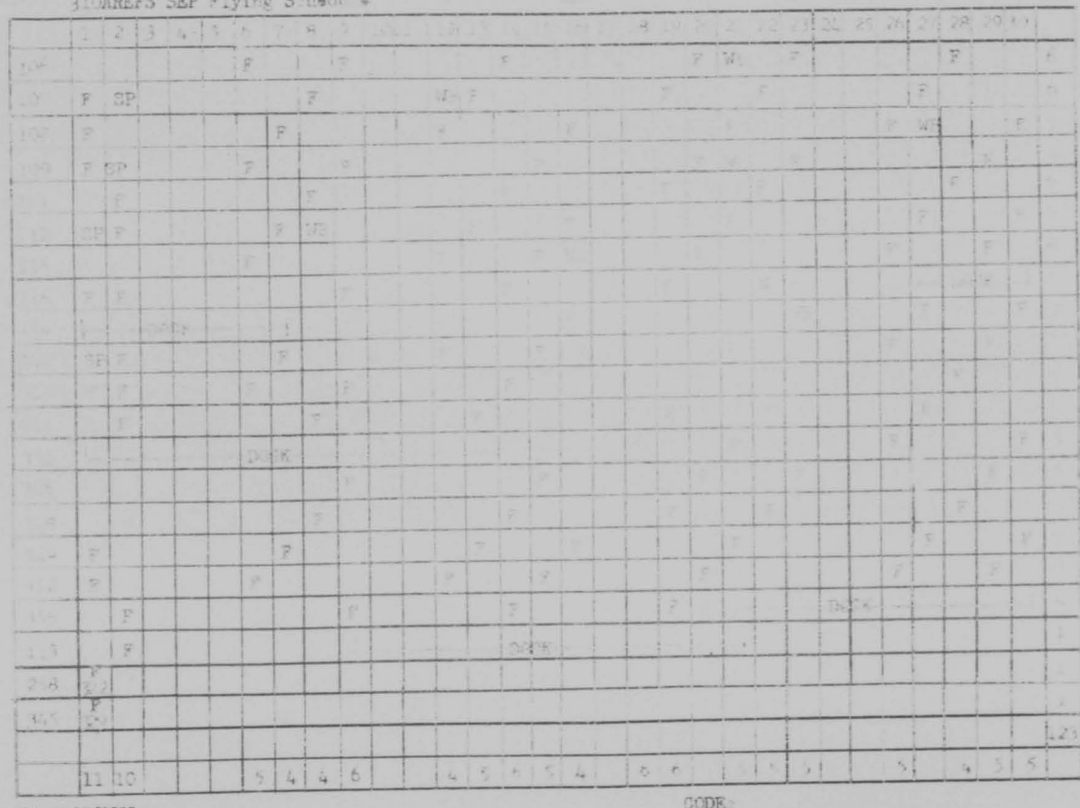
J 6 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP IV to Annex "D"
to OPORD SER NR 201-55

310ARFrS SEP Flying Schedule



HQ 310BOMWG
APP IV, Annex "D"
OPORD 201-55
1 AUG 55

CODE:
OS - COMPASS SWING
WB - WEIGHT BALANCE
TOC - TECH ORDER COMPLIANCE
SW - SPECIAL WEAPONS LOADINGS
SP - SPARE AIRCRAFT

J 6 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VI to Annex "D"
to OPORD SER NR 201-55
310th Periodic Maintenance SQ

1. The 310th Periodic Maintenance Squadron will Provide Manning, Tools and Equipment to Process the following KC-97 AGPT thru the Docks for Periodic Inspection on Dates Listed:

| AGPT NR | PRE DOCK | WASH | DOCK | [illegible] | [illegible] |
|---|---|---|---|---|---|
| 1304 | 30 AUG | 1 SEP | [illegible] | [illegible] | [illegible] |
| 3103 | 7 SEP | 9 SEP | [illegible] | 15 SEP | [illegible] |
| 1325 | 16 SEP | 20 SEP | [illegible] | [illegible] | [illegible] |
| 3116 | 23 SEP | 27 SEP | [illegible] | [illegible] | [illegible] |
| | | | | | |

HQ 310BOMWG
APP VI, Annex "D"
OPORD 201-55
1 AUG 55

J 6 2 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP V to Annex "D"
to OPORD SER NR 201-55
310th Periodic Maintenance SQ

1. The 310th Periodic Maintenance Squadron Will Provide Manning, Tools and Equipment to Process the Following B-47 ACFT thru the Docks For Periodic Inspection on Dates Listed Below

| ACFT NR | PRE DOCK | WASH | DOCK "A" | DOCK "B" | POST DOCK | TEST HOP | RETURN TO SQ |
|---|---|---|---|---|---|---|---|
| 2104 | 25 AUG | [illegible] AUG | [illegible] SEP | | [illegible] SEP | [illegible] SEP | [illegible] SEP |
| 2096 | 26 AUG | [illegible] AUG | | [illegible] SEP | [illegible] SEP | [illegible] SEP | [illegible] SEP |
| 2279 | 1 SEP | [illegible] SEP | [illegible] SEP | | [illegible] SEP | [illegible] SEP | [illegible] SEP |
| 2295 | [illegible] SEP | [illegible] SEP | | [illegible] SEP | [illegible] SEP | [illegible] SEP | [illegible] SEP |
| 2120 | 8 SEP | [illegible] SEP | [illegible] SEP | | [illegible] SEP | 6 SEP | [illegible] SEP |
| 2289 | 9 SEP | [illegible] SEP | | [illegible] SEP | [illegible] SEP | [illegible] SEP | [illegible] SEP |
| 2304 | 16 SEP | [illegible] SEP | [illegible] SEP | | [illegible] SEP | [illegible] OCT | [illegible] OCT |
| 2146 | 19 SEP | [illegible] SEP | | [illegible] SEP | [illegible] SEP | 3 OCT | 6 OCT |
| 2106 | 23 SEP | [illegible] SEP | [illegible] SEP [illegible] OCT | | [illegible] OCT | 10 OCT | [illegible] OCT |
| 2297 | 26 SEP | [illegible] SEP | | [illegible] SEP [illegible] | [illegible] OCT | 10 OCT | 13 OCT |

HQ 310BOMWG
APP V, Annex "D"
OPORD 201-55
1 AUG 55

0628

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 50-5)

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

6 September 1955

TRAINING

Domestic Target Study
(Supersedes Wing OPS MEMO 50-4, 8 OCT 1954)

1. PURPOSE: To establish a Wing conducted domestic target study program in accordance with SAC Manual 50-12 and to insure a better understanding of the Target Intelligence requirements as set forth in SAC Manual 55-5 and SAC Regulation 50-8.

2. SCOPE: This regulation will apply to all Tactical Bombardment Squadrons of the 310th Bombardment Wing, Medium.

3. PROCEDURES: All domestic target study will be conducted and supervised by the 310th Wing Target Study Unit, assisted by members of the Wing and Squadron Observer Sections. All combat crews and staff observers will complete Phase I below prior to being scheduled for a bombing mission:

a. Phase I: Observer will attend a comprehensive formal target study on each RBS Target Complex, camera target, and bombing range, in accordance with SAC Manual [illegible].

b. Phase II: Recurrent target study will be conducted prior to each scheduled bombing mission. This study will be limited to Mission Planned targets.

c. The Wing Target Study Unit will determine the time required for each individual to complete each phase.

d. Scheduling: Wing Ground Training Section is responsible for effecting the required coordination with the Flying Training Section, Wing Observer Section, Squadron Observer Section, Wing Target Study Unit and Base Ground Training relative to the scheduling of personnel for target study and ultra-sonic trainer. Wing Ground Training is also responsible for publication and distribution of necessary schedules.

e. Target Study Material: The Wing Intelligence Section will be responsible for requisitioning, maintenance, and storage of all Domestic Target Materials as required by SAC Manual 50-12, January 1954. It will further be the responsibility of the Wing Intelligence Section to coordinate with the Staff and Squadron Observers, to provide individual observers, complete target mission folders for all RBS, camera

J 6 2 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPLEMENT - 1)
TO SUPPL II, SAC REG 51-4)

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

20 September 1955

FLYING TRAINING

Standardization - Bombardment, Reconnaissance

SEE paragraph 5b, SUPPL II, SAC REG 51-4

The inclosed schedule is established for accomplishing the minimum requirements for a standardization check as prescribed in SUPPL II, SAC REG 51-4 (Inclosures 1 and 4).

SEE Inclosure 4, SUPPL II, SAC REG 51-4 - Phase III - Critique

The following officers, or their representatives, will be in attendance at each critique:

Wing Commander
Wing Director of Operations
Squadron Commander
Squadron Operations Officer
Squadron Observer
Crew Being Critiqued

The results of this check activity will be covered in minute detail with specific recommendations for improving the crews combat capability.

All aircraft scheduled for standardization flight checks will be provided a back-up aircraft which has had a complete ground crew preflight. This aircraft will be one which is scheduled for a normal training mission.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

INCL:
B-47 WKLY SKED

J 6 3 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## WEEKLY SCHEDULE - B-47 - STANDARDIZATION CHECKS

**MONDAY**

0700-0800
Orientation of complete crews at Wing Standboard

0800-1200
Simulator Check for ACFT COMDR and Pilot (2 hours)
Special Weapons Examination (Sepcial Weapons Section)
Observer's Target Study

1300-1700
Inspection of Dash One and Combat Crew Guide.
Proficiency and Emergency Procedures Exam Critique in Wing Operations Conference Room for crews which have completed standardization rides during previous week.

**TUESDAY**

0800-1200
Simulator check for ACFT COMDR and Pilot (2 hours)
Special Weapons Examination (Special Weapons Section)
Observer's Target Study

1300-1700
Mission Briefing
Mission Planning and Observer's Target Study

**WEDNESDAY**

Take-off prior to 1200
(Observer's Mission)

**THURSDAY**

0800-1200
Mission Briefing
Mission Planning and
Observer's Target Study

1300-1700
Special Weapons Loading

**FRIDAY**

Take-off prior to 1200
(Pilot's Mission and Air Refueling)

INCL 1 to 310BOMWG SUPPL-1
to SUPPL II, SAC REG 51-4

J 6 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPLEMENT - 1)
TO SUPPL III, SAC REG 51-4)

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

20 September 1955

FLYING TRAINING

Standardization - Air Refueling

SEE paragraph 5b, SUPPL III, SAC REG 51-4

The inclosed schedule is established for accomplishing the minimum requirements for a standardization check as prescribed in SUPPL III, SAC REG 51-4 (Inclosures 1 and 2)

SEE Inclosure 2, SUPPL III, SAC REG 51-4 - Phase III

The following officers, or their representatives, will be in attendance at each critique:

Wing Commander
Wing Director of Operations
Squadron Commander
Squadron Operations Officer
Squadron Observer
Crew Being Critiqued

The results of the weeks activity will be covered in minute detail with specific recommendations for improving the crews combat capability.

All aircraft scheduled for standardization flight checks will be provided a back-up aircraft which has had a complete ground crew preflight. This aircraft will be one which is scheduled for a normal training mission.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

INCL:
KC-97 WKLY SKED

J 6 3 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



## WEEKLY SCHEDULE - KC-97 - STANDARDIZATION CHECKS

**MONDAY**

0800-1200
Orientation
Inspection of information files
Proficiency examination

1300-1700
Emergency Procedures examination
Completion of AWS Form 29 (POMAR)
Critique of ASW Form 29 (POMAR)

**TUESDAY**

0800-1200
Critique of emergency and proficiency examinations.
Mission Briefing
Mission Planning

1300-1700
Mission Planning (Continued)
Preflight and loading of aircraft
Critique in Wing Operations Conference Room for crews which have completed checks during previous week.

**WEDNESDAY**

Take-off prior to 1200
(Pilot's Mission)

**THURSDAY**

0800-1200
Mission Briefing
Mission Planning

1300-1700
Preflight and loading of aircraft

**FRIDAY**

Take-off prior to 1200
(Observer's Mission)

INCL 1 to 310BOMWG SUPPL-1
to SUPPL III, SAC REG 51-4

J 6 3 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS MEMORANDUM)

NUMBER 51-7)

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

26 September 1955

FLYING TRAINING

Logging of First Pilot Time B-47 Aircraft
(Supersedes OPS MEMO 51-7, 29 AUG 55)

1. PURPOSE: To establish a policy within the 310th Bombardment Wing on logging of first pilot time in the B-47 aircraft.

2. RESPONSIBILITY: It will be the responsibility of the tactical squadron commanders and the squadron operations officer to insure compliance with the provisions of this Memorandum.

3. PROCEDURES:

a. Aircraft commanders will fly the maximum amount of first pilot time possible commensurate with paragraph (b) below.

b. Co-pilots will log first pilot time only when actually at the controls and flying the aircraft from the back seat, or while receiving instruction from a qualified IP in either seat. Co-pilots should be afforde the opportunity to maintain their instrument and flying proficiency through instrument work at the completion of normal training missions and on pilot proficiency missions. A sufficient amount of first pilot time will be flown by co-pilots to maintain a proportionate share of AFR 60-2 requirements.

10

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

J 6 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-13)

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

29 September 1955

OPERATIONS

Alert Notification
(Supersedes 310BOMWG REG 55-13, 17 AUG 54)

1. PURPOSE: To establish a procedure for the alerting and recall to duty of all Wing Personnel in event of alert.

2. RESPONSIBILITY: Unit Commanders, Directors and Section Chiefs are responsible for compliance with the provisions of this regulation.

3. KEY PERSONNEL:

a. Key personnel are those considered essential for command, supervision or duty in an alert situation.

b. Key Wing personnel will be designated by the Wing Commander. Generally, unit commanders, directors and certain staff personnel will be included in this category. The Wing Control Room is responsible to keep a current roster of Key Wing personnel by name, off-duty location and telephone.

c. Key Squadron personnel will be designated by the Squadron Commander, and will include operations, supply, personal equipment and maintenance officers. In the case of tactical squadrons, aircraft commanders will be included. The Squadron Commander, or his designated alert alternate, will maintain a roster of key squadron personnel by name, off-duty location and telephone.

11

d. Key personnel, both Wing and Squadron, are responsible to advise the Wing Control Room or Squadron Commander, as applicable, if they cannot be contacted at the listed telephone during off-duty hours.

3. On-Base Alerting: (INCL 1)

a. Personnel residing on the base will be primarily alerted by the Base siren. Inclosure one lists the siren signals.

b. If the siren fails, unit C.Q.'s will be notified by telephone or runner and are responsible to alert the airmen's barracks.

c. The siren alert signals will be posted in barracks, orderly rooms, offices and elsewhere as necessary to ensure full dissemination to all 310th Wing personnel.

0635

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. Off-Base Alerting: (INCL 2)

a. The telephone pyramid alert system is the primary means of alerting all personnel living off-base.

b. The Wing code word for all alerts is "QUICKTIME". This will be all the information given over the telephone. All personnel will be told not to ask further questions, but to immediately call the next person in the pyramid alert system and then report to duty without further delay.

c. Control Room Duty Officer:

(1) The control room duty officer will be designated by the Wing Adjutant on a roster basis.

(2) Primary alert duty of this officer is to initiate the Tactical squadron pyramid alert systems.

d. The 310th Director of Materiel is responsible to initiate the pyramid telephone system for the maintenance squadrons, maintenance control and his own staff.

e. The Director of Operations is responsible to initiate the pyramid telephone system for the Wing Adjutant's section and his own staff.

f. Unit Commanders, Directors and Section Chiefs are responsible that pyramid alerting systems are devised for their organizations, staffs and sections.

5. The provisions of this regulation are effective 1 October 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

2 INCLS
1. Siren Alert Signals
2. Wing Pyramid Alert System

DISTRIBUTION: "A"



0636

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SIREN ALERT SIGNALS

| | | |
|---|---|---|
| 1. | ALERT: | Five short blasts, repeated after a short pause |
| 2. | EVACUATE: | One five-minute continuous siren, repeated after a one minute pause. |
| 3. | ABANDON BASE: | One three-minute wavering signal, repeated after a one-minute pause. |
| 4. | ALL CLEAR: | Three one-minute blasts repeated after a two minute pause. |

NOTE: Evacuation Signal will be used on SAC directed alerts only.

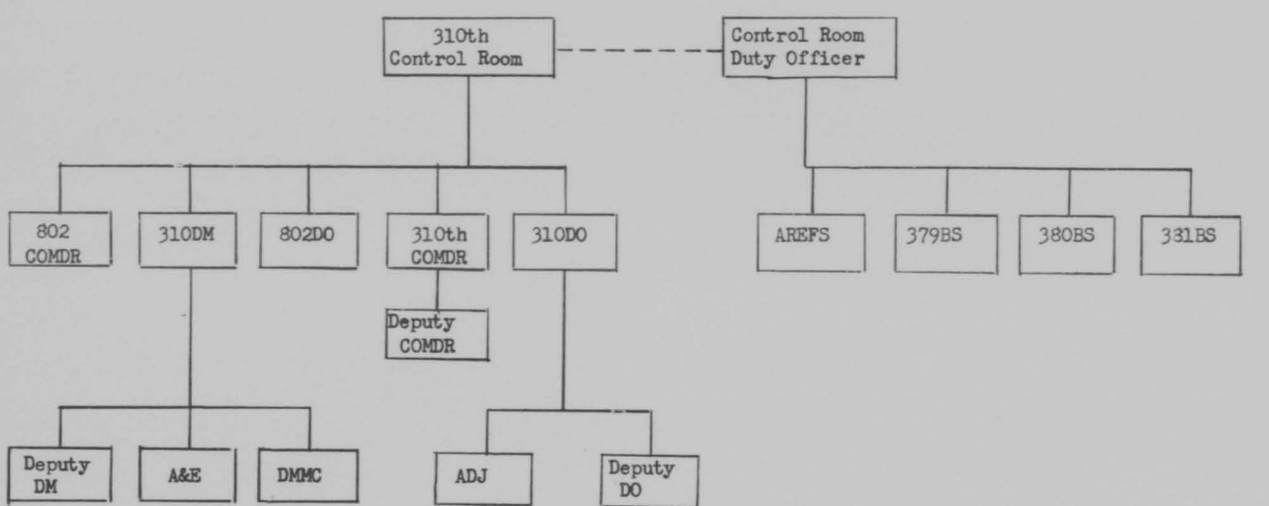
INCL 1

0637

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING TELEPHONE PYRAMID ALERT NOTIFICATION




INCL 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-30)

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

7 September 1955

OPERATIONS

Operational Procedures for Wing Alerts

1. PURPOSE: To establish a standard reporting procedure within the 310th Bombardment Wing which may be applicable to all type alerts.

2. SCOPE: The provisions of this regulation are applicable to all squadrons assigned this Wing.

3. GENERAL: Upon receipt of an alert, all squadron commanders and the Director of Materiel will immediately report to the Wing Control Room for a briefing by the Wing Commander on the type of alert, responsibilities and requirements of each squadron. In the meantime, notification procedures for the recall of personnel, after duty hours, will be in progress. At completion of Wing Commander's briefing, the squadron commanders will brief their respective squadron personnel on the nature of the alert and the requirements and responsibilities as directed by the Wing Commander.

4. PROCEDURES:

a. Squadron operations officers will report their crew status to the Control Room at the beginning of the alert and every half hour thereafter until all crews are present for duty. Those crews not readily available for duty will be reported with their exact status such as leave, TDY and etc.

b. Combat crews, upon reporting for duty, will standby in their respective briefing rooms and will be briefed by the squadron commander and squadron operations officer on the exact nature of the alert. They will be issued appropriate alert folders and flimsy's for the execution of the alert in the event aircraft must be made airborne.

c. All maintenance personnel will immediately prepare in commission aircraft for flight and out of commission aircraft to an "in commission" status at the direction of Maintenance Control.

d. As in commission aircraft are called into the Control Room by Maintenance Control, the Wing Control Room Officer will call the appropriate squadron for a crew assignment and direct that a preflight be immediately initiated. At the completion of the preflight and the aircraft is ready for flight, the aircraft commander will contact the Wing Control Room or the Tower on UHF for further instructions.

e. In the event that special weapons loading is required, the aircraft commander will be directed to taxi his aircraft to the loading zone. Special weapons personnel will direct parking aircraft in the loading zone.

0639

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



f. The Wing Special Weapons Officer will maintain liaison with the Base Special Weapons Officer. At completion of preflight and as the aircraft are being taxied to the loading zone, the Wing Special Weapons Officer will give the aircraft tail number, aircraft commander's name and bomb bay configuration to base weapons personnel to expedite loading.

g. At the completion of loading, the aircraft commander will contact Wing Control on UHF, primary, for further instructions, the control tower secondary.

5. RESPONSIBILITY: Squadron commanders are responsible for compliance with this regulation and will insure that all personnel are thoroughly familiar with the procedures contained herein.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



J 6 4 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-32)

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

12 September 1955

OPERATIONS

Standards of Acceptability for B-47 and KC-97 Aircraft

1. PURPOSE: To establish standards of acceptability for B-47 and KC-97 aircraft.

2. SCOPE: The provisions of this Wing Regulation are applicable to all personnel operating B-47 and KC-97 aircraft.

3. PROCEDURE:

a. B-47 Aircraft:

(1) Aircraft may be flown with "K" system inoperative provided aircraft is utilized only for transition and instrument training.

(2) Aircraft may be flown with no more than one generator inoperative.

(3) Aircraft may be flown with inflight refueling system inoperative on other than air refueling missions.

(4) Aircraft may be flown with inoperative booster pumps as outlined below:

(a) It is permissable for one booster pumpt to be inoperative in any one main tank. Aircraft will not be flown if more than one pump is inoperative in any one main tank or if there is one inoperative pump in two or more main tanks.

(b) If an auxiliary tank booster pump is inoperative and the tank is empty the aircraft may be flown.

13

b. KC-97 Aircraft:

(1) Aircraft may be flown with inflight refueling system inopeative on other than air refueling mission.

(2) Aircraft will not be flown if there are one or more torque meters inoperative or inaccurate.

J 6 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

[redacted]



J 6 4 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-34)

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

12 September 1955

OPERATIONS

Use of Automatic Lap Belt Key

1. PURPOSE: To establish a procedure and insure that all flight and ground personnel are familiar with the proper usage of the Lap Belt Key Link as used with the Ejection Seat on B-47 type aircraft.

2. SCOPE: This regulation will apply to all tactical bombardment squadrons of the 310th Bombardment Wing, Medium.

3. GENERAL:

a. The release of the automatic belt is accomplished either by manual operation by the user or by gas pressure supplied from a separate automatically controlled source, the M-4 Initiator, as the seat ejects release incorporates a key-like link which provides an achor for a static line to the timer of the automatic parachute. The release is so designed that the belt cannot be manually locked until the Key Link is first inserted into the receptacle. This feature is incorporated so that the user will not neglect to tie in the automatic parachute to the system. When the belt is manually opened, the Key Link is ejected automatically so that inadvertent actuation of the automatic parachute will not occur. During automatic operation of the Lap Belt, the Key Link remains firmly locked in the belt release, thereby causing actuation of the automatic parachute rip cord release as the user separates from his ejection seat. The Key Link noted above is attached to a lanyard leading to the automatic rip cord release.

b. Each Lap Belt Release is furnished with a Key Link attached directly to the belt, by means of a short lanyard, to allow manual closing of the Lap Belt when the crew member is not equipped with the automatic parachute.

4. PROCEDURE:

a. The Key Link attached by lanyard directly to the Lap Belt will be used when the crew member is not equipped with the automatic parachute.

b. The Key Link attached by lanyard to the timer of the automatic parachute will be used at all times when the crew member is equipped with the automatic parachute.

14

J 6 4 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. RESPONSIBILITY: It will be the responsibility of the squadron commanders to insure that all personnel concerned are adhering to the above procedure.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



J 6 4 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

SUBJECT: Local Manufacture Procedures

TO: All Squadrons
All Staff Sections

FROM 310DM

9 SEP 55 COMMENT NR 1
LTCOL Davis/ma/8112

1. There is an apparent misunderstanding by the majority of the Squadron Commanders and Staff Agencies concerning the utilization of Field Maintenance shops as pertains to the local manufacture of materials.

2. The Field Maintenance shops, both Field Maintenance Squadron and A&E Squadron, must have an authenticated work order to substantiate the procurement of bits and pieces from Base Supply for the fabrication of any work order.

3. These shops obtain their authentication from the Job Control Office of Maintenance Control. However, Job Control authentication does not constitute authority for the issuance or retention of any item by any aircraft or section other than those items which become an integral part of an aircraft or component part thereof. Items of "263" property, personnel equipment, ECL, UME, or USE must be approved by the appropriate authorization document.

4. To obtain any recoverable, non-expandable item pertaining to the above listed authorization documents such as the "263" book, UAL, etc., an AF Form 446, Issue Slip, must be submitted to the Base Supply indicating the authorizing document, the quantity on hand, the quantity due in, and the remaining quantity required. If the quantity on hand plus the quantity required exceeds the quantity authorized, a SAC form 144, UAL change request, or the appropriate letter, in accordance with AFR 125-5, must be submitted and approved by the appropriate equipment review board or Area Equipment Evaluation and Audit Team prior to the submission of the Issue Slip. The only time that an Issue Slip may be submitted at the same time as the Change Notice is submitted is when an item is needed to alleviate an emergency. An emergency is defined as the state of acquiring the capability of completing a combat or training mission currently in progress or the corrective action required to alleviate undesireable conditions of health and welfare of troops. Emergency Issue Slips and Change Requests must be authenticated by the Wing or Group Commander.

5. The burden of proof of authority lies with the Unit Commander. Base Supply is charged with the responsibility of obtaining all authorized equipment, based on the unit Commanders certificate of authorization and need. The Chief of Maintenance and Production Control branch are, in turn, charged with the responsibility of honoring the AF Form submitted to them by Base Supply, and the assignment of the proper priority to the Work Order prior to submission to the Field Maintenance Squadron. The Field Maintenance Squadron is then charged with the responsibility of adhering to the priorities established by Production Control, the assembly and control of materials required and the return of the finished product to Base Supply for issuance.

15

6. The procedure for obtaining non-recoverable, expendable items except for the fact that no authorization document is required, and the items are requested by the unit to the applicable Stock Class or subsection and must give an indication of anticipated consumption to allow Base Supply to anticipate requirements.

U 6 4 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

SUBJECT: Local Manufacture procedures

7. No unit, or Staff Section, Branch, or sub-section of any unit is authorized to request any Field Maintenance shop work other than by the procedures as outlined above.

8. No Staff Section, Branch or sub-section is authorized to submitt an AF Form 48 to Production Control Branch of Maintenance Control except the Engineering Branch of Tactical Units for the work to be done on aircraft or component parts thereof, as outlined in paragraph 3 above. No staff section, Branch or sub- section is authorized to submitt a request directly to Base Supply. This is the responsibility of the unit supply officer.

9. All the above items are applicable to all items other than real or installed property. The maintenance, upkeep, rehabilitation, minor construction and repair of all real or installed property is the responsibility of the Installations Engineering Officer. The requirements thereof are submitted through IEO Work Order. Normal maintenance for real or installed property is accomplished by means of a phone call to the Work Order desk of IEO. All minor construction, rehabilitation and major repair is submitted by means of AF Form 332. Real or installed property is defined as "that property which is an integral part of a building or fixed real property asset, the removal of which would destroy the basic design or configuration of that property."

s/t S.E. DAVIS
LTCOL,USAF
Wing Director Of Materiel

J 6 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

DISPOSITION FORM

Subject: Visit to SAC Headquarters

TO: 310th CO FROM: 310th Field Maintenance 13 Sept 1955
310th DM (info) COMMENT NR 1
310th Chief Of Maintenance (info)

1. Discussion:

a. As directed by SAC, Lt. Bacle and I attended a conference at SAC Headquarters to present the 310th BW requirements for proposed Field Maintenance hanger shop facilities. This was the second such conference, and the requirements presented were those requested during the first conference. For clarification purposes, I would like to point out that this construction is tentatively programmed in two increments; one increment each in the 1956 and 1957 fiscal funding periods. These increments are symetrical in design. Upon the completion of this program, the hanger will house six B-47's and two KC-97 type aircraft and Field Maintenance Facilities for a managerial wing.

b. Obligation of funds for the fiscal 1956 increment was originally scheduled for 7 Sept, 1955. At the time of the first conference, it was assumed that the original plans and specifications would be submitted for contractor bids as scheduled without the addition of utility requirements of the Field Maintenance activities. It was also agreed at the first conference that the proposed requirements for the second conference would be the increment in the 1957 fiscal funding period. During the lapse of time between the first and second conference, SAC IEO in conjunction with SAC A-4 determined the submission of specifications for bids and obligation of funds for the fiscal 1956 increment without utility requirements would produce only unsatisfactory results. This condition, plus strong doubts that the fiscal 1957 increment would actually come into being, caused them to obtain an extension of time to September 21, 1955. Plans and requirements carried to the second conference were prepared to the fiscal 1956 increment. All facets of the program were agreed upon with the exception of the desired utilization of the second floors of two of the pylons. Inclusion of shop facilities in these locations was determined not feasible.

c. SAC Headquarters strongly urged that this second floor space be designed functionally for the inclusion of the Chief of Maintenance facilities. At present SAC Headquarters has no hopes for acceptance or construction of this proposed program

2. Action required as a result of conference:

a. At the conclusion of this conference, we were instructed to prepare the final plans and specifications for the fiscal 1956 increment. All items pertaining to the field maintenance squadron are completed with the only work requirement being that of producing the final drawings and photostat copies. No action will be taken to establish requirements for the second floor of the two pylons.

16

0647

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

b. Final plans with all the requirements are to be mailed to SAC Headquarters from this station not later than Friday 16 September 1955, with info copies to 8th AF.

c. Action required as indicated in this paragraph are to be confirmed by TWX to 310th Commander.

d. No additional conferences for this project are to be scheduled.

3. Additional information acquired:

a. Radio equipment, transmitters and receivers, for control of specialist dispatch vehicles operations as established in SAC Manuals 66-14 for Field Maintenance Squadrons and 66-4 for A&E Squadrons will be available and should be installed at each SAC Base within the next 6 months.

b. Kill-Frost has been eliminated as a successful agent in combating winter icing conditions. A 20 percent solution of Eytheline Glycol with water when used at 180 degrees F under pressure has been service tested and found effective. 109 special dispensing trucks have been contracted for and are scheduled to be in the field by 1 January 1956. This equipment is on automatic distribution with deliveries scheduled for the more northern bases receiving priority according to the anticipated weather conditions. This station is scheduled to receive two of these units. Photographs available at SAC Headquarters show the unit to be about the size of a 2½ ton truck with a cab body. On the aft end is a reservoir, heating elements and compressor. The spray is similiar to that used in our present type O-11 crash-fire foam truck with a much longer boom. In addition to the above program, specifications will be sent to all stations with a modification of presently assigned decontamination trucks. This modification calls for the installing of a Kerrick Kleaner Steam Jenny on the back of these trucks to provide heat and pressure to the presently installed reservoir. On the surface the two items seem to offer some relief, however, I am of the opinion that a water filtering plant of some type must be made availabe before operations of this type will be successful. Past experience on this station reveals that the high percentage of mineral content in our water clogs high pressure jet valves in a matter of 4-8 hours of operation. Since this equipment is assigned to, and is the responsibility of , Air Base Group I recommend a station service test program be established and implimented upon receipt of this equipment and/or modification. At present I see no improvement in our cold weather operation plan.

c. Gremco Power Units are being phased uot of routine operations as a power source. This phase out is in keeping with the required 20 KVA and 50 KVA modification on B-47 type aircraft. This modification will establish a complete single and three phase electrical requirement in our aircraft. MD-3 Generator sets, self propelled power units will be available for the modified aircraft. I believe sufficient units will be allocated for pipeline maintenance so that we may have a power start capability for each assigned aircraft. Target date for this for this program was not available to me at this time. Hunter AFB has completed this modification and SAC A-4 indicated that most of their Ground Power problems had been solved.

s/t MALCOLM S. STRICKLIN
MAJOR, USAF
COMMANDER, 310th FIELD MAINT.

U 6 4 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRODUCTION AND STATISTICAL REPORT
310TH BOMBARDMENT WING, WEST

Date 30 September 1955

a. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed Aft) |
|---|---|---|---|
| 37[illegible] | 541:15 | 15 | 36:05 |
| 380BS | 504:35 | 14 | 36:02 |
| 381BS | 513:40 | 15 | 34:14 |
| 310th [illegible] Total | 1559:30 | 44 | 35:26 |
| 310th [illegible] Total | 567:05 | 20 | 28:21 |
| Combined Total | 2126:35 | 64 | 33:13 |

| | | | | |
|---|---|---|---|---|
| b. Number of Aircraft Assigned: | B-47 | 48 | KC-97 | 21 |
| c. Average Number of Aircraft Possessed: | B-47 | 44 | KC-97 | 20 |
| d. Number of Periodic Inspections Scheduled: | B-47 | 7 | KC-97 | 4 |
| Number of Periodic Inspections Completed: | B-47 | 9 | KC-97 | 2 |
| e. Number of Engine Changes: | B-47 | 31 | KC-97 | 3 |
| Average Time at Engine Change: | B-47 | 351:45 | KC-97 | 568:40 |
| f. Number of Cylinder Changes: | | | KC-97 | 3 |
| g. Number of Turbo Changes: | | | KC-97 | 1 |
| h. In Commission - Rates and Figures: | | | | |
| (1) Wing Percentage In Commission: | B-47 | 81.9 | KC-97 | 73.6 |
| (2) Number Hours Aircraft In Commission: | B-47 | 26176 | KC-97 | 10651 |
| (3) Average Hours in Commission per Possessed Aircraft: | B-47 | 594 | KC-97 | 532 |
| i. AOCM - Rates and Figures: | | | | |
| (1) Wing Percentage AOCM: | B-47 | 17.9 | KC-97 | 25.9 |
| (2) Number Hours Aircraft AOCM: | B-47 | 5746 | KC-97 | 3749 |
| (3) Average Hours AOCM per Possessed Aircraft: | B-47 | 130 | KC-97 | 187 |

17

0649

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Summary - Continued

| | | | | | |
|---|---|---|---|---|---|
| j. AOCP Rates and Figures: | | | | | |
| (1) Ring Percentage AOCP: | B-47 | 0.1 | KC-97 | 0.4 |
| (2) Number Hours Aircraft AOCP: | B-47 | 5 | KC-97 | 56 |
| (3) Average Hours AOCP per Possessed A/C | B-47 | 0.1 | KC-97 | 2.8 |
| (4) Items AOCP at present: | B-47 | 0 | KC-97 | 1 |
| (5) Number Items AOCP this month: | B-47 | 1 | KC-97 | 2 |
| (6) Number Items received this month: | B-47 | 1 | KC-97 | 1 |
| k. ANFE Rates and Figures: | | | | | |
| (1) Total items ANFE requisitioned this month: | B-47 | 0 | KC-97 | 0 |
| (2) Number items ANFE received this month: | B-47 | 0 | KC-97 | 0 |
| (3) Total items ANFE at present: | B-47 | 0 | KC-97 | 0 |
| (4) Number Aircraft ANFE on this date: | B-47 | 0 | KC-97 | 0 |
| l. Number Aircraft Items Cannibalized this month: | B-47 | 7 | KC-97 | 2 |
| m. Technical Order Compliance Status Data: | | | | | |
| (1) TOC Percentage Rate: | B-47 | 1.02 | KC-97 | 3.02 |
| (2) TOC Total Man-hours accomplished: | B-47 | 862 | KC-97 | 125 |
| n. Number of Field Maintenance Work-Orders requested: | | 1494 | | |
| o. Number of Armament & Electronics Work-Orders requested: | | 1053 | | |

Valentine S. Kudrikoff
VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer

U650

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans
S-14718
Doc

SECRET

# 310TH BOMBARDMENT WING — MEDIUM

## SMOKY HILL AIR FORCE BASE

# HISTORY

3

OCTOB 1955

RSI
S 14757

SECRET

3-3536-4A

4

0655

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

K-WG-310-H1
Oct 1955

23-2536-HQ

RSI Cont No
S 14757

SECRET

J 6 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

OCTOBER 1955

Smoky Hill Air Force Base, Kansas

**********

This document is prepared by A/2C Thomas A. Quinn, under the supervision of 2nd Lt. James W. Ragsdale, Historical Officer.

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

Selmon W. Wells

SELMON W. WELLS
Colonel USAF
Commander

SECRET

J 6 5 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of the 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 4 |
| Inspector | 5 |
| Comptroller | 7 |
| Chapter II Personnel | 9 |
| Command | 10 |
| Staff | 10 |
| Critical Shortages | 11 |
| Manning: Officers | 11 |
| Manning: Airmen | 12 |
| Reenlistment Rate | 12 |
| Promotions | 12 |
| Morale, Welfare and Discipline | 12 |
| Discipline | 13 |


SECRET

J 6 5 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET




Chapter III Operations and Training 15

Flying Training 15

Accomplishments 16

379th Bombardment Squadron 20

380th Bombardment Squadron 21

381st Bombardment Squadron 21

310th Air Refueling Squadron 22

Radar Prediction Team 30

Chapter IV Materiel and Maintenance 32

Materiel 32

Logistics 32

Supply 32

Maintenance 33

New Construction 36

Roster of Key Personnel 37

Bibliography 38

Appendix 39

List of Exhibits 40

Exhibits


SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 3 October 1955 | Collections began within the 310th Bombardment Wing for the 1955 Community Chest Fund. |
| 7 October 1955 | Colonel Selmon W. Wells, 310th Bombardment Wing Commander went TDY to Westover Air Force Base, Massachusetts, to report a major aircraft accident to the Commander of the Eighth Air Force. |
| 11 October 1955 | Colonel Selmon W. Wells departed Smoky Hill Air Force Base for Offutt Air Force Base, Omaha Nebraska, for an interview with the Commander In Chief, Strategic Air Command, concerning a major aircraft accident which occurred on 18 August, 1955. |
| 13 October 1955 | A Cadre Team arrived at Smoky Hill to interview all members of the 310th Bombardment Wing who will be attached to the newly formed 100th Bombardment Wing. |
| 17 October 1955 | Colonel Delmore P. Wood, Deputy Commander of the 310th Bombardment Wing departed Smoky Hill Air Force Base for Westover Air Force Base, Massachusetts, for a briefing on Operations Order 316-55. |
| 24 October 1955 | The SAC Inspection Team, led by Brigadier General David Wade, the SAC Inspector General, arrived at Smoky Hill to conduct inspections of the 310th Bombardment Wing and all other units at this station. |
| 28 October 1955 | The Command and Staff of the 310th Bombardment Wing were present at a briefing conducted by the SAC Inspection Team. At the completion of the critique, the Inspectors announced that all units would be given 90 days in which to correct any discrepancies. |
| 29 October 1955 | The SAC Inspection Team departed Smoky Hill. |
| 31 October 1955 | Colonel Delmore P. Wood, the Wing Deputy Commander left Smoky Hill Air Force Base for Mather Air Force Base, California, for the purpose of attending a Bomb Commanders Course. |



J 6 6 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| OJT | On The Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| AOCP | Aircraft Out Of Commission For Parts |
| RBS | Radar Bomb Scoring |
| SAC | Strategic Air Command |
| MIL | Maintenance Instruction Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| EWP | Emergency War Plan |
| IFI | In-Flight Instruction |
| TOC | Technical Order Compliance |
| UR | Unsatisfactory Report |
| IP | Instructor Pilot |
| USCM | Unit Simulated Combat Mission |

J 6 6 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of October 1955. The job of the 310th Bombardment Wing continued to be that of maintaining the high state of proficiency displayed by its crews during the wings overseas mobility.

During October the wing completed a Unit Simulated Combat Mission nicknamed "ROAD BED", with a score estimated by the SAC Inspection team of 92.5 percent. This score was considered exceptionally high.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during October 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 October 1955 the wing had assigned the Command and Adjutant sections and the directorates of Operations, Materiel, Personnel and Comptroller. The other units assigned were the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other unit assigned to the 310th was the Tactical Hospital. While all unit structures remained constant, key personnel changes were numerous throughout the wing.

J 6 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATION:

The wing exerted considerable effort during October preparing for the SAC Inspectors visit to Smoky Hill. All personnel were urged at the beginning of the month to have their records checked and have all discrepancies and ommissions eliminated.[1/]

On October 25, Wing Regulation 5-2, "Numerical Index of 310th Bombardment Wing Publications" was published. This regulation provides a list of all current wing directives which are assigned base numbers and a general subject classification in accord with SAC regulation 5-2. The regulation explains procedures for the maintenance of files, and the method to be used for making up shortages of any of these publications.[2/]

SPECIAL EVENTS:

On 3 October, the month long campaign for the 1955 Community Chest was initiated within the 310th Bombardment Wing. The appeal for the Fund was slanted on the support of the Salina Servicemen's Center, and 310th Wing collectors, through the means of personal contact of all personnel, did everything possible to make the campaign a success. By the end of October, 310th Bombardment Wing personnel had contributed a total of $1,860.09 to the Community Chest.[3/]

On 18 October, the United States Air Force Band held a concert in Salina's Memorial Hall. With many 310th Wing personnel in attendance, the band proved to its audience that it is the best of all the Service

---

1/ 310th Bomb Wing Staff Meeting Minutes for 18 October 1955.

2/ 310th Bomb Wing Reg. 5-2, "Numerical Index of 310th Bombardment Wing Publications. Exh. 1

3/ Interview by Wing Historian with Base Chairman for the Community Chest.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Bands. The concert selections, which ran the gamut from classical to Jazz, could not help but to please everyone. It is needless to say that the band's return will be eagerly awaited by 310th personnel.

On 24 October, the SAC Inspection team arrived at Smoky Hill Air Force Base to give the 310th Bombardment Wing, and all other units on the Base the "once over". The delegation of approximately 30 Officers was headed by Brigadier General David Wade, the SAC Inspector General. 4/

On the following day, Major General William Terrill, the SAC Director of Operations arrived at Smoky Hill to confer with Brigadier General John R. Sutherland, 802nd Air Division Commander, and the Commanders and Staff of the 310th Bombardment Wing as well. 5/ General Terrill also coordinated with the Inspection Team in observing the Wing and Base Emergency War Plan.

On the 28th of October, the Inspection team gave their critique of the wing and base functions.

The Inspection team, after five busy days and many inspections, left Smoky Hill for SAC Headquarters at Offutt Air Force Base, Omaha Nebraska.

INSPECTOR:

During the period from 24 through 28 October, the Wing Inspector Section was at its peak of activity for the year. Throughout this Inspection of the 310th Bombardment Wing which was conducted by the SAC Inspector General and his staff, the Wing Inspector section worked diligently to make this inspection the complete and thorough one that it

---

4/ Roster of the members of the SAC Inspection Team. Exh. 2

5/ Photographs of the arrivals of Brig. General David Wade, the SAC IG, and Major General William Terrill, the SAC Director of Operations, to Smoky Hill Air Force Base. Exh. 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



was.

During the period 3 through 7 October, the follow-up inspection to the 15th Air Force General Inspection was accomplished, and the corrective action was received and filed.

In the month of October, four Command Subject Letters were published, and their corrective action taken by this section. These letters concerned the use of wing walkers while the aircraft is moving on the ground, the use of fire-guards during the operation of aircraft engines and ground power, military courtesy and dental appointments.

Command Subject Letter Number Six, "Current Quarter 50-8 Requirements" was accomplished and distributed to units for required action.

An informal special inspection of the 310th Bombardment Wing Flight Line was conducted by Lieutenant Colonel Bruce E. Hart, the Wing Inspector, during the period 10 through 14 October. The inspection was conducted mainly to observe aircraft security, aircraft fueling and ground power equipment care and operation. A verbal report of the findings of this inspection was given to the Wing Commander.

A copy of the Inspection Report of the 340th Bombardment Wing by the SAC Inspector General was forwarded on 5 October to all staff agencies for review and information related to each agency was extracted.. The information was extracted and returned to this office in check list form. These check lists were consolidated and forwarded to all units to assist them in preparation for the forthcoming SAC Inspection.

A copy of the 15th Air Force Report of the annual inspection of the 802nd Air Division for 1955 was forwarded in turn to all units for review



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and to note those discrepancies which pertained to them. Each unit was instructed to note these discrepancies and to make sure they do not reoccur during the SAC Inspection.

The Inspector Section also completed a semi-annual inspection of the 310th Periodic Maintenance Squadron during the reporting period. This inspection was mainly concerned with the squadrons files and records, their publications and their Orders. 6/

The Inspection Section also conducted a semi-annual inspection of the 310th Armament and Electronics Squadron, with the files and records, publications and Orders of this squadron as the particular items inspected. 7/

COMPTROLLER:

During October, the Comptroller continued to perform the routine duties of Posting the Management Control Systems Workbook, preparing and posting related charts and posting reports to the Control Systems Log.

Along with these routine duties, this office completed the SAC Management Control System Charts. In addition, duplicate copies of these charts were made on 8 x 10½ film for wing staff sections and briefings.

An organizational-functional chart of the Directorate of Comptroller was prepared and submitted to the wing drafting section. The Comptroller section also completed four charts to be used in preparing the Quarterly Operational Readiness Report RCS. These charts were then submitted to the Wing Drafting Section.

---

6/ 310th B.W. semi-annual inspection of the 310th P.M.S. Exh. 4

7/ 310th B.W. semi-annual inspection of the 310th A&E Sq. Exh. 5



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Work began this month on the preparation of a Comptroller Handbook. This book will contain all office SOPs, job requirements and miscellaneous as guides for cross training of personnel and the OJT of replacement personnel.

During October, Lieutenant Colonel Hurd, a member of the SAC Inspection Team visited this office and conducted an inspection of the Comptroller Section.[8/]

8/ 310th Bomb Wing Directorate of Comptroller Historical Report for October 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER II

## PERSONNEL

The greatest problem affecting the field of personnel continued to be the 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 against five and seven level authorizations. Projected losses of skilled personnel to discharges and overseas assignments, as well as early outs for school was another personnel problem reaching alarming proportions. The 310th Headquarters Squadron 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, approximately 50 percent 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 at Smoky Hill. This is just one example of a problem that will become more acute with each passing day.

The 310th Directorate of Personnel continued to perform routine duties during the month. The main aim of this office continued to be the placing of every available assigned airman on OJT. The wing Directorate of Personnel continued to screen their files in an effort to find personnel within the squadrons capable of performing clerical and administrative duties. The Personnel Section continued to work on the accomplishment of classification, reassignment strength accountability and the processing of effectiveness reports.

The Personnel Section spent considerable time in the accomplishment of transferring several key wing personnel.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COMMAND:

There were no changes in command until the 31st of October, when, in the absence of Colonel Selmon W. Wells, the Wing Commander, Colonel Delmore P. Wood, the Deputy Commander assumed temporarily the duties as the Wing Commander in accordance with Wing General Order Number 15. 9/

STAFF:

Lieutenant Colonel James Jordan was relieved as Commander of the 310th Armament and Electronics Squadron, and reassigned as the Commander of the 310th Periodic Maintenance Squadron. Taking Colonel Jordan's place as Commander of the Armament and Electronics Squadron was Major William H. Prince. 10/ Major Prince had formerly been assigned to the 40th Armament and Electronics Squadron.

Lieutenant Colonel Arnold R. Megenity was relieved as Commander of the Periodic Maintenance Squadron and reassigned to the duty of 310th Wing Logistics Officer, 310th Directorate of Materiel.

Major Malcolm Stricklin, formerly the Commander of the 310th Field Maintenance Squadron was reassigned to the Headquarters Squadron to assume the duties of Wing Maintenance Control Officer.

The most important change in personnel took place this month when Major Don J. Weir was assigned as the new 310th Bombardment Wing Director of Personnel. 11/ Major Weir had formerly been assigned to the 380th Bomb.

---

9/ 310th B.W. General Orders Number 15, 31 October 1955. Exh. 6

10/ 310th B.W. Special Order Number 228, Para 2.

11/ 310th B.W. Special Order Number 169, Para 3, dated 13 October 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Squadron. Major Weir relieved Major William Crawford, who was re-assigned to the 802nd Air Division, 802nd Air Base Group.[12] Major Crawford's new duties will be that of Division Director Of Personnel.

Another change in key personnel occurred this month when Lieutenant Colonel Charles F. Mills was appointed Tanker Force Commander in place of Colonel William M. Bowdin.[13]

A projected loss of another key officer came this month when Lieutenant Colonel Nicholas Rifkin, the 310th Director of Intelligence, was notified that he would be transferred to Portsmouth Air Force Base, New Hampshire, sometime in the near future.[14] No replacement for Lieutenant Colonel Rifkin had been named during October.

CRITICAL SHORTAGES:

Shortages existed this month for four Personnel Equipment Officers, one Flight Test Maintenance Officer and three Supply Officers.

The wing also was in need for 24 K-Systems Technicians, 12 airmen in the communication/navigation career field and 14 Organizational Supply Specialists.

The wing was also short a total of 37 clerks and seven Personnel Equipment Specialists.

MANNING: OFFICERS

The personnel picture remained unchanged with no losses in Officer

---

12/ 310th B.W. Special Order Number 217 Para 6, dated 1 October, 1955.

13/ 310th B.W. Letter Order Number 762, para 1.

14/ Interview by Wing Historian with 310th Bomb. Wing Director of Personnel.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Manning for the month. A total of 411 officers were assigned to the wing, with 268 of these effective in their career fields.

MANNING: AIRMEN

Airman Manning, as was the case with Officer Manning, reflected no change during the month. A total of 1468 airmen were assigned to the wing by 31 October. Of this number, 69 percent worked in their required specialty.

REENLISTMENT RATE:

Throughout the month of October, a total of 42 men from the 310th Bombardment Wing were eligible for reenlistment. Of this number, 12 men reenlisted for a rate of 26.1 percent.

PROMOTIONS:

For October, there was a total of six officers promoted within the wing. Thirty-three airmen were also upgraded during the reporting period. Three Master Sergeants, two Technical Sergeants and 28 Staff Sergeants received their stripes in October.

MORALE, WELFARE AND DISCIPLINE:

The Wing Troop Management Program and the Wing Airmen and NCO Advisory Councils moved into their second month of activity this month, but little progress was reported. This is understandable due to the fact that these groups are still in the formative stages.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Squadrons continued throughout the month to keep the commander briefed on the progress realized within their squadron in augmenting the new Troop Management Program. The 310th Armament and Electronics Squadron, for an example, informed the commander that all the element leaders had at least one meeting with the personnel assigned to their groups. At this meeting, the element leader outlined the program to his charges and informed all his personnel as to what was expected of them. In addition, at a meeting of all the NCOs of the squadron, the Commander explained the program in full, placing special emphasis on the importance of the program for the effective management of personnel.15/

At the graduation exercises of the second class of the NCO Leadership School which was held in the Base Theatre on 1 October, Staff Sergeant Paul Fillman, of the 310th Field Maintenance Squadron was presented the Commandant's Award by Master Sergeant Norman H. Peabody, the school's Non-Commissioned Officer In Charge.16/

The award for being the outstanding airman of the 310th Bombardment Wing for the month of October was presented to Airman First Class Richard W. Fry of the 310th Headquarters Squadron. The "Maintenance Man of the Month" award was presented to Airman First Class Donald L. Lass of the 381st Bombardment Squadron.17/

DISCIPLINE:

There was a total of 3 men AWOL from the 310th Bombardment Wing

---

15/ Letter, 310th A&E to 310CO, "Troop Management Program". Exh. 7

16/ Photo of M/Sgt Peabody presenting award to S/Sgt. Fillman. Exh. 8

17/ 310th Directorate of Personnel Historical Report for October, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



during the month of October. There was also a total of nine Article 15's given to members of the 310th Wing in October. Three Court-Martials were conducted for 310th personnel during October. One of these was a Special, and two were Summary Court-Martials.

J 6 7 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

During October, the wing completed a Unit Simulated Combat Mission nicknamed "ROAD BED". The SAC Inspection Team estimated the score of this mission to be approximately 92.5 percent. This score was considered to be very high.

For this mission, the wing had approximately 86.7 percent of their aircraft over the target, with a total of 76.7 percent of these aircraft completing the mission as briefed.

On this simulated mission, 76.7 percent of the requirements were met for an RBS bombing reliability of 84.6 percent. The missions navigation reliability was 95.7 percent, with a flight engineering reliability of 100 percent.

"ROAD BED" had a wet hook-up reliability rating of 96.4 percent, and a total combat reporting effectiveness of 85 percent.[18]

The accomplishment of the monthly 50.8 requirement ran into difficulty this month when, on 18 October, the fact was divulged that the lack of observers and crews had been reducing the attainment of both the monthly and quarterly goal.[19] By the end of the month however, the wing had overcome all difficulties and achieved 80.5 percent of the requirements. The goal set for this date was 80 percent.

---

18/ 310th Bomb. Wing Director of Operations Historical Report for Oct. 55

19/ 310th Bomb. Wing Staff Meeting Minutes for 18 October 1955. Exh. 9

J 6 7 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Special emphasis was placed on raising accomplishment levels of October's low areas, i.e. formation flying, fighter intercepts, combat loads, pilot proficiency and air weapons, by means of six special wing missions. It is believed that this quarter the wing will attain its highest percentage of 50-8 completion since converting to B-47s.

Special emphasis was once again placed on the training and upgrading of non-ready crews. The attainment of at least 30 hours of actual flying time became the main aim of all flight and support personnel in the 310th Wing. It was also stressed that the minimum requirements of SAC regulation 51-26 training should also be met by all lead crews, as well as the attaining of the minimums for SAC regulation 50-24 by all crews concerned.20/

During the month, special emphasis was placed on the accomplishment of all AF regulation 60-2 requirements.

ACCOMPLISHMENTS:

The following is a breakdown of all the flying training accomplishments established for the month of October:

| | | |
|---|---|---|
| (1) | Total Flying Hours Projected | 1500:00 |
| (2) | Total Flying Hours Accomplished | 1517:00 |
| (3) | Total Sorties Projected | 237 |
| (4) | Total Sorties Accomplished | 231 |

---

20/ 310th Bombardment Wing Operations Order 203-55, "Combat Crew Training For October", dated 1 October 1955. Exh. 10



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| (5) Radar Camera Attacks | 44 |
| (6) Visual Camera Attacks | 13 |
| (7) Night Celestial Legs | 47 |
| (8) Day Celestial Legs | 34 |
| (9) Grid Legs | 60 |
| (10) Air Refuelings | 62 |
| (11) Radar Rendezvous | 43 |
| (12) Radar Approaches | 44 |
| (13) Night Cell Missions | 35 |
| (14) Formation | 106 |
| (15) Depressurized Flying | 53 |
| (16) Fighter Intercept Missions | 23 |

Three crews were upgraded to lead status during the month, making the new breakdown read 22 combat ready, 1 non-ready and 10 newly formed crews. The 310th Wing now has a total of 12 lead crews along with these others.

During the month of October, the 310th Bombardment Wing published six new regulations concerning operations and flying training. The first of these, Wing Regulation 51-5 established the procedures necessary for reporting flying training accomplishments.[21] This regulation, which is in coordination with Wing Regulation 66-3 sets the time for reporting all accomplishments, with a new deadline not to exceed 1200 hours of the first working day following the day of the flight. This regulation also states

---

21/ 310th Bomb. Wing Reg. 51-5, "Mission Reporting Procedures". Exh. 11



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



that all squadrons will pencil the accomplishments on appropriate 50-8 and 51-19 charts and records prior to submission of forms to recording and/or evaluating sections. After processing through appropriate wing agencies and crediting accomplishments, the appropriate forms will be returned to the squadrons for permanent record entry and filing.

This regulations also instructs all concerned just what procedures will be followed in recording, validating and evaluating all flying training accomplishments.

The second new regulation, which was published on 17 October was a first supplement to the Eighth Air Force Regulation 51-12. The regulation, which is an aircrew members individual information file, is devided into nine annexes. These annexes list the different information files to be used for all the different crew members of both B-47 and KC-97 aircraft. The indexes also contain all the necessary checklists applicable to the particular aircrew member, as well as the manuals and publications necessary to the performance of his crew position.[22/]

The third new regulation is also a first supplement to the Eighth Air Force Regulation 55-7, and is entitled "Reviewing of Flight Plans". This supplement instructs that all clearance "packages" will be hand-carried by an officer who is qualified to brief the purpose the flight and to answer any questions pertaining to altitudes, distances, time, air defense identification zone penetrations, crew qualifications and aircraft status.[23/]

---

22/ 310th Bomb Wing Supplement I to 8th AF Reg. 51-12. Exh. 12

23/ 310th Bomb Wing Supplement I to 8th AF Reg. 55-7. Exh. 13



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Wing Regulation 55-32, which supercedes the old Wing Regulation 55-32, was the fourth major regulation published during October. In it, the standards of acceptability for both B-47 and KC-97 aircraft are established. The minimum standard, without which an aircraft will not be allowed to fly, are all listed. The various pieces of equipment, component parts and systems which must necessarily be operative are included in this listing.[24/]

To establish the preflight and inflight procedures for external wing tanks, the wing published regulation number 60-1. Three check-outs are provided in this regulation, as well as procedures to be used when unbalanced fuel conditions occur. The methods to be used in determining the amount of fuel taken into the tanks during aerial refueling is also covered, as is also the methods and procedures for jettisoning the wing tanks.[25/]

The final in this series of regulations covering operations and training is Wing Regulation 66-3, entitled "Crew Debriefing". This legislation, which was effected in order to curb wasted maintenance manhours by tightening and coordinating the debriefing program, specifically relates to all crew members the times for debriefing, the materials they must bring to it, and the organization and function of the debriefing team. An organizational structure chart of the debriefing team, and an explanation of their individual duties is also included.[26/]

---

24/ 310th Bomb Wing Reg. 55-32, dated 10 October 1955. Exh. 14

25/ 310th Bomb Wing Reg. 60-1, dated 17 October 1955. Exh. 15

26/ 310th Bomb Wing Reg. 66-3, dated 24 October 1955. Exh. 16



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



379TH BOMBARDMENT SQUADRON:

The 379th Bombardment Squadron had 500 hours of flying time projected for the month of October. The squadron accomplished only 463:30 hours, flying a total of 68 sorties, with eight cancellations and two ground aborts.

During the month, two crews were upgraded to lead status, and another non-ready crew was formed. As the result of the month's training program, another crew was brought up just short of combat ready status, and two copilots were made ready for upgrading to Aircraft Commander.

By the end of the month, the Observers from this squadron had spent approximately 135 hours of target study. The crews flew a Unit Simulated Combat Mission from the 26th to the 28th of the month, and the results showed a bombing reliability of 100 percent, with a circular error average of 1820 feet, which was the best in the 310th Bombardment Wing.

During the month, one copilot went to, and one returned from school in Wichita. Two crews went for a one-week TDY to Special Weapons School in Denver, and another crew departed for a three week TDY to Nevada for Advanced Survival School. Three new pilots were welcomed to the 379th during October. This acquisition brings the crew status for the month to three lead, seven combat ready and four non-ready crews.

Throughout the Unit Simulated Combat Mission held this month, this squadron was constantly threatened by the infiltration of SAC penetrators. The squadron offered an award of $25.00 to the first man to apprehend an infiltrator, and $10.00 for the second. Happily, all the prize money was collected.[27/]

---

27/ 379th Bomb. Squadron Historical Report for October, 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron had a total of 485 hours of flying time projected for the month of October. Of this, the squadron flew a total of 453:25 hours.

During October's USCM, operation "ROADBED", the 380th had nine aircraft scheduled to fly, and nine aircraft completing the operation. This abortless record for the USCM was the best in the wing. With the SAC penetrators a constant threat throughout the mission, the squadron maintenance personnel kept on the alert guarding the aircraft. To the relief of everybody concerned, no penetrations were successful.

The 380th Bombardment Squadron brought a bit of history out of the past in October, when they erected a colorful sign depicting the glorious war record of their elder "Brothers-in-arms" of World War II. To vouch for these proud achievements of the 380th is Major Clayton L. Balch, who was a member of the 380th during those memorable days of 1944-45. Major Balch is presently assigned to the 380th, and it was through his cooperation that this proud reminder was constructed.[28/]

381ST BOMBARDMENT SQUADRON:

The 381st Bombardment Squadron utilized 16 aircraft this month to amass a total of 619:20, of which only 526:00 were scheduled for the month's training.

The squadron Observers made a total of nine Record RBS Runs during

---

28/ Photograph of Major Balch and the 380th war record. Exh.17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



October, with a reliability factor of 92.1 percent for the month and 91.4 percent for the first 2/3 of the Quarter. For 12 Record RBS Visual Runs, there were eight reliable for a 69.4 percent reliability factor.

In October, the 381st Bombardment Squadron flew a total of 81 sorties, with only six aborts. Three of these aborts were due to Armament and Electronics air aborts, while the other three were ground aborts. 29/

310TH AIR REFUELING SQUADRON:

The assigned strength of the 310th Air Refueling Squadron on 1 October was 92 officers and 222 airmen. At the end of the reporting period there were 89 officers and 219 airmen. The average strength for the month was 90 officers and 220 airmen.

The old complaint of personnel shortages continued to hinder the effectiveness of the squadron. The following is a list of the shortages as of 31 October:

| | | |
|---|---|---|
| 1. | One Squadron Adjutant | 7324 |
| 2. | One Survival Tng. and Equip. Officer | 1435 |
| 3. | Eleven Pilot, Bombardment | 1234C |
| 4. | Seventeen Acft. Observer N-B | 1525P |
| 5. | One Intelligence Oprs. Tech. | 20470 |
| 6. | One Intelligence Oprs. Spec. | 20450 |

29/ 381st Bombardment Squadron Historical Report for October 1955.

J 6 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| 7. | Five Airborne Radio Operators | 29352 |
| 8. | Fifteen Apr A/C OV2 Eng. Mechs. | 43131B |
| 9. | Eleven A/C Maint. OV2 Eng. Techs. | 43171B |
| 10. | Seven Recip. Eng. Mechs. | 43251 |
| 11. | Eight Recip. Eng. Techs. | 43271 |
| 12. | Six Inflt Refuel Spec. | 43350 |
| 13. | Twenty Five Inflt. Refuel Techs. | 43370 |
| 14. | Five Flt. Eng. Techs. | 43371 |
| 15. | One Appr. Vehicle Operator | 60330 |
| 16. | One Supply Helper | 64010 |
| 17. | One Organ. Supply Specialist | 64151 |
| 18. | Two Appr. Clerks | 70230 |
| 19. | One Clerk | 70250 |
| 20. | One Appr. Classification Specialist | 73230 |
| 21. | Two Personnel Specialists | 73251 |
| 22. | Two Apr. Sup. Tr. Personnel Equipment Spec. | 92230 |
| 23. | Three Sup. Tr. Personnel Equipment Specialists | 92250 |
| 24. | One Survival Tr. Pers. and Equipment Spec. | 92270 |

This organization has been alerted for a 60 day TDY in December, 1955. The projected loss of personnel through discharges from 1 November until 1 March will even more seriously effect the maintenance capability of the squadron. The following is the projected loss for that period:

1. Two (43171B)
2. Ten (43251)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. Two (43151B)

4. One (70250)

5. One (64173)

These figures of course do not consider those personnel deferred from deployment through family illness, pregnancies etc.

The squadron Personnel Equipment Section still suffers from a critical personnel shortage. The tremendous work load, coupled with the lack of personnel has made it impossible for this organization to maintain parachutes and survival equipment in accordance with the required procedures. The safety of flight of the aircrews is jeopardized by the lack of qualified personnel to man this section.

The Squadron Operations Section has one Air Transportation Supervisor assigned. He has been nominated to a direct duty assignment overseas, and is expected to be lost to this activity. He accomplishes his duties by frequently working overtime, and with the help of a radio operator assigned to a combat crew. The Table Of Organization calls for one AFSC 60170, one clerk (70250), and one apprentice Clerk (70230) in this activity.

During the month there were no new crews formed. Crew status included Combat Ready Crews(15 assigned), Non-Ready Crews, (three assigned), IM crews, (three assigned). Each nonready crew is forecast to be upgraded for combat ready status as follows:

1. M01 to T01: Indefinite

2. M36 to T36: Indefinite

3. M34 to T34: Indefinite



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. IM32 to T32: Indefinite

5. IM39 to T39: Indefinite

6. IM40 to T40: Indefinite

Note: Change in projected upgrading date for M01, M36, M34 and IM32 resulted from pending TDY. The Aircraft Commanders of IM39 and IM40 are TDY to West Palm Beach and have not yet reported to this station.

Combat Crew Losses
Gains, Losses and Changes

| CREW MEMBERS | ACFT COMDRS | PILOTS | NAVIGATORS | FLT ENG | RADIO OP | BOOM OP |
|---|---|---|---|---|---|---|
| GAINED | | 2 | | | 4 | |
| LOST | | 1 | 2 | | 1 | 2 |
| CHANGES | | | 4 | | 2 | |

The SAC minimum training requirements which were not accomplished this month were Pilot Proficiency and Plops. Despite this, the overall percentage for the squadron accomplishments was 85 percent. Due to this training, three non-ready crews are capable of deploying.

A comparison of available ready and non-ready crew flying time:

| CREWS AVAILABLE | AVG. TIME PROGRAMMED | AVG. TIME ACCOMPLISHED |
|---|---|---|
| 15 Ready Crews | 34:40 | 31:13 |
| 4 Non-Ready Crews | 30:00 | 25:19 |

The non-combat ready crews listed below did not receive a proportionate share of the required integral flying time as directed by SAC Regulation 50-8.

(1) Crew IM32, AC Bradley:

Programmed 30 hours accomplished 25:20

J 6 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



This minimum was not reached due to the three day stand down and one day for the execution of Operation ROADBED. This operation utilized all instructor crews, and thus this crew had only three weeks of training time available instead of the four that were originally scheduled.

Crew M34 had the same difficulty as the crew in the above paragraph, and therefore did not accomplish their monthly training minimums. Crew M34 had a total of only 9 hours of flying training for the month.

Crew M36 was on semi-annual leave from 1 October through 15 October, and spent three days at Lockbourne Air Force Base attending the Flight Simulator Course. This crew was also deprived of additional training due to Operation ROADBED.

The 310th Air Refueling Squadron had 175 hours of training programmed in accordance with Eighth Air Force Operations Order 316-55. Of this total, 171 hours were completed. They also had the same amount programmed and accomplished in accordance with Air Force Regulation 60-2.

Air Refueling had 120 hours of non-ready crew training scheduled for the month, of which only 101:35 were realized. A total of 520 hours of ready crew training was programmed, and only 468:15 was accomplished. Ten hours of test flights were scheduled, and 12:35 completed. A total of 650 hours of flying training was committed, while only 582:25 was completed.

The following is a list of ground training accomplishments for the month of October:

(1) Link Training for pilots 34 hours

J 6 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| (2) Physical conditioning for aircrews | 189 Hours |
| (3) Aircrew training-combative measures | 77 Hours |
| (4) Radar Maintenance for Observers | 16 Hours |
| (5) Flying Safety Lectures | 560 Hours |
| (6) EWP Planning | 266 Hours |
| (7) Acft. Taxiing and Towing (AFR 62-10) | 165 Hours |

This organizations projected TDY during December will require 20 combat ready crews and aircraft. During October, the squadron possessed 15 combat ready and three non-ready crews capable of deploying. The three non-ready crews have completed the requirements of SAC Regulation 51-19, Supplement IX with the exception of an advanced survival course for individual crew members on all three crews and KC-97 Simulator on the copilot and flight engineer of one crew. In view of the unavailability of quotas, and the short period of time prior to the pending TDY, it was recommended that a waiver be granted to upgrade these crews to combat ready status.

During the past five months, this organizations combat ready capability has regressed from twenty to fifteen combat ready crews. This has occurred through transfer and discharge. As this squadron has been organized for three years, and the majority of personnel had completed one year of service prior to being assigned to this squadron, 27 primary and secondary boom operators are scheduled for discharge prior to March 1, 1955, and will be unable to accompany the unit on its deployment.

J 6 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A transition training program is projected for November and December to accomplish the requirements of SAC Regulation 51-19 on two additional non-combat ready crews, with the exception of advanced survival and KC-97 simulator. Upon completion of the training, the two crews will be capable of deploying, but will not be upgraded to combat ready status.

As indicated in prior reports, this squadron has been experiencing the unsatisfactory trend of an increased abort and malfunction rate. The present abort rate has reached an alarming 22.1 percent. This was the direct result of the low manning in the reciprocating engine field.

The squadron was allocated 555 flying hours for the month of October and was also projected 115 sorties for 650 hours on the monthly 60-9 schedule. Maintenance and operations aborts and cancellations reduced our effective accomplishments to 582:25 hours flown. Effective scheduling enabled the squadron to accomplish an appropriate share of 50-8 training. The following summarizes 50-8 accomplishments for the combat ready crews for October:

| a. 50-8 Air Refueling | Attempted | Succeeded |
|---|---|---|
| 1. Total | 42 | 47 |
| 2. W/Bomber | 42 | 47 |
| 3. Radio Silent | 37 | 36 |
| 4. In Darkness | 29 | 33 |
| 5. To Gross Wt. of Receiver | 34 | 35 |
| 6. Dry Hookups | 107 | 164 |

U 6 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | |
|---|---|---|---|
| b. | Navigation | | |
| | 1. Rendezvous APN 12/76, APN 11 | 31,22 | 20,23 |
| | 2. Night Celestial | | 25 Legs |
| | 3. Day Celestial | | 30 Legs |
| | 4. Grid | | 6 Legs |
| | 5. Radar | | 14 Legs |
| | 6. Pressure Pattern | | 11 Legs |
| c. | Pilot Proficiency | | |
| | 1. Pilot Proficiency Miss. | 8 | |
| | 2. Take Offs | AC 96 CP 51 | |
| | 3. Landings | AC 89 CP 58 | |
| | 4. GCA | AC 62 CP 39 | |
| d. | Cruise Control | | |
| | 1. Emergency Drills | | 25 |
| | 2. Loadings | Cargo 36, Passengers | 6 |
| | 3. Precomputations | | 25 |

During the entire month engine changes were accomplished on aircrafts 51-349, number 2 position, and aircraft 53-112, number three position. A total of 32 post flight inspections were also performed during the course of the month. Of this amount seven were 50 hour inspections, and two were maintenance quality control inspections.[30]

INTELLIGENCE:

In the Target Section of Intelligence, the first half of the month

---

30/ 310th Air Refueling Squadron Historical Report for October, 1955.

U 6 8 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



was devoted primarily to EWP target materials and the preparation of all target folders for the winter plan. Captain Wade went to Westover Air Force Base on 16 October to brief the commander on EWP target materials on hand, target analysis and off-set aiming point selection.

The last half of the month was devoted primarily to domestic materials for Operation "ROAD BED", and the assembling of target folders for all crews flying this mission. Target folders were also prepared for visiting officers from SAC and Eighth Air Force Headquarters who were members of the Inspection Team which came to Smoky Hill during October. A total of 45 target folders were prepared.

RADAR PREDICTION TEAM:

The primary mission of the Radar Prediction Team was to perform a major supporting role in the new EWP. Basic Research, analytic predictions and target simulations were drawn up and completed by this branch. From these, ten large size (36" x 48") simulations were constructed by 28 October covering all assigned DGZ'S. Following this, T-2A trainer film evaluation and intense additional target study was undertaken to modify the plates. Initial construction was completed on three domestic plates to be used in the forthcoming Operation "PACE SETTER". Due to a change in EWP target assignments, work was initiated on new target research and predictions were completed for four new plates which covered the newly assigned DGZ's. The Radar Prediction Team assisted in the scoring and preparation of B-51 reports for Operation "ROAD BED".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Radar Prediction Team was assisted by Lieutenant George Macinko from the Target Intelligence Unit from 11 to 18 October for the construction of 10 EWP plates.

The Radar Prediction Team was visited by Major Schoolcraft from Headquarters Eighth Air Force to assist Captain Savino with the EWP special project and coordinate prediction activities. Follow up action was continued on fabrication requisitions and other supply requirements. No new equipment or requisitioned items were received during the month.[31]

31/ 310th Bombardment Wing Directorate of Operations Historical Report for October 1955.

0690

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

### MATERIEL:

Lieutenant Colonel Arnold R. Megenity was assigned to this section during October to perform the duties of Wing Logistics Officer. In another transfer, the section lost the services of Major Robert Kerstetter, who was reassigned to the 310th Field Maintenance Squadron. Major Kerstetter had been assigned to the Logistics Section.

This office began the initial planning during October for the December training rotation of the 310th Air Refueling Squadron.

### LOGISTICS:

Prior to his reassignment, Major Robert Kerstetter attended a Mobility Conference at SAC Headquarters. Accompanying Major Kerstetter to the conference was Master Sergeant Paul B. Batteman, also attached to this section.

The Logistics Section was busy this month preparing all the revisions to the 802nd Air Divisions Operations Order 10A-55. Along with this special task, the Logistics Office also provided logistical support for all wing missions.

### SUPPLY:

A Staff visit was made this month by Lieutenant Colonel John B.Bell, of the Eighth Air Force Assistance Team. Colonel Bell recommended the use of Unit Supply NCOICs to assist in the SAC Form 310 inspections in

J 6 9 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



in units other than their own in the 310th Bombardment Wing.

The SAC Inspection Team completed inspections this month on the following Unit Supplies: The 310th Air Refueling Squadron, the 380th Bombardment Squadron, the 310th Armament and Electronics Squadron and the 310th Headquarters Squadron.

MAINTENANCE:

In the Reports and Analysis Branch, progress in manpower analysis and job time studies has been limited due to the slow arrival of machine run reports from the IBM Room.

Both the Reports Room and the IBM Room experienced difficulty meeting committments due to the lack of skilled personnel to work in these sections.

The Job Control Unit was assigned two new personnel during October. One of them was given the assignment of Senior Controller, and the other a Status Technician.

The Job Control Unit handled 1377 Work Orders which were completed by the Field Maintenance Squadron, and an additional 1083 Work Orders which were processed and completed by the Armament and Electronics Squadron.

The Aircraft Records Unit processed records for sixteen J-47 engine changes which occurred during October. This section reported that the B-47 Technical Order Compliance percentage rate was 6.83, and that the total manhours accomplished on B-47 aircraft for the month was 933 hours. The KC-97 Technical Order Compliance percentage rate was 2.2 percent, and the total manhours accomplished on KC-97 aircraft was 418.

J 6 9 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



During the month of October the Quality Control Inspection Sub-Unit completed 11 periodic inspections on B-47 aircraft and five periodic inspections on KC-97 aircraft. Thirteen J-47 engine changes were inspected, along with two R-4360 reciprocating engine changes. This unit also completed one periodic and one engine change inspection on Base Flight aircraft during the month. The Inspection Sub-Unit also inspected 14 J-47 engines on the flightline for damage. A total of 11 B-47 and two KC-97 263 Books were inspected during October. Seven B-47 and two KC-97 25 percent Quality Control Inspections were also completed throughout October by this section, which, in addition, weighed ten aircraft. This section also performed the following miscellaneous inspections:

a. Two aircraft were inspected for drag angle cracks.

b. One 90 day inspection was performed.

c. Nine aircraft Record Jacket Files were inspected one KC-97 aircraft.

d. 12 aircraft Record Jacket Files were inspected on B-47 aircraft.

e. 27 aircraft were test flown.

f. Technical Orders were screened, filed and indexed. Fourty-one messages were reproduced.

The Unsatisfactory Reports Section of Quality Control processed 99 Unsatisfactory Reports during the month of October. Seven Unsatisfactory Report replies were received in this unit from various AMA depots in answer to this sections reports. The information was forwarded to the originating organizations.

J 6 9 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A total of 322 Electrical Failure Reports were processed from this office to the prime depots. This section also processed 255 Aircraft and Engine Component Failure Reports to the prime depots.

The following is a breakdown of the Unsatisfactory Reports from each squadron which this section processed during the month:

| | |
|---|---|
| 379th Bomb Squadron | 18 |
| 380th Bomb Squadron | 13 |
| 381st Bomb Squadron | 15 |
| 310th Air Refueling Squadron | 39 |
| 310th Field Maintenance Squadron | 5 |
| 310th Armament and Electronics Squadron | 3 |

During October, the Aircraft Maintenance Standardization Team published a new Military Information Letter Index. The section also wrote, published and distributed two Maintenance Information Letters during the reporting period. The Standardization Section administered evaluation tests on K-Systems and B-47 and KC-97 aircraft to 153 maintenance personnel. Mr. Turner, a Technical Representative for the Gremco Corporation conducted classes and administered tests to maintenance personnel. The classes were held at the Ground Power Section.

There was a total of eight AC AOCP during October. Three of these were B-47 and the remainder were KC-97 aircraft. The Supply Unit also reports that their section completed a revision of the Pre-Issue Master Lists for the Field Maintenance and the Armament and Electronics Squadrons.

J 6 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



NEW CONSTRUCTION:

Visitors to Smoky Hill Air Force Base must have undoubtedly left with the wrong impression during the terriffic building boom inaugurated in October. To the eye of many laymen, it would seem that there were more construction workers on the base than there were airmen.

310th Bombardment Wing personnel certainly enjoyed the spectacle, confident of the fact that a share of this new pie would soon be theirs. Aside from the fact that 310th personnel will soon share the benefits of the new Base Service Club, and possibly the first new airman's Dormitory, maintenance facilities for the wing will be enhanced when construction is completed on the two new nose and wing hangars. The hangars, which will be completed in January, are valued at $661,778.70.

Scheduled for completion early in 1956, work continued in October on an overlay for the south ramp, wash rack and compass rose amounting to an estimated $3,149,004.00. Looking over this mass of concrete will be the new control tower, which will be in operation early in 1956. 31/

31/ Series of Photographs showing construction on the new Airman's Dormitory and the new hangars at Smoky Hill Air Force Base. Exh. 18



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 October 1955)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Colonel Delmore P. Wood | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Major Don J. Weir | Director of Personnel |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Bruce E. Hart | Inspector |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb Sq. |
| Lt. Col. Samuel R. McDainell | Comdr, 380th Bomb Sq. |
| Lt. Col. Harold C. Fulmer | Comdr, 381st Bomb Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt. Col. James E. Jordan | Comdr, 310th Periodic Maint. Sq. |
| Major William H. Prince | 310th Armament and Electronics Sq. |
| Lt. Col. Weldon S. Deck | 310th Field Maintenance Sq. |
| Captain Donald J. Rutan | 310th Flying Safety Officer |

**********

J 6 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# BIBLIOGRAPHY

## Source Material

### Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Special Orders:

Headquarters, 310th Bombardment Wing.

#### Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Decimal Letters:

Headquarters, 310th Bombardment Wing.

#### Operations Memorandums:

Headquarters, 310th Bombardment Wing.

#### Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Sections Historical Reports.

Directorate of Operations.
Directorate of Personnel.
Directorate of Material.
Directorate of Comptroller.
Inspector.

310th Bombardment Wing Historical Reports.

379th Bombardment.
380th Bombardment.
381st Bombardment.
310th Air Refueling.
Field Maintenance.
Periodic Maintenance.
Armament and Electronics.
310th Headquarters Section.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. 310th Bomb Wing Reg. 5-2, "Numerical Index of 310th Bombardment Wing Publications".
2. Roster of the members of the SAC Inspection Team.
3. Photographs of the arrivals of Brig. Gen. David Wade, the SAC IG, and Major General William Terrill, the SAC Director of Operations, to Smoky Hill Air Force Base.
4. Report on the 310th Bomb Wing Semi-Annual Inspection of the 310th Periodic Maintenance Squadron.
5. Report on the 310th Bomb Wing Semi-Annual Inspection of the 310th Armament and Electronics Squadron.
6. 310th Bomb Wing General Orders Number 15, 31 October 1955.
7. Letter, 310th A&E to 310th C.O., "Troop Management Program".
8. Photo of M/Sgt. Peabody presenting award to S/Sgt. Fillman.
9. 310th Bomb Wing Staff Meeting Minutes for 18 October 1955.
10. 310th Bomb Wing Operations Order 203-55, "Training for October 1955".
11. 310th Bomb Wing Reg. 51-5, "Mission Reporting Procedures".
12. 310th Bomb Wing Supplement I to 8th AF Reg. 51-12.
13. 310th Bomb Wing Supplement I to 8th AF Reg. 55-7.
14. 310th Bomb Wing Reg. 55-32, dated 10 October 1955.
15. 310th Bomb Wing Reg. 60-1, dated 17 October 1955.
16. 310th Bomb Wing Reg. 66-3, dated 24 October 1955.
17. Photograph of Major Balch and the 380th war record.
18. Series of Photographs showing construction on the new Airman's Dormitory and the new hangars at Smoky Hill Air Force Base.

J 7 0 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 5-2)

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

25 October 1955

PUBLICATIONS

Numerical Index of 310th Bombardment Wing Publications

(Supersedes WG REG 5-2, 14 FEB 55)

Section

I NUMERICAL INDEX OF 310TH BOMBARDMENT WING REGULATIONS

II NUMERICAL INDEX OF 310TH BOMBARDMENT WING OPERATIONS MEMORANDUMS

III NUMERICAL INDEX OF 310TH BOMBARDMENT WING SUPPLEMENTS

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-[illegible].

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. Wing Supplements will be initiated, filed, and indexed in accordance with AFR 5-41, as amended.

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).

4. TITLE CHANGE: The term "SUPPLEMENT" as used in the past when referring to supplements to Wing directives is changed to "ANNEX" (e.g. Suppl I to WG REG 60-10 becomes Annex I to WG REG 60-10). Titles of pertinent publications in reference files at all levels of command will be changed accordingly.

SECTION I - REGULATIONS

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 5 - PUBLICATIONS | |
| 5-2 | 25 OCT 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 | 11 JUL 55 | 310th Bombardment Wing Publications | A |
| 5-5 | | | |

0701

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 5 - PUBLICATIONS (CONT) | |
| 5-6 | 11 AUG 55 | Operations Memorandums | A |
| 5-7 | 14 OCT 54 | Aircrew Publications | A,G,T |
| | | 6 - REPRODUCTION AND PRINTING | |
| | | 9 - FORMS MANAGEMENT | |
| 9-1 | 1 AUG 55 | Numerical Index of 310th Bombardment Wing Forms | A |
| | | 10 - CORRESPONDENCE | |
| 10-1 | 22 AUG 55 | Preparation and Handling of Military Correspondence | A |
| 10-2 | 1 FEB 54 | Originator Symbols | A |
| | | 11 - ADMINISTRATIVE PRACTICES | |
| 11-1 | | | |
| 11-2 | | | |
| 11-3 | 6 APR 53 | Notification of Key Personnel | A |
| | | 20 - ORGINIZATION - GENERAL | |
| 20-1 | 27 APR 54 | Mission - 310th Bombardment Wing, Medium and Units Assigned | A |



J 7 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 30 - PERSONNEL | |
| | | 31 - MILITARY RECORDS | |
| | | 32 - GROUND SAFETY | |
| | | 35 - MILITARY PERSONNEL | |
| 35-1 | 5 AUG 55 | Troop Management | A |
| 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 | 18 AUG 55 | Airman of the Month and Maintenance Man of the Month | A |
| 39-3 | 1 FEB 55 | Promotion of Airmen | A |
| 39-4 | 9 SEP 55 | Non-Commissioned Officers' Advisory Staff | A |
| 39-5 | 9 SEP 55 | Airmen's Advisory Staff | A |
| 39-6 | 10 AUG 55 | Status of Non-Commissioned Officers | A |
| | | 50 - TRAINING | |
| 50-1 | | | |
| 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 |



J 7 0 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 50 - TRAINING (CONT) | |
| 50-4 | 15 NOV 54 | Qualification and Utilization Report of Aircraft Performance Engineers and Flight Engineer Technicians. RCS: 15-T25 | A |
| 50-5 | 6 SEP 55 | Domestic Target Study | A |
| 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 | 6 MAY 55 | Standard Procedure for Planning and Scheduling of Air Training Requirements | A |
| 51-2 | 14 JAN 53 | Report of Non-Confirmed Jamming Against Radar Sites | A |
| 51-3 | | | |
| 51-4 | | | |
| 51-5 | 7 OCT 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 |
| ANNEX I | 12 NOV 54 | Standard Checkout and Recheck of Individual Aircrew Members in B-47 Type Aircraft | A |



J 7 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 51 - FLYING TRAINING (CONT) | |
| ANNEX 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 [illegible]ew 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 | 11 JUL 55 | Flight Supervisory Personnel | A |
| 55-5 | 21 OCT 54 | Command Approval of Aircraft Flight Clearances | A;G;T |



0705

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 55 - OPERATIONS (CONT) | |
| 55-6 | 16 MAY 55 | High Winds and Storm Warnings | A |
| 55-7 | | | |
| 55-8 | 21 FEB 55 | Combat Availability Report | A |
| 55-9 | 17 NOV 52 | Assignment of Aircraft to Flight Crews | A |
| 55-10 | 27 JUL 55 | Senior Duty Officer | A |
| 55-11 | 1 AUG 55 | Squadron Test Flights [illegible] -47 | A |
| 55-12 | 4 MAR 53 | Authentication of SOCS [illegible] Phone Calls | A |
| 55-13 | 29 SEP 55 | 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 | 3 AUG 55 | Reporting and Scheduling Procedures | A;G;T |
| 55-25 | 14 OCT 54 | B-47 Airspeed Indicator Cross-Check | A;G |
| 55-26 | 2 AUG 55 | Air Traffic Control Procedures | A;G;T |
| 55-27 | 8 JUL 54 | Report of Gross Bombing Errors | A;G |



9706

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WG REG 5-2

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 55 - OPERATIONS (CONT) | |
| 55-28 | 8 JUL 54 | B-47 Long Range Cruise Control Mission | A;G |
| 55-29 | 23 AUG 55 | Standby Tanker Alerting Procedures | A;T |
| 55-30 | 7 SEP 55 | Operational Procedures for Wing Alerts | A |
| 55-31 | 19 OCT 54 | B-47 Landing Gear Malfunctions | A;G |
| 55-32 | 10 OCT 55 | Standards of Acceptability for B-47 and KC-97 Aircraft | A |
| 55-33 | 8 JUL 54 | Runway Grade Correction | A;G;T |
| 55-34 | 12 SEP 55 | Use of Automatic Lap Belt Key | A |
| 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 | 28 APR 55 | Recording of J-47 Engine Overheat and Stall Conditions | A |
| 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 | 17 OCT 55 | Preflight and Inflight Procedures for External Wing Tanks | A;G |
| 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 Minima KC-97 Type Aircraft | A;T |
| 60-7 | | | |
| 60-8 | 27 OCT 53 | Standing Operating Procedures for KC-97 Observers | A |



0707

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 60 - FLYING (CONT) | |
| ANNEX 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 |
| ANNEX 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 |
| ANNEX 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 |



0708

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 60 - FLYING (CONT) | |
| ANNEX 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 Leaning & Spark Advance | A |
| 60-14 | 5 FEB 54 | Standardization Board Activities | A |
| ANNEX I<br>C1<br>C2 | 10 APR 54<br>25 JUN 54<br>13 AUG 54 | KC-97 Standardization Checks | A |
| II<br>C1 | 11 JAN 55<br>8 FEB 55 | B-47 Standardization Checks | A;G |
| 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 |



0 7 0 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 62 - FLYING SAFETY | |
| 62-1 | 4 AUG 55 | Emergency Procedures Briefing Prior to Flight | A;G;T |
| 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 | 7 APR 55 | Maintenance and Flying Schedule | A |
| 66-1A | 15 APR 55 | | |
| 66-1B | 5 MAY 55 | | |
| 66-1C | 24 MAY 55 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 66 - MAINTENANCE - ENGINEERING (CONT) | |
| 66-2 | 23 APR 53 | Command Responsibility in Aircraft Maintenance | A |
| 66-3 | 24 OCT 55 | Crew Debriefing | A |
| 66-4 | | | |
| 66-5 | 2 JUL 54 | Single Point Refueling | A;G |
| 66-11 | 9 MAY 55 | Aircraft Malfunction and Aborts | A |
| | | 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 (ROFP) | 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 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | Distribution |
|---|---|---|---|
| | | 100 - COMMUNICATIONS (CONT) | |
| 100-6 | 21 JUL 54 | Use of Voice Call Words | A;G;T |
| 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<br>100-9A | 22 AUG 55<br>8 SEP 55 | 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 | 3 AUG 55 | Inspection Program | A |
| 123-2 | 3 AUG 55 | Report of Inspection | A |
| 123-3 | 29 AUG 55 | Command Subjects | 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 |



0 7 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 170 - COMPTROLLER | |
| 170-1 | 17 MAR 53 | Reports Control | A |
| | | 205 - SECURITY | |
| 205-1 | 27 DEC 54 | Wing Sabotage Alert | A |
| 205-2 | 15 OCT 53 | Aircraft Security | A |
| 205-3 | 6 APR 55 | Classified Briefing Securit | A |
| | | 335 - AERIAL GUNNERY | |
| 335-1 | 24 JUL 54 | Bombing and Gunnery Ranges | A;G |
| | | 400 - LOGISTICS | |



J 7 1 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECTION II - OPERATIONS MEMORANDUMS

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 50 - TRAINING | |
| 50-1 | 13 JUL 55 | Procedure for B-47 Grid Navigation | A;G |
| 50B-2 | 18 OCT 54 | B-47 Brake Chute Operation | A;G |
| 50-3 | 5 OCT 54 | SOP for Crews attending Advanced Survival Training | A;G;T |
| 50-4 | | | |
| 50B-5 | 15 NOV 54 | Daily Combat Crew Schedule | A |
| | | 51 - FLYING TRAINING | |
| 51-1 | 3 AUG 54 | Navigation Training Facilities and Transition Areas | A;G;T |
| 51-2 | | | |
| 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 | A;G |
| 51B-6<br>51B-6A | 29 APR 55<br>26 MAY 55 | Policy and Criteria for Upgrading Combat Ready Crews to Lead Crew Status | A;G |
| 51-7 | 26 SEP 55 | Logging of First Pilot Time B-47 Aircraft | A |



0 7 1 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WG REG 5-2

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 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 |
| 55B-4 | 24 MAY 55 | C-15 Camera Pre-Flight | A;G |
| 55B-5 | 25 OCT 54 | Minimum Training Required Prior to Flight in B-47 type Aircraf | A;G |
| 55K-6 | 9 AUG 54 | Fuel Management | A;T |
| 55B-7 | 24 MAY 55 | Flying within 60NM of RB3 Sites | A;G |
| 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 | EWP Release of Special Weapons | A |
| 55-15 | 25 MAY 55 | Substitute Preflight Teams | A |
| | | 60 - FLYING | |
| 60K-1 | 17 MAY 55 | Wheel Braking After Take Off (KC-97) | A;T |
| 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 |



U 7 1 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 60 - FLYING (CONT) | |
| 60B-5 | 12 APR 55 | B-47 Restrictions and Weather Minimums | A,G |
| 60B-6 | 2 NOV 54 | B-47 Oxygen and Cockpit Checks | A,G |
| 60-7 | 16 JUN 55 | Improper Fuel Configuration | A,G,T |
| | | 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 | 310BOMWG 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 |
| 100-2 | 24 OCT 55 | Alert Code Words | SPEC,G,T |



J 7 1 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECTION III - [illegible]

| Number and Date | Title | Distribution |
|---|---|---|
| | AFRs— | |
| | SACRs— | |
| ANNEX II SACR 51-4 310BOMWGSUP-1 20 SEP 55 | Standardization - Bombardment, Reconnaissance | A |
| ANNEX III SACR 51-4 310BOMWGSUP-1 20 SEP 55 | Standardization - Air Refueling | A |
| | 8AFRs— | |
| 8AFR 51-12 310BOMWGSUP-1 17 OCT 55 | Aircrew Member Individual Information File | A,G,T |
| ANNEX I 17 OCT 55 | B-47 Aircraft Commander's Index | A,G,SPEC |
| II 17 OCT 55 | B-47 Co-Pilot's Index | A;G;SPEC |
| III 17 OCT 55 | B-47 Observer's Index | A;G;SPEC |
| IV 17 OCT 55 | KC-97 Aircraft Commander's Index | A,T;SPEC |
| V 17 OCT 55 | KC-97 Co-Pilot's Index | A;T;SPEC |



U 7 1 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Number and Date | Title | Distribution |
|---|---|---|
| | 8AFRs-- (CONT) | |
| ANNEX VI 17 OCT 55 | KC-97 Observer's Index | A;T;SPEC |
| VII 17 OCT 55 | KC-97 Flight Engineer's Index | A;T;SPEC |
| VIII 17 OCT 55 | KC-97 Radio Operator's Index | A;T;SPEC |
| IX 17 OCT 55 | KC-97 Air Refueling Specialist's Index | A;T;SPEC |
| | 8AFLs-- | |
| 8AFL 121-1 31OBOMWGSUP-1 3 OCT 55 | Special Subject for Inspection - On-The-Job-Training | SPEC |
| 8AFL 121-2 31OBOMWGSUP-1 3 OCT 55 | Special Subject for Inspection - Personal Equipment | SPEC |
| 8AFL 121-3 31OBOMWGSUP-1 3 OCT 55 | Special Subject for Commanders and Inspectors - Publications | SPEC |

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant

FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G", "T"



J 7 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THUE COPY

FROM: Commander in Chief, SAC, Offutt AFB, Nebraska

TO: Commander, 802nd Air Division, Smoky Hill AFB, Salina, Kansas

/Unclassified/IG 32264. This message in 3 parts: PART I. Referance ou [redacted] message IG29743, 12 October 1955, the following is a list of SAC inspect personnel and SAC staff representatives who will conduct an inspection o the 802nd Air Division during the period 26 thru 29 October 1955:

BRIGEN David Wade, 1582A - Inspector General
COL Sherman F Martin, 9963A- D/IG
COL Jean B. Miller,Jr, 9477A - CH OPS BR
COL Joseph D. White, 4542A- REP D/PLANS
COL Arthur S. Cresswell, 4869A - SW/IG
COL Pete C. Sianis, 7945A-REP D/MAT
LTCOL Bernard A Neuman, 3696A- CH MAT BR
LTCOL Thomas J. Fowler, AO 325660- CH P&A BR
LTCOL Donald H Frank, 9229A- REP D/OPS
LTCOL John W. Nunn, 8245A- A&E INSP
LTCOL Leonard I JELLA, 7346A- OPS INSP
LTCOL EDWARD M JACQUET, 4578A- MAINT INSP
LTCOL Marion A Bradshaw, 9119A- SUP INSP
LTCOL Richard P Hurd, 5524A - CH, COMPT BR
LTCOL Thomas C Ezekiel, 10635A- REP D/COMP
LTCOL William H. Working, 11305A - REP D/PERS
LTCOL Bradford P Shuman, AO570926- REP D/INT
MAJ Edward A Christensen, 11677A - OPR INSP
MAJ Francis T Phillips, 11584A-AP- SEC INSP
MAJ Charles V Liebscher, AO 1104956- AIO INSP
MAJ William A. Baldwin, Jr, AO560587- PERS INSP
MAJ Donald D Kaynor, Jr, AO698297- SW INSP
MAJ William W Haner, AO574871- AP& SCTY INSP
CAPT Henry E Johns, AO 2066541-ADMIN INSP
CAPT Smith E Buey, AO856334- Weather INSP
2NDLT Lowell G Zeplin, AO3032415- AP & SCTY INSP
CWO George Lyons, AW2118665 - Weather INSP

PART II. The following Colonels will observe this inspectional visit in accordance with PARA 3, SAC REG 36-10, 28 Sep 54: COL Felix A Kalinski, D/MAT 376 BW-Barksdale AFB, COL Dudley P. Eaton, D/MAT, 36th ADIV, Davis-Monthan AFB and COL Peter W. Agnell, Chief INFO SVCS, HQ 8AF, COL Agnell will arrive late Monday, 24 October. COLS Kalinski and Eaton scheduled to arrive on or before Monday, 24 October. PART III. For inspection critique scheduled for 1000CST, 29 October 1955.

28/1954Z OCT

TRUE COPY

U 7 1 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Arrivals of Brigadier General David Wade, the SAC Inspector General, and Major General William Terrill, the SAC Director of Operations at Smoky Hill Air Force Base.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

Semi-Annual Inspection of 310PMS

310AG 310IG 13 OCT 55
LTCOL HART/eel/465

1. Attached is one copy of that portion of 310th Semi-Annual Inspection of 310th Periodic Maintenance Squadron as pertains to your activity. This is for your permanent file.

2. The Commander desires that you cause action to correct any discrepencies that are beyond the remedial capability of the 310th Periodic Maintenance Squadron.

s/t/ BRUCE E. HART
LTCOL USAF
Wing Inspector

J 7 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

IA - ADJUTANT

310TH PERIODIC MAINTENANCE SQUADRON
Smoky Hill Air Force Base
Salina, Kansas

I. PUBLICATIONS: Noted.

II. FILES AND RECORDS:

1. Guides, Labels and folders are now in use, as outlined by para 20, AFM 181-4.

2. The file outline will be accomplished by 15 October 1955.

3. The relative index will be accomplished by 15 October 1955.

4. The file has been completely reaccomplished. It will be finished by 15 October 1955.

5. A filing cabinet is on requisition.

III. ORDERS:

1. The Special Orders were consolidated.

2. These Special Orders were not used.

U 7 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

IA - ADJUTANT

310TH PERIODIC MAINTENANCE SQUADRON
Smoky Hill Air Force Base
Salina, Kansas

I. PUBLICATIONS: The maintenance of publications files was considered adequate.

II. FILES AND RECORDS:

1. Guides, labels and folders prescribed by para 24, AFM 181-4 were not utilized as outlined by para 20, AFM 181-4.

2. A file outline was not outlined in accordance with para 28a, AFM 181-4.

3. A relative index is not maintained in accordance with para 26a AFM 181-4.

4. An attempt has been made to establish the file in accordance with para 20, AFM 181-4, however, recommend continued emphasis be placed on this subject.

5. A four drawer safe was used for filing and storage of blank forms. Recommend a standard filing cabinet be obtained and the safe be returned to Base Supply.

III. ORDERS:

1. Squadron Special Order Number 31 was used for two different orders.

2. Special Orders Number 15 and 16 were missing from the files.

Minor irregularities and discrepencies were discussed with the Squadron Adjutant and First Sergeant.

J 7 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

Semi-Annual Inspection of 310th A&E Squadron
310AG 27 OCT 55
LTCOL HART/eel/465

310AG

1. Attached is one copy of that portion of the 310th Semi-Annual Inspection of 310th Armament & Electronics Squadron as pertains to your activity. This is for your permanent file.

2. The Commander desires that you cause action to correct any discrepencies that are beyond the remedial capacity of the 310th Armament & Electronics Squadron.

3. FOR 310DM ONLY... Your attention is invited to Annex IV, Para II D and E. The A&E Inspector from Quality Control advises that the SAC Form 368 is the key to calendar inspection of A&E components. The commander desires that a priority project be established to complete the preparation of all SAC Forms 368.

1 INCL
As stated

s/t/ BRUCE E. HART
LTCOL USAF
Wing Inspector

TRUE COPY

U 7 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

IA - ADJUTANT
310TH ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON
Smoky Hill Air Force Base
Salina, Kansas

I. FILES AND RECORDS: The guides and labels prescribed by para 24, AFM 181-4 are now being used in maintaining the files.

II. SQUADRON ORDERS: Noted.

III. DUTY ROSTERS: Noted.

IV. ADMINISTRATIVE SECURITY - Document Control: Noted.

V. SPECIAL SUBJECTS Publications: Noted.

1. Publications indexes have been annoted in accordance with SAC Reg 5-2 and have been brought up to date. AF Reg 5-2, dated 1 August 55, was received and posted 17 OCT 55. SAC Reg 5-2, 2 Sept 55, has been received and will be posted by 22 OCT 55.

TRUE COPY

U 7 2 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

IA-ADJUTANT
310TH ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON
Smoky Hill Air Force Base
Salina, Kansas

I. FILES AND RECORDS. Satisfactory. The files were being maintained in accordance with AFM 181-4, however, recommend the guides and labels prescribed by para 24, AFM 181-4 be utilized.

II. SQUADRON ORDERS. Satisfactory.

III. DUTY ROSTER. SATISFACTORY.

IV. ADMINISTRATIVE SECURITY- DOCUMENT CONTROL. Satisfactory. Several log numbers were traced from the Wing Classified Section. No discrepancies were noted.

V. SPECIAL SUBJECTS. Publications. Unsatisfactory.

1. Indexes to administrative publications were not annotated in accordance with SAC Reg 5-2.

TRUE COPY

J 7 2 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MED... SAC
Smoky Hill Air Force Base
Salina, Kansas

GENERAL ORDERS)
NUMBER 15)

31 October 1955

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.

D. P. WOOD
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR, 802d AIRDIV

0729

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

Troop Management Program

310CO 310A&E 13 OCT 55
LTCOL JORDAN/424

1. The Troop Management Program has been implimented in this organization, and the flight and element leaders designated and placed on PAM 14 dated 17 August 1955.

2. Each of the flight and element leaders have had at least one meeting of his personnel. The Commander at Squadron Commander's Call explained the purpose of the Troop Management Program. In addition, at a meeting of all the NCO's of the squadron, the Squadron Commander emphasized the importance of this program in the effective management of personnel and the accomplishment of the assigned mission.

[redacted]

s/t/ JAMES E. JORDAN JR.
LTCOL, USAF
Commander

TRUE COPY

J 7 3 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of Master Sergeant Norman Peabody presenting the Commandants Award to Staff Sergeant Paul Fillman, 310th Field Maintenance Squadron.

[redacted]

J 7 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

1300 hours 18 October 1955

STAFF MEETING

Personnel Present

| | |
|---|---|
| Wing Commander | Colonel Wells |
| Deputy Commander | Colonel Wood |
| Director of Materiel | LTCOL Davis |
| | LTCOL Megenity |
| Director of Operations | Colonel Wood |
| Director of Personnel | Major Weir |
| Director of Comptroller | Lt Taylor |
| Wing Inspector | LTCOL Hart |
| Wing Adjutant | Lt Wagner |
| 310HS | Captain McCracken |
| 310A&E | Major Prince |
| 310PMS | Lt Hynes |
| 310FMS | LTCOL Deck |
| 310ARS | Major Fancher |
| 379BS | LTCOL McClatchy |
| 380BS | LTCOL McDaniell |
| 381BS | LTCOL Fulmer |
| 310DOF | Captain Rutan |
| BDM | Major McDonald |

MINUTES

310CO

It was noted on the TOTEM POLE, which designates the reliability of the three bomb squadrons the 381st is in the green, 380th in the yllow and the 379th in the pot as of 14 OCT 55.

The Wing 50-8 requirements for September were pretty well accomplished, but in October we have done very little. It is expected that we hit the 70 per cent mark in 50-8 requirements to be in good shape to make the showing expected for the quarter ending in November. We have been plagued with maintenance problems. We have had very few observers and crews who have done their best. The Air Refueling Squadron has done quite well.

As soon as the airplanes land after the USCM get them ready immediately for our 50-8 training, and we will immediately go into the flying schedule.

We will probably fly 40-56 when inspectors are here. This will involve approximately 102 people and 17,000 pounds of equipment. After the simulated loading for deployment these people can be used to get the aircraft ready for 50-8 training.

J 7 3 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC Headquarters is very interested in a Wing's bombing reliability and analysis of training, which actually is the amount of 50-8 requirements accomplished.

Request squadron commanders get together with the Chief of Maintenance to determine why the aircraft could not fly as scheduled or failed to take off on time.

The Director of Materiel will prepare for the 40-56 deployment. A meeting will then be held of the squadron commanders to bring them up-to-date. Also there will be a meeting of personnel who will deploy so they can be briefed and given check lists to insure they will know exactly what to do. This will all be done before 24 OCT 55.

The Security Penetration Test is over. They managed to penetrate five B-47 aircraft, Flyaway Kit Section and the Petroleum Section. The aircraft all belonged to the 380th Bomb Squadron and were sabotaged during the time Air Police had the responsibility of guarding the aircraft. This test is over, but we must not relax our security for the SAC Inspectors will be here shortly and will also bring saboteurs.

As you know, as soon as the alert is sounded, we take over the responsibility of guarding the aircraft.

Prior to Monday, all flight crews will be briefed. At the time the SAC Inspectors arrive, there will be a briefing of the inspection team and then as soon as the alert is called, a briefing of the squadron commanders will be held in the Control Room. The squadron commanders are asked not fo fly with the exception of Major Fancher.

Again, you are warned about the first impression of inspectors -- dirty desks, cluttered desks, supply rooms in a neat and orderly condition, clean airplaines inside and out, and clean ramp.

All Grenco unit operators do not have the card which states they have checked out in ground school on emergency procedures.

Any type of equipment with a motor requires a fire guard.

Insure personnel refueling aircraft are using the check list while actually doing the work -- not filling it out after refueling the aircraft

Squadron commanders are to hold shoe inspections periodically.

Area where diesel units are parked will be cleaned up immediately.

All scotch light tape available on the Base will be used as required by the end of this day.

The Load Bank Tester to test the alternators has not been received, but arrangements will be made with the 40th to use theirs until ours arrives even if we have to use it during nonduty hours. If the power is not right, we will weaken the "K" System.



J 7 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The Field Maintenance and A&E squadrons will work together on the 3-first inverters test.

Insure all observers have special weapons check. Remember each aircraft failing to check out in special weapons area will count against us.

Keep on your Troop Management Program

During the inspection, and all times for that matter, insure barracks are in a good condition.

This week end is one of work. Plan working through this week end until the job is done. Hope we can have next week end off.

310DO

All squadrons have IP's but they are not qualified according to their records--must have 15 back seat landings within the past ix months. Get this certificate into their Form 5. The certificate will be made in the squadron.

We have 18 crew members who failed the Emergency Procedure Exam and 7 who failed the Proficiency Exam which are open book exams and very important. Your people are not preparing for these examinations. There is not enough command emphasis on the importance of these exams. In the future any individual who fails, the Deputy Commander will hold special classes on Sunday morning and afternoon.

Key personnel checks are being made and it is still found that people are not advising the Wing Control Room during off-duty hours when they are not in their quarters.

310DP

Request squadron commanders urge their personnel to make every effort to have their records checked as scheduled in the Wing Consolidiated Recrods Section. This must be completed before the inspection.

310AC

No late reports for 12 days.

310DOF

Wing Flying Safety meeting scheduled at 0830 hours, 22 OCT 55 in the Base Theater. There must be 100 per cent attendance. All incidents will be brought up at this meeting. A file is retained in the Director of Safety office concerning safety items to be discussed at your daily rool call.

Another Flying Safety meeting is scheduled by the 802d Air Division, 0830 hours, 29 OCT 55, Base Theater. A representative from Flight Service, Lowry and ARTC will be present. Wing Commander requested this be rescheduled.

379BS

Request U-Drive-It vehicles be furnished squadron commanders starting Saturday morning. This maybe requested from Base Motor Pool by individuals concerned.



J 7 3 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380BS

Request paint be secured for painting the operations buildings.

Another Wing Party will be held Friday, 28 OCT 55, after work, which will be after the Inspectors have gone. It will be at the Club. A special dinner is being planned in the dining room. On 2 DEC 55 the ladies are assisting us in planning the 310th Wing get-together and there will be cocktails, a style show, supper and then dancing. This is a command performance and the dress will be formal.

BY ORDER OF THE COMMANDER:

William L Turner

WILLIAM L. TURNER
1STLT, USAF
Asst Adjutant

J 7 3 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 203-55

TRAINING FOR OCTOBER 1955

[redacted]

HQ 310BOMWG
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

TABLE OF CONTENTS

Operations Order 203-55

ANNEX "A" - INTELLIGENCE (Omitted)

ANNEX "B" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection

Attachment "A" - 379BOMRON Training Projection
Attachment "B" - 380BOMRON Training Projection
Attachment "C" - 381BOMRON Training Projection
Attachment "D" - 310AREFS Training Projection
Attachment "E" - Master Crew Assignment
Attachment "F" - Operations Meetings
Attachment "G" - Wing Duty Schedule

Appendix "2" - Air Training Requirements

Appendix "3" - Ground Training Requirements

Appendix "4" - Wing Directed Missions

ANNEX "C" - COMMUNICATIONS

ANNEX "D" - ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

OPERATIONS ORDER NR 203-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LT COL Howard L. McClatchy |
| 380BOMRON | LT COL Samuel R. McDaniell Jr. |
| 381BOMRON | LT COL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | LT COL James E. Jordan Jr. |
| 310FMS | MAJ Malcom M. Stricklin |
| 310FMS | LT COL Arnold R. Megenity |

1. GENERAL SITUATION: October is the second month of the 50-8 training quarter ending 30 November. Training during the month of October will generally consist of the following:

a. Accomplishment of the flying time requirements of AF REG 60-2.

b. Accomplishment of the requirements of SAC REG 51-26 for lead crews.

c. Emphasis on training and up-grading of non-combat ready crews.

d. Completion of 80% of the quarterly requirements of SAC REG 50-8 by 31 October 1955 for lead and combat ready crews.

e. Accomplishment of requirements of SAC Reg 50-24.

HQ 310BOMWG
OPORD 203-55
1 OCT 55

0739

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. MISSION: Squadrons be placed on necessary training and up-grading of non-combat ready crews. Sufficient flying time must be allocated to accomplish this requirement. 30 hours per crew-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. 379BOMBS: Reference Annex "B" and "D" this OPORD.

b. 380BOMBS: Reference Annex "B" and "D" this OPORD.

c. 381BOMBS: Reference Annex "B" and "D" this OPORD.

d. 310ARCPS: Reference Annex "B" and "D" this OPORD.

e. 310AAB, PMS: Reference Annex "D" this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 October 1955.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training Projections are 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.



J 7 4 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) Inaccordance with 310BOMWG SUPPL 1 to SUPPL II SAC REG 51-4, 20 SEP 55, the following B-47 Combat Crews will be assigned to the Wing Standardization Section for Stand Board Checks:

379TH BOMRON

R-07 Wolfe 3 OCT to 10 OCT 55

IN-59 King T. 3 OCT 55 to 10 OCT 55

R-45 Thomas 3 OCT 55 to 10 OCT 55

R-18 Blake 10 OCT 55 to 17 OCT 55

R-21 Smith 10 OCT 55 to 17 OCT 55

R-25 Swenson 17 OCT to 19 & 28 to 31 OCT 55

380TH BOMRON

N-04 Stewart 10 OCT 55 to 17 OCT 55

R-30 Stevens 17-19 & 28-31 OCT 55

R-42 Eversole 17-19 & 28-31 OCT 55

381ST BOMRON

R-20 Rowley 17-19 & 28-31 OCT 55

(8) Inaccordance with 310BOMWG SUPPL 1 to SUPPL III, SAC REG 51-4, 20 SEP 55, the following KC-97 crews will be assigned to the Wing Standardization Section for Stand Board Checks:

T-29 Miller 3 OCT 55 to 7 OCT 55 and 11 OCT 55

T-33 Weaver 3 OCT 55 to 7 OCT 55 and 11 OCT 55

T-16 Darlington 10 OCT 55 14 OCT 55 and 18 OCT 55

(9) Up-grading for the following listed crews non-ready to a ready status is projected for dates indicated:



J 7 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| 379TH BOMRON | IN-28 | Johnson | 1 FEB 56 |
| | IN-59 | King T. | 30 OCT 55 |
| | In-65 | Fory | INDEF |
| 380TH BOMRON | N-04 | Stewart | 20 OCT 55 |
| | IN-11 | Wayman | 1 FEB 56 |
| | IN-60 | Balch | 1 MAR 56 |
| | IN-66 | Littlejohn | INDEF |
| 381ST BOMRON | IN-67 | Armstrong | 1 JAN 56 |
| 310AREFS | M-01 | Wiles | 1 NOV 55 |
| | M-36 | Worle | 1 NOV 55 |
| | IM-39 | Thalken | INDEF |
| | IM-40 | Mark | INDEF |
| | IM-32 | Braley | 1 DEC 55 |
| | IM-34 | Dunbar | 1 NOV 55 |

(10) All rated personnel will attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours, 15 October 1955.

(11) Squadron Commanders and the Director of Maintenance will take necessary action to provide highly reliable aircraft and "K" systems.

(12) Each tactical and refueling squadron will accomplish manimum GCA runs during the month of October.

(13) The following crews are scheduled for Special Weapons course "D" Lowry AFB, COLO on the dates indicated:



J 7 4 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| 381ST BOMRON | R-44 | Barnard | 3 OCT 55 |
| | 2NDLT | Welman | 24 OCT 55 |
| | 2NDLT | Bennett | 24 OCT 55 |
| | CAPT | Wolters | 24 OCT 55 |
| 380TH BOMRON | N-11 | Wayman | 17 OCT 55 |
| | R-30 | Stevens | 31 OCT 55 |
| 379TH BOMRON | CAPT | Rutan | 3 OCT 55 |
| | 1STLT | Anderson | 3 OCT 55 |
| | 1STLT | Gallo | 3 OCT 55 |
| | IN-59 | King T. | 24 OCT 55 |
| | R-22 | Craven | 31 OCT 55 |

(14) The following crews are scheduled for SES:

| | | | | |
|---|---|---|---|---|
| 380TH BOMRON | L-08 | Preston | 3 OCT 55 | MacDill AFB |
| 381ST BOMRON | L-43 | Austin | 3 OCT 55 | (Alternate) |
| 379TH BOMRON | L-19 | Bruce | 31 OCT 55 | Davis-Monthan |
| 381ST BOMRON | L-37 | Hubbes | 31 OCT 55 | Davis-Monthan |
| 380TH BOMRON | L-29 | Anderson | 31 OCT 55 | Davis-Monthan |
| 381ST BOMRON | L-36 | Porter | 31 OCT 55 | (Alternate) |

(a) Details pertaining to Pre-SES training are as directed in OPORD 202-55, 15 AUG 55 as amended

(b) Pre-SES training schedules have been distributed to the squadrons by the Wing Ground Training Schedules.

(15) The 310th Bombardment Wing requires one B-47 be loaded with an EWP training bomb by 1300 on Thursday to be use by the Wing Stand Board for Special Weapons Stand Board Checks of



J 7 4 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

flight crews. The 802D Munitions Section will provide weapon, componets, summary sheet, and supply paper work. The following schedule will apply:

| | | |
|---|---|---|
| 381ST BOMRON | ACFT 114 | 6 OCT |
| 380TH BOMRON | ACFT 286 | 13 OCT |
| 379TH BOMRON | ACFT 306 | 20 OCT |
| 381ST BOMRON | ACFT 303 | 27 OCT |

4. ADMINSTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS: Normal.

S. W. WELLS
Colonel, USAF
Commander



J 7 4 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-55

INTELLIGENCE

HQ 310BOMWG
Annex "A"
OPORD 203-55
1 OCT 55

J 7 4 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

Omitted.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES: Omitted.

DISTRIBUTION:
COMDRAF 8, 1 CY
DO 8, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310FMS, 2 CYS
310PMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CYS

OFFICIAL:

D. P. Wood

D. P. WOOD
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "A"
OPORD 203-55
1 OCT 55

J 7 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

OPERATIONS AND TRAINING

HQ 310BOMWG
Annex "B"
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. GNERAL: October is the second month of the 50-8 training quarter ending 30 November 1955. Details of training requirements and schedules are covered in appropriate appendices of this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercise equired in the future.

3. WING DIRE CTED MISSIONS: Wing Missions for October designated as "Fox Trot" Missions are as follows:

a. "Fox Trot Red": RBS Bomber Stream. (See Attachment "A" Appendix "4").

(1) Fox Trot II Red: 9 B-47s - 5 OCT 55.

(2) Fox Trot V Red: 7 B-47s - 12 OCT 55.

b. "Fox Trot Blue & Yellow: M-19 Bomber Stream with Air Refueling. (Attachment "B", Appendix "4").

(1) Fox Trot I Blue: 5 B-47s - 4 OCT 55.

(2) Fox Trot I Yellow: 5 KC-97s - 4 OCT 55.

(3) Fox Trot III Blue: 3 B-47s - 6 OCT 55.

(4) Fox Trot III Yellow: 3 KC-97s - 6 OCT 55.

(5) Fox Trot IV Blue: 5 B-47s - 11 OCT 55.

HQ 310BOMWG
'NNEX B, OPORD 203-55
OCT 55

J 7 4 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Fox Trot IV Yellow: 5 KC-97s - 11 OCT 55.

(7) Fox Trot VI Blue: 3 B-47s - 13 OCT 55

(8) Fox Trot VI Yellow: 3 KC-97s - 13 OCT 55.

c. "Fox Trot White": Formation and Cell Tactics mission with training unit for IFI & IFE training. (Attachment "C", Appendix "4").

(1) Fox Trot I White: 6 B-47s - 4 OCT 55.

(2) Fox Trot III White: 4 B-47s - 6 OCT 55.

(3) Fox Trot IV White : 4 B-47s - 11 OCT 55.

(4) Fox Trot VI White: 5 B-47s - 13 OCT 55.

APPENDICES:

"1" - Training Projections
"2" - Air Training Requirements
"3" - Ground Training Requirements
"4" - Wing Directed Missions



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 2 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGRU 802, 6 CYS

OFFICIAL:

David M. Lindquester
for D. P. WOOD
Colonel, USAF
Director of Operations



U 7 5 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 203-55

TRAINING PROJECTIONS OCTOBER

HQ 310BOMWG
APP 1, Annex "B"
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX [illegible]

TO

OPERATIONS ORDER

SERIAL NR 203-55

TRAINING PROJECTION OCTOBER

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

1. The following code is used in the Attachments of this Appendix:

| | | | |
|---|---|---|---|
| AB | RBS TRAINING | MP | MISSION PLANNING |
| AO | AIRDROME OFFICER | OD | OFFICER OF THE DAY |
| B | BRIEFING (MISSION) | P | PASS |
| C | MISSION CRITIQUE | PT | PHYSICAL TRAINING |
| CR | CONDITIONING ROOM | Q | ULTRASONIC TRAINER |
| D | SQUADRON DUTY | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| E | SURVIVAL SCHOOL | SL | SPECIAL ORDERS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | TS | TARGET STUDY |
| G | GROUND SCHOOL | WS | WATER SURVIVAL |
| H | HOSPITAL | Z | COMPENSATING TIME OFF |
| L | LEAVE | SW | SPECIAL WEAPONS |
| LT | LINK TRAINER | P | CO-PILOT |
| M | AIRCRAFT MAINTENANCE | A | AIRCRAFT COMMANDER |
| BT | BLOCK TRAINING | O | OBSERVER |
| PF | PREFLIGHT | AT | ALERT |
| SD | SENIOR DUTY OFFICER | FTC | FLIGHT TEST CREW |
| ALT | ALTITUDE CHAMBER | DB | DEBRIEFING OFFICER |

HQ 310BOMWG
APP 1, Annex "B"
OPORD 203-55
1 OCT 55

0752

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

379TH BOMRON TRAINING PROJECTION - OCTOBER

310BOMWG
ATT "A", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

0753

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379 BOMRON

# FLYING PROJECTION

ATT "A", APP "1", ANNEX
OPORD 203-55 1 OCT 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING, W | R155 | | | AR F | | | FOR F | | | | | | | M19 F | | | | | | F | | | | | | F | | | | | | F |
| BLAKE | R18 | | | ← FLIGHT TEST → | | | | | | | ← | SB | F | SB | F | | | IP F | | | | | | | USCM F | | | F | | | | F |
| WOLFE | R07 | | | SB → | | F | SB | F | | | SB | FOR F | | | | | | | F | | | | | | USCM F | | | F | | | | |
| KING T | IN59 | | | SB → | | F | SB | F | | | SB | | | FOR F | | | | | F | | AR F | | | | ← TDY LOWRY → | | | | | | | |
| SMITH | R21 | | | | M19 F | | FOR F | | | | SB | SB | F | SB | F | | | SB | | | F | | | | ← F FLIGHT TEST → | | | | | | | F |
| NIEMANN | R06 | | | | FOR F | | M19 F | | | | F | | | | | | | | | F | | | | | USCM F | | | F | | | | |
| SWENSON | R25 | ← TDY ADU. SERV VAL → | | | | | | | | | | | | FOR F | | | | SB → | | F | | | | | USCM F | | | SB | F | | | AR F |
| CRAVEN | R22 | | | | FOR F | | F | | | | | M19 F | | | | | | | | | F | | | | | USCM F | | | | | | TDY |
| BRUCE | L19 | ← PRE SES → | | | | | | F | ← PRE SES → | | | | | | | | | | AR F | | | | | | USCM F | | | F | | | | SES F |
| RENFRO | R46 | | | | M19 F | | | AR F | | | SB → | | F | SB | F | | | SB | | F | | | | | USCM F | | | | F | | | |
| HOPKINS | R39 | | | | FOR F | | F | | | | | M19 F | | | | | | F | | | | | | | | USCM F | | | F | | | |
| THOMAS | R45 | | | SB → | | F | SB | F | | | SB | | | M19 F | | | | AR F | | | F | | | | | USCM F | | | | | | F |
| FORY | IN | | | | | | | | | | IP F ← AR | | IP F | IP F ← AR | | | | | | | | | | | | | | | IP F ← AR | | | |
| STAFF Wg | | | | F | | | | | | | | | | | | | | | | | | F | | | | | | | | | | |
| STAFF Sq | | | | F | | | | | | | | | | | | | | | | | | F | | | | | | | | | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379BOMRON — CREW ACTIVITIES — ATT "A" AFF "1" ANNEX B OPORD 203-55 10 OCT 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W. | N55 | | | F | O-T2 | | F | | | | P-TIA | A/P-LT | | F | | | |
| BLAKE | R18 | | | ←F | LIGHT | T | TEST | CREW | | → | SB | SB | F | SB | F | | |
| WOLFE | R07 | | | SB | SB | F | SB | F | | | SB | F | A/P-FS | | P-TIA O-T2 | | |
| KING T | IN59 | | | SB | SB | F | SB | F | | | SB | A/P-LT | | F | P-TIA | | |
| SMITH | R21 | | | | F | | F | O-T2 | | | | | F | | F | | |
| NIEMAN | R06 | | | A/P-LT | F | | F | P-TIA | | | F | O-T2 | | | O-D | | |
| SWENSON | R25 | ← | TDY | ADV. | SURVIVAL | | | | | → | | | | F | A/P-LT | | |
| CRAVEN | R22 | | | P-TIA | F | A/P-FS | F | A-SD | | | | F | | A-INST. SCHOOL | | | |
| BRUCE | L19 | | | ← | PRE | SES | → | F | ← | PRE | SES | | | | → | | |
| RENFRO | R46 | | | | F | A-AT | P-DQ O-T2 | F | | | SB | SB | F | SB | F | | |
| HOPKINS | R39 | | | | F | | F | | | | | F | | | P-DQ | | |
| THOMAS | R45 | | | SB | SB | F | SB | F | | | O-T2 SB | | | F | A/P-LT | | |
| JOHNSON | IN28 | | | | | | | | | | P-DQ | | A-SD | | | | |
| FORY | | | | | A-SD | | | | | | | | | | | | |

0755

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379 BOMRON

# CREW ACTIVITIES

ATT "A", APP "1" ANNEX "B"
OPORD 203-55 1 OCT 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KING W | N55 | A-SD | | F | | | | | | F | | P-OQ | | | | F | |
| BLAKE | R18 | A-F | O-DB A-AO | P-T1A | | O-D | | | F | | | F | O-T2 | | | F | |
| WOLFE | R07 | | F | A/P LT | A-SD | | | | F | | | F | | | | | |
| KING T | IN59 | | F | | A-F | | | | ← TDY LOWRR → | | | | | | | | |
| SMITH | R21 | | | A/P-LT | A-INST SEA F | | | | ← | F | FLIGHT TEST → | | | | | F | |
| NIEMANN | R06 | | | F | | | | | F | | | F | | | | | |
| SWENSON | R25 | SB | SB | F | SB | | | | F | | A/P-FS | P-T1A O-T2 | F | | | | |
| CRADEN | R-22 | O-T2 | | | F | | | | A/P-L | F | A-AL → | | | | | TDY SES | LOWR → |
| BRUCE | L19 | | F | O-T2 | | P-OQ | | | F | | | F | | | | F | |
| RENFRO | R46 | SB | | F | P-INST SEA | | | | F | | | P-T1A | F | | | | |
| HOPKINS | R39 | F | | P-T1A | O-T2 | | | | A/P-LT P-T1A | F | | | F | | | | |
| THOMAS | R45 | F | | A/P FS | F | | | | P-T1A | F | | A/P-LT | | | | F | |
| JOHNSON | IN28 | | | | | | | A-AO | | | O-DB | | A-SD | | | | |



J 7 5 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

380TH BOMRON TRAINING PROJECTION - OCTOBER

HQ 310BOMWG
ATT "B", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

J 7 5 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380 BOMRON — FLYING PROJECTION

ATT "B", APP "1", ANNEX "B"
OPORD 203-55 1 OCT 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIEL | | | | | | | | | | | | | | F | | | | | | | | | | | | | F | | | | | |
| GOOLAD | | | | | | | | | | | | | | | | | | | | | F | | | | | | | | | | |
| STEVENS | P20 | | | F | | | | | | | | | | | | | | SB | SB | F | | | | | | | | | | | |
| STEWART | N24 | | | | | | | | | | SB | SB | F | SB | | | | F | | | F | | | | | | | | | | |
| EVERSOLE | S42 | | | | | | | | | | | | | | | | | SB | → | F | | | | | | | | | | | |
| GARRADE | P41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HART | P10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MacDONOUGH | B10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BALCH | N40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ANDERSON | K29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SMITH | P09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SICILIO | K21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WAYMAN | N11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KANTOR | P13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELLISON | P08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KRUSE | P32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GALL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HORSKY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* AR UP GRADING

J 7 5 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380 BOMRON

# CREW ACTIVITIES

ATT "B", APP "1", ANNEX "B"
OPORD 203-55 1 Oct 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIELL | 5X | ← | TDY | MATHER | | | → | | | | | | LT | F | | | |
| GOODLAD | | ← | TDY | WICHITA | | | → | F | | | | | LT | | | | |
| STEVENS | R30 | | | F | | | F | P-R | | | | F | | A-INST SCH | | | |
| STEWART | N04 | | | | | F | P-R | | | | | | | A-INST SCH | P-F | | |
| EVERSOLE | R42 | | | | | | | | | | | | | | | | |
| GARBADE | R41 | | | | F | | F | | | | A-SD | | F | | | | |
| HART | R50 | LEAVE | | | | | | → | | | | | F | | F | | |
| McDONOUGH | R10 | | | F | | | F | | | | | F | | | F | | |
| BALCH | IN60 | ← | LEAVE | | | | | → | | | | P-R | | A-SD | | | |
| ANDERSON | L29 | | | | F | A-AU | → | F | | | | F | P-R | A/P FS | | | |
| SMITH | R09 | | | | | F | | A/P-LT | | | F | | A/P-LT | | F/P-R | | |
| SIGLIN | R21 | | | | F | P-R | A/P-FS | F | | | | | F | | | | |
| WHITMAN | N11 | | | | | | F | | | | ← FLIGHT | TEST | | | | ← TDY | |
| KANTOR | R13 | | | | A/P-LT | | F | A/P-LT | | | P-R | | F | | F | | |
| PRESTON | L08 | ← | TDY | SFS | | | | | | | | | | | | | |
| KRUSE | R32 | | | | | F | | | | | | F | | | | | |

U759

THIS PAGE IS DECLASSIFIED IAW EO 13526

380 BOMRON

# CREW ACTIVITIES

ATT "B", APP "1", ANNEX [illegible]
OPORD 203-55 / OCT 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIELL | | | | | | | | | | | F | | | | | | |
| GOODLAE | | | | | F | | | | | | | | | | | | |
| STEVENS | R-30 | F | P-R | | F | A-SD | | | / | F | | | A-LT P P-TIA | | | F | |
| STEWART | N04 | SB | SB | F | P-R | | | | F | | A-AL | SB | F | | | SB | |
| FUEKSOLE | P42 | SB | SB | F | | P-R | | | | F | | SB | F | | | SB | |
| GARBADE | B41 | | F | | A P-FS | | | | F | | | P-OQ | O-T2 A B-LT | | | | |
| HART | R50 | | F | P-R | | | | | F | | | F | A-LT P P-TIA | | | | |
| MacDONOUGH | R10 | A P-LT | | | F | | | | | F | | | F | | | A P-LT | |
| BALCH | INCO | | | | A P-LT | | | | A P-LT | | | F | P-TIA | | | | |
| ANDERSON | L29 | F | | | F | | | | | F | | | | | | SES F | |
| SMITH | R09 | | A-SD | | | | | | F | | | | F | | | O-T2 | |
| SIGLIN | R21 | F | | F | A P-LT | | | | F | | | | F | | | F | |
| WAYMAN | N11 | ← TDY LOWRY → | | | | | | | A P-LT | A-LT P P-TIA | F | | | | | | |
| KANTOR | R13 | | | F | A-INST SCH | | | | | F | | | P-TIA | | | | |
| PRESTON | L08 | ← SES → | | | | | | | F | | O-T2 | | | | | | |
| KRUSE | R32 | P-R | | A-AO | | | | | | F | | A P-FS | | | | A P-LT | |
| WEIR | | | | | | | | | | | | | P-LT P-TIA | | | | |

0760

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

381ST BOMRON TRAINING PROJECTION - OCTOBER

HQ 310BOMWG
ATT "C", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

J 7 6 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381 BOMRON — FLYING PROJECTION — ATT "C", APP "I" ANNEX "B" OPORD 203-55 16 ? 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | | | | | | | | | | | F | | F | | | | | | | | | | | | F | | | F | | | F |
| EVANS | [illegible] | | | | | | | | | | | F | | F | | | | F | | | F | | | | | F | | | [illegible] | | | |
| [illegible] | [illegible] | | | | [illegible] | | | F | | | | | [illegible] | | F | | | | F | | | P F | | | F | | | F | | | | |
| [illegible] | [illegible] | | | | [illegible] | | | F | | | | | | | | | | F | | A F | | F | | | F | | F | F | | | | F |
| [illegible] | [illegible] | | | | F | | F | | | | | F | | | | | | F | | | F | | | | | F | | | | | | |
| [illegible] | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | F | | | | | | | F |
| [illegible]LEY | 820 | | | | F | | F | | | | F | | F | | F | | | SB | SB | F | | | | | F | | | SB | F | | | |
| DAYS | [illegible] | | | | F | | | F | | | | | F | | | | | | F | | | | | | F | | F | F | | | | |
| WILKE | 852 | | | | | | | | | | | | | | F | | | | F | | F | | | | | F | | F | F | | | |
| FOSS | [illegible] | | | F | | F | F | F | | | F | F | | | F | | | P | | | | F | | | F | | | F | | | | |
| [illegible] | [illegible] | | | F | | | F | | | | | F | | | F | | | F | | F | | | | | | | | F | | | | F |
| BROWN | 812 | | | F | | F | | | | | F | | | F | | | | | | F | | | | | F | | | [illegible] | | | | |
| AUSTIN | [illegible] | | | | | F | | [illegible] | | | | | | | | | | | | | | | | | | F | | | | | | |
| [illegible] | [illegible] | | | F | | F | F | | | | | F | F | | A F | | | F | | F | | | | | | F | | | | | | A |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F[illegible] | | | | | | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F[illegible] | | | | | | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FRED | | | | | | [illegible] | | | | | | | | F | | | | | | | | | | | | | | | | | | |
| BENNETT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* [illegible] UP-GRADING

1

0762

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381 BOMRON **CREW ACTIVITIES** ATT "C", APP "I" ANNEX 6 OPORD 203-55 1 OCT 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BERNARD | R44 | ← | TDY | LOW | ERY | — | | | | → | | F | | F | P-CS O-T2 | | |
| EVANS | L35 | ← | ADV | SUR | VIVAL | — | → | EWP IFM | | | | F | | F | CR | | |
| VAN LEEUWEN | R40 | | | D | F | | A-SD | F ✓ | | | EWP O-T2 | P-TIA | F | | F | | |
| HIBBS | L37 | | | ← PRE | SES | — | → | F | ← PRE | — | SES | — | | | | | |
| LENIS | R57 | | | | F | | F | EWP | | | D | F | | [illegible] O-TIA | O/P FS | | |
| COLLADAY | R61 | ← | LEA | VE — | | | | | | | | | | | | | |
| ROWLEY | R20 | | | | F | | F | | | | F | | F | | A-SD F | | |
| MAYS | R47 | | | | F | AP LT P-TIA | D O-T2 | F | | | P-LT O-IFM CR | A-SD → | E | A-INST [illegible] | | | |
| WILKES | R52 | | | ← | BLOC | K TNG — | | | | | | | | P-TIA A-LT 4D | | | |
| FOSS | L27 | | | A-SD P-F | | O-F A-F | P-F | O/A F | | | F | P-F | | | P-F O-IFM | | |
| ARMSTRONG | IN 67 | | | A-F | | | O-DB A-F | | | | | A-F | | CR | A-F | | |
| MANN | R12 | | | F | D | F | | A/P FS | | | F | P-TIA CR | | F | | | |
| AUSTIN | L43 | | | | | F | | F | | | | | | | | | |
| PORTER | L36 | | | F | | F | A-F | | | | | A-F | F | | A-F | | |

0763

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381 BOMRON

# CREW ACTIVITIES

ATT "C", APP "1", ANNEX "B"
OPORD 207-55 1 Oct 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R44 | EWF | ← TEST FLIGHT → | | | | | | | F | CR R-T1A | | F | | | F | |
| FUNS | L35 | F | A-LT R-LT P-T1A | | F | | | | A-SD | F | | O-T2 | F | | | | |
| VAN LEENWEN | R40 | | F | | | P-F | | | F | | | F | A-FS P-IFM O-IFM | CR | | BT → | |
| BURRES | L37 | F | | A-F | | F | | | F | | F | A-F | | | | F | FS |
| BLENIS | R57 | F | O-T2 | | F | | | | | F | A-ALT | P-DQ | | | A-AO | | |
| COLLADAY | R61 | LEAVE → | | | | | | | F | CR | | | | | | F | |
| ROWLEY | R20 | EWF O-IFM | P-T1A | F | | A-FS O-T2 | | | F | | | SB | F | | | SB | |
| MAYS | R47 | D | F | EWF | P-DQ | A-LT | | | F | | F | A-F | | | | | |
| WILKE | R52 | | F | | A-JN F | [illegible] | | | | F | A-LT CR UP | A-F | F | | | P-T1A O-T2 | |
| FOSS | L77 | P-F | | | | O-IFM O-F | | | F | | | P-F | | | | | |
| ARMSTRONG | IN 67 | A-F | | A-F | | A-LT P-T1A | | | O-DB | A-AO | | A-F | | | | P-T1A A-F | |
| MANN | R12 | EWF | | F | A-AO IFM | | | | F | | | F | | | | BT → | |
| AUSTIN | L43 | P-AO | | A-SD | | | | | | F | | A-AO | | | | | |
| PORTER | L36 | A-F | | F | EWF | P-T1A | | | | F | | A-SD | | | | A-F | |

0764

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

310TH AREFS TRAINING PROJECTION - OCTOBER

HQ 310BOMWG
ATT "D", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

0765

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 AREFS FLYING PROJECTION ATT "D", APP "I", ANNEX "B" OPORD 203-55 1 OCT 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholz | T32 | | | F | | | F | | | | | | F | | F | | | | | | F | | | | F | F | | | | | | F |
| Perritt | T02 | | | | F | | F | | | | F | | | F | | | | | F | | | | | | F | F | | | | | | |
| George | T19 | | | | F | | | F | | | | F | | F | | | | | | F | | | | | F | F | | | | | | |
| Wiles | M01 | | | | F | | | F | | | | | F | | | | | | F | | | | | | F | F | | | | | | |
| Miller | [illegible] | | | | | F | | F | | | | F | | | F | | | | | F | | | | | F | F | | | F | | | |
| Giles | [illegible] | | | F | | F | | F | | | | | | F | | | | | | | | | | | F | F | | | | | | |
| Willis | T28 | | | | | F | | F | | | | F | | | F | | | | | | | | | | F | F | | | F | | | |
| Darlington | T16 | | | F | | F | | | | | | | F | | F | | | | F | | | | | | F | F | | | F | | | |
| Weaver | T33 | | | | | F | | F | | | F | | | F | | | | | | F | | | | | F | F | | | | | | |
| Worle | M36 | | | | | | | | | | | | | | | | | | | | | | | | F | F | | | F | | | |
| Newman | T34 | | | | F | | F | | | | | F | | | F | | | F | | | | | | | F | F | | | | | | F |
| Hauck | T26 | | | | | | | | | | | | | | | | | | F | | | | | | F | F | | | F | | | |
| Cannon | T27 | | | F | | | F | | | | F | | F | | | | | F | | | | | | | F | F | | | | | | |
| Rose | T04 | | | | | F | | F | | | F | | F | | F | | | | | | | | | | F | F | | F | | | | |
| Dunstan | T18 | | | | F | | F | | | | F | | | F | | | | | F | | | | | | F | F | | | | | | |
| Lovell | T23 | | | | | F | | | | | | F | | | F | | | | F | | | | | | F | F | | | | | | |
| Dean | T21 | | | | F | | F | | | | | F | | | | | | F | | F | | | | | F | F | | | | | | F |
| Dunbar | M34 | | | | | | | | | | | | F | | | | | F | | | | | | | F | F | | | | | | F |
| Braley | M32 | | | F | | | F | | | | | F | | | | | | F | | F | | | | | | | | | | | | |

1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 AREFS — CREW ACTIVITIES — ATT "D" APP "1" ANNEX "B" OPORD 203-55, 10 Oct 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholz | T38 | | | F | CM | | P | ALERT | | | | CR | F | | F | |
| Porritt | T02 | | | CM | F | | F | | | | F | | LT | F | CR | |
| George | T19 | | | | F | ALERT | CM | F | | | | F | CR | F | LT | |
| Wiles | M01 | | | | P | ALERT | CM | F | | | | | F | CR | | |
| Miller | T29 | | | ← | SB | F | SB | F→ | | | | SB F | | LT | F | |
| Giles | T12 | | | F | | F | LT | F | | | | | | F | | |
| Willis | T28 | | | CM | | F | | F | | | | F | | | F | |
| Darlington | T16 | | | F | LT | F | ALERT | CM | | | ← | SB | F | SB | F | |
| Weaver | T33 | | | ← | SB | F | SB | F | | | F | SB | | F | | |
| Worle | M36 | ← | LEAVE | | | | | | | | | | | | | → |
| Newman | T24 | | | | F | | F | | | | CR | F | | | F | |
| Hauck | T26 | ← | LEAVE | | | | | | | | | | | | | → |
| Cannon | T27 | | | F | CM | LT | F | | | | F | | F | | CR | |
| Rose | T04 | | | | | F | | F | | | F | LT | F | | F | |
| Dunstan | T18 | | | | F | CM | F | ALERT | | | F | CR | | F | | |
| Lovell | T23 | | | | | F | | CM | | | | F | | CR | F | |
| Deam | T21 | | | LT | F | CM | F | | | | CR | F | | | | |
| Danbar | M34 | | ← | TDY | SIMULATOR | SCHOOL | → | | | | LT | CR | F | | | |
| Bradley | M32 | | | F | | | F | LT | | | | F | CR | | | |

J 7 6 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310AREFS

# CREW ACTIVITIES

ATT "D", APP "1", ANNEX "B"
OPORD 203-55 1 Oct 55

| ACFT CMDR | CREW | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scholz | T38 | | F | | | F | | | | F | F | | LT | | | | F |
| Porritt | T02 | | | F | | | | | | F | F | | | | | | |
| George | T19 | | | | F | | | | | F | F | | | | | | |
| Wiles | M01 | | LT | F | | | | | | F | F | | | LT | | | |
| Miller | T29 | | | F | | | | | | F | F | CR | | F | | | CM |
| Giles | T12 | | | | | | | | | F | F | | | | | | |
| Willis | T28 | | | LT SB | | | | | | F | F | | CR | F | | | |
| Darlington | T16 | | | | F | | | | | F | F | CR | | F | | | |
| Werner | T33 | | | | F | LT | | | | F | F | | | CR | | | CM |
| Worle | M36 | ← TDY Simulator School → | | | | | | | | F | F | | CR | F | | | LT |
| Newman | T34 | | F | | LT | | | | | F | F | | | | | | F |
| Hauck | T26 | | | F | | | LT | | | F | F | CR | | F | | | A.O. |
| Cannon | T27 | | F | | | | | | | F | F | | CM | | | | |
| Rose | T04 | | | | | | | | | F | F | | F | | | | |
| Dunstan | T18 | | | F | | | | AO | | F | F | ← | CREW LEAVE | | | | → |
| Lovell | T23 | | | F | | | | | | F | F | LK | | | | | |
| Dean | T21 | | F | | F | | | | | F | F | | | | | | F |
| Dunbar | M34 | | F | | | INST | School | | | F | F | | | | | | F |
| Beasley | M32 | | F | | F | | | | | | | | | | | | |

Mission Crews

0768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ATTACHMENT "E"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

MASTER CREW ASSIGNMENT

(OMITTED - CLASSIFIED)

HQ [redacted]
ATT "E", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

J 7 6 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ATTACHMENT "F"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

OPERATIONS MEETINGS

HQ 310BOMWG
ATT "F", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

0770

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "F"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

OPERATIONS MEETINGS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. The following meetings are scheduled during the month of SEP. Dates, times, locations and required attendance are as indicated.

a. Operations Weekly 60-9 Planning:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 5 OCT | 1330 | WG OPS CONF RM | LTCOL Call |
| | | | LTCOL Stublarec |
| | | | MAJ Faivre |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |

HQ 310BOMWG
ATT "F", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

J 7 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 12 OCT | 1330 | WG OPS CONF RM | Same as above |
| 19 OCT | 1330 | " " " " | Same as above |
| 26 OCT | 1330 | " " " " | Same as above |

b. Weekly 60-9 Aircraft Scheduling:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 6 OCT | 1530 | WG OPS CONF RM | COL Wells |
| | | | COL Wood |
| | | | LTCOL Davis |
| | | | LTCOL Call |
| | | | LTCOL Fulmer |
| | | | LTCOL McDaniell |
| | | | LTCOL McClatchy |
| | | | LTCOL Jordan |
| | | | LTCOL Megenity |
| | | | LTCOL Stublarec |
| | | | MAJ Fancher |
| | | | MAJ Stricklin |
| | | | MAJ Lindquester |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Field |
| | | | MAJ Wise |
| 13 OCT | 1530 | WG OPS CONF RM | |

J 7 7 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 20 OCT | 1530 | WG OPS CONF RM | Same as above |
| 27 OCT | 1530 | WG OPS CONF RM | Same as above |

c. RBS Scheduling:

| | | | |
|---|---|---|---|
| 3 OCT | 0900 | WG OBSR Section | LTCOL Stublarec |
| | | | MAJ Rowan |
| | | | MAJ Farley |
| | | | MAJ Clark |
| | | | MAJ Levy |
| 10 OCT | 0900 | WG OBSR Section | Same as above |
| 12 OCT | 0900 | WG OBSR Section | Same as above |
| 24 OCT | 0900 | WG OBSR Section | Same as above |
| 31 OCT | 0900 | WG OBSR Section | Same as above |

d. Wing Commanders Operations Briefing:

| | | | |
|---|---|---|---|
| MON | 1600 | WG OPS CONF RM | Wing Commander |
| Thru | | | Deputy Wing Commander |
| FRI | | | Director of Operations |
| | | | Chief of OPS & TNG |
| | | | Squadron Commanders |
| | | | Squadron OPS OFF |
| | | | Chief of Maintenance |
| | | | Base Weather Officer |

e. Aircraft Malfunction and Abort Board (AUTH: SO 149, PARA 3, 31 AUG)

| | | | |
|---|---|---|---|
| 6 OCT | 0900 | WG CONF ROOM | COL Wood |
| | | | LTCOL Davis |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | LTCOL Call |
| | | | LTCOL McDaniell (On Call) |
| | | | LTCOL Fulmer " " |
| | | | LTCOL McClatchy " " |
| | | | MAJ Pancher " " |
| | | | MAJ Rowan |
| | | | MAJ Faivre |
| | | | MSGT Perry (On Call) |
| | | | MSGT Williams " " |
| | | | TSGT McCarcar " " |
| | | | TSGT Bogerman " " |
| | | | A/1C Whitacker " " |
| | | | A/1C Hague " " |
| | | | CIV Thompson |
| | | | CIV Nelson |
| | | | CAPT Pirino |
| 21 OCT | 0900 | WG CONF RM | Same as above |

f. Gross Error Board:

| | | | |
|---|---|---|---|
| 1 OCT | 0800 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Stublarec |
| | | | MAJ Rowan |
| | | | MAJ Ofner |
| | | | MAJ Faivre |
| | | | MAJ Farley |



J 7 7 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ Clark |
| | | | MAJ Eldridge |
| | | | CAPT Hart |
| | | | CAPT Moses |
| | | | CIV Thompson |
| | | | CIV Nelson |

g. Operations Officer's Meeting:

| | | | |
|---|---|---|---|
| 30 OCT | 0930 | WG OPS CONF RM | COL Wood |
| | | | MAJ Lindquester |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | CAPT Hinds |
| 10 OCT | 0930 | WG OPS CONF RM | Same as above |
| 17 OCT | " | " " " " | Same as above |
| 24 OCT | " | " " " " | Same as above |
| 31 OCT | " | " " " " | Same as above |



J 7 7 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

h. Monthly 60-9 Pre-Planning:

| ATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 20 OCT | 0900 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Call |
| | | | LTCOL Stublarec |
| | | | MAJ Faivre |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | MAJ Lindquester |
| | | | MAJ Field |
| | | | MAJ Barnett |
| | | | MAJ Wise |
| | | | CAPT Hinds |

i. Monthly 60-9 Aircraft Scheduling:

| | | | |
|---|---|---|---|
| 20 OCT | 1500 | WG OPS CONF RM | Same as Weekly 60-9 |

j. Air Refueling Board

| | | | |
|---|---|---|---|
| 12 OCT | 0930 | WG CONF RM | COL Wood, HS |
| | | | LTCOL Call, HS |
| | | | LTCOL Stublarec, HS |
| | | | MAJ Eversole, 380BOMRON |
| | | | MAJ FAIVRE, 310A&E |
| | | | MAJ FOSS, 381 BOMRON |
| | | | MAJ McHALE, 310AREFS |
| | | | CAPT BLAKE, 379 BOMRON |
| | | | CAPT PORTER, 381 BOMRON |

310BOMWG
F "F", APP"1", Annex "B"
OPORD 203-55
1 OCT 55



J 7 7 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | CAPT ROSE, 310AREFS |
| | | | CAPT STALEY, 310AREFS |
| | | | CAPT WILLARD, HS |
| | | | CAPT WILLIS, 310AREFS |
| | | | 1STLT ALDEN, HS |

k. Tactics Panel:

| | | | |
|---|---|---|---|
| 31 OCT | 1300 | WQ OPS CONF RM | COL WOOD, HS |
| | | | LTCOL FULMER, 381 BOMRON |
| | | | LTCOL McCLATCHY, 379BOMRON |
| | | | LTCOL McDANIELL, 380 BOMRON |
| | | | LTCOL RIFKIN, HS |
| | | | LTCOL WHEELER, HS |
| | | | MAJ. FANCHER, 310AREFS |
| | | | 1STLT ALDEN, HS |
| | | | 1STLT GASS, HS |
| | | | 1STLT STAPHER, HS |

m. Recap of Meetings for Month of October 1955:

| DATE | MEETING |
|---|---|
| 3 OCT 55 | RBS (0900), OPS OFF. (0930) |
| 4 OCT 55 | |
| 5 OCT 55 | PRE-60-9 (1330) |
| 6 OCT 55 | 60-9 (1530) |
| 7 OCT 55 | |
| 10 OCT 55 | RBS (0900), OPS OFF (0930) |
| 11 OCT 55 | |
| 12 OCT 55 | PRE-60-9 (1330) AIR REFUELING (0930) |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | MEETING |
|---|---|
| 13 OCT 55 | 60-9(1530) |
| 14 OCT 55 | |
| 17 OCT 55 | RBS (0900), OPS OFF (0930) |
| 18 OCT 55 | |
| 19 OCT 55 | PRE 60-9 (1330) |
| 20 OCT 55 | 60-9 (1500) PRE MONTHLY 60-9 (0900) |
| 21 OCT 55 | |
| 24 OCT 55 | RBS (0900) OPS OFF (0930) |
| 25 OCT 55 | |
| 26 OCT 55 | PRE-60-9 (1330) |
| 27 OCT 55 | 60-9 (1530) |
| 28 OCT 55 | |
| 31 OCT 55 | RBS (0900) OPS OFF (0930) TACTICS PANEL (1300) |

HQ 310BOMWG
ATT "F", APP "1", Annex "B"
ORD 203-55
OCT 55



J 7 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ATTACHMENT "G"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

WING DUTY SCHEDULE

HQ 310BOMWG
ATT "G", APP "1", Annex "B"
OPORD 203-55
1 OCT 55

0779

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "G"

TO

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

WING DUTY SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. AIRDOME OFFICER: In accordance with SAC REG 55-44, the following Airdome Officer schedule will apply. Tour of duty starts at 0900 local time, dates indicated:

| | |
|---|---|
| 16 OCT | 310TH HQSQ |
| 17 OCT | 381ST BOMRON |
| 18 OCT | 379TH BOMRON |
| 19 OCT | 380TH BOMRON |
| 20 OCT | 381ST BOMRON |
| 21 OCT | 310TH HQSQ |
| 22 OCT | 310TH AREFS |
| 23 OCT | 379TH BOMRON |
| 24 OCT | 380TH BOMRON |
| 25 OCT | 381ST BOMRON |
| 26 OCT | 380TH BOMRON |
| 27 OCT | 381ST BOMRON |
| 28 OCT | 380TH BOMRON |
| 29 OCT | 380TH BOMRON |
| 30 OCT | 381ST BOMRON |
| 31 OCT | 310TH AREFS |

2. FLIGHT TEST CREWS: In accordance with 310th Bomb Wing REG the following Flight Test Crew schedule will apply. Tour of duty starts at 0800 local time:

3 OCT to 9 OCT 55 379TH BOMRON R-18 CAPT Blake

HQ 310BOMWG
ATT G, APP 1, ANNEX B
OPORD 203-55
1 OCT 55

J 7 8 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| 10 OCT to 16 OCT 55 | 380TH BOMRON | N-11 | CAPT Wayman |
| 17 OCT to 23 OCT 55 | 381ST BOMRON | R-44 | MAJ Barnard |
| 24 OCT to 30 OCT 55 | 379TH BOMRON | R-21 | CAPT Smith |

3. DEBRIEFING OFFICER: In accordance with 310th Bomb Wing REG 51-5 the following schedule will apply. Tour of duty starts at 0800 local. Scheduled Officer will report to the 310th Wing Maintenance Control for duty.

| | |
|---|---|
| 3 OCT | 310TH AREFS |
| 4 OCT | 380TH BOMRON |
| 5 OCT | 310TH AREFS |
| 6 OCT | 381ST BOMRON |
| 7 OCT | 310TH AREFS |
| 10 OCT | 379TH BOMRON |
| 11 OCT | 310TH AREFS |
| 12 OCT | 380TH BOMRON |
| 13 OCT | 310TH AREFS |
| 14 OCT | 381ST BOMRON |
| 17 OCT | 310TH AREFS |
| 18 OCT | 379TH BOMRON |
| 19 OCT | 310TH AREFS |
| 20 OCT | 380TH BOMRON |
| 21 OCT | 310TH AREFS |
| 24 OCT | 381ST BOMRON |
| 25 OCT | 310TH AREFS |
| 26 OCT | 379TH BOMRON |
| 27 OCT | 310TH AREFS |
| 28 OCT | 380TH BOMRON |
| 31 OCT | 310TH AREFS |

4. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0800 to 0800 the following day. Prior to 1630 on the day the officer is scheduled for duty, he will contact the Director of Operations. If the Director of Operations plans to be absent from the base the Assistant Flight Supervisor will remain on base and keep the Wing Control Room ppsted on where he can be reached by phone. The following schedule will apply:

| | | | |
|---|---|---|---|
| 3 OCT | MAJ Field | 5 OCT | MAJ Lindquester |
| 4 OCT | MAJ Wise | 6 OCT | MAJ Barnett |



J 7 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| 7 OCT | LTCOL McClatchy | 10 OCT | LTCOL McDaniell |
| 11 OCT | LTCOL Fulmer | 12 OCT | MAJ Frarie |
| 13 OCT | MAJ Goodlad | 14 OCT | MAJ Holder |
| 17 OCT | MAJ Field | 18 OCT | MAJ Wise |
| 19 OCT | MAJ Burnett | 20 OCT | LTCOL McClatchy |
| 21 OCT | LTCOL McDaniell | 24 OCT | LTCOL Fulmer |
| 25 OCT | MAJ Frarie | 26 OCT | MAJ Goodlad |
| 27 OCT | MAJ Holder | 28 OCT | MAJ Field |
| 31 OCT | MAJ Lindquester | | |

5. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty Officer is from 0830 to 0830 local. Officers scheduled below will report to the 310th Wing Control Room for duty and will be in the tower for all take-offs and landings. If weather is above 1000 feet and 3 miles visibility the Senior Duty Officer need not report for duty untill 1630 local.

| | | | |
|---|---|---|---|
| 3 OCT | 381ST BOMRON | 4 OCT | 379TH BOMRON |
| 5 OCT | 380TH BOMRON | 6 OCT | 381ST BOMRON |
| 7 OCT | 379TH BOMRON | 10 OCT | 380TH BOMRON |
| 11 OCT | 381ST BOMRON | 12 OCT | 379TH BOMRON |
| 13 OCT | 380TH BOMRON | 14 OCT | 381ST BOMRON |
| 17 OCT | 379TH BOMRON | 18 OCT | 380TH BOMRON |
| 19 OCT | 381ST BOMRON | 20 OCT | 379TH BOMRON |
| 21 OCT | 380TH BOMRON | 24 OCT | 381ST BOMRON |
| 25 OCT | 379TH BOMRON | 26 OCT | 380TH BOMRON |
| 27 OCT | 381ST BOMRON | 28 OCT | 379TH BOMRON |
| 31 OCT | 380TH BOMRON | | |

a. The 310th Bomb Wing is responsible for Instrument Tower Officer on odd days of the month, (1200 on odd day to 1200 on even day).

HQ 310BOMWG
ATT G, APP 1, ANNEX B
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP "2", Annex "B"
OPORD 203-55
1 OCT 55

0783

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

1. A total of 2,100 air training hours are projected for the month of October. (1,500 hours for B-47's and 600 hours for KC-97's). The goal of 80% completion of the quarterly 50-8 requirements prior to 30 October 1955, will be stressed during the month.

2. Flying time priority will be as follows:

   a. Accomplishment of 60-2 requirements.

   b. Training to remove crews from probationary status.

   c. Accomplishment of Higher Headquarters ordered missions.

   d. Up-grading of non-combat read crews.

   e. Accomplishment of Standardization checks.

   f. Accomplishment of 50-8 requirements.

3. Colonel Wells will fly as Aircraft Commander on the dates indicated:

| | |
|---|---|
| 5 October 379TH BOMRON | 19 October 381ST BOMRON |
| 14 October 380TH BOMRON | 26 October 379TH BOMRON |

HQ 310BOMWG
APP "2", Annex "B"
OPORD 203-55
1 OCT 55

J 7 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Colonel Wood will fly as aircraft commander during the following weeks:

Week of 3 OCT 381ST BOMRON  Week of 17 OCT 380TH BOMRON

Week of 10 OCT 379TH BOMRON  Week of 24 OCT 381ST BOMRON

5. Staff crew members assigned to squadrons will be scheduled to complete a minimum of 32 hours 60-2 time by 31 October 1955. Squadron Commanders and the Director of Operations are directed to fly at least three missions as aircraft commander in B-47 aircraft.

a. 379TH BOMRON: (Attached staff crew members)

| | |
|---|---|
| MAJ Lindquester | CAPT Rutan |
| CAPT Hart | COL Lucus |
| MAJ Gregory | 1STLT Alden |
| CAPT Savino | |

b. 380TH BOMRON:

| | |
|---|---|
| LTCOL Call | LTCOL Wheeler |
| LTCOL Stublarec | |
| CAPT Vogel | MAJ Ofner |
| CAPT Horsky | MAJ Perez |

c. 381ST BOMRON:

| | |
|---|---|
| MAJ Field | MAJ Barnett |
| MAJ Spitler | MAJ Rowan |
| MAJ Wise | CAPT Moses |
| CAPT Eberhardt | |

d. 310TH AREFS:

| | |
|---|---|
| CAPT Thompson | CAPT Tandy |
| CAPT Adams | LT Batastini |
| LT Workman | LT Stapher |
| LT CLARK | LT COOPER |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. The following 50-8 items of training will be scheduled for completion prior to 31 October 1955:

| | READY | LEAD |
|---|---|---|
| a. B-47's | | |
| (1) Flying hours | - | 24 |
| (2) Radar RBS/total | 7 | 3 |
| (a) MACH .81 | 4 | 2 |
| (b) Direct | 5 | 3 |
| (c) IBDA | 1 | 1 |
| (d) Sidetrack | 3 | 3 |
| (3) Radar RBS/GPI | 3 | 2 |
| (4) Visual RBS | 3 | 2 |
| (5) Radar Camera Attacks | 5 | 3 |
| (6) Visual " " | 3 | 2 |
| (7) Visual Releases | 2 | 2 |
| (8) Nite Celestial | 3 | 2 |
| (9) Day Celestial/total | 3 | 1 |
| (a) With/PLOPS | 2 | 1 |
| (10) Grid Leg | 4 | 4 |
| (11) Long Range Cruise Control | 3 | 2 |
| (12) Wet AR/total | 2 | 2 |
| (a) Radio Silence | 1 | 1 |
| (b) Nite | 2 | 2 |
| (c) MAX WT. (165,000#) | 2 | 2 |
| (13) Dry Hook-Up | 3 | 3 |
| (14) " " " (Co-pilot) | 0 | 1 |
| (15) Rendazvous Nite | 3 | 3 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | |
|---|---|---|
| (16) Combat Load Gunnery | 2 | 2 |
| (17) Airborne Radar Approach | 3 | 2 |
| (18) CGA/PPI Approach | 1 | 1 |
| (19) GCA/Gyro Out Approach | 1 | 1 |
| (20) Emergency Procedures | 1 | 1 |
| (21) Hours Depressurized Flying | 3 | 3 |
| b. KC-97's | | |
| (1) AR/total | 5 | |
| (a) Radio Silence | 3 | |
| (b) Nite | 3 | |
| (2) Rendezvous/total | 5 | |
| (a) Nitee | 3 | |
| (3) Nite Celestial | 3 | |
| (4) Day Celestial | 3 | |
| (5) Grid Leg | 1 | |
| (6) Radar Leg | 2 | |
| (7) Pressure Pattern | 1 | |
| (8) Airborne Radar Approach | 3 | |
| (9) Pilot Proficiency | 1 | |
| (10) Pre-Comp's | 5 | |
| (11) Cargo or Pass Loading | 1 | |
| (12) Emergency Procedures/Crew | 1 | |
| (13) Emergency Procedures/Pass | 1 | |



J 7 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. B-47 aircraft will fly 1500 hours during September. A breakdown of lying time and sorties follows:

| | | |
|---|---|---|
| 379TH BOMRON | 83 sorties | 510 hours |
| 380TH BOMRON | 73 sorties | 485 hours |
| 381ST BOMRON | 81 sorties | 505 hours |

8. KC-97 aircraft will fly 650 hours and 114 sorties during September.



J 7 8 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

GROUND TRAINING

HQ 310BOMWG
APP "3", Annex "B"
OPORD 203-55
1 OCT 55

J 7 8 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

GROUND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. 50-24 BLOCK TRAINING FOR OCTOBER:

a. Because of heavy flying training committments, only one crew - CAPT Wilke and crew of the 381BOMRON - will attend 50-24 Block Training in OCT.

b. The 40BOMWG is now cooperating with the 310BOMWG in conducting the Block Training for both KC-97 and B-47 crews. Under this unified effort, instructors are being drawn from both wings. Block Training for both KC-97 and B-47 crews will be started on the following dates: 3, 17 and 31 OCT 55.

2. PHYSICAL CONDITIONING:

a. Physical conditioning work outs will be offered during the following weeks of OCT:

(1) 10-14 OCT 55.

(2) 24-28 OCT 55.

b. Combative measures training will be given to crew members participating in the Block Training program on the following weeks:

(1) 3-7 OCT 55.

(2) 17-21 OCT 55.

(3) 31 OCT - 4 NOV 55.

HQ 310BOMWG
APP "3", Annex "B"
OPORD 203-55
1 OCT 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Crew members not in the Block Training program who desire combative measures training may join a combative measures class any day during the above listed weeks at either 0800 or 1300.

d. A minimum of two hours of conditioning training will be accomplished by each crew members during OCT.

3. ALTITUDE CHAMBER:

a. Quotas for Altitude Indoctrination Training for the months of OCT and NOV for the two day (aircrew) refresher course and the three day (non-aircrew) basic courses are as follows:

(1) Two day course (aircrew):

(a) 5 and 6 OCT 55: 379th (1), 380th (1), 381st (1), 310ARS (2).

(b) 26 and 27 OCT 55: 379th (1), 380th (1), 381st (1), 310ARS (4).

(2) Three day course (non-aircrew):

(a) 12, 13 and 14 OCT 55: 310A&E (1), 379th (1), 380th (1), 381st (1).

(b) 19, 20 and 21 OCT 55: 310A&E (2), 379th (2), 380th (1), 381st (1), 310PMS (2).

b. The 802ADIV is not scheduled for altitude chamber training in NOV. If any squadron has need of training spaces for NOV, notify the Wing Ground Training Officer. He will TWX HQ 8AF requesting space on other ADIV quotas which may not be completely filled.

4. OQ RANGE:

a. All co-pilots must complete one OQ exercise each year (SAC REG 50-24). Squadrons will schedule co-pilots according to the following plan:

(1) 6 OCT 55: 379th (1)



J 7 9 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) 7 OCT 55: 380th (1).

(3) 20 OCT 55: 381st (1).

(4) 21 OCT 55: 379th (1).

(5) 14 OCT 55: 379th (1), 380th (1), 381st (1).

(6) 27 OCT 55: 379th (1), 380th (1), 381st (1).

(7) 4 NOV 55: 379th (1), 380th (1), 381st (1).

b. HQ 8AF allocates training time for the OQ Range. At the present time there are just enough spaces available to fill 8AF co-pilot training requirements. Obtaining additional days will be virtually impossible. Every effort must be made to fill the available spaces. OQ training is a prerequisite to SES.

5. INSTRUMENT SCHOOL:

a. Instrument school for wing pilots needing instrument cards within the coming 60 days will be conducted on the following dates:

(1) 13 and 14 OCT 55.

(2) 20 and 21 OCT 55.

b. The 40th and 310th BOMWG are each furnishing one instructor for this school. The 310th Wing instructor will teach a one-half hour course on E-6B at 0800 on the second day of the school. The instructor should be an observer.

c. The 379BOMRON will furnish the instructor for OCT. This requirement will be rotated among squadrons on succeeding months.

d. The 310th Instructor will report to LT Kelly, OIC of the Instrument School, two days prior to the start of school for briefing.

6. P-3 LINK TRAINER: The 310ARS will utilize the P-3 Link Trainer from 1000-1200 Monday through Friday.



0792

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. ONE AND ONE-HALF DAY BLOCK TRAINING (B-47): Because of other committments, one and one-half block training will not be given in OCT.

8. B-47 FLIGHT SIMULATOR:*

a. The 310BOMWG will utilize the simulator mornings only (0800-1200) Monday through Friday while the 40BOMWG will use the simulator afternoons.

b. During OCT, the 310BOMWG Standardization crew will use the simulator each Monday and Tuesday morning for standardization checks.

c. Squadrons will schedule one crew for simulator training for each date indicated below:

(1) 379BOMRON: 5, 12, 19 and 26 OCT 55.

(2) 380BOMRON: 6, 13, 20 and 27 OCT 55.

(3) 381BOMRON: 7, 14, 21 and 28 OCT 55.

9. T-1A GUNNERY TRAINER:*

a. The 310BOMWG will utilize the T-1A Trainers during the afternoons (1300-1700) during OCT. Two trainers are available for each period.

b. Four hours of T-1A Gunnery Trainer will be available on each date as indicated below:

(1) 379BOMRON: 3, 6, 10 (1500-1700 only), 14, 19, 24 and 27 OCT 55.

(2) 380BOMRON: 4 (1500-1700 only), 7, 12, 17, 20, 25 and 28 OCT 55.

(3) 381BOMRON: 5 (1500-1700 only), 11, 13, 18, 21, 26 and 31 OCT 55.

c. Each pilot is required to have four hours of T-1A training every four months, but not more than two hours per month according to SAC REG 50-24.

10. C-11 INSTRUMENT TRAINER:*

a. The 310BOMWG will utilize the C-11 trainers during the afternoons (1300-1700) during OCT.



J 7 9 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Both aircraft commanders and pilots may be assigned to C-11 trainers on each date of training. Two training periods are available on each date: 1300-1500 and 1500-1700. There are two trainers available for each period.

c. Squadrons will assign two each aircraft commanders and/or pilots on the following dates:

(1) 379BOMRON: 3, 6, 11, 14, 19, 24 and 27 OCT 55.

(2) 380BOMRON: 4, 7, 12, 17, 20, 25 and 28 OCT 55.

(3) 381BOMRON: 5, 10, 13, 18, 21, 26 and 31 OCT 55.

# When planning the monthly schedule, squadrons may trade trainer dates among themselves for their mutual advantage.

11. T-2A TRAINER:

a. The three tactical squadrons will utilize the T-2A trainer for EWP runs on the following schedule:

(1) 1300-1500:

(a) 379BOMRON: 3, 6, 11, 14, 19, 24 and 27 OCT 55.

(b) 380BOMRON: 4, 7, 12, 17, 20, 25 and 28 OCT 55.

(c) 381BOMRON: 5, 10, 13, 18, 21, 26 and 31 OCT 55.

(2) 1500-1700:

(1) 379BOMRON: 4, 7, 12, 17, 20, 25 and 28 OCT 55.

(2) 380BOMRON: 5, 10, 13, 18, 21, 26 and 31 OCT 55.

(3) 381BOMRON: 3, 6, 11, 14, 19, 24 and 27 OCT 55.

b. Make-up trainer periods at night will be available upon coordination with the EWP Section.

12. PRE SES SCHOOL:

a. Two B-47 crews will attend the SES School starting on 3 OCT 55. This training will be completed by 18 OCT 55.



J 7 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. These crews will attend this school:

(1) CAPT Bruce - 379BOMRON.

(2) CAPT Hubbes - 381BOMRON.

13. IN-FLIGHT MAINTENANCE: Squadrons may schedule observers for in-flight maintenance any day Monday through Friday for either one or two hours starting at 1300 each day. Observers will report to 310A&E, Building 932, Training Section. It is anticipated that a P-3 IFM trainer will be available on or about 1 OCT 55.



J 7 9 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION:

COMDRAF 8, 1 CY
DO 8, 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
310AC, 1 CY
COMAIRDIV 802, 1 CY
COMABGP 802, 6 CYS

OFFICIAL:

D. P. WOOD
Colonel, USAF
Director of Operations



U 7 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
[illegible] Air Force Base, Kansas
1 October 1955, 0001Z

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

WING DIRECTED MISSIONS

HQ 310BOMWG
APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 7 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

WING DIRECTED MISSIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. During October the 310th Bombardment Wing will fly bomber stream missions designated as "Fox Trot" missions. Fox Trot Red missions are RBS missions without air refueling. Fox Trot Blue missions are M-19 missions with air refueling. Fox Trot Yellow missions are those aircraft to be flown by the Air Refueling Squadron in support Fox Trot Blue missions. Fox Trot White missions are formation missions carring a training unit for IFI and IFE. These missions are covered in the attachments to this appendix.

HQ 310BOMWG
APP 4, ANNEX B
OPORD 203-55
1 OCT 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

"FOX TROT RED" MISSIONS

HQ 310BOMWG
ATT "A", APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 7 9 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "A"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

"FOX TROT RED" MISSIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. FOX TROT RED MISSIONS: Two RBS bomber stream missions will be flown during OCT with RBS, navigation and camera attacks according to the following schedule:

a. FOXTROT II: Nine B-47's - 5 OCT 55.

b. FOXTROT V: Nine B-47's - 12 OCT 55.

2. GENERAL INSTRUCTIONS:

a. B-47:

(1) Normal RBS scoring procedures in accordance with SAC REG 50-4 apply. Last aircraft in stream will close out the stream on each site.

(2) Altimeter setting for mission will be 29.92 except for take-off and landing.

(3) TAS of 425K will be maintained during the entire mission.

HQ 310BOMWG
ATT "A", APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 8 0 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Aborting aircraft will clear the stream to the right 25 NM, descend to 31,000 feet and obtain ARTC clearance.

(5) Aircraft losing radar set prior to first RBS runs will clear the bomber stream and fly an alternate mission as directed by each squadron operations officer. Care will be taken that alternate missions are planned so as to avoid bomber stream routes and altitudes.

(6) Aircraft losing radar after RBS runs will continue in the bomber stream and accomplish navigation.

(7) All turns will be procedure turns to establish desired tracks after turns.

(8) Lead aircraft will fly route as briefed. Succeeding aircraft will adjust time to maintain 15 minute separation. All aircraft will announce ATA's at all RBS IP's on RBS frequencies.

(9) Routine procedures apply for camera logs and magazines.

(10) O-15 and O-23 cameras will be used on all runs. K-38 cameras will be used on visual runs.

(11) Bomb bay doors and U-2 releases will be actuated on the first camera target.

(12) RBS record runs will be made as follows:

(a) FOX TROT II: Kansas City "K" - Radar direct SIDETRACK IBDA St Louis "D". Radar direct SIDETRACK Little Rock "D". Radar offset M.81.

(b) FOX TROT V: Visual or radar runs may be made



0801

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

according to crew requirements. (All runs will be declared radar record and, if desired, changed to visual if weather permits).

(13) Navigation legs may be either celestial or grid, depending on crew requirements.

(14) Camera attachs on FOX TROT V may be either visual or radar, depending on crew requirements.

(15) Danger Areas:

(a) FOXTROT II RED:

R-196 Camp Phillips - unlimited - unlimited.

R-63 Camp Campbell - unlimited - unlimited.

R-197 Fort Riley, KANS - to 30,000 - unlimited.

R-215 Camp Chaffee, ARK - to 50,000 - unlimited.

R-208 Fort Sill, OKLA - to 50,000 - unlimited

(b) FOXTROT V RED:

R-196 Camp Phillips - unlimited - unlimited.

R-197 Fort Riley, KANS - to 30,000 - unlimited.

R-194 Camp Carson, COLO - to 40,000 - unlimited.

R-190 Badlands, N.D. - unlimited - unlimited.

R-208 Fort Sill, OKLA - 45,000 - unlimited.

(16) Highest Terrain:

(a) FOXTROT II: No terrain above 4,500 feet on route.

(b) FOXTROT V: 14,275 feet - west of Denver.



J 8 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(17) Alternate and Emergency Bases:

(a) FOXTROT II:

| Alternate | Emergency |
|---|---|
| LINCOLN AFB | BARKSDALE AFB |
| SEDALIA AFB | CARSWELL AFB |
| ALTUS AFB | FORBES AFB |
| ELLSWORTH AFB | TULSA |
| | LAMBERT (ST LOUIS) |
| | MEMPHIS NAS |
| | BUCKLEY (DENVER) |
| | CLOVIS AFB |

(b) FOXTROT V:

| | |
|---|---|
| ELLSWORTH AFB | BUCKLEY (DENVER) |
| LINCOLN AFB | FORBES AFB |
| SEDALIA AFB | LAMBERT (ST LOUIS) |
| ALTUS AFB | MEMPHIS NAS |
| | TULSA |
| | CARSWELL AFB |
| | TINKER AFB |
| | TRUAX (MADISON, WIS) |
| | BARKSDALE AFB |

(18) Accomplishments:

(a) FOXTROT II:

(1) One night celestial or grid.

(2) Three radar camera attacks.



J 8 0 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Three record radar RBS.

(b) FOXTROT V:

(1) Two day celestial or grid.

(2) One visual or radar camera attacks.

(3) Three record visual or radar RBS.

(4) One long range cruise control.

3. FOXTROT II RED ROUTE:

| FROM<br>TO | T.C. | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| SMOKY HILL | | | | | | | 82675 | |
| RTTO | | | | | | :03 | 77875 | |
| YORK, NEBR | 360 | -10 | CL TO<br>33-35 | | 121 | :19<br>:22 | 70675 | LEVEL OFF |
| SIOUX CITY | 029 | -10 | 33-35 | 425 | 91 | :13<br>:35 | | EQUIPMENT CHECK |
| TURN | | | | | 14 | :02 | | |
| CARROLL<br>42-03N 94-53W | 112 | - 9 | | | 62 | :09<br>:46 | | IP FOR OPTIONAL CAMERA TARGET |
| DES MOINES AF | 120 | - 8 | | | 63 | :09<br>:55 | | OPTIONAL CAMERA TGT. MEAS ALT. |
| TURN | | | | | 14 | :02<br>:57 | | |
| IP<br>BETHANY CP | 199 | - 8 | | | 68 | :09½<br>1:06½ | | CONTROL POINT. RBS IP |
| KANSAS CITY<br>TARGET "K" | 197 | - 8 | | 425 | 76 | :11<br>1:17½ | 57600 | RADAR DIRECT SIDETRACK IHDA |
| TURN | | | | | 7 | :01<br>1:18½ | | |
| EMPORIA | 243 | - 9 | | | 66 | :09½<br>1:28 | | |



J 8 0 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | T.C. | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | | :02 | | |
| TURN | | | | | 14 | 1:30 | | |
| | | | | | | :06½ | | IP FOR |
| CHANUTE (IP) | 143 | - 9 | | | 46 | 1:36½ | | CAMERA TARGET |
| JOPLIN AF | | | | | | :07½ | | |
| CAMERA TARGET | 124 | - 8 | | | 54 | 1:44 | | RADAR RUN |
| | | | | | | :01 | | |
| TURN | | | | | 7 | 1:45 | | |
| | | | | | | :07½ | | MEASURE |
| SPRINGFIELD | 086 | - 8 | | | 52 | 1:52½ | | ALTITUDE |
| | | | | | | :12 | | |
| SALEM (IP) | 073 | - 7 | | | 86 | 2:04½ | | IP FOR RBS |
| ST LOUIS | | | | | | :12 | | RADAR DIRECT |
| TARGET "D" | 045 | - 5 | | 425 | 84 | 2:16½ | 48800 | SIDETRACK |
| | | | | | | :02 | | |
| TURN | | | | | 14 | 2:18½ | | |
| | | | | | | :13 | | |
| 38-00N 88-00W | 113 | - 4 | | | 94 | 2:31½ | | |
| | | | | | | :02 | | CLIMB AFTER |
| TURN | | | | | 14 | 2:33½ | 46300 | TRUN |
| | | | CL TO | | | :07 | | |
| PADUCAH | 208 | - 4 | 37-39 | 465 | 55 | 2:40½ | | GO TO .81 |
| | | | | | | :17 | | MEAS ALTITUDE AT |
| MEMPHIS | 209 | - 5 | 37-39 | 465 | 130 | 2:57½ | | DYERSBURG |
| | | | | | | :01 | | |
| TURN | | | | | 7 | 2:58½ | | |
| FOREST CITY (IP) | | | | | | :05 | | |
| 35-02N 90-48W | 259 | - 6 | | 465 | 38 | 3:03½ | | RBS IP |
| LITTLE ROCK | | | | | | :10 | | RADAR OFFSET |
| TARGET "D" | 257 | - 7 | | 465 | 76 | 3:13½ | 39000 | MACH .81 |
| | | | | | | :15½ | | GO TO .74 |
| TEXARKANA | 227 | - 7 | | 425 | 112 | 3:29 | | START NAV LEG<br>AT TEXARKANA |



J 8 0 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | T.C. | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | | :01 | | |
| TURN | | | | | 7 | 3:30 | | |
| | | | | | | :59½ | | |
| 34-20N 102-33W | 277 | -10 | | | 420 | 4:29½ | | |
| | | | | | | :02 | | |
| TURN | | | | | 14 | 4:31½ | | |
| LAKE McCONAUGHY | | | | | | :58 | | END NAV LEG |
| 41-17N 102-00W | 002 | -12 | | | 409 | 5:29½ | | AT McCOOK |
| | | | | | | :02 | | |
| TURN | | | | | 14 | 5:31½ | | MAKE VOR GOOD |
| LEXINGTON | | | | | | :13 | | IP FOR |
| 40-46N 99-45W | 114 | -12 | | | 94 | 5:44½ | | CAMERA TARGET |
| GRAND ISLE | | | | | | :09½ | | |
| CAMERA TARGET | 082 | -11 | | | 66 | 5:54 | | RADAR RUN |
| | | | | | | :10 | | MAKE LINCOLN |
| LINCOLN | 095 | -10 | | | 75 | 6:04 | | GOOD |
| | | | | | | :02 | | |
| TURN | | | | | 14 | 6:06 | | |
| | | | | | | :11 | | |
| CONCORDIA | 217 | -10 | | | 80 | 6:17 | | |
| | | | DS TO | | | :06 | | |
| SMOKY HILL | 180 | | 25 M | | 46 | 6:23 | 15825 | |
| 4. FOXTROT V RED ROUTE: | | | | | | | | |
| SMOKY HILL | | | | | | | 82675 | |
| RTTO | | | | | 7 | :03 | 77875 | |
| HUTCHINSON | | | | | | :07 | | |
| VOR | 195 | -10 | CLIMB | | 43 | :10 | | |
| | | | | | | :01 | | |
| TURN | | | | | 7 | :11 | | |
| LEVEL OFF | | | L.O. | | | :11 | | EQUIP CHECK AT |
| 37-55N 99-30W | 272 | -11 | 33-35 | | 71 | :22 | 70675 | AT GARDEN CITY |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | T.C. | VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| | | | | | | :26½ | | MEASURE ALT |
| LA JUNTA | 272 | -12 | 33-35 | 425 | 187 | :48½ | | AT LA JUNTA |
| | | | | | | :07 | | |
| PUEBLO | 284 | -13 | | | 48 | :55½ | | |
| | | | | | | :02 | | |
| TURN | | | | | 14 | :57½ | | |
| (IP) | | | | | | :04 | | IP FOR |
| PETERSON AFB | 352 | -14 | | | 30 | 1:01½ | | DENVER |
| DENVER | | | | | | :08 | | VIS OR RADAR |
| TARGET "C" | 352 | -14 | | | 58 | 1:09½ | 62400 | OFFSET |
| | | | | | | :11½ | | |
| FT WARREN | 001 | -14 | | | 82 | 1:21 | | |
| | | | | | | :01 | | START NAV LEG |
| TURN | | | | | 7 | 1:22 | | AT FT WARREN |
| | | | | | | 1:01½ | | |
| 44-00N 95-30W | 067 | -12 | | | 434 | 2:23½ | | |
| | | | | | | :01 | | |
| TURN | | | | | 7 | 2:24½ | | |
| CEDAR RAPIDS | | | | | | :29 | | END NAVIGATION |
| 41-58N 91-40W | 125 | - 7 | | | 204 | 2:53½ | | LEG |
| | | | | | | :17 | | MEAS ALTITUDE |
| PEORIA | 131 | - 4 | | | 120 | 3:10½ | | AT PEORIA |
| | | | | | | :07 | | |
| 40-02N 88-40W | 131 | - 4 | | | 50 | 3:17½ | | |
| (IP) | | | | | | :04½ | | IP FOR |
| TAYLORVILLE | 216 | - 4 | | | 32 | 3:22 | | ST LOUIS |
| ST LOUIS | | | | | | :09½ | | VIS OR RADAR |
| TARGET "I" | 216 | - 5 | | | 68 | 3:31½ | | OFFSET |
| | | | CL TO | | | :01 | | MEAS ALTITUDE |
| TURN | | | 37-39 | | 7 | 3:32½ | 41000 | AT MALDEN |
| | | | | | | :27½ | | |
| 35-11N 89-47W | 175 | - 5 | 37-39 | 425 | 195 | 4:00 | | |



0807

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | T.C. | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| (IP)<br>FOREST CITY | 258 | - 6 | | | 44 | :06<br>4:06 | | IP FOR<br>LITTLE ROCK |
| LITTLE ROCK<br>TARGET "B" | 258 | - 7 | 37-39 | 429 | 76 | :10½<br>4:16½ | | VIS OR RADAR<br>OFFSET |
| TEXARKANA | 227 | - 7 | | | 112 | :15½<br>4:32 | | |
| TURN | | | | | 7 | :01<br>4:33 | | START NAV LEG<br>AT TEXARKANA |
| 34-15N 100-30W | 280 | -10 | | | 315 | :44½<br>5:17½ | | |
| TURN | | | | | 14 | :02<br>5:19½ | 27200 | |
| McCOOK<br>40-12N 100-37W | 359 | -12 | | | 350 | :49½<br>6:09 | | END NAVIGATION<br>LEG |
| NORTH PLATTE<br>VOR | 354 | -12 | | | 52 | :07½<br>6:16½ | | |
| TURN | | | | | 14 | :02<br>6:18½ | | |
| ANSLEY (IP)<br>41-18N 99-23W | 082 | -11 | | | 54 | :07½<br>6:26 | | |
| GRAND ISLAND AF<br>CAMERA TARGET | 113 | -11 | | | 54 | :07½<br>6:33½ | | |
| TURN | | | | | 7 | :01<br>6:34½ | | |
| CONCORDIA | 163 | -10 | | | 80 | :11<br>6:45½ | 16800 | |
| SMOKY HILL | | | DS TO<br>25 M | 455 | 46 | :06<br>6:51½ | 16470 | |

5. COMMUNICATIONS:

a. Normal enroute communication procedures apply for this mission



J 8 0 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

b. Call Signs:

(1) Position Reporting: Aircraft tactical call sign suffixed by FOXTROT II or V RED, i.e. GRANVILLE 32 FOXTROT II RED.

(2) Inter-Plane: Aircraft tactical call sign, i.e. GRANVILLE 32.

c. Recognition and authentication will be in accordance with current AFSAL.

d. IFF will be in accordance with SAC REG 55-23. All aircraft will operate their IFF on MODE I.

e. Frequency Assignments:

(1) Inter-plane: 311.0.

(2) Kansas City RBS: Primary - 356.8 Secondary - None.

(3) St Louis RBS: Primary - 384.6 Secondary - 258.2.

(4) Little Rock RBS: Primary - 251.6 Secondary - None.

(5) Denver RBS: Primary - 356.8 Secondary - 240.6

f. UHF Position Reports: The first and last aircraft will make all position reports for the bomber streams. EXAMPLE: First aircraft - This is GRANVILLE 35, Operation FOXTROT II (OR V) RED, NR one of nine aircraft (give position report over).

Last aircraft - This is GRANVILLE 25, Operations FOXTROT II (OR V) RED, last of nine aircraft (give position report), closing out block altitude for Operations FOXTROT II (OR V) RED to this point.



J 8 0 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) FOXTROT II RED:

| LOCATION (CALL) | | POSITION |
|---|---|---|
| SIOUX CITY R. | 255.4 | OVER |
| KANSAS CITY CTR | 301.4 | OVER EMPORIA |
| ST LOUIS CTR | 301.4 | OVER |
| MEMPHIS CTR | 301.4 | OVER |
| FORT WORTH CTR | 301.4 | 70 NORTH |
| DALHART R. | 255.4 | OVER |
| GOODLAND | 255.4 | 20 WEST |
| KANSAS CITY CTR | 301.4 | OVER LINCOLN |
| SMOKY HILL APPROACH CONTROL | | OVER GREAT BEND |

(2) FOXTROT V RED:

| | |
|---|---|
| DODGE CITY VOR | 5 NORTH |
| PUEBLO VOR | OVER |
| CHEYENNE VOR | OVER |
| SIOUX FALLS VOR | OVER |
| ST LOUIS CENTER | OVER |
| LITTLE ROCK VOR | OVER |
| CHILDRESS VOR | 10 SOUTH WEST |
| NORTH PLATTE VOR | OVER |

6. SCHEDULE: Briefing and take-off meetings will be held at place to be designated:

a. FOXTROT II RED:

| | Briefing | Take-Off Meeting | Target Study |
|---|---|---|---|
| First three crews | 1500 4 OCT | 1640 5 OCT | 0900-1030 4 OCT |
| Second Three crews | 1500 4 OCT | 1725 5 OCT | (4th & 5th - 1st group) (6th - last group) |



J 8 1 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | Briefing | | Take-Off Meeting | | Target Study | |
|---|---|---|---|---|---|---|
| Last three crews | 1500 | 4 OCT | 1810 | 5 OCT | 1030-1200 | 4 OCT |
| b. FOXTROT V RED; | | | | | | |
| First three crews | 1500 | 11 OCT | 0735 | 12 OCT | 0900-1030 | 10 OCT |
| Second three crews | 1500 | 11 OCT | 0820 | 12 OCT | (4th & 5th - 1st group) (6th - last group) | |
| Last three crews | 1500 | 11 OCT | 0905 | 12 OCT | 1030-1200 | 10 OCT |

7. TAKE-OFF SCHEDULE:

a. FOXTROT II RED:

| AIRCRAFT COMMANDER | ACFT NR | STA TIME | START ENG | TAXI | T.O. TIME | 1ST RBS IP TIME | GRANVILLE CALL |
|---|---|---|---|---|---|---|---|
| | | 1725 | 1935 | 1945 | 1955 | 2100 | |
| | | 1740 | 1950 | 2000 | 2010 | 2115 | |
| | | 1755 | 2005 | 2015 | 2025 | 2130 | |
| | | 1810 | 2020 | 2030 | 2040 | 2145 | |
| | | 1825 | 2035 | 2045 | 2055 | 2200 | |
| | | 1840 | 2050 | 2100 | 2110 | 2215 | |
| | | 1855 | 2105 | 2115 | 2125 | 2230 | |
| | | 1910 | 2120 | 2130 | 2140 | 2245 | |
| | | 1925 | 2135 | 2145 | 2155 | 2300 | |

b. FOXTROT V RED:

| AIRCRAFT COMMANDER | ACFT NR | STA TIME | START ENG | TAXI | T.O. TIME | 1ST RBS IP TIME | GRANVILLE CALL |
|---|---|---|---|---|---|---|---|
| | | 0820 | 1030 | 1040 | 1050 | 1155 | |
| | | 0835 | 1045 | 1055 | 1105 | 1210 | |
| | | 0850 | 1100 | 1110 | 1120 | 1225 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| AIRCRAFT COMMANDER | ACFT NR | STA TIME | START ENG | TAXI | T.O. TIME | 1ST RBS IP TIME | GRANVILLE CALL |
|---|---|---|---|---|---|---|---|
| | | 0905 | 1115 | 1125 | 1135 | 1240 | |
| | | 0920 | 1130 | 1140 | 1150 | 1255 | |
| | | 0935 | 1145 | 1155 | 1205 | 1310 | |
| | | 0950 | 1200 | 1210 | 1220 | 1325 | |
| | | 1005 | 1215 | 1225 | 1235 | 1340 | |
| | | 1020 | 1230 | 1240 | 1250 | 1355 | |



J 8 1 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

"FOX TROT BLUE" AND "YELLOW" MISSIONS

HQ 310BOMWG
ATT "B", APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 8 1 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "B"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

"FOXTROT BLUE" AND "YELLOW" MISSIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

1. FOXTROT BLUE MISSIONS: During OCT, the 310BOMWG will fly a series of bomber strream missions with air refueling, M-19 drops and gunnery. In support of FOXTROT BLUE, the 310AREFS will fly FOXTROT YELLOW missions. Following is a schedule of dates:

a. FOXTROT I BLUE: Five B-47's - 4 OCT 55.

b. FOXTROT I YELLOW: Five KC-97's - 4 OCT 55.

c. FOXTROT III BLUE - Five B-47's - 6 OCT 55.

d. FOXTROT III YELLOW: Five KC-97's - 6 OCT 55.

e. FOXTROT IV BLUE: Five B-47's - 11 OCT 55.

f. FOXTROT IV YELLOW: Five KC-97's - 11 OCT 55.

2. GENERAL INSTRUCTIONS:

a. B-47:

(1) Altimeter setting for mission will be 29.92 except for take-off and landing.

HQ 310BOMWG
ATT "B", APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 8 1 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) TAS of 430K will be maintained to orbit point and TAS of 425K will be maintained after refueling and climb.

(3) Aborting aircraft will clear the stream to the right 25 NM, descend to 31,000 feet and obtain ARTC clearance.

(4) All turns will be procedure turns to establish desired tracks after turns.

(5) Lead aircraft will fly route as briefed. Succeeding aircraft will adjust time to maintain 15 minute separation. All aircraft will announce ETA's on interplane frequency for Eglin Range IP ten minutes prior to arrival. In addition, each aircraft will announce his coast out time when departing Florida on interplane frequency (311.0) to maintain a 15 minute separation while firing ammunition over the gulf.

(6) Guns will be fired any time after reaching a point 100 miles from the coast and after proper clearance of the area by radar. It is important to maintain a 15 minute separation of aircraft during the firing maneuver.

(7) Routine procedures apply for camera logs and magazines.

(8) O-15 and O-23 cameras will be used on all runs. K-38 cameras will be used on visual runs.

(9) Air refueling will be in accordance with Interim Change to SAC REG 55-5 and 55-10 dated 30 JUN 55.

(10) Grid legs may be either celestial or "K", depending on crew requirements.



U 8 1 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(11) Danger Areas:

(a) BLUE ROUTE (B-47):

R-196 Camp Phillips - unlimited - unlimited.

R-190 Badlands - unlimited - unlimited.

R-197 Fort Riley, KANS - 30,000 - unlimited.

R-208 Fort Sill, OKLA - 45,000 - unlimited.

R-229 Camp Polk, LA - 50,000 - unlimited.

R-230 Camp Polk, LA - 50,000 - unlimited.

R-140 Chassuhowitzka Bay - 50,000 day.

R-142 Dinner Point, FLA - 50,000 day.

(12) In the event the aircraft commander deems it necessary to salvo the M-19 shortly after take-off, the procedure will be as follows:

(a) Contact Phillips Bombing Range on primary frequency 322.8; secondary frequency 339.2 or back-up frequency of 4270 MCS.

(b) Drop on Target #7: Above 10,000 foot altitude except in emergency.

(c) Visual releases only may be made with positive target identification.

(d) The Phillips Bombing Range will be on a standby status for this operation.

(13) Highest Terrain:

(a) BLUE ROUTE (B-47): 4,500 - 50 NM Alliance, NEBR.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(14) Alternate and Emergency Airfields:

| Alternate | Emergency |
|---|---|
| ALTUS AFB | BUCKLE NAS |
| ELLSWORTH AFB | TINKER AFB |
| BARKSDALE AFB | CARSWELL AFB |
| LAKE CHARLES AFB | MEMPHIS NAS |
| McDILL AFB | BROOKLEY ALA |
| | EGLIN AFB |
| | FORBES AFB |
| | LINCOLN AFB |
| | SEDALIA AFB |

(15) Accomplishments:

(a) One night celestial.

(b) One "K" grid.

(c) One PLOP (celestial).

(d) One M-19 release.

(e) One combat load.

(f) One day celestial.

(g) One 40,000# transfer, heavy weight air refueling.

(h) One long range cruise.

b. KC-97:

(1) Each tanker will depart the orbit point so as to make good the receiver's ETA for the rendezvous point.

(2) Upon completion of air refueling, each tanker will return to base or fly mission as directed by 310AREFS Operations.



J 8 1 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) All refueling will be an off load of 40,000# and will be in accordance with Interim Change to SAC Manual 55-5 and 55-10 dated 30 JUN 55 (CONF).

(4) Danger Areas:

D-196 Brookville - unlimited - unlimited.

(5) Highest Terrain Enroute: 5,00' - 30 NM west Dalhart, TEX.

(6) 50-8 Accomplishments:

(a) Night rendezvous.

(b) 40,000' off load (night).

(c) Night celestial or grid leg.

(d) Radar approach.

(7) BRACER YELLOW 1 will proceed to Russell, KANSAS VOR and enter orbit pattern at 14,000'. BRACER YELLOW 2 will enter orbit at 15,000'. BRACER YELLOW 3, 4 and 5 will enter the orbit at the bottom of the existing stack and climb to 15,000' as departures permit. BRACER YELLOW 1 will depart the stack at 14,000'. BRACER YELLOW 2, 3, 4 and 5 will depart at 15,000' with 3 and 5 letting down to 14,000' as soon as possible. BRACER YELLOW 2 and 4 will maintain 15,000'.

(8) Refueling Altitude: BRACER YELLOW 1, 3 and 5 - 14,000'. BRACER YELLOW 2 and 4 - 15,000'. Navigation altitude for all BRACER YELLOW aircraft will be IFR 1,000' on top.

(9) Each tanker will depart the orbit point to meet his receivers latest ETA at the rendezvous point 60 NM downstream



J 8 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

from Russell, KANS.

(10) Refueling procedures will be in accordance with inclosures to SAC LTR DOPLT "Interim Change to SAC Manual 55-5, 55-10 dated 30 JUN 55.

3. FOXTROT BLUE ROUTE:

| POSITION | T.C. | VAR | ALT | MACH | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| SMOKY HILL AFB | | | | | | | | 86000 | |
| | | | | | | | :03 | 4800 | |
| RTTO | | | | | | 7 | | 81200 | |
| | | | | | | | :20 | 7000 | |
| LEVEL OFF | 197 | -10 | 31-33 | | | 120 | :23 | 74200 | |
| | | | | | | | :04½ | | |
| SELLING LAKE | 197 | -10 | " | .74 | 430 | 33 | :27½ | | |
| | | | | | | | :02 | | |
| TURN | | | " | " | " | 14 | :29½ | | |
| | | | | | | | | | START NIGHT |
| 36-18N 99-25W | 302 | -11 | " | " | " | 28 | :33½ | | CEL LEG |
| | | | | | | | 1:06 | | |
| 43-00N 105-30W | 326 | -13 | " | " | " | 476 | 1:38½ | 59900 | |
| | | | | | | | :03 | | |
| TURN | | | " | " | " | 21 | 1:42½ | | |
| (10W OF SIOUX CITY) | | | | | | | :52 | | END NAV |
| 42-30N 96-38W | 094 | -12 | " | " | " | 373 | 2:34½ | | LEG |
| | | | | | | | :02 | | |
| TURN | | | " | " | " | 14 | 2:36½ | | |
| (10W OF LINCOLN) | | | | | | | :13 | | |
| 40-48N 97-00W | 195 | -10 | " | " | " | 92 | 2:49½ | | |
| | | | | | | | :20 | | ORBIT |
| RUSSELL | 215 | -10 | " | " | " | 145 | 3:09½ | 44400 | POINT |
| | | | | | | | :08 | | |
| LEVEL OFF | 220 | -10 | 15M | " | 445 | 60 | 3:17½ | 43960 | |



J 8 1 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| POSITION | T.C. | VAR | ALT | MACH | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| END REFUELING | 220 | -11 | 15M | .74 | 255 | 128 | :30<br>3:47½ | 34960 | |
| ON LOAD | | | | | | | | 40000<br>74960 | |
| ACCELERATE | 220 | -12 | | | | 10 | :02<br>3:49½ | | |
| TURN | | | | | | 21 | :03<br>3:52½ | 73560 | |
| GAGE | 078 | -12 | 33-35 | .74 | 425 | 69 | :10<br>4:02½ | 68560 | LEVEL OFF<br>START "K" GRID |
| 30-00N 93-00W | 138 | - 9 | " | " | " | 514 | 1:13½<br>5:16 | | |
| TURN | | | | | | 7 | :01<br>5:17 | | |
| 30-09N 89-52W | 087 | - 7 | " | " | " | 153 | :21½<br>5:38½ | | END GRID |
| 30-13N 88-01W | 086 | - 5 | W | " | " | 96 | :13½<br>5:52 | | IP |
| 30-19N 86-33W | 087 | - 5 | " | " | " | 77 | :11<br>6:03 | 47857 | TARGET<br>M-19 |
| 29-35N 85-02W | 118 | - 4 | 37-39 | " | " | 90 | :13<br>6:16 | | STEP<br>CLIMB |
| CROSS CITY | 087 | - 3 | " | " | " | 102 | :14<br>6:30 | | |
| TURN | | | " | " | " | 14 | :02<br>6:32 | | |
| 29-08N 83-02W | 205 | - 2 | " | " | " | 16 | :02<br>6:34 | | START<br>PLOP |
| 26-00N 86-00W | 219 | - 3 | " | " | " | 248 | :35<br>7:09 | | |
| LAFAYETTE | 308 | - 7 | " | " | " | 408 | :57½<br>8:06½ | | |



J 8. 2 0,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| POSITION | T.C. | VAR | ALT | MACH | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | :10 | | START DAY CELESTIAL |
| ALEXANDRIA | 341 | - 7 | 37-39 | .74 | 425 | 68 | 8:16½ | | |
| | | | | | | | :40 | | |
| 35-00N 89-00W | 038 | - 7 | " | " | " | 282 | 8:56½ | | |
| | | | | | | | :02 | | |
| TURN | | | " | " | " | 14 | 8:58½ | | |
| | | | | | | | :55½ | | END CELESTIAL |
| TOPEKA | 307 | - 7 | " | " | " | 392 | 9:57 | | |
| | | | | | | | :13 | | LD WEIGHT |
| SALINA | 265 | -10 | " | " | " | 90 | 10:07 | 16400 | 99400 |

4. FOXTROT YELLOW ROUTE:

| ROUTE | T.C. | VAR | ALT | TAS | DIST | TIME | ELAP TIME |
|---|---|---|---|---|---|---|---|
| RUNUP AND TAKE OFF | | | | | | :12 | |
| SMOKY HILL AFB | 277 | -10 | CL | 200 | 55 | :18 | :30 |
| | 219 | -11 | 14M | | | | |
| ORBIT RUSSELL | 039 | | 15M | 220 | | :30 | 1:00 |
| 101-18W 36-22N | 219 | -11 | V | 255 | 194 | :45 | 1:45 |
| CHEROKEE, IOWA | 047 | -11 | V | 218 | 444 | 2:03 | 3:48 |
| CONCORDIA | 202 | -10 | V | 218 | 206 | :57 | 4:45 |
| SALINA, KANSAS | 179 | -10 | DESCEND | | 70 | :19 | 5:04 |
| DESCEND AND LAND | | | | | | :30 | 5:34 |

5. COMMUNICATIONS:

a. B-47 Communications Information:

(1) Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Call Signs:

(a) Position Reporting: Aircraft tactical call sign suffixed by FOXTROT NUMBER BLUE, i.e. GRANVILLE 32 FOXTROT II BLUE.

(b) Inter-Plane: Aircraft tactical call sign, i.e. GRANVILLE 32 or BLUE 1 through 6 during refueling.

(3) Recognition and authentication will be in accordance with current AFSAL.

(4) IFF will be in accordance with SAC REG 55-23. All aircraft will operate their IFF on MODE I.

(5) Frequency Assignments:

(a) Inter-Plane: 311.0

(b) Air Refueling Initial Contact (all aircraft): 318.0 (Channel 3).

(c) Air Refueling Alternate (all aircraft): 270.6 MCS (Channel 8).

(d) Air Refueling Primary Frequency (Channel 7):

BLUE 1 - 324.4 MCS BLUE 4 - 291.9 MCS

BLUE 2 - 266.2 MCS BLUE 5 - 303.2 MCS

BLUE 3 - 279.8 MCS

(e) Air Refueling HF Back-Up 4270 (Channel 4).

(6) For Eglin Bomb Range call "SATAN CONTROL": primary - 257.0, secondary - 327.6, emergency 243.0 and back-up 576.7. When five minutes from IP call "SATAN CONTROL" giving altitude, position and ETA to IP. Upon reaching the IP,



J 8 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"SATAN CONTROL" should clear you to "DEVIL CONTROL".

Primary - 288.0 Secondary - 279.7 Emergency - 243.0

Back-Up - 329.9 and 647.0

Give "DEVEL CONTROL" your GRANVILLE number, altitude, TAS and IP. Call "DEVEL CONTROL" when 30 miles from target, one minute before bombs away and 30 seconds before bombs away. Do not turn tone on until ten seconds before bombs away. Clear through "DEVIL" and "SATAN" Controls before leaving the range.

(7) UHF Position Reports:

(a) The first and last aircraft on each route will make all position reports for the bomber streams.

EXAMPLE: First aircraft - This is GRANVILLE 35, Operation FOXTROT III BLUE, number one of five aircraft (give position report over).

Last aircraft - This is GRANVILLE 25, Operation FOXTROT III BLUE, last of five aircraft (give position report), closing out block altitude for Operations FOXTROT III BLUE to this point.

1. BLUE ROUTE:

| Location | Position |
|---|---|
| GAGE VOR | OVER WOODWARD |
| GOODLAND VOR | ABEAM GOODLAND |
| SCOTTS BLUFF RNG | ABEAM ALLIANCE |
| SIOUX CITY VOR | OVER SIOUX CITY |



J 8 2 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| Location | Position |
|---|---|
| GAGE VOR | OVER GAGE |
| ARDMORE VOR | ABEAM ARDMORE |
| LUFKIN VOR | 20 NORTH EAST LUFKIN |
| BATON ROUGE VOR | 30 SOUTH BATON ROUGE |
| MOBILE | 20 SOUTH MOBILE |
| CROSS CITY | OVER CROSS CITY (RELAY ETA TO NEW ORLEANS CENTER ENTERING NEW ORLEANS OCEANIC CONTROL AREA 28-42N 82-55N) |
| TAMPA 255.4 | 26-00N 86-00W (RELAY TO NEW ORLEANS CENTER) |
| NEW ORLEANS | CROSSING 25-00N |
| ALEXANDRIA | OVER ALEXANDRIA |
| GREENWOOD | ABEAM GREENWOOD |
| WALNUT RIDGE | OVER WALNUT RIDGE |
| KANSAS CITY CENTER 301.4 (GIVE ESTIMATE TO TOP AND SHAFB) | OVER BUTLER |

(8) Rendezvous Frequencies Codes and Altitudes:

| AIRCRAFT | APN/76 | APN/11 | REF ALT |
|---|---|---|---|
| BLUE 1 | T-6 R-5 | 1-1-2 | 14 M |
| BLUE 2 | T-8 R-6 | 1-2 | 15 M |
| BLUE 3 | T-7 R-8 | 1-1 | 14 M |



J 8 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| AIRCRAFT | APN/76 | APN/11 | REF ALT |
|---|---|---|---|
| BLUE 4 | T-5 R-7 | 2-1 | 15 M |
| BLUE 5 | T-4 R-5 | 3-1 | 15 M |

b. KC-97 Communications Information:

(1) Normal enroute communications procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

(2) Call Signs:

(a) Position reporting during tanker stream portion of flight ending at Spearman, TEX, aircraft tactical call sign suffixed by FOXTROT III YELLOW, i.e. BRACER 19 FOXTROT III YELLOW.

(b) Inter-Plane use aircraft tactical call sign, i.e. BRACER 19.

(3) Recognition and authentication will be in accordance with current AFSAL.

(4) IFF will be in accordance with SAC REG 55-23. All aircraft will operate their IFF on MODE I.

(5) Frequency Assignments:

(a) Interplane: 133.56 MCS VHF 318.0 MCS UHF.

(b) Air Refueling Initial Contact (all aircraft): 318.0 MCS (Channel 3).

(c) Air Refueling Alternate (all aircraft): 270.6 MCS (Channel 8).



U 8 2 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) Air Refueling Primary Contacts (Channel 7):

YELLOW 1 - 324.4 MCS  YELLOW 4 - 291.9 MCS

YELLOW 2 - 266.2 MCS  YELLOW 5 - 303.2 MCS

YELLOW 3 - 279.8 MCS

(e) Air Refueling HF Back-Up: 4270 (Channel 4)

(6) Position reporting will be as follows:

(a) Russell VOR.

(b) Dodge City VOR (for receiver).

(c) 101-18W 36-22N.

(d) Hays, Kansas.

(e) 30 NM south east Norfold, NEBR.

(f) Cherokee, Iowa.

(g) 10 NM north west Lincoln.

(h) Concordia, Kansas.

(7) Rendezvous frequencies, codes and altitudes (altimeter 29.92):

| AIRCRAFT | APN/76 | APN/11 | REF ALT |
|---|---|---|---|
| YELLOW 1 | T-5 R-6 | 1-1-2 | 14 M |
| YELLOW 2 | T-6 R-8 | 1-2 | 15 M |
| YELLOW 3 | T-8 R-7 | 1-1 | 14 M |
| YELLOW 4 | T-7 R-5 | 2-1 | 15 M |
| YELLOW 5 | T-5 R-4 | 3-1 | 14 M |

(8) Reports: Each aircraft will be responsible for individual position reporting. Each aircraft will report to Dodge City Radio for his receiver when passing. Position reporting during air refueling portion of mission, aircraft



J 8 2 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

tactical call sign suffixed by FOXTROT YELLOW, i.e. BRACER 18 FOXTROT III YELLOW. Normal enroute communications will be adhered to for the navigational portion of mission.

7. SCHEDULE: Target study, briefing and take-off meeting will be held as follows in place to be designated.

a. FOXTROT BLUE:

| | Target Study | Briefing | Take-Off Meeting |
|---|---|---|---|
| 1st three crews | 1700 | 1600 (2 days prior T.O.) | 2110 (Day prior to T.O.) |
| Last three crews | 1700 | " | 2155 (Day prior to T.O.) |

b. FOXTROT YELLOW:

| | |
|---|---|
| 1600 | 0115 |

8. TAKE OFF SCHEDULE:

FOXTROT BLUE

| ACFT COMDR | ACFT NR | STA TIME | START ENG | TAXI | T.O. TIME | ORBIT TIME | GRNV CALL | AR CALL SIGN |
|---|---|---|---|---|---|---|---|---|
| | | 2155 | 0035 | 0045 | 0055 | 0405 | | |
| | | 2210 | 0050 | 0100 | 0110 | 0420 | | |
| | | 2225 | 0105 | 0115 | 0125 | 0435 | | |
| | | 2240 | 0120 | 0130 | 0140 | 0450 | | |
| | | 2255 | 0135 | 0145 | 0155 | 0505 | | |

FOXTROT YELLOW

| | | | | | BRACER CALL | BRACER AR CALL SIGN |
|---|---|---|---|---|---|---|
| 0035 | 0235 | 0245 | 0305 | 0335 | | BRACER YELLOW 1 |
| 0050 | 0250 | 0300 | 0320 | 0350 | | BRACER YELLOW 2 |
| 0105 | 0305 | 0315 | 0335 | 0405 | | BRACER YELLOW 3 |



0827

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| ACFT COMDR | ACFT NR | STA TIME | START ENG | TAXI | T.O. TIME | ORBIT TIME | BRACER CALL | BRACER AR CALL SIGN |
|---|---|---|---|---|---|---|---|---|
| | | 0120 | 0320 | 0330 | 0350 | 0420 | | BRACER YELLOW 4 |
| | | 0135 | 0325 | 0345 | 0405 | 0425 | | BRACER YELLOW 5 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

FOXTROT WHITE MISSIONS

HQ 310BOMWG
ATT "C", APP "4", ANNEX "B"
OPORD 203-55
1 Oct 55

J 8 2 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "4"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-55

FOXTROT WHITE MISSIONS

HQ 310BOMWG
ATT "C", APP "4", ANNEX "B"
OPORD 203-55
1 Oct 55

J 8 3 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATTACHMENT "C"

TO

APPENDIX "4"

TO

ANNEX "3"

TO

OPERATIONS ORDER

SERIAL NR 203-55

FOXTROT WHITE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, CCCIZ

1. FOXTROT WHITE Mission: During October 1955 the 310th Bombardment Wing will fly a series of missions with night cell, visual formation, and weapons exercise. Following is the schedule of dates:

   a. Foxtrot I White - 4 OCT 55

   b. Foxtrot III White - 6 OCT 55

   c. Foxtrot IV White - 11 OCT 55

   d. Foxtrot VI White - 13 OCT 55

2. General Instructions:

   a. Altimeter setting for mission will be 29.92 except for take-off, low approach, and landing.

   b. Join-up and formation will be in accordance with tactical doctrine.

   c. Route true airspeed will be 425K.

   d. Aborting aircraft will clear the formation route to the right 25 NM, climb or descend 4000 feet and obtain ARTC clearance.

310BOMWG
ATT "C", APP "4", Annex "B"
OPORD 203-55
1 OCT 55

J 8 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. Aircraft losing radar diring darkness will maintain formation by visual means if possible and fly route as briefed. If not possible to maintain formation by visual means, aircraft will return to local area, re-join formation on its return to Smoky Hill, and complete route as briefed.

f. All navigation control points and VOR's will be made good. Turns at other points will be procedure turns to establish desired tracks after turns.

g. Routine procedures apply for camera logs and magazines. O-15 camera will be used according to SOP during night formation.

h. Danger areas: R 190 Badlands Unlimited Unlimited; R 196 Camp Phillips Unlimited Unlimited; R 197 Manhattan 30000 feet Unlimited

i. Highest Terrain: To 5100 feet in Chadron area.

j.

| Alternate Air Fields | Emergency Air Fields |
|---|---|
| Lincoln AFB | Scottsbluff |
| Ellsworth AFB | Minneapolis International |

k. Accomplishments

1 hour night cell

3 hours formation

1 IFR let-down and GCA

1 VFR let-down and landing

1 Weapons exercise

3. FOXTROT WHITE ROUTE: (Based on leader)

| FROM TO | TC | VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| Smoky Hill | | | | | | | 82000 | |
| RTTO | | | | | 7 | :03 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | TC | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| L.O | | | CL to | AV | 20 | :03½ | | |
| 39-12N 97-43W | 348 | -10 | 10M Base | 340 | 27 | :06½ | | |
| NCP ALPHA | | | Base | | | :20 | | Make PT |
| 41-06N 98-15W | 348 | -10 | 10M | 268 | 116 | :26½ | | Good |
| Turn &<br>Accelerate | | | | | 10 | :02<br>:28½ | | |
| L.O. | | | CL to | AV | | :13 | | |
| 41-04N 100-25W | 264 | -11 | 31M Base | 420 | 91 | :41½ | | |
| NCP Bravo | | | Base | | | :02 | | Make PT |
| North Platte VOR | 264 | -12 | 31M | 425 | 15 | :43½ | | Good |
| Turn | | | | | 14 | :02<br>:55½ | | |
| NCP Coca | | | | | | :14 | | Make PT |
| Hill City VOR | 165 | -12 | | | 101 | 1:09½ | | Good |
| Turn | | | | | 14 | :02<br>1:11½ | | Go to Visual<br>Formation at daylight |
| Glasco | 082 | -11 | | | 102 | :14½<br>1:26 | | Make PT<br>Good |
| Turn | | | | | 14 | :02<br>1:28 | | |
| Salina VOR | 180 | -10 | | | 24 | :03½<br>1:31½ | 60675 | |
| Peel, IFR<br>Desent & GCA | | | | | | :25<br>1:56½ | 54995 | |
| Accelerate | | | | | 10 | :02<br>1:58½ | | |
| L.O. | | | CL to | | | :03½ | | |
| | 300 | -10 | 10M Base | | 20 | 2:02 | 52595 | |
| 40-32N | | | Base | | | :42 | | Complete |
| 101-38W | 298 | -11 | 10M | | 190 | 2:44 | | IFI |
| L.O. | | | CL to | AV | | :13 | | |
| 41-50N 102-38W | 329 | -13 | 35M | 420 | 90 | 2:57 | | |



J 8 3 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | TC | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| L.O | | | CL to | AV | 20 | :03½ | | |
| 39-12N 97-43W | 348 | -10 | 10M Base | 340 | 27 | :06½ | | |
| NCP ALPHA | | | Base | | | :20 | | Make PT |
| 41-06N 98-15W | 348 | -10 | 10M | 268 | 116 | :26½ | | Good |
| Turn &<br>Accelerate | | | | | 10 | :02<br>:28½ | | |
| L.C. | | | CL to | AV | | :13 | | |
| 41-04N 100-25W | 264 | -11 | 31M Base | 420 | 91 | :41½ | | |
| NCP Bravo | | | Base | | | :02 | | Make PT |
| North Platte VOR | 264 | -12 | 31M | 425 | 15 | :43½ | | Good |
| Turn | | | | | 14 | :02<br>:55½ | | |
| NCP Coca | | | | | | :14 | | Make PT |
| Hill City VOR | 165 | -12 | | | 101 | 1:09½ | | Good |
| Turn | | | | | 14 | :02<br>1:11½ | | Go to Visual<br>Formation at daylight |
| Glasco | 082 | -11 | | | 102 | :14½<br>1:26 | | Make PT<br>Good |
| Turn | | | | | 14 | :02<br>1:28 | | |
| Salina VOR | 180 | -10 | | | 24 | :03½<br>1:31½ | 60675 | |
| Peel, IFR<br>Desent & GCA | | | | | | :25<br>1:56½ | 54995 | |
| Accelerate | | | | | 10 | :02<br>1:58½ | | |
| L.C. | | | CL to | | | :03½ | | |
| | 300 | -10 | 10M Base | | 20 | 2:02 | 52595 | |
| 40-32N | | | Base | | | :42 | | Complete |
| 101-38W | 298 | -11 | 10M | | 190 | 2:44 | | IFI |
| L.C. | | | CL to | AV | | :13 | | |
| 41-50N 102-38W | 329 | -13 | 35M | 420 | 90 | 2:57 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | TC | VAR | ALT | TAS | GRD<br>DIST | ACC<br>TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| Chadron VOR<br>orbit PT | 328 | -14 | 35M | 425 | 51 | :07<br>3:04<br>:16 | | |
| Orbit | | | | | 106 | 3:20 | | |
| Belle Fourche Res.<br>44-44N 103-42W | 353 | -14 | | | 123 | :17½<br>3:37½ | | |
| Turn | | | | | 14 | :02<br>3:39½ | | |
| 45-24N 94-00W | 085 | -11 | | | 388 | :55<br>4:34½ | | |
| Turn | | | | | 21 | :03<br>4:37½ | | |
| 40-00N038W | 206 | -9 | | | 342 | :48½<br>5:26 | | |
| Salina VOR | 180 | -10 | | | 67 | :09½<br>5:35½ | | |
| VFR Let-down<br>peel & land | | | | | | :25<br>6:00½ | | |

4. COMMUNICATIONS:

a. Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

b. Call Signs:

(1) Position Reporting: Aircraft tactical call sign suffixed by FOXTROT NO. WHITE, i.e. GRANVILLE 32 FOXTROT I WHITE.

(2) Inter-Plane: Aircraft tactical call sign; i.e. GRANVILLE 32.

c. Recognition and authentication will be in accordance with current AFSAL.

d. IFF will be in accordance with SAC REG 55-23. LEAD aircraft will operate their IFF on MODE III. All other aircraft MODE I.

e. Frequency Assignments: INTERPLANE 281.1.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. VHF Position Reports: Leader only will report.

| CALL | POSITION |
|---|---|
| Grand Island VOR | abeam |
| N. Platte VOR | over |
| Hill City VOR | over |
| Approach Control | over Glasco |
| Imperial VOR | over |
| Chadron VOR | over |
| Aberdeen VOR | abeam |
| Sioux City VOR | abeam |
| Kansas City Center | abeam Lincoln |

5. BRIEFING SCHEDULE:

| | General Briefing | T.O. Meeting |
|---|---|---|
| a. FOXTROT I | 0900 3 OCT | 0110 4 OCT |
| b. FOXTROT III | 0900 5 OCT | 0110 6 OCT |
| c. FOXTROT IV | 0900 10 OCT | 0110 11 OCT |
| d. FOXTROT VI | 0900 12 OCT | 0110 13 OCT |

6. TAKE-OFF SCHEDULE

| A/C | SQDN | ACFT NR | STA TIME | START ENG | TAXI | TAKE OFF | GRANVILLE CALL |
|---|---|---|---|---|---|---|---|
| | | | 0155 | 0435 | 0445 | 0455 | |
| | | | 0155 | 0436 | 0446 | 0456 | |
| | | | 0155 | 0437 | 0447 | 0457 | |
| | | | 0155 | 0438 | 0448 | 0458 | |
| | | | 0155 | 0439 | 0449 | 0459 | |
| | | | 0155 | 0440 | 0450 | 0500 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 203-55

COMMUNICATIONS

HQ 310BOMWG
Annex "C"
OPORD 203-55
1 OCT 55

J 8 3 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 203-55

COMMUNICATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

Omitted.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES: Omitted

DISTRIBUTION: Same as Basic OPORD

OFFICIAL:

D. P. WOOD
Colonel, USAF
Director of Operations

J 8 3 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AFETY FILM

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 October 1955, 0001Z

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 203-55

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
Annex "D"
OPORD 203-55
1 OCT 55

U 8 3 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 203-55

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 October 1955, 0001Z

1. GENERAL:

a. The Monthly Planning Committee meeting conducted in the third week of September in accordance with SAC Regulation 60-9, 5 August 1953, and SAC Manual 66-7 resulted in the following operational flying hour requirement:

1500 B-47 flying hours

650 KC-97 flying hours

To meet this requirement, officers and maintenance supervisors must be informed and kept constantly aware of current operations as the month progresses, and further insure that every individual is briefed on changes in the maintenance plan. Changes will be limited to the minimum requirements and will appear in the form of an amendment or appendix to this annex.

b. Aircraft will fly under the ten (10) day maintenance cycle. Changes to this schedule will be only those required to support mission assigned by higher headquarters. B-47s will fly as scheduled in Appendix I, II, III of Annex "D". The KC-97s will fly as scheduled in Appendix IV of Annex "D". Friday of each week an additional appendix will be published and distributed to all activities designating the tail number of aircraft to be flown (matched against the sortie requirement) the forthcoming week.

310BOMWG
Annex "D"
OPORD 203-55
1 OCT 55

0840

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Special requirements for the month of October are as follows:

(1) Special weapons loading at Smoky Hill Air Force Base on the following dates: 4, 6, 7, 11, 12, 13, 27 October. This consists of one aircraft each day, 0800 to 1700 hours.

(2) B-47 #52-109 will depart this station, 3 October 1955, B-47 #52-147 will depart on or about 14 October for Tinker Air Force Base for depot modification.

(a) The crew chief will accompany and remain with the aircraft for the duration of the TDY.

(3) The Wing will have a U.S.C.M. mission 24 and 25 October 1955. Each Bomb Squadron will furnish six (6) each B-47 aircraft and the 310th AREFS will furnish eighteen (18) each KC-97 aircraft each day of the mission.

(4) Strategic Evaluation Squadron mission:

(a) One (1) B-47 aircraft provided by the 380th Bomb Squadron will depart this station 3 October 1955 for McDill Air Force Base, duration twenty (20) days.

(b) Three (3) B-47 aircraft provided by 379th, 380th and 381st Bomb Squadrons will depart this station 31 October 1955 for Davis-Monthan Air Force Base, duration twenty (20) days.

(c) Reference 310th Bomb Wing OPS Order 202-55, 15 AUG 55, personnel and materiel requirements necessary to support the above missions are outlined in detail.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

-1- Lists of all personnel designated to participate and materiel by box number will be forwarded through the Chief of Maintenance to the Wing Logistics Section (Phone 537) ten (10) days prior to departure dates as listed. Paragraph 4(a)(b) by each squadron concerned.

(5) Five (5) B-47 aircraft will depart this station for Douglas Aircraft Corporation, Tulsa, Oklahoma, and return this station as listed below:

(a) 379th Bomb Squadron

B-47 #52-289 depart 20 OCT, return 22 OCT

B-47 #52-107 depart 21 OCT, return 24 OCT

B-47 #52-118 depart 7 OCT, drag angle modification

(b) 380th Bomb Squadron

B-47 #52-120 depart 25 OCT, return 28 OCT

(c) 381st Bomb Squadron

B-47 #52-262 depart 24 OCT, return 26 OCT

(d) Crew chiefs will accompany, remain, and return with the aircraft.

(e) Six (6) additional B-47 aircraft assigned the Wing have either the left or right drag angle cracked. It is anticipated these aircraft will be requested by Douglas Aircraft Corporation for modification during October 1955.



J 8 4 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Ten (10) compass swings will be completed during the month of October. The Job Control officer will schedule each aircraft concerned.

(7) Drop tank modifications:

(a) Boeing Aircraft Factory specialists will arrive this station in October 1955. Twenty-two (22) B-47 aircraft will be scheduled for this modification during October and the remaining in November 1955. These aircraft will be shceduled by the Job Control officer.

(8) Fifty (50) WEMP tests will be scheduled and conducted by aircraft maintenance standboard team each Saturday in October.

d. Loss of flying time:

(1) Mandatory commitments, reference paragraph c(2)(5)(7), result in the loss of 269 flying hours to the Wing. The breakdown of this loss is as follows:

(a) Two (2) B-47 aircraft, Tinker Air Force Base, thirty-seven (37) flying hours.

(b) Four (4) B-47 aircraft, Douglas Aircraft Corporation, Tulsa, Oklahoma, sixty-seven (67) flying hours.

(c) Anticipate twenty-two (22) B-47 aircraft being scheduled for drop tank modification at this station. One hundred sixty nine (169) flying hours. This program is not firm at present as the Boeing Aircraft Factory modification team has not arrived this station.



U 8 4 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. Continuing effort will be made by Maintenance Control and all other affected activities to eliminate the present TOC backlog, scheduling compliance whenever possible, and keeping informed on incoming TOCs. All activities will actively monitor this program within their unit and insure 100% effectiveness in personnel utilization. If necessary, overtime will be scheduled by the Maintenance Control officer as a process of eliminating this backlog. It is estimated that nine hundred (900) man hours will be expended in elimimating the TOC backlog.

f. The normal work schedule for maintenance personnel is established as 0800 to 1700 hours Monday through Friday and 0800 to 1200 hours on Saturday. Sorties will not be scheduled to take off, prior to 1200 hours each Monday.

g. Fox Trot (Blue) Mission. The following listed B-47 aircraft will take off starting at 0055 hours CST, each day of the mission with 15 minute separation of the aircraft following. Each aircraft will be in position at the weapons loading site five (5) hours before each take off time. (Reference attachment "B" Appendix 4, Annex "B"). The 310th Armament and Electronics Squadron will ready all aircraft scheduled, for a M-19 training weapon loading.

(1) Five (5) B-47 aircraft, 4 OCT 55, each carrying and dropping one (1) M-19.

(2) Three (3) B-47 aircraft, 6 OCT 55, each carrying and dropping one (1) M-19.

(3) Five (5) B-47 aircraft, 11 OCT 55, each carrying and dropping one (1) M-19.

(4) Three (3) B-47 aircraft, 13 OCT 55, each carrying and dropping one (1) M-19.

h. Fox Trot (white) mission. Each of the following listed B-47 aircraft will take off at 0500 hours CST each day of the mission with 15 minute interval



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of the following aircraft. Each aircraft will be in position at the weapons loading site five (5) hours before each take off time. Each of the Mark VI training weapons will be returned and off loaded at the completion of the mission. (Reference attachment "C", Appendix 4, Annex "B"). The 310th Armament and Electronics Squadron will ready all aircraft scheduled, for a Mark VI training weapons loading.

(1) Six (6) B-47 aircraft, 4 OCT 55, each carrying one (1) Mark VI training weapon.

(2) Five (5) B-47 aircraft, 6 OCT 55, each carrying one (1) Mark VI training weapon.

(3) Four (4) B-47 aircraft 11 OCT 55 each carrying one (1) Mark VI training weapon.

(4) Five (5) B-47 aircraft, 13 OCT 55, each carrying one (1) Mark VI training weapon.

2. TASKS FOR SUBORDINATE UNITS:

a. 379th Bomb Squadron.

(1) Provide 77 B-47 sorties for a total of five hundred (500) flying hours. (Reference Appendix 1, Annex "D")

(2) Provide the following aircraft for special weapons loading practice on the indicated dates. Specific times and bomb bay configurations to be provided at a later date by Maintenance Control.

| | | |
|---|---|---|
| B-47 | 52-276 | 4 OCT 55 |
| B-47 | 52-102 | 12 OCT 55 |
| B-47 | 52-306 | 20 OCT 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Complete twenty-one (21) post flight inspections and two (2) 100-hour post flight inspections or the amount required to support the flying schedule.

(4) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | |
|---|---|---|
| 2306 | dock A | 5 through 19 OCT 55 |
| 2115 | dock B | 6 through 19 OCT 55 |
| 2302 | dock B | 13 through 26 OCT 55 |
| 2281 | dock A | 19 OCT through 1 NOV 55 |
| 2107 | dock B | 27 OCT through 9 NOV 55 |

(5) Provide aircraft as scheduled, (Reference Appendix VIII, Annex "D"), for weight and balance.

(6) Provide personnel to meet aircraft landing after 1700 hours.

(7) Provide refueling officers for aircraft refueling in accordance with Smoky Hill Air Force Base Regulation 46-2, 19 AUG 55.

(8) Provide an observer as required to accept K-systems after maintenance is performed.

(9) Notify maintenance control immediately when specialists fail to report.

(10) The man hours listed below will be utilized for training:

(a) On-the-job training 3360 M/H

(b) Sheppard Field 43171 school 504 M/H



U 8 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) MTD - Manual 66-12 school 672 M/H

(d) MTD - seat ejection school 1008 M/H

(11) Provide the number of personnel requested by Aircraft Maintenance Standboard team to complete WTMP tests as scheduled each Saturday.

b. 380th Bomb Squadron:

(1) Provide 73 B-47 sorties for a total of four hundred and seventy four (474) flying hours. (Reference Appendix II, Annex "D").

(2) Provide the following aircraft for special weapons loading practice on the indicated dates. Specific times and bomb bay configurations to be provided at a later date by Maintenance Control.

B-47 52-282 6 OCT 55

B-47 52-286 13 OCT 55

(3) Complete twenty-three (23) post flight inspections and three (3) 100-hour post flight inspections or the amount required to support the flying program.

(4) Deliver the following aircraft to Periodic Maintenance Squadron on the dates indicated.

B-47 52-301 dock B 20 OCT through 3 NOV 55

(5) Provide aircraft as scheduled, (Reference Appendix VIII, Annex "D"), for weight and balance.

(6) Provide personnel to meet aircraft landing after 1700 hours.

(7) Provide refueling officers for aircraft refueling in accordance with Smoky Hill Air Force Base Regulation 66-2, 19 AUG 55.



J 8 4 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(8) Provide an observer as required to accept K-systems after maintenance is performed.

(9) Notify maintenance control immediately when specialists fail to report.

(10) The man hours listed below will be utilized for training:

(a) On-the-job training 2352 M/H

(b) Sheppard Field 43171 school 336 M/H

(c) MTD seat ejection school 1008 M/H

(11) Provide the number of personnel requested by Aircraft Maintenance Standboard team to complete WRMP tests as scheduled each Saturday.

c. 381st Bomb Squadron:

(1) Provide eighty-one (81) B-47 sorties for a total of five hundred and twenty-six (526) flying hours.

(2) Provide the following aircraft for special weapons loading practice on the indicated dates:

| | | |
|---|---|---|
| B-47 | 52-114 | 7 OCT 55 |
| B-47 | 52-105 | 11 OCT 55 |
| B-47 | 52-303 | 27 OCT 55 |

(3) Complete twenty-nine (29) post flight inspections and two (2) one hundred (100) hour post flight inspections or the amount required to support the flying program.

(4) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | | |
|---|---|---|---|
| B-47 | 52-146 | dock A | 12 through 25 OCT 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Provide aircraft as scheduled, (Reference Appendix VIII, Annex "D"), for weight and balance.

(6) Provide personnel to meet aircraft landing after 1700 hours.

(7) Provide refueling officers for aircraft refueling in accordance with Smoky Hill Air Force Base Regulation 66-2, 19 AUG 55.

(8) Provide an observer as required to accept K-systems after maintenance is performed.

(9) Notify maintenance control immediately when specialists fail to report.

(10) The man hours listed below will be utilized for ground training:

(a) On-the-job training 1008 M/H

(b) MTD seat ejection school 1008 M/H

(c) NCO Academy Westover AFB 168 M/H

(d) Smoky Hill Air Force Base NCO school 168 M/H

(11) Provide the number of personnel requested by Aircraft Maintenance Standboard team to complete WRMP tests as scheduled each Saturday.

d. 310th Air Refueling Squadron.

(1) Provide one hundred and twenty-five (125) sorties for a total of six hundred and fifty (650) flying hours.

(2) Complete thirty-five (35) post flight inspections and eight (8) one hundred (100) hour post flight inspections or the amount required to support the flying schedule.

(3) Deliver the following aircraft to Periodic Maintenance squadron on dates indicated:



0 8 4 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| KC-97 | 53-116 | dock C | 4 OCT through 14 OCT 55 |
| | 47-252 | dock C | 10 OCT through 20 OCT 55 |
| | 53-408 | dock C | 14 OCT through 26 OCT 55 |
| | 53-107 | dock C | 20 OCT through 1 NOV 55 |
| | 53-106 | dock C | 26 OCT through 7 NOV 55 |

(4) Provide personnel to meet aircraft landing after 1700 hours.

(5) The man hours listed below will be utilized for training:

(a) On-the-job training 1040 M/H

(b) Sheppard Field 43171 school 1344 M/H

(c) NCO Academy 168 M/H

(d) NCO school Smoky Hill Air Force Base 168 M/H

(6) Provide the number of personnel requested by aircraft maintenance standardization team to complete WSMP tests as scheduled each Saturday.

e. Base Flight:

(1) Provide seventy four sorties for a total of four hundred and thrity six (436) flying hours.

(a) Seven (7) B 25 sorties for a total of 56 flying hours.

(b) Six (6) C-119 sorties for a total of 48 flying hours.

(c) Eightteen (18) C-47 sorties for a total of 144 flying hours.

(d) Fifty three (53) C45 sorties for a total of 188 flying hours.

(2) Perform periodic inspections on the following aircraft on the indicated dates.

(a) C-47 - 119 30 SEP through 5 OCT 55

(b) C-45 - 645 14 through 18 OCT 55

(c) C-45 - 774 19 through 23 OCT 55

(d) C-119 - 2553 25 OCT through 2 NOV 55



U 8 5 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Will accomplish all flight line and Periodic Maintenance on all assigned aircraft.

(4) Meet and maintain all transient aircraft in accordance with T.O. 00-20A-1 and SAC Manual 66-12.

(5) Reference Appendix V, Annex "D", for aircraft TDY from this station.

(6) Provide personnel to meet aircraft landing after 1700 hours.

f. 310th Armament and Electronics Squadron:

(1) Provide necessary personnel tools and equipment to accomplish pre-flights and post-flights on B-47 and KC-97 aircraft, as indicated in Appendix I, II, III, and IV, Annex "A".

(2) Provide personnel, tools, and equipment to support the dock schedule of Periodic Maintenance Squadron (Appendix V and VI, Annex "D").

(3) All aircraft will be combat ready for each scheduled sortie with the following installed and checked: camera equipment and all special systems as listed in the weekly flying schedule and confirmed during daily maintenance meetings.

(4) Work load and maintenance capability for each system is as follows:

| | Capability | Amount Required |
|---|---|---|
| Comm-Nav | 2520 | 1959 |
| Bomb-Nav | 3864 | 4898 |
| Fire Control | 2016 | 1705 |
| Weapons Release | 1848 | 1038 |
| Photo | 336 | 490 |

(5) Shop foreman will report at 0730.



U 8 5 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Night shift or standby personnel will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(7) Provide pre-issue and bench stocks as authorized and required.

(8) Accomplish necessary bomb bay configuration wring outs to maintain a minimum of six (6) in commission aircraft on the ground ready for loading at all times.

(9) Monitor all bomb bay changes and reporting same to Maintenance Control.

(10) Complete compass swings as scheduled by Job Control.

(11) Monitor, load ammunition and bombs giving 24-hour notice to 802d Munitions Squadron as to the exact loading times.

(12) The man hours listed below will be utilized for training:

| | | |
|---|---|---|
| (a) | On-the-job training | 2200 M/H |
| (b) | At Sedalia APX6 school | 6740 M/H |
| (c) | MTD A-5 Gunnery | 2080 M/H |
| (d) | MTD SAC REGS 66-4, 66-12 | 2000 M/H |

g. 310th Field Maintenance Squadron:

(1) Provide necessary personnel tools and equipment to accomplish pre-flights, post-flights, on B-47, KC-97 aircraft, and necessary support to Base Flight as indicated in Appendix I, II, III, IV, and VII, Annex "D".



J 8 5 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Provide personnel tools and equipment to support nine B-47, five (5) KC-97 periodic inspections in compliance with SAC Manual 66-15 as outlined below:

| B-47 aircraft | | KC-97 aircraft | |
|---|---|---|---|
| 2106 | 29 SEP - 5 OCT | 3116 | 5 - 11 OCT |
| 2297 | 30 SEP - 6 OCT | 7258 | 11 - 17 OCT |
| 2306 | 6 - 12 OCT | 3108 | 17 - 21 OCT |
| 2115 | 7 - 13 OCT | 3107 | 21 - 27 OCT |
| 2146 | 13 - 20 OCT | 3106 | 27 OCT - 2 NOV |
| 2302 | 14 - 21 OCT | | |
| 2291 | 20 - 26 OCT | | |
| 2301 | 21 - 27 OCT | | |
| 2102 | 27 OCT - 2 NOV | | |
| 2107 | 28 OCT - 3 NOV | | |

(3) Specialists to accomplish TOC will be scheduled by Maintenance Control.

(4) Night shift or standby will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(5) Provide pre-issue and bench stocks as authorized and required.

(6) Complete weight and balance weighings as scheduled in Appendix VIII, Annex "D".

(7) The maintenance capability and work load for each shop is as follows:



J 8 5 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | Capability | Amount Required |
|---|---|---|
| (a) Electrical Shop | 1552.32 | 2870 |
| (b) Ground Power | 1270.08 | 3485 |
| (c) Fuel Cell Repair | 376.32 | |
| (d) Tire Shop | 282.2 | |
| (e) Instrument Shop | 893.76 | 1865.50 |
| (f) Aircraft Repair | 752.64 | 676 |
| (g) Hydraulic Shop | 1176 | 2255 |
| (h) Inflight refueling boom shop | 423.36 | 2460 |
| (i) Sheet metal | 1128.96 | 676 |
| (j) Machine Shop | 282.28 | |

(k) Engine build up

Maintenance capability

-1- J-47 engines 3853.92 M/H Available

| | |
|---|---|
| -a- 36 engines to build up @ 66 M/H | 2376 M/H |
| -b- 36 engines to change @ 12.6 M/H | 353.6 M/H |
| -c- 36 engines to tear down @ 55 M/H | 1980 M/H |
| Required for support | 4709.6 M/H |
| Available M/H | 3853.92 |
| | 855.68 M/H short |

-2- KC-97 4360 engines 3276 M/H Available

| | |
|---|---|
| -a- 5 engines to build up @ 180 M/H | 900 M/H |
| -b- 5 engines to change @ 55 M/H | 275 M/H |
| -c- 5 engines to tear down @ 117 M/H | 585 M/H |
| -d- Support base flight aircraft | 500 M/H |
| -e- Power Pack Reconditioning 5 ea @ 100 M/H | 500 M/H |
| -f- 20 ea cyl changes @ 17.5 M/H | 350 M/H |
| Required for support | 3110 M/H |
| Available M/H | 3276 |
| | 166 M/H over |

HQ 310BOMWG
Annex "D"
OPORD 203-55

0854

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

-3- J-47 engine build up M/H available 3853.92

4360 engine build up M/H available 3276

Total M/H available 7129.92

J-47 engine build up M/H required 4709.6

4360 engine build up M/H required 3110

Total M/H required 7819.6

Total M/H available 7129.92

Total M/H short in engine build up shop 689.68

(8) The man hours listed below will be used for training:

(a) On-the-job training 44226 M/H

(b) Base NCO school 504 M/H

(c) MTD 66-14 school 126 M/H

(d) MTD B-47 specialist school 1600 M/H

i. 310th Periodic Maintenance Squadron:

(1) Perform periodic inspections as sheduled in Appendix VI and VII, Annex "D".

j. 802d Air Base Group:

(1) 802d Motor Vehicle Squadron:

(a) Provide daily dispatch of vehicles as outlined in SAC Regulation 66-24. Coordinate maintenance schedule of vehicles, priority maintenance on radio control vehicles.

(b) Provide additional vehicle support as coordinated with Base Materiel officer.

(c) Maintenance of daily dispatch vehicles according to schedule coordinated between Maintenance Control officer and Commander, 802d Motor Vehicle Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) Drivers school and testing of drivers, as agreed between squadron commander and Director of Materiel, 310th Bomb Wing, per conversation 5 SEP 55.

(2) 902d Supply Squadron:

(a) Provide supply support for 1500 B-47 flying hours and 650 KC-97 flying hours.

(b) Provide immediate delivery of all items requested via supply expediter network.

(c) Maintain a night C.O. for emergency support during non-duty hours, or as coordinated with Maintenance Control officer.

(d) Provide supply support for Fox Trot (Blue and White) missions as scheduled (Reference Annex "D", paragraph 2g - h).

(e) 902d Supply Squadron Refueling Section:

-1- Defueling:

-a- Maintain one JP4, one 115/145 ea truck, one JP4, one 115/145 ea pit for defueling purposes at all times.

-2- Refueling:

-a- Normal daily requirements:

(-1-) 0730-2400 full operation three JP-4 hydrants (B-47) one 115/145 pit (KC-97).

(-2-) 2400-0730 standby.

(3) 902d Munitions Squadron:

(a) Bomb and ammunition loadings will be accomplished in accordance with existing directives.

HQ 310BOMWG
Annex "D"
OPORD 203-55
1 OCT 55



0856

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) The A&E Squadron supervision section will coordinate with the Munitions Squadron on loading times, giving a 24-hour notice.

(c) Provide support for Fox Trot (blue and white) missions as scheduled (reference Annex "D", paragraph 2g - h).

(4) 902d Air Police Squadron:

(a) Security:

-1- Normal requirements.

(5) 902d Food Service Squadron:

(a) Normal messing hours will prevail.

-1- 24-hour messing service will be required when special missions are directed by higher headquarters.

-2- In flight lunches as required which will be requested 24 hours in advance.

APPENDICES:

"1" - 379th Bomb Squadron Sortie Schedule
"2" - 380th Bomb Squadron Sortie Schedule
"3" - 381st Bomb Squadron Sortie Schedule
"4" - 310th Air Refueling Squadron Sortie Schedule
"5" - 902d Base Flight October Flying Schedule
"6" - 310th Periodic Maintenance Squadron Dock Schedule B-47
"7" - 310th Periodic Maintenance Squadron Dock Schedule KC-97
"8" - 310th Weight and Balance Schedule for October

OFFICIAL:

Robert W. Kerstetter Maj

SHADRACH E. DAVIS
LTCOL, USAF
Wing Director of Materiel

HQ 310BOMWG
Annex "D"
OPORD 203-55
1 OCT 55



U 8 5 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP I TO Annex "D"
to OPORD SER NR 203 -55

379th OCT Flying Schedule

| DATE | 3 | 4 | 5 | 6 | 7 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 19 | 20 | 21 | 24 | 25 | 26 | 27 | 28 | 31 | 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 102 | | | F | | | F | PF | SW | | F | | | F | | | F | Pre | | D | D | D | D | FM | A&E |
| 107 | | F | | | F | PF | | | F | | | F | | | F | | D | L | D | D | D | D | FM | |
| 108 | F | | | F | PF | | | F | | | F | | | F | PF | | F | | | | F | | | |
| 113 | | | F | PF | | | F | | | F | | | F | PF | | | F | | | F | | | F | PF |
| 115 | | F | Pre DO | Wash | D | D | D | D | FM | A&E | A&E | A&E | TH | | | F | | | F | | | F | | |
| 118 | A&E | A&E | TH | | C | | | C | | | C | PF | | TULSA | | C | | C | | | C | PF | | |
| 276 | | SW | | F | | | F | | | F PF | PF | WB | | F | | | F | | | F | PF | | | |
| 277 | | | F | | | F | | | F | PF | | | F | | | F | | | F | PF | | | F | |
| 281 | | F | | | F | | | F | DC | L | L | L | Wash | D | D | D | D | FM | A&E | A&E | A&E | TH | | |
| 284 | F | | | F | | | F | PF | | | F | | | F | | | F | PF | | | F | | | |
| 297 | D | D | D | FM | AE | AE | AE | TH | | F | | | F | | | F | PF | | | F | | | F | |
| 300 | | F | | | F | PF | WR | | F | | | F | | | | F | PF | | F | | F | | | |
| 302 | F | | | F | PF | | DO | F | WR | D | D | D | D | FM | AE | AE | AE | | | | F | | | |
| 306 | DO | FL | WR | D | D | D | D | FM | AE | AE | AE | TH | | SW | | | F | | | F | | | F | |
| 293 | | F | | | F | | PF | | F | | | F | | | F | PF | | | F | | | F | | |
| 289 | E | | | F | | PF | | F | | | F | | | F | TULSA | | F | PF | | | F | | | |

HQ 3108CMSG
APP I, Annex "D"
OPORD 203-55
1 OCT 55

CODE: WB - Weight Balance
SW - Weapons Loadings
WR - Wash Rack
PF - Pre-flight
TH - Test Flight

0858

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP II TO Annex "D"
to OPORD 3ER NR 203 55

380TH OCT Flying Schedule

| DATE | 3 | 4 | 5 | 6 | 7 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 19 | 20 | 21 | 24 | 25 | 26 | 27 | 28 | 31 | 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | | | F | | | F | PF | WB | | F | | | F | | | F | PF | | | F | | | F | |
| 109 | F | TINKER | | | | | | | | | F | | | F | PF | | F | | | | F | | | |
| 110 | | | F | PF | | | F | | | F | | | F | PF | | | F | | | F | | | F | |
| 116 | F | | | | | | S | L | S | | | | | F | PF | F | | | F | | | F | PF | |
| 117 | F | PF | | | F | | | | F | | F | PF | WB | | | F | | F | | | F | PF | | |
| 147 | PF | | | F | | | F | | | F | TINKER | | | | | | | | | F | PF | | | |
| 283 | | F | | | F | | | F | PF | | | F | | | | F | | F | PF | | | F | | |
| 286 | | F | | F | | | F | PF | SW | | F | | | F | | | F | PF | | | F | | SMS (tentative) | |
| 290 | | | F | | | F | PF | | | F | | | F | | | F | PF | | | F | | | | |
| 301 | | F | | | F | PF | | | F | | | F | WB DO | WR | D | D | D | D | FM | AE | AS | AS | AE | TH |
| 299 | F | | | F | PF | | | F | | | F | | | F | PF | | F | | | | F | | | |
| 120 | | | F | | | F | | | F | FF | | | F | | | F | F | TULSA | | | | | F | |
| 279 | | | | F | | | F | | | F | PF | | | F | | | F | | | F | PF | | | |
| 282 | | | | SW | | | | | | | | | | | | | | | | | | | | |
| 237 | F | | | F | | | F | PF | | | | | | | | | | | | | | | | |
| 106 | D | D | FM | AE | AE | TH | | | | | | | | | | | F | | | | | | | |

CODE:
WB - Weight Balance
SW - Spacial Weapons Loadings
WR - Wash Rack
PF - Pre-flight
TH - Test Flight

HQ 310BOMWG
APP II. Annex "D"
OPORD 202-55
1 OCT. 55

0859

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP III TO Annex "D"
to OPORD SER NR 203 55

381TH OCT Flying Schedule

| Date | 3 | 4 | 5 | 6 | 7 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 19 | 20 | 21 | 24 | 25 | 26 | 27 | 28 | 31 | 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 304 | | | F | | | F | PF | | | F | | | F | | | F | PF | | | F | | | F | |
| 105 | | F | | | F | PF | SW | | F | | | F | | | F | PF | WB | | F | | | F | | |
| 112 | F | | | F | PF | | | F | | | F | | | F | PF | | F | | | | F | S | C | S |
| 114 | | | F | PF | | SW | | F | | | F | | | F | PF | | | F | | WB | F | | | |
| 261 | | F | PF | | F | | | F | | | F | | PF | | F | TULSA | | | | | S | E | S | |
| 287 | | PF | | F | | | F | | | F | | PF | | F | | | F | | | F | | | F | PF |
| 272 | PF | | F | | | | F | | F | | PF | | F | | | F | | | F | | | F | PF | |
| 295 | | F | | | F | | | F | PF | | | F | | | | F | | F | PF | | | F | | |
| 303 | F | | | F | | | F | PF | WB | | | F | | | | | F | PF | SW | | F | | | |
| 305 | | | F | | | F | PF | | | F | | | F | | | F | | PF | | F | | | | | |
| 307 | | F | | | F | PF | | | F | | | F | | | | F | PF | | F | | | | | |
| 046 | F | | | F | PF | | | F | | | F | | | F | PF | | F | | | | F | | | |
| 271 | | PF | F | | | F | | | F | PF | | | F | | | F | | | | F | PF | | | | |
| 146 | | | | | PA 30 | FL LI | FL LI | WA | D | D | D | D | FM | A&E | A&E | TH | | | | | | | | | |
| 304 | | | | | | | | | | | | | | WB | | | F | | | | | | | | |
| 111 | | | | | | | | | | | | | | | | | | | | | | | | |

CODE: WB - Weight Balance
SW - Special Weapons Loadings
WR - Wash Rack
PF - Preflight
TH - Test flight

HQ 310BOWG
APP 111, Annex "D"
OPORD 203-55
1 6CT 55

0860

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP IV to Annex "D"
to OPORD SER NR 203-55

310AREFS OCT Flying Schedule

| DATE | 3 | 4 | 5 | 6 | 7 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 19 | 20 | 21 | 24 | 25 | 26 | 27 | 28 | 31 | 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 | WB | F | | | F | | | F | PF | | | F | | | PR DO | F | F | WB | D | D | D | D | PD | |
| 107 | F | | | F | | | F | PF | | | F | PR DO | FL LI | WR | D | D | D | D | PD | PD | PD | TH | | |
| 108 | | | F | | | F | PR DO | FL LI | FL LI | WR | D | D | D | D | PD | PD | PD | TH | | F | | | Fly 28 | |
| 109 | | F | | | F | PF | | | F | | | F | | | PF | F | F | | | WB | | F | | |
| 111 | F | | | F | PF | WB | | F | | | F | | | PF | | F | F | | | | F | | | |
| 112 | | | F | PF | WB | | F | | | F | | | F | PF | | F | F | | | F | | PF | | |
| 115 | | F | PF | WB | | F | | | F | | | F | PF | | | F | F | | | | | F | | |
| 114 | PF | WB | | F | | | F | | | F | PF | | | | | F | F | | | F | PF | | | |
| 342 | | | F | | | F | | | F | PF | WB | | F | | | F | F | | | PF | | | | |
| 343 | | F | | | F | | | F | PF | WB | | F | | | | F | F | | PF | | | F | | |
| 344 | F | | | F | | | F | PF | | | F | | | | | F | F | PF | | | F | | | |
| 354 | | | F | | | F | PF | | | F | | | F | | | F | F | PF | | F | | | | |
| 346 | | F | | | F | PF | | | F | | | F | PF | | | F | F | | F | PF | | F | | |
| 348 | F | | | F | PF | | | F | | | F | | | F | PF | F | F | | | | F | | | |
| 349 | | | F | PF | | | F | | | F | | | F | PF | | F | F | | | F | PF | | | |
| 352 | | F | PF | | | F | | | F | | | F | PF | | | F | F | | | | | F | | |
| 355 | | PF | WB | | F | | | F | | | F | PF | | | | F | F | | | | F | PF | Fly 31st | |
| 113 | PF | | | F | | | F | | | F | PF | | | | | F | F | | | F | PF | | | |
| 258 | | | PR DO | FL LI | FL LI | WR | D | D | D | D | PD | PD | PD | TH | | | | WB | | | | | | |
| 345 | D | PD | PD | PD | TH | | | | | | | | | | | F | F | | | | | | | |
| 116 | | WR | D | D | D | D | PF | PF | PF | TH | c | l ear gig- | | | | F | F | | | | WB | | | |

HQ 310BOMWG
APP II, Annex "D"
OPORD 203-55
1 OCT 55

CODE:
WB Weight Balance
WR Wash Rack
PF Pre-Flight
TH Test Flight

0861

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP V to Annex "D"
to OPORD SER NR 203-55

802d Base Flight October Flying Schedule

| DATES | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B-25 331 | | | | | F | | | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | | | | |
| 267 | | | | | I R A N | | | | | | | | | | | | | | | | | →? | | | | | | | | | | | | | |
| C-119 2553 | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | Dock | | | | | | | | | |
| 144 | | | | I R A N | | | | | | | | | → | | | | | | | | | | | | | | | | | | | | | | |
| 183 | Fairchild Aircraft Factory Hagerstown | | | | | | | | | | | | | | | | | | | | | | →? | | | | | | | | | | | | |
| 538 | Fairchild Aircraft Factory Hagerstown | | | | | | | | | | | | | | | | | | | | | | →? | | | | | | | | | | | | |
| C-47 119 | | | | | F | | F | | | | F | | F | | | F | | | F | | F | | | | F | | F | | | | F | | | | |
| 196 | Dock | | | | TH | ) | | | | F | | F | | F | | | | F | | F | | | | | F | | F | | | | | | | | |
| C-45 645 | | | F | F | F | F | F | | | F | F | F | F | Dock | | | | | TH | | F | | | F | | F | F | F | | | F | | | | |
| 772 | | | F | F | F | F | F | | | F | F | F | F | F | | | F | F | Dock | | | | | TH | | F | F | F | | | F | | | | |
| 774 | | | F | F | F | F | F | | | F | F | F | F | F | | | F | F | F | F | F | | | F | F | F | F | F | | | F | | | | |

1. An additional 4[illegible] C-119 flying hours must be obtained. C-119 aircraft by serial number and days to be flown will be determined, dependent upon date of return from factory and IRAN.
2. A weekly 60-9 will be held every Thursday at 1300 to schedule the forthcoming week's sorties.
3. In the event of an abort or cancellation, a make up flight or flights will be rescheduled at the weekly 60-9 meeting.

HQ 310BOMWG
APP V, Annex "D"
OPORD 203-55
1 OCT 55

J 8 6 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VI to Annex "D"
to OPORD SER NR 203-55.
310th Periodic Maintenance SQ

1. The 310th Periodic Maintenance Squadron will Provide Maning, Tools and Equipment to Process the Following B-47 ACFT thru the Docks for Periodic Inspection on the Dates listed below

| ACFT NR | PRE DOCK | WASH | DOCK "A" | DOCK "B" | POST DOCK | TEST FLIGHT | RETURN TO SQ |
|---|---|---|---|---|---|---|---|
| 2297 | 27 SEPT | 29 SEPT | | 30 SEPT | 6 OCT | 12 OCT | 13 OCT |
| 2306 | 3 OCT | 5 OCT | 6 OCT | | 12 OCT | 18 OCT | 19 OCT |
| 2115 | 5 OCT | 6 OCT | | 7 OCT | 13 OCT | 19 OCT | 21 OCT |
| 2146 | 7 OCT | 12 OCT | 13 OCT | | 19 OCT | 25 OCT | 27 OCT |
| 2302 | 11 OCT | 13 OCT | | 14 OCT | 20 OCT | 26 OCT | 28 OCT |
| 2281 | 13 OCT | 19 OCT | 20 OCT | | 26 OCT | 1 NOV | 3 NOV |
| 2301 | 19 OCT | 20 OCT | | 21 OCT | 27 OCT | 3 NOV | 5 NOV |
| 2102 | 25 OCT | 26 OCT | 27 OCT | | 2 NOV | 8 NOV | 10 NOV |
| 2107 | 24 OCT | 27 OCT | | 28 OCT | 3 NOV | 9 NOV | 14 NOV |
| | | | | | | | |

HQ 310BOMWG
APP VI, Annex "D"
OPORD 203-55
1 OCT 55

J 8 6 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VII to Annex "D"
to OPORD SER NR 203-55
310th Periodic Maintenance SQ

1. The 310th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following KC-97 ACFT thru the docks for periodic inspection on dates listed below:

| ACFT NR | PRE DOCK | WASH | DOCK | POST DOCK | TEST HOP | RETURN TO SQ |
|---|---|---|---|---|---|---|
| 3116 | 29 SEP | 4 OCT | 5 OCT | 11 OCT | 14 OCT | 19 OCT |
| 7258 | 5 OCT | 10 OCT | 11 OCT | 17 OCT | 20 OCT | 25 OCT |
| 3108 | 11 OCT | 14 OCT | 17 OCT | 21 OCT | 26 OCT | 27 OCT |
| 3107 | 18 OCT | 20 OCT | 21 OCT | 27 OCT | 1 NOV | 4 NOV |
| 3106 | 24 OCT | 26 OCT | 27 OCT | 2 NOV | 7 NOV | 10 NOV |

HQ 310BOMMG
APP VII, Annex "D"
OPORD 203-55
1 OCT 55

J 8 6 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VIII to Annex "D"
to OPORD SER NR 203-55

310th Bomb Wing Weight and Balance Schedule

1. The following listed aircraft by squadron is the weight and balance schedule for October 1955.

a. 379th Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at 0800 on dates indicated:

2300 - 11 OCT 55

2276 - 18 OCT 55

b. 380th Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at 0800 on dates indicated:

2101 - 12 OCT 55

2117 - 19 OCT 55

c. 381st Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at 0800 on dates indicated:

2303 - 13 OCT 55

2304 - 20 OCT 55

2105 - 25 OCT 55

2114 - 27 OCT 55

d. 310th Air Refueling Squadron will furnish the following aircraft to be in place in Hangar 6 at 0800 on dates indicated:

3106 - 3 OCT 55

3114 - 4 OCT 55

1355 - 5 OCT 55

3115 - 6 OCT 55

3112 - 7 OCT 55

3111 - 10 OCT 55

1343 - 14 OCT 55

1342 - 17 OCT 55

7258 - 26 OCT 55

3109 - 28 OCT 55

1345 - 31 OCT 55

HQ 310BOMWG
APP VIII, Annex "D"
OPORD 203-55
1 OCT 55

0865

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 51-5)

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

7 October 1955

TRAINING

Mission Reporting Procedures
(Supersedes WG REG 51-5, 1 FEB 55)

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 regulation.

4. GENERAL:

a. This regulation outlines the procedures to be followed in reporting flying training accomplishments and is written to coincide with the provisions of WG REG 66-3. Forms to be used in reporting accomplishments and the channels for forwarding those forms are enumerated herein.

b. The delay in forwarding records from the squadron to proper sections shall not exceed 1200 hours of the first working day following the flight. The only exception to this in the case of a crew landing at another station; in this instance the forms will be forwarded so as to reach section not later than 1200 hours of 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 51-19 charts and records prior to submission of forms to recording and/or evaluating sections. After being processed through appropriate wing agencies and after accomplishments have been credited, appropriate forms will be returned to squadrons for permanent record entry and filing.

5. PROCEDURES: The following procedures will be followed in recording, validating and evaluating flying training accomplishments.

a. As soon as is feasible after landing, crews will report to Centralized Debriefing at Maintenance Control, at which time forms will be completed and turned into the Centralized Debriefing Team. Forms will be checked for completeness and number as specified in this directive and routed for proper coordination. Some forms will be retained by the Debriefing Team and others will be taken to the squadron by the aircraft commander. A detailed breakdown as to disposition follows:

U 8 6 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) Operations forms listed below (and/or camera magazines) will be turned into the Debriefing Team.

(a) Mission Accomplishment Form (802ABGRU Form 136 - 3 copies)

(b) SAC Form 31 (RBS and Actual Releases - 2 copies).

NOTE: Camera bombing will not be entered on same SAC Form 31 with RBS bombing or actual releases.

(c) SAC Form 31 (Camera Bombing - 2 copies).

(d) Form X (SAC Form 157 - 2 copies in ink).

(e) SAC Form 1 (Pilot's part).

(f) SAC Form 1 (Observer's part).

(g) Observer's Log.

(h) Pre-Comps (SAC Form 289 or 289a).

(i) AF Form 781 (Old Form 1).

(j) Applicable parts Form 781.

(k) Gyro log and graph.

(l) Navigation Charts.

(m) Incident Report (SAC Form 5 in ink).

(n) Radar Scope Photo Log (SAC Form 284).

(o) Visual Camera Log.

(p) O-15 Camera Magazine.

(q) O-23 Camera Magazine.

(2) K-38 Camera Log and magazine will be left in the aircraft.

(3) Centralized Debriefing Team:

(a) The following forms, after being checked by the Debriefing Team for completeness and sufficient copies will be returned to the aircraft commander for delivery to squadron.



J 8 6 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1. Mission Accomplishment Form (802ABGRU Form 136 - 2 copies).

2. SAC Form 31 (RBS and Actual Releases - 1 copy).

3. SAC Form 31 (Camera Bombing - 2 copies).

4. Form X (SAC Form 157 - 2 copies).

5. SAC Form 1 (Pilot's part).

6. SAC Form 1 (Observer's part).

7. Observer's Log.

8. Pre-Comps (SAC Form 289 or 289a).

9. AF Form 781 (Old Form 1).

10. Applicable parts Form 781.

11. Gyro Log and Graph.

12. Navigation Charts.

13. Incident Report (SAC Form 5).

(b) The Debriefing Team will deliver the following to Base Photo Lab after the last aircraft has landed or in any event no later than 0500 hours.

1. O-15 Camera Film.

2. Radar Scope Photo Log (SAC Form 284).

3. O-23 Camera Film.

4. O-23 Camera Log.

(c) The Debriefing Team will deliver to the Wing Control Room after the last aircraft has landed, or in any event no later than 0600 hours, the following:

1. Mission Accomplishment Report (802ABGRU Form 136 - 1 copy).

2. SAC Form 31 (RBS and Visual Releases only - 1 copy).

(4) Squadron Operations:

(a) Squadron operations will process, validate and forward to Wing Intelligence not later than 1200 hours of the day following the flight the following:



J 8 6 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1. SAC Form 31 (Radar and Visual Camera Attacks - 2 copies).

NOTE: This does not include Form 31 for Radar RBS, Visual RBS or Actual Releases.

2. Form X (SAC Form 157 - 2 copies).

(b) To Wing Operations and Training not later than 1200 hours the following:

1. Mission Accomplishment Forms (802ABGRU Form 136 - 2 copies).

2. SAC Form 1 (Pilot's part).

3. SAC Form 1 (Observer's part).

4. Gross Error Form (802ABGRU Form 34) if applicable.

(5) Wing Intelligence: The Wing Intelligence Section will score all navigation training legs and camera attacks. The section of O-15 camera film strip used to score navigation missions will be attached to that copy of SAC Form 157 that is returned to the squadron. All forms will be scored no later than 1600 hours on the day following the mission except in cases where aircraft land away from the home base. The completed forms will be forwarded to actions as indicated below:

(a) To squadron concerned:

1. SAC Form 31 (Camera Attacks only - 1 copy).

2. Form X (SAC Form 157) with film strip attached - 1 copy.

(b) To Wing Operations and Training:

1. SAC Form 31 (Camera Attacks only - 1 copy).

2. Form X (SAC Form 157 - 1 copy).

(6) Wing Operations and Training: The Wing Operations and Training Section will check all accomplishments for compliance with directives and maintain cumulative records. After all accomplishments are properly accredited, forms listed below will be notated and returned to squdrons. Normally, this will be within five days after receipt of the forms. Mission Accomplishment Report (802ABGRU Form 136) will be returned to the squadron concerned as soon as scores from Wing Intelligence Section, Bombing Ranges and RBS Detachment are received.



U 8 6 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(a) Mission Accomplishment Form (802ABGRU Form 136).

(b) SAC Form 1 (Pilot's part).

(c) SAC Form 1 (Observer's part).

(7) Each B-47 tactical squadron will place one officer on orders with additional duty as Flying Training Officer. The Flying Training Officer will be responsible for maintaining the flying training records for the squadron. On Wednesday of each week, the squadron will be required to bring the SAC REG 50-8 and 51-19 charts to Wing Operations to check for accuracy and completeness.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



J 8 7 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-12/310BOMWG SUPPL 1

310BOMWG SUPPLEMENT I)
TO EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

See paragraph 5c, 8AFR 51-12.

Annex I - B-47 Aircraft Commander's Index.

Annex II - B-47 Co-Pilot's Index.

Annex III - B-47 Observer's Index.

Annex IV - KC-97 Aircraft Commander's Index.

Annex V - KC-97 Co-Pilot's Index.

Annex VI - KC-97 Observer's Index.

Annex VII - KC-97 Flight Engineer's Index.

Annex VIII - KC-97 Radio Operator's Index.

Annex IX - KC-97 Air Refueling Specialist's Index.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G" & "T"

0871

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-12/310BOMWG SUPPL 1/ANNEX I

ANNEX I)

310BOMWG SUPPLEMENT 1)

EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

B-47 Aircraft Commander's Index

1. T.O. 1B-47-1 - Applicable Revisions and SOF Supplements.
2. AF Manual 51-37 - "Instrument Flying".
3. AF Manual 51-38 - "Theory of Instrument Flying".
4. Pilot's Handbook, Jet - East and West, U. S.
5. SAC Manual 50-31 - "Air Refueling".
6. SAC Tech Pamphlet 60-23 - "B-47 Supplemental Performance Data".
7. SAC REG 50-4 - "RBS Procedures".
8. SAC REG 55-11 - "Aircraft Movement Reports".
9. 310th Bombardment Wing - "Combat Crew Guide".
10. Current B-47 Checklists:
    a. Pre-flight.
    b. Inflight.
    c. Bombing.
    d. Gunnery.
    e. Air Refueling.
    f. RBS Radio Call.

J 8 7 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ANNEX II)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

B-47 Co-Pilot's Index

1. T.O. 1B-47E-1 - Applicable Revisions and SOF Supplements.
2. AF Manual 51-37 - "Instrument Flying".
3. AF Manual 51-38 - "Theory of Instrument Flying".
4. SAC Tech Pamphlet 60-23 - "B-47 Supplemental Performance Data".
5. 310th Bombardment Wing - "Combat Crew Guide".
6. Current B-47 Checklists:
   a. Pre-flight.
   b. Inflight.
   c. Bombing.
   d. Gunnery.
   e. Air Refueling.
   f. RBS Radio Call.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G"
1 - EA B-47 Co-Pilot

J 8 7 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51- 310BOMWG SUPPL 1/ANNEX III

ANNEX III)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

B-47 Observer's Index

1. T.O. 1B-47E-1 - Applicable Revisions and SOF Supplements.
2. SAC Manual 50-38, Volumes I and II - "Observer's SOP's, B-47".
3. Air Almanac.
4. HO 249, Volumes I, II and III - "Sight Reduction Tables".
5. AF Manual 101-4 - "Inflight Maintenance of Bombing Navigational Systems".
6. JN series map coverage of the entire continental United States.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G"
1 - EA B-47 Observer

J 8 7 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ANNEX IV)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Aircraft Commander's Index

1. T.O. 1C-97(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C-97(K)G-1 - Applicable Revisions and SOF Supplements.
3. SAC Manual 50-16 - "SOP's KC-97F".
4. SAC Manual 50-31 and Change I - "Air Refueling".
5. AF Manual 51-37 - "Instrument Flying".
6. AF Manual 51-38 - "Theory of Instrument Flying".
7. 310th Bombardment Wing - "Tanker Crew Guide".
8. 8AFR 62-1 and 62-1A - "Landing Gear Emergencies".
9. Current KC-97 Checklists:
   a. Pre-flight and Inflight.
   b. Air Refueling.
   c. Emergency.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 ACFT COMDR

0875

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-. 310BOMWG SUPPL 1/ANNEX V

ANNEX V)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Co-Pilot's Index

1. T.O. 1C-97(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C-97(K)G-1 - Applicable Revisions and SOF Supplements.
3. SAC Manual 50-16 - "SOP's KC-97F".
4. AF Manual 51-37 - "Instrument Flying".
5. AF Manual 51-38 - "Theory of Instrument Flying".
6. 8AFR 62-1 and 62-1A - "Landing Gear Emergencies".
7. Current KC-97 Checklists:
   a. Pre-flight and Inflight.
   b. Air Refueling.
   c. Emergency.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 Co-Pilot

J 8 7 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-2/310BOMWG SUPPL 1/ANNEX VI

ANNEX VI)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Observer's Index

1. T.O. 1C-97(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C-97(K)G-1 - Applicable Revisions and SOF Supplements.
3. SAC Manual 50-14 - Applicable Changes. "Navigator's SOP's KC-97".
4. AF Manual 51-40, Volumes I and II - "Air Navigation".
5. Air Almanac.
6. HO 249, Volumes I, II and III - "Sight Reduction Tables".
7. Current KC-97 Checklists.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 Observer

J 8 7 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-12/310BOMWG SUPPL 1/ANNEX VII

ANNEX VII)

310BOMWG SUPPL 1)

EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Flight Engineer's Index

1. T.O. 1C(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C(K)G-1 - Applicable Revisions and SOF Supplements.
3. SAC Manual 50-3 - "Long Range Mission Evaluation".
4. SAC Manual 50-11 - "Theory of Spark Advance".
5. SAC Manual 50-16 - "SOP's KC-97F".
6. SAC Tech Pamphlet 60-21 - "KC-97 Supplementary Performance Data".
7. AF Manual 51-9 - "Aircraft Performance Engineering".
8. Current KC-97 Checklists:
   a. Preflight.
   b. Inflight.
   c. Air Refueling.
   d. Emergency.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 FLT ENGR

J 8 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ANNEX VIII)
310BOMWG SUPPL 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Radio Operator's Index

1. T.O. 1C-97(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C-97(K)G-1 - Applicable Revisions and SOF Supplements.
3. Current KC-97 Checklists.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 Radio OPR

0879

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 51-12/310BOMWG SUPPL 1/ANNEX IX

ANNEX IX)
310BOMWG SUPPLEMENT 1)
EIGHTH AIR FORCE REG 51-12)

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

17 October 1955

FLYING TRAINING

Aircrew Member Individual Information File

NOTE: To be filed in front of 8AFR 51-12, 18 FEB 54, until the 8AFR is either superseded or rescinded.

KC-97 Air Refueling Specialist's Index

1. T.O. 1C-97(K)E(T)-1 - Applicable Revisions and SOF Supplements.
2. T.O. 1C-97(K)G-1 - Applicable Revisions and SOF Supplements.
3. Current KC-97 Checklists.
   a. Pre-flight.
   b. Inflight.
   c. Air Refueling.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 - EA KC-97 Air Refueling Specialist

J 8 8 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPL 1)
TO 8AFR 55-7)

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

7 November 1955

OPERATIONS

Reviewing of Flight Plans
(Supersedes 310BOMWG REG 55-5, 21 OCT 55)

NOTE: To be filed in front of 8AFR 55-7 dated 5 May 1955 until the regulation is either superseded or rescinded.

See PARA 2a, 8AFR 55-7.

1. For the purpose of command approval, SHAFB Form 378 will be utilized. All items on this form will be filled out completely or an explanation made on reverse side of the form. Squadron commander will initiate form and certify on the line indicated. The following documents will accompany SHAFB Form 378.

a. Mission Accomplishment Form - One copy.

b. DD Form 175 or 113 (Clearance Form) - Two copies.

c. Squadron Flight Orders - Three copies.

2. Clearance "package" will be hand carried by an officer qualified to brief the purpose and requirement of the flight and to answer any questions pertaining to altitudes, distances, time, ADIZ penetrations, crew qualifications and aircraft status. Clearances will be hand carried by this officer to the following offices in turn not later than times indicated daily:

a. Wing Control Room - At any time.

b. Commander's Briefing - 1600.

3. Aircraft Flight Clearances will be presented to 310th Bombardment Wing Commander at 1600 daily except when urgency of the flight requires special attention. In this case, the squadron will attach a red tag to the clearance with a note explaining why clearance is being processed at other than normal time. These clearances will be processed through the Director of Operations prior to submission to the Wing Commander for signature. All clearances will be accompanied by appropriate commander's certificates.

J 8 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 55-7/310BOMWG SUPPL 1

See PARA 2b, 8AFR 55-7.

1. Whenever significant changes are made in a flight plan, subsequent to command approval, and scheduled take off time does not permit typing a new clearance, the original clearance "package" incorporating the changes may be utilized. Changes will be typed on a sheet of bond paper with places for approving authorities to initial indicating time and date. The scheduling of an alternate mission with the original Form 378 is recommended to prevent delays caused by last minute changes.

2. Aircraft commanders intending to land away from Smoky Hill AFB will be briefed on a return flight prior to departure from Smoky Hill AFB. Approval for such flight will be obtained by same procedures outlined above except that the Wing Commander will not sign the DD Form 175.

3. Anytime tactical aircraft from the 310th Bombardment Wing are diverted from the base of scheduled landing to an alternate base, the Senior Aircraft Commander will call the 310th Bombardment Wing Commander, Deputy Wing Commander or Task Force Commander on SOCS (Long Line) or government collect (Salina 7411, Ext 40C) and receive approval of proposed flight plans prior to conducting further flight. The following minimum information will be furnished the Wing Commander.

a. Aircraft status.

b. Crew status and condition.

c. Mission: To include route, altitude, fuel requirements and reserves, training to be accomplished, terrain clearance, airfield status at departure point, alternate and proposed destination and possible hazards to flight.

d. Communications available and planned reporting points.

e. Forecasted weather for time of departure, route, terminal and alternate bases.

f. Aircraft commanders will plan flight considering all available training facilities, status of aircraft, weather, training requirements, etc. prior to initiating call for command approval.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "G", "T"

2

J 8 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION )
)
NUMBER 55-32)

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

10 October 1955

OPERATIONS

Standards of Acceptability for B-47 and KC-97 Aircraft

(Supersedes Wing REG 55-32, 12 SEP 55)

1. PURPOSE: To establish standards of acceptability for B-47 and KC-97 aircraft.

2. SCOPE: The provisions of this wing regulation are applicable to all personnel operating B-47 and KC-97 aircraft.

3. PROCEDURE:

a. B-47 Aircraft:

(1) Aircraft may be flown with "K" system inoperative provided aircraft is utilized only for transition and instrument training.

(2) Aircraft may be flown with no more than one generator inoperative.

(3) Aircraft may be flown with inflight refueling system inoperative on other than air refueling missions.

(4) Aircraft may be flown with inoperative booster pumps as outlined below:

(a) It is permissable for one booster pump to be inoperative in any one main tank. Aircraft will not be flown if more than one pump is inoperative in any one main tank or if there is one inoperative pump in two or more main tanks.

(b) If an auxiliary tank booster pump is inoperative and the tank is empty the aircraft may be flown.

b. KC-97 Aircraft:

(1) Aircraft may be flown with inflight refueling system inoperative on other than air refueling mission.

(2) Aircraft will not be flown if there are one or more torque meters inoperative on the ground. If a torque meter becomes inoperative while in flight, the flight will be

J 8 8 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



continued using manifold pressure and RPM readings for power determinations.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION "A"

[redacted]



J 8 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 60-1)

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

17 October 1955

FLYING

Preflight and Inflight Procedures for External Wing Tanks

1. PURPOSE: To establish preflight and inflight procedures for use of external wing tanks on B-47 aircraft.

2. SCOPE: This regulation applies to all crews operating B-47 aircraft.

3. RESPONSIBILITY: Squadron commanders will insure compliance with the provisions of this regulation.

4. PROCEDURES: External wing tanks will normally be serviced with 1,000 pounds of slosh fuel. In order to determine that an excessive amount of fuel has not been serviced, aircraft commanders will dipstick external tanks during preflight. Slosh fuel will be transferred from wing tanks on each flight and re-serviced with slosh fuel by maintenance personnel after completion of each flight. When external wing tanks are to be utilized during flight for other than transfer of slosh fuel, the following procedures will be adhered to:

a. Each tank will be serviced with 2,000 pounds of fuel. Tanks will be dipped during preflight o insure proper fuel load.

b. A complete preflight utilizing "wing drop tank" preflight checklist as amplified in paragraph 4j below will be accomplished.

c. Three checks will be accomplished to insure fuel transfer in flight:

(1) Immediately after starting engines, position #1 fuel selector to TME and #2 and #5 fuel selectors to ME. Open the center main transfer valve. Operate one wing tank booster pump until a positive fuel quantity increase is indicated in the center main tank. Check the other wing tank in the same manner; also check flow-no-flow lights for each pump.

(2) During climb after take-off, place #1 and #3 fuel selector to TME and #2 and #5 fuel selectors to ME and check each wing tank booster pump as in paragraph 4c(1) above. If only one wing tank is feeding, discontinue all

J 8 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



wing tank transfer immediately. The nature of the mission will determine the method of burning down fuel to the proper weight for landing.

(3) During actual transfer of fuel from the wing tanks, aileron power controls will be turned off every 20 minutes. If roll tendency is found, stop transfer from the light wing tank until a balanced condition is reached. Normal transfer will then be continued.

d. If an unbalanced fuel condition arises before landing, a close check of the aileron trim and control wheel position should be made. Trim aircraft at 10,000 to 15,000 feet indicated airspeed at best flare speed and gear and flaps extended. If full aileron trim and one-half of the total aileron throw are required to maintain level flight, the drop tank fuel load should be balanced prior to landing. If trim is within the above limits, a safe landing can be accomplished using a final approach one mile longer than normal to alleviate large control corrections during the latter part of the final approach. When landing during any unfavorable wind conditions, such as crosswind or gusty wind, lateral control will be marginal at any adverse loading condition. Control of the airplane after touch down is marginal due to asymetric weight condition and, with full opposite aileron, it will be impossible to hold the heavy wing up. Therefore, it will be necessary to hold approximately one-quarter rudder deflection during the ground roll to maintain a straight landing run.

e. If the fuel in the wing tanks is so unbalanced as to require trim in excess of that shown in paragraph 4d, the aircraft commander will use the steps in paragraph 4f to balance the fuel condition. The aircraft commander will consider cross-wind conditions in conjunction with the light wing tank for landing.

f. When an unbalanced fuel condition must be corrected, the following procedures will be utilized:

(1) A tanker will be requested to refill an empty tank to a balanced condition.

(2) If tanker cannot be utilized, aircraft will:

(a) Descend to 10,000 feet.

(b) Master refuel to NORMAL.

(c) Auxiliary tanks to engine, switch open.

(d) Two or more fuel selectors to TME.

(e) Pull auxiliary tank to engine circuit breakers on co-pilot's upper DC panel.



J 8 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(f) Master refuel switch to REFUEL.

(g) Open defueling valve in bomb bay (access to defueling valve is obtained by loosening two wing nuts on access panel).

(h) Establish standard fuel configuration when trim is normal.

(i) Close defueling in bomb bay.

g. An approximate method for determining the amount of fuel taken into wing tanks during aerial refueling is that each wing tank will receive ½ the amount of fuel received by the aft main tanks. During AF after all main tanks are shut off, the remaining tanks should receive fuel in proportion to their size. If the forward auxiliary, ATO bomb bay and wing tank transfer valves are open only during the latter part of AR, they should receive fuel as follows: Forward auxiliary 13.4%, ATO 6.4%, bomb bay 39.8% and each wing tank 20.8%. The fuel received in any auxiliary tank after all main tanks are shut off may be computed using the bomb bay as a basis.

$$\frac{\text{Known fuel received in bomb bay after main tanks are shut off}}{39.8} = \frac{\text{Fuel received in wing tanks after main tanks shut off}}{20.8}$$

Therefore, the total fuel received in the wing tanks = ½ fuel received in aft main ≠ the fuel received for the wing tanks in the formula above. These computations are all based on the fact that AR is started with all refueling valves open and that the main tanks fill first and are shut off all three at the same time. EXAMPLE: Fuel received in aft main prior to closure of main tank valves = 5,000#. Fuel received in bomb bay after closure of all main tank valves = 10,000#. Total fuel in each wing tank = 2,500# ≠ 5,200# or 7,700#.

h. Jettisoning wing tanks is not recommended when unbalanced fuel condition exists. Normally, failure to transfer fuel from a wing tank is the result of a broken cannon plug connection to the tank. The same cannon plug is used for salvo and for fuel transfer and it is probable that only the empty tank will salvo, leaving the full one hung up. When all other means to balance the fuel have been exhausted, wing tanks will be jettisoned in accordance with page 214, T.O. 1B-47E-1, 31 DEC 54.

i. Jettisoning of Wing Tanks:

(1) In the event it becomes necessary to jettison the wing tanks, the drop area will be Soldier Cap, a 2,000 foot hill on the Smoky Hill (Camp Phillips) Bomb Range. It is a flat-topped hill located approximately ten miles from the center of Smoky Hill AFB on a magnetic heading of 220°. (See Attachment 1).



J 8 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Jettison will be accomplished at an indicated altitude of 2,500 feet at a minimum safe airspeed, but not less than 155K IAS. The drop will be made just prior to passing over Soldier Cap. After the drop has been made, the aircraft will make a climbing turn to the left to a heading of 090° and maintain 090° until clear of the bomb range. This will clear the OQ Range. If a successful jettison of both tanks is not affected on the first attempt, additional runs may be required. In no event will aircraft be flown over populated areas after attempting a release until tanks have been jettisoned.

(3) Aircraft commanders will obtain clearance from Smoky Hill AFB Control Tower prior to making any run to drop wing tanks. Should it be necessary in an emergency to release tanks and contact cannot be established with the Control Tower, the aircraft commander may, at his discretion, proceed to Solider Cap and execute drop. A report will be submitted to Base Operations immediately after landing, informing them that a drop was made without approval of the tower.

j. Pilot's Amplied Wing Tank Checklist, B-47:

(1) Direct a light on the latch, lug and pin through the 3/8" red circled hole located on the outboard upper and forward side of each side strut fairing in the access skin panel. Make visual check through lower 3/8" circled hole to determine that the latch pin is positioned in the slotted lug on the forward side of the front tube in the strut "A" frame, with the center of the pin at least .04" below the top of the slot.

(2) Check that the ground crew has completed the following:

(a) Check tank electrical disconnect plug for engagement.

(b) Check wire bundle riding over guide pulley.

(c) Check that the wing tank boost pump and wing tank release circuit breakers in the right and left inboard nacelle compartments are set.

(d) With one ground crew member behind each wing tank holding the tail cone tightly forward, actuate wing tank jettison switches. Tank tail cones should spring in aft direction. Do not allow tail cones to more aft more than 2". IF TAIL CONE IS MOVED AFT MORE THAN FOUR INCHES A BROKEN CONNECTION MAY RESULT. Ground crew members will replace tail cones. This procedure checks the wing tank tail cone solenoid quick disconnect plugs for engagement.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Check that the following fuel transfer and refueling circuit breakers on the upper DC panel are set:

(a) Left and right wing tanks.

(b) Wing tank jettison control.

(c) Auxiliary fuel quantity indicator and indicator lights.

(4) Check booster pumps in each drop tank for operation. (Fuel flow indicator lights should go out)

5. Prior to all refueling contacts (wet), with the exception of radio silence, the receiver will notify the tanker of the number of tank valves that will be open. At least thirty seconds prior to closing a tank valve, the tanker will be so advised to provide necessary time to reduce pressure if required.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" plus "O"

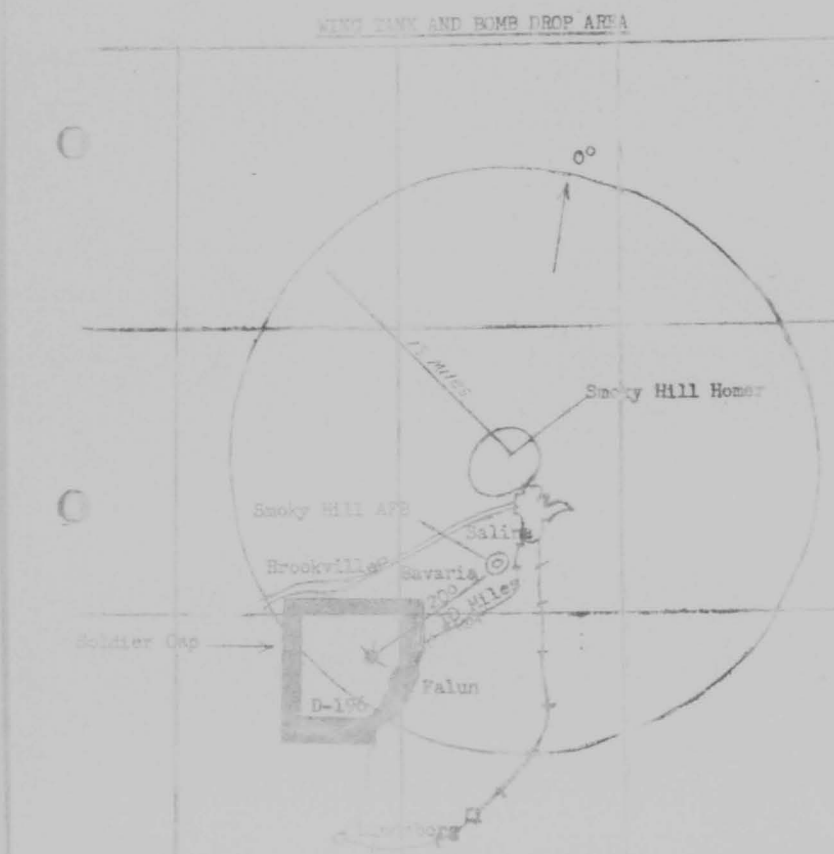
INCL:
"B" and Bomb Drop Area



J 8 8 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
)
NUMBER 66-3)

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

24 October 1955

MAINTENANCE - ENGINEERING

Crew Debriefing

1. PURPOSE: To establish a standard procedure for debriefing crews on routine training missions, to monitor disposition, accuracy, and completeness of all mission reports and forms, and for scheduling all required maintenance on wing aircraft in the most efficient manner consistent with available manpower and equipment.

2. RESPONSIBILITIES: Squadron Commanders, Aircraft Commanders, Job Control personnel, and Debriefing Team members are responsible for compliance with the provisions of this directive.

3. GENERAL: Due to the critical shortage of trained manpower in the various technical fields of aircraft maintenance, it is imperative that the scheduling of this manpower be organized. In many areas throughout the Armament & Electronics maintenance and Field Maintenance structures we have wasted motion and non-productive time due to uncoordinated assignments of aircraft work orders. A well coordinated debriefing and scheduling program will reduce wasted manhours to a minimum.

4. PROCEDURES:

a. Aircraft Crews returning from all missions or sorties except test flights will be debriefed within 45 minutes after landing.

b. The crews when reporting for debriefing will be accompanied by the crew chief of the aircraft concerned.

c. The crews when reporting for debriefing will bring all camera magazines, logs and forms pertinent to the flight, including forms of the 781 series. Excepted are the K-38 camera magazine and log, which are to be left on the aircraft.

d. The Wing Debriefing Team will be composed of the following temporary and permanent members: (Temporary members of the Debriefing Team from A&E and FMS will be designated daily by the commanders concerned) Permanently assigned members are assigned by the Chief of Maintenance. * denoted permanently assigned members.

(1) An Officer, designated by the Wing Director of Operations daily, to monitor the operation of the team, and to be responsible for the receiving, screening, and disposition of all forms as outlined in appropriate regulations, directives, and SOP's.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) * A Debriefing Team NCO (Aircraft Maintenance Technician, 43171) thoroughly familiar with control room procedures, aircraft priorities, aircraft requirements, and the aircraft flying schedule.

(3) A bomb-nav supervisor, 32170E, thoroughly familiar with the shops and specialists required for various tasks, along with the availability and time standards for the same.

(4) A supervisor from Field Maintenance who is familiar with the shops and specialists required for various tasks, along with the availability and time standards for the same.

(5) * An Airman First Class with a knowledge of aircraft maintenance to act as clerk and recorder.

(6) Such other A&E specialists as may be required depending upon systems scheduled for use.

e. Duties of the Debriefing Team:

(1) The Debriefing Team Commander will:

(a) Notify the wing control room and the Wing Maintenance Control Officer of his assignment as debriefing officer. Tour of duty will be for 24 hours beginning at 0800 each flying day.

(b) Throughout his tour of duty he will keep the wing control room informed of his whereabouts, and where he may be contacted by phone, so he can be informed of all impending landings of wing aircraft.

(c) Monitor and supervise debriefing in an efficient and expeditious manner.

(d) Assist the aircraft commander in the preparation of all the following forms, where applicable, assuring the proper number of copies made, and they are completed as illustrated in the folder containing the sample copies.

1. Mission Accomplishment Form - - - - 3 copies
2. SAC Form 31 (RBS & Actual Rel) - - 2 copies
3. SAC Form 31 (Camera Bombing) - - - 2 copies
4. SAC Form 157 (Form X--IN INK) - - 2 copies
5. SAC Form 1 (Pilots Part) - - - - - - 1 copy
6. SAC Form 1 (Observers Part) - - - 1 copy
7. Observers Log
8. SAC Form 289 or 289A (Pre Comps)
9. DD Form 781-1.

1 1J 8 9 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



10. DD Form 781-2 filled out with write-ups and signed by A/C
11. Gyro Log and Graph - - - - - - - - 1 copy
12. Navigation Charts
13. SAC Form 5 (Incident Report) - - 1 copy
14. SAC Form 284 (Radar Scope Photo Log) 1 copy
15. Visual Camera Log
16. O-15 Camera Magazine
17. O-23 Camera Magazine
18. SAC Form 190 (Malfunction & Abort) 3 copies for A&E Malf and/or Abort. 2 copies for other than A&E.
19. SAC Form 251 (Radar Operators Report on APS-42, 1 copy
20. SAC Form 252 (Radar Report on K-Sys) 1 copy
21. SAC Form 253 (Radio Operators Report) 1 copy
22. SAC Form 254 (ECM Report) - - - - 1 copy
23. SAC Form 255 (Gunnery Report) - - 1 copy
24. SAC Form 322 (Made out by Senior Controller) 1 copy

(e) After assuring the above forms are completed as illustrated in the folder containing the sample copies, and in the directed number of copies, the Debriefing Officer will return the following forms to the aircraft commander to be delivered to his squadron CQ

1. Mission Accomplishment Forms, 2 copies
2. SAC Form 31 (RBS & Actual Rel), 1 copy
3. SAC Form 31 (Camera Bombing), 2 copies
4. SAC Form 157 (FORM X), 2 copies
5. SAC Form 1, (Pilots Part) 1 copy
6. SAC Form 1, (Observers Part) 1 copy
7. Observers Log, 1 copy
8. SAC Form 289 or 289A (Pre Comps)
9. Gyro Log and Graph, 1 copy
10. Navigation Chart
11. SAC Form 5 (Incident Report), 1 copy
12. DD Form 781-1, 1 copy
13. DD Form 781-2, given to Crew Chief for return to the aircraft.

(f) The Debriefing Officer will check the following forms for completeness, and insure that they are turned over to the A&E representative.

1. SAC Form 251 Radar Report on APS-42, 1 copy
2. SAC Form 252 Radar Report on K-Sys, 1 copy
3. SAC Form 253 Radio Operators Report, 1 copy
4. SAC Form 254 ECM Report, 1 copy
5. SAC Form 255 Gunnery Report, 1 copy
6. SAC Form 190 Malf and/or Abort Report, 2 copies



U 8 9 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(g) The Debriefing Officer will insure that the following are delivered to the Base Photo Lab after the last aircraft has landed, or in any case not later than 0500 hours.

1. SAC Form 284 Radar Scope Photo Log, 1 copy
2. SAC Form 284 O-23 Camera Log, 1 copy
3. O-15 Camera Film
4. O-23 Camera Film

(h) The Debriefing Officer will insure the following are turned in to Wing Control after the last aircraft has landed, or in any case not later than 0600 hours.

1. Mission Accomplishment Report, 1 copy
2. SAC Form 31 RBS & Visual Releases Only, 1 copy

(i) The Debriefing Officer will turn in the forms 175 to Base Operations and the SACMAR to the Base Weather Station at 0800 and 1600 daily. The weather station personnel will effect periodic pick up of these forms at other than those times.

(j) The Debriefing Officer will insure that the aircraft commander initiates a SAC Form 190 if required by Wing REG 66-11, a copy of which is included in the Debriefing Team Folder, and effect distribution as directed therein.

(2) The Debriefing Team NCO will:

(a) Assist the Debriefing Officer in the proper execution of the debriefing.

(b) Insure the capabilities and control board is kept current at all times.

(c) Initiate all required SAC Forms 322.

(d) Schedule all known maintenance on the capabilities chart.

(3) The Bomb-Nav Supervisor will:

(a) Insure that the A&E capabilities control board is current and accurate at all times.

(b) Insure that all forms pertaining to A&E are correct and legible.



U 8 9 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Assist the operator in the preparation of SAC Forms of the 250 series.

(d) Assist in initiating SAC Form 322 in such detail as to assure adequate job description.

(e) Using established time standards, assist in scheduling maintenance requirements on the master capabilities chart.

(4) The Field Maintenance Supervisor will:

(a) Insure that the Field Maintenance capabilities control board is current and accurate at all times.

(b) Assist in initiating SAC Form 322 in such detail as to insure adequate job description.

(c) Using established time standards, assist in scheduling maintenance requirements on the master capabilities chart.

(5) The Airman Recorder will:

(a) Assist the NCO's assigned to the team in accomplishing assigned tasks.

(b) Coordinate with material control section of A&E and FM in maintaining accurate backlogs and capabilities.

(c) Initiate follow up on scheduled work, notifying the Senior Controller of any and all work changes.

f. Relationship between the Debriefing Team and the Maintenance Control Unit.

(1) The Debriefing Team Commander will be responsible to the Director of Operations. His primary function other than checking forms will be to insure order and discipline.

(2) The personnel permanently assigned to the team will be integrated as part of the control unit, and will be responsible to the senior controller for scheduling and programming maintenance.

g. Technical operation and integration of the Debriefing Team into the control unit operation:

(1) Chain of Command. (See INCL #1)



J 8 9 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) General Operating Procedures:

(a) For this program to be effective it is mandatory that A&E and FM capabilities charts be accurately maintained at all times; therefore by 1500 hours daily, A&E and FM Material Control Sections will give the debriefing clerk the actual backlogs to be entered on the capabilities chart.

(b) The Senior Controller, by 1500 hours, will be responsible that the next twenty-four hour period of known maintenance schedule is entered on the capabilities charts, and will insure that all known aircraft work is scheduled on SAC Form 322.

(c) The Senior Controller will then schedule all maintenance to be accomplished and enter the schedule on the capabilities chart as well as on the time schedule form.

(d) Each crew upon landing will leave the aircraft in time to be in the debriefing control room within 45 minutes of landing. The debriefing will be conducted by the Debriefing Officer in a military manner.

(e) The Debriefing Officer will, upon completion of the crew interrogation using the combined operations and maintenance forms check list:

1 Indicate completeness by appropriate check mark and signature. Forms not required will be marked N/A.

2 Package each set of forms of the 250 series and two copies of the SAC Form 190 and give to the Bomb-Nav Supervisor.

3 Insure that the FM Supervisor has one copy of the SAC Form 190 for FM type Malf and/or Aborts.

4 Insure that the Crew Chief has in his possession the completed AF Form 781-2, and a copy of the time schedule form.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

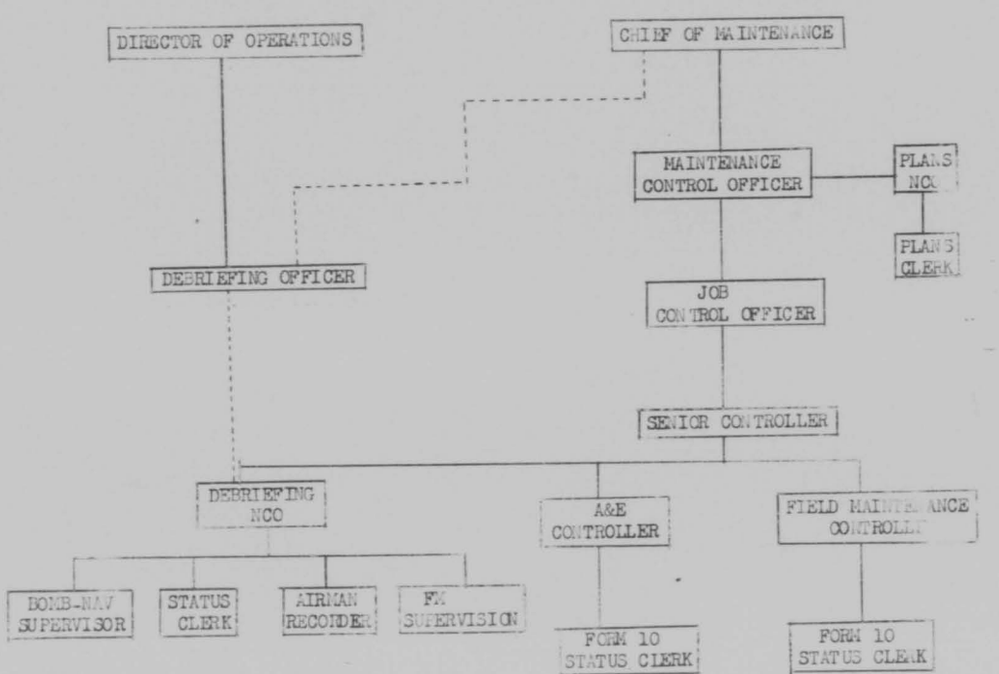
1 INCL



J 8 9 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




INCL #1
310BOMWG
REG 66-3

J 8 9 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of Major Clayton L. Balch beaming with pride at the 380th Bombardment Squadron's battle record which the unit achieved in the Second World War.

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

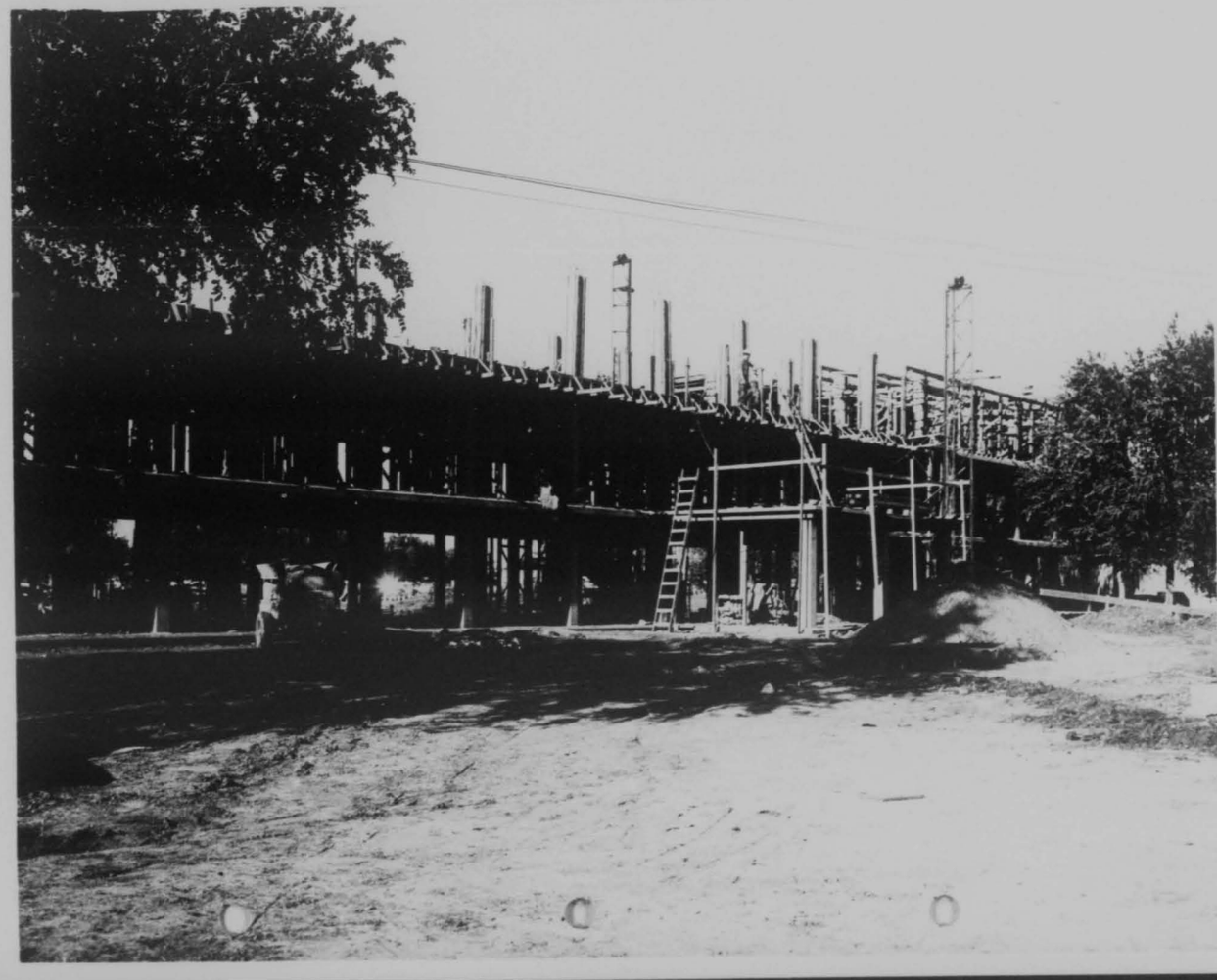
Photographs showing the construction on the new Airman's Dormatory and the new hangars at Smoky Hill Air Force Base.

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

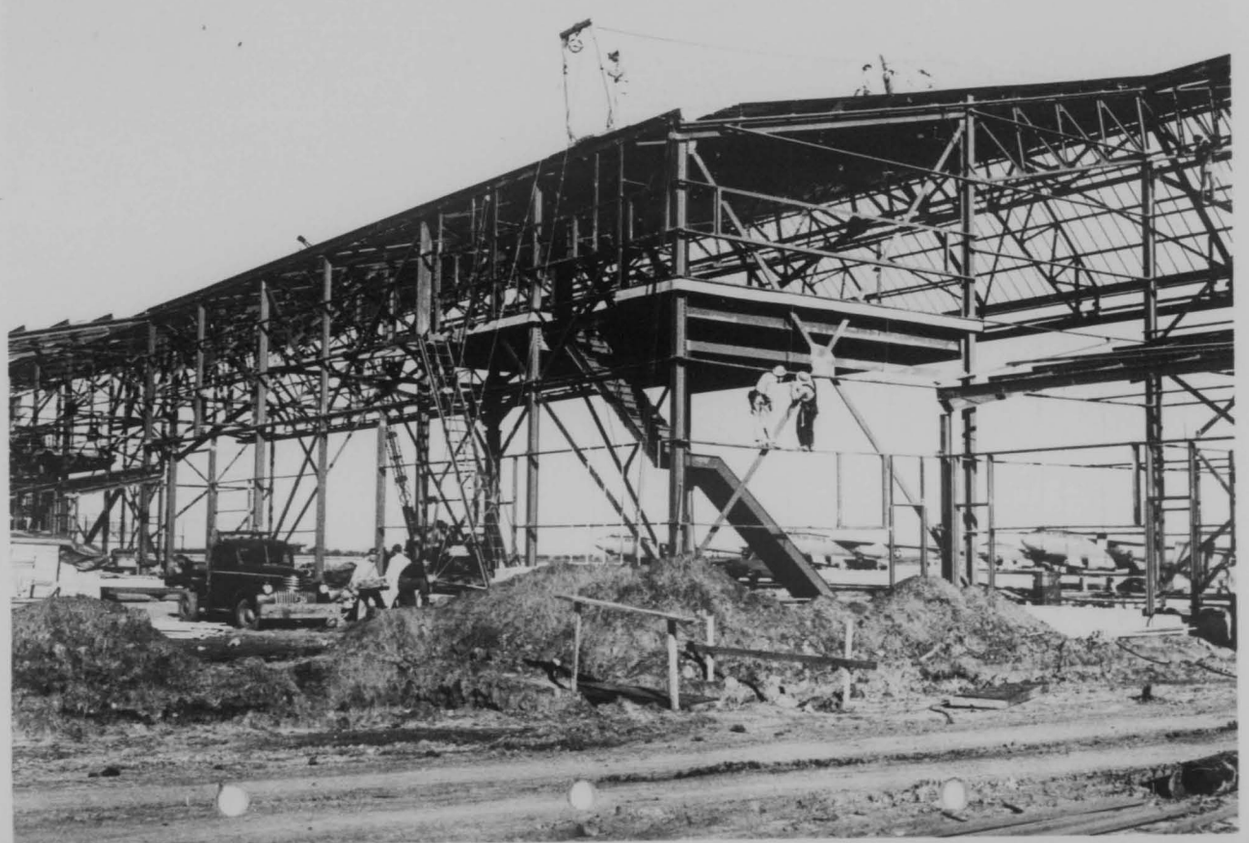
THIS PAGE IS DECLASSIFIED IAW EO 13526



0901

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



J 9 0 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

310TH BOMBARDMENT WING — MEDIUM

SMOKY HILL AIR FORCE BASE

# HISTORY

RSI Grant No
S 15003

NOVEMBER 1955

SECRET

0907

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

RSI Cont No
S 15003

SECRET

82-3595-24

0908

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

NOVEMBER 1955

Smoky Hill Air Force Base, Kansas

************

This document is prepared by A/2C Thomas A. Quinn, under the supervision of 2nd Lt. James W. Ragsdale, Historical Officer.

Delmore P. Wood Col.

For and in the Absence of:
SELMON W. WELLS
Colonel USAF
Commander

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

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of the 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 4 |
| Inspector | 5 |
| Comptroller | 8 |
| Chapter II Personnel | 9 |
| Command | 9 |
| Staff | 10 |
| Critical Shortages | 10 |
| Manning: Officers | 10 |
| Manning: Airmen | 11 |
| Reenlistment Rate | 11 |
| Promotions | 11 |
| Morale, Welfare and Discipline | 11 |
| Discipline | 13 |
| On-The-Job Training | 13 |


SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




| | |
|---|---|
| | ii |
| Chapter III Operations and Training | 15 |
| Flying Training | 15 |
| Accomplishments | 17 |
| 379th Bombardment Squadron | 19 |
| 380th Bombardment Squadron | 20 |
| 381st Bombardment Squadron | 21 |
| 310th Air Refueling Squadron | 22 |
| Intelligence | 29 |
| Ground Training | 30 |
| Ground Safety | 31 |
| Flying Safety | 32 |
| Chapter IV Materiel and Maintenance | 33 |
| Materiel | 33 |
| Logistics | 33 |
| Supply | 34 |
| Maintenance | 35 |
| New Construction | 39 |
| Roster of Key Personnel | 40 |
| Bibliography | 41 |
| Appendix | 43 |
| List of Exhibits | 44 |
| Exhibits | |




U 9 1 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CHRONOLOGY

| | |
|---|---|
| 13 November 1955 | Colonel Selmon W. Wells, 310th Bombardment Wing Commander, departed Smoky Hill Air Force Base for Offutt Air Force Base, Omaha Nebraska, to attend a Commanders Conference. Colonel Wells also reported a major aircraft accident to General Curtis E. LeMay, the SAC Commander, while at the conference. |
| 17 November 1955 | Colonel Delmore P. Wood, Deputy Commander of the 310th Bombardment Wing departed Smoky Hill for Davis-Monthan Air Force Base, Arizona to receive equipment and passangers bound for Smoky Hill Air Force Base. |

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| OJT | On The Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| AOCP | Aircraft Out Of Commission for Parts |
| RBS | Radar Bomb Scoring |
| SAC | Strategic Air Command |
| MIL | Maintenance Instruction Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| EWP | Emergency War Plan |
| IFI | In-Flight Instruction |
| TOC | Technical Order Compliance |
| UR | Unsatisfactory Reports |
| IP | Instructor Pilot |
| USCM | Unit Simulated Combat Mission. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing, Medium, remained unchanged during the month of November 1955. The job of the 310th Bombardment Wing continued to be that of maintaining the high state of proficiency displayed by its crews during the wing's overseas mobility.

During the month the wing concentrated on the planning and training for the forthcoming "PACE SETTER I" mission. This will be a bomber stream mission making simulated bombing attacks on three target complexes.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of November 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 30 November 1955 the wing had assigned the Command and Adjutant Sections and the Directorates of Operations, Materiel, Personnel and Comptroller. The other units assigned were the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other unit assigned was the Tactical Hospital. While all unit structures remained constant, key personnel changes were numerous throughout the wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATION:

The wing's administrative functions geared down during November as all effort was exerted in complying with the demands of the SAC Inspectors.

Several changes were made in the administrative policies of the wing during November. The most important one being the remodling of the wings Consolidated Records Section. Scheduled for completion early in December, the change started with a new name. Henceforth, the section will be known as the Consolidated Unit Personnel Section, with CUPS for its office symbol. The section will move to Wing Headquarters early in December, and a larger staff will increase the efficiency of this very important function. Work on this project was initiated, and continued throughout the month of November. 1/

SPECIAL EVENTS:

November 5 through 11 was really a period of "Special Events" for 310th personnel and their families. Every year at this time, the citizens and merchants of Salina thrust out their hands in friendship to the serviceman of the area as they participate in "Honor the Uniform" week.

Virtually all of the commercial and civic enterprises of Salina jumped on the bandwagon, offering prizes, parties and cut prices by the score to their next-door neighbors in uniform.

---

1/ Letter from 310DP to all sections, 310BW, "New location of 310BW CUPS". Exh. 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th personnel, not in the least bit shy when it comes to bringing home the free bacon, registered and won many of the beautiful tokens of good fellowship. One such happy man was Master Sergeant Frank Koons of the 310th Field Maintenance Squadron, the lucky winner of a Bingo party door prize - a 24 inch Television set.

On 3 November, a not-so-happy note was struck when it was announced that the 1955 campaign for the Community Chest had not been a success in the 310th Wing and other units of Smoky Hill as well. On that date, which was the official closing date of the campaign, Brigadier General John R. Sutherland, 802nd Air Division Commander, disclosed that only 65 percent of the goal had been reached. 2/

To combat this, a "cleanup" campaign was put into effect which lasted well into the third week of November before fading from the scene.

INSPECTOR:

During November, one copy of the preliminary report to the SAC General Inspection was received, and from this report the most obvious discrepancies were extracted. These discrepancies were forwarded to all staff sections with no required answer pending receipt of the final report. Immediate corrective action was recommended in order to facilitate this sections indorsement when the final report is received.

Command Subject Letter Number Six, which deals with the current quarter 50-8 requirements was completed on 10 November with corrective action taken.

A final report to Air Force Letter 121-4, concerning special subjects for inspection, mainly the damage to jet engines from foreign

---

2/ Ltr, BRIGEN SUTHERLAND to all Officers of SHAFB. Exh. 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



objects, was completed and forwarded to Eighth Air Force on 9 November 1955. The results were satisfactory.

Correspondence was received from the 310th Field Maintenance Squadron requesting this office to locate the authorization for hazardous pay for members of the Fuel Systems Shop. As this office was unable to locate the authority, the request was forwarded to the Director of Personnel for further study.

The copies to the final report to the SAC General Inspection were received and forwarded to all staff sections with discrepancies listed where corrective action was required. Corrective action from staff sections was received and forwarded to the 802nd Air Division on 29 November.

The semi-annual inspection of the 310th Field Maintenance Squadron was conducted from 7 through 11 November. This was accomplished by inspectors from key staff sections under the supervision of Lieutenant Colonel Hart. The semi-annual inspection of the 310th Air Refueling Squadron was also accomplished this month during the period from 21 through 24 November.

On November 16, Lieutenant Colonel Hart conducted a special inspection of the 381st Bombardment Squadron flight line. The purpose of this inspection was to ascertain the extent of compliance with current flight line maintenance directives.

An inspection of the Battery Shop in Building T-4 by Preventive Medicine personnel revealed that minimum standards for the safe and efficient operation of a battery shop were not maintained. The inspection results were forwarded to Field Maintenance for the necessary corrective action.

J 9 1 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



At the beginning of the month, a letter was received by Colonel Wells, the Wing Commander, from Colonel Harold E. Humfeld, the Eighth Air Force Director of Operations. Reassuring in its contents, the letter promised aid and cooperation with our wing inspectors in erasing some of the more glaring discrepancies in the fieldsof Personal Equipment, Special Weapons, EWP Study and Supervision, Communications and Publications.[3/]

The SAC Inspectors also pointed out glaring discrepancies in many of the wing's squadron supplies. Squadron Commanders were urged to personally review and inspect these supplies and to maintain a system of progress reports reflecting the status of the SAC Forms 310.[4/]

As a result of General Sweeney's wire concerning the misbehavior of our younger airmen, the Inspection section conducted a survey of the more serious types of offenses committed during the period 1 September through 30 November 1955. The results indicated that approximately 50 percent of the offenses were attributable to under-age airmen. Of the remaining 50 percent, a few were NCO's and the bulk were lower grade airmen not under age. The facts indicate that a program should be directed toward all airmen, and not just under age airmen residing in the barracks where curfew, Class A pass restriction, etc., is practical. This survey was compiled by key NCO's and forwarded by Lieutenant Colonel Hart.[5/]

The advanced notification of the semi-annual inspection of the 379th Bombardment Squadron was forwarded to staff sections and units

---

3/ Ltr fm LTCOL Humfeld to Col. Wells concerning SAC IG weakpoints.

4/ 310BW Staff Meeting Minutes for 1 November 1955.

5/ 310BW Inspector's Historical Report for November 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



concerned on November 28, 1955.

COMPTROLLER:

The Directorate of Comptroller published and distributed the quarterly Management Control Systems report. During the month, the Comptroller also performed routine duties such as posting to the Commanders Briefing Handbook, posting to the Management Control Systems Handbook, preparing and posting related charts and ppsting the reports control system log.

Work continued throughout November on establishing a system of large charts for use in the Wing Conference Room.

An RCS report calendar was prepared and distributed to all sections concerned. This calendar continued to be successful in curtailing late reports.

The Comptroller section continued the preparation of a Comptroller's Handbook which will be used for the cross training of personnel, and the OJT of replacement personnel.

A special study was conducted during November on an RCS Mobility File for the 310th Air Refueling Squadron. This file includes all the reports which the Air Refueling Squadron will be responsible for while on TDY, as well as a complete list of instructions for all these reports.

The Division Director of Comptroller published a schedule of operating costs which was prepared throughout the month of October. This comparative report permits commanders to compare their unit costs with other organizations on the base and also to note significant dollar fluctuations.6/

---

6/ "Unit Expense Summary" Chart from Base Comptroller. Exh. 3



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER II

PERSONNEL

The greatest problem affecting the field of personnel continued to be the shortages of high skill levels and overmanning in the lowe skill levels. There continued to be a wide discrepancy between effe ive and total manning created by the large number of three level air- men against five and seven level authorizations. Projected losses of skilled personnel to discharges and overseas assignments, as well as early outs for shhool was another personnel problem reaching alarming proportions.

The main aim of the Directorate of Personnel for the month of November was the manning of the 100th Cadre. Another aim of the Personnel Section was to make sure that every available airman was placed on OJT. This office also assisted in the moving of the Consolidated Unit Personnel Section from building 479 to its new location in building 947.

During the month of November, the Directorate of Personnel processed a total of 20 Effectiveness Reports, and two Late Effectiveness Reports.

COMMAND:

There were no changes in command for the month of November. Colonel Selmon W. Wells remained in command of the 310th Bombardment Wing, while Colonel Delmore P. Wood remained Deputy Commander of the 310th Wing.

U 9 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



STAFF:

Lieutenant Colonel Harold C. Fulmer was reassigned to the 40th Bombardment Wing on 9 November. Taking his place as Commander of the 381st Bombardment Squadron was Major Wayne M. Frarie Jr.

On 1 November, Major David M. Lindquister assumed the duties of the 310th Director of Operations. 7/ Major Lindquister replaced Colonel Delmore P. Wood, the Wing Deputy Commander, who had held the job of Director Of Operations as an additional duty until the beginning of the month.

On 4 November 1955, Special Order 247 was published which reassigned Lieutenant Colonel Nicholas J. Rifkin, the 310th Director of Intelligence, to Portsmouth Air Force Base, New Hampshire. Colonel Rifkin will relinquish his position on or about 5 December. 8/

CRITICAL SHORTAGES:

Shortages existed during November for 28 Bombing and Navigation Systems Technicians, ten organizational Supply Specialists and 48 clerks. The wing suffered from a lack of five personal equipment airmen, 13 personnel specialists, 12 Supply technicians and four Personal Equipment Officers.

MANNING: OFFICERS

The assigned strength of the officers of the 310th Bombardment

---

7/ 310BW General Order Number 17. Exh. 4

8/ S.O. 247, para 20. Exh. 5



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Wing was 357 officers for the month of November. A total of 430 officers is needed to fill all the positions in the 310th Bombardment Wing. Of the 357 officers currently assigned, a total of 301 are working in their required specialty, for a percentage rating of 70 percent in required specialty. 9/

MANNING: AIRMEN

The airmen strength of the 310th Bombardment Wing for the month of November was 1438 airmen assigned. This figure reflected a loss of approximately 30 airmen during November.

REENLISTMENT RATE:

In November, 60 men were discharged from service. Of these, only nine men reenlisted, for a reenlistment rate of only 15 percent. This was a healthy drop from the October rate of 26.1 percent.

PROMOTIONS:

There were no promotions made within the 310th Bombardment Wing during the month of November.

MORALE, WELFARE AND DISCIPLINE:

The morale of the 310th Bombardment Wing for the month of November was good. This cannot be attributed to a two day work week or a

---

9/ 310th Bombardment Wing Management Control System Report for November 1955. Exh. 6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



loose policy on three day passes, but simply because of the holiday atmosphere which, by 25 November, was beginning to pervade the scene. A heaping Thanksgiving dinner does wonders for a man's morale, especially when he knows that after it is over, Christmas is only 30 days away.

The wing continued its policy of inspection and supervision of dining facilities during the month of November. Five officers ate meals in the 310th Mess Hall in November, with four favorable and one very unfavorable reports submitted on their findings. Enclosed in this history is the unfavorable report.10/

Another very possible reason for the high morale factor maintained during November was "Honor the Uniform" week which was conducted from 5 to 11 November. This grand celebration gave 310th men a chance to win some valuable merchandise, as well as to meet his friends and neighbors from Salina. Even the die-hards who were often quoted on the fact that they would never wear their uniform in town were among the first in line to register for the prizes, proudly wearing Class "A's".

To make this event that it was, the 310th Wing Commander urged all the member of his staff to encourage their personnel to participate in the event.11/

The award for being the outstanding airman of the 310th Bombardment Wing for the month of November was presented to Airman Third Class

---

10/ Ltr, 310CO fm 381CO, "Commanders check of the Mess Halls". Exh.7

11/ 310BW Staff Meeting Minutes for 1 November 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Miroslav Pivrnec of the 310th Air Refueling Squadron. The "Maintenance Man of the Month" award was presented to Airman First Class LaVern C. Sanger of the 310th Periodic Maintenance Squadron. In line with the wing policy of making these awards worthy of striving for, both these men were authorized a flight in a tactical aircraft, they were both placed in the number one position for promotion as soon as they become eligible, and they will be awarded a three day pass during the period of their choice. The two men were also relieved from all extra duties for a thirty day period. Letters were written to the airmen commending them, along with letters to their parents and to the senior senators from their home states.

DISCIPLINE:

The 310th Bombardment Wing had three men AWOL during the month of November. During this same period, there was 16 Aticle 15's given to 310th personnel.

The wing had four Court-Martials given to its personnel in November. Two of these were Summary and the other two were Special Court-Martials.

ON-THE-JOB TRAINING:

The 802nd Air Division published a new Personnel Policy on 4 November which will effect the training and testing of 310th personnel. This new policy, number 39-1, was formed to establish procedures for the reporting and administration of the Airmen Proficiency and Job

0926

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Knowledge Test Program in the 802nd Air Division. This policy stresses closer coordination with the Test Control Officer and the Consolidated Unit Personnel Section which is concerned. This new policy clearly outlines all the procedures to be taken in testing an airman. The policy should enable men to be upgraded faster, and thus be of more use to themselves and to the Air Force. 12/

12/ 802ADIV Policy Letter number 39-1, dated 4 November 1955.

J 9 2 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

November was designated the last month of the current 50-8 training quarter. During November, the wing completed a higher percentage of training under SAC Regulation 50-8 than during any other quarter since being declared combat ready on 1 January 1955. The completion percentage was 94.6 percent. The percentage would have been 98 percent if the wing had been given credit for the maximum internal loads with pressure disconnect which the wing completed in October. The authority for the new requirement came too late to be included in the October T-12 report.

November training also consisted of the accomplishment of flying time in accordance with SAC Regulation 60-2, and 51-26 for lead crews. Emphasis was once again placed on the training and upgrading of non-ready crews. The wing was also placed on orders to fly a series of missions with night celestial navigation, visual information and weapons exercise. This mission was called "TWO STEP WHITE". 13/

Throughout November, planning continued for the forthcoming operation "PACE SETTER I". This will be a bomber stream mission making simulated bombing attacks on three target complexes. 14/

The 310th Wing Commander urged all members of crews which will participate in "PACE SETTER I" to go over the targets twice before

---

13/ 310BW Ops Order 204-55, "Training for November 1955". Exh. 8

14/ 310BW Ops Order 140-55, "Operation PACE SETTER I". Exh. 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



the mission. The commander stated that 13 had not gone over the targets by 22 November, and in order avoid gross errors on the mission, the targets would be reviewed by them prior to this operation.15/

The 310th Bombardment Wing published three outstanding regulations this month which pertained to operations and training. The first of the three was Wing Regulation 55-38, entitled "Flights With VIP Personnel Aboard KC-97 Type Aircraft". The regulation gives all the procedures for briefing the VIP's on the flight, as well as instructing them on the equipment they must wear and how to use it, mainly their parachutes, May Wests etc.16/

The second regulation in the series is 310th Bombardment Wing Supplement I to Annex I to SAC Regulation 60-13. This publication shows the proper method to be used in filling out the Engineer's Flight Log for four engine aircraft.17/

the last of the trio of November publications is Wing Regulation 55-23. This regulation was conceived in order to establish the requirement and procedures for a combat crew and tanker crew guide. These crew guides serve as a readily available and up to date accumulation of publications applicable to the operation of wing aircraft for use by crew members and wing agencies.18/

---

15/ 310BW Staff Meeting Minutes for 22 November 1955.

16/ 310BW Reg.55-38, "Flights with VIP personnel aboard KC-97 aircraft". Exh. 10

17/ 310BW Supp.I to Annex I to SAC Reg. 60-13.

18/ 310BW Reg. 55-23, "Combat and Tanker Crew Guides". Exh.11



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On 28 November, Major General Walter C. Sweeney, Eighth Air Force Commander visited Smoky Hill and conferred with Brigadier General John R. Sutherland, 802nd Air Division Commander, Colonel Burton Burns, the 40th Wing Commander and Colonel Selmon W. Wells, 310th Wing Commander concerning the future operations of Smoky Hill Air Force Base and the 310th Bombardment Wing.[18]

On 9 November, Letter Order 805 was published which appionted and named the members of a survey team which left Smoky Hill on 11 November for Ernest Harmon Air Force Base, Newfoundland. The survey team was formed to observe conditions in that area in preparation for future 310th operations.[19]

In the latter part of November, the 310th Bombardment Wing got a look at the Brigadier General Jack Roberts Trophy. This 3 foot tall Trophy will be awarded to an Eighth Air Force Unit for its achievement in bomber stream missions. The 310th will be out to win when the competition rolls around in December.[20]

ACCOMPLISHMENTS:

The training accomplishments for the month of November 1955 were the following:

(1) Total Flying hours projected 1440:00

(2) Total Flying hours accomplished 1334:25

---

18/ Photo of Maj. Gen. Sweeney conferring with Division and Wing Commanders. Exh.12

19/ 310BW Letter Order 805 para 2. Exh. 13

20/ Photo of the Brig. Gen. Jack Roberts Memorial Trophy. Exh.14



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| (3) | Total sorties projected | 206 |
| (4) | Total sorties accomplished | 231 |
| (5) | Record Radar RBS runs | 194 |
| (6) | Record Visual RBS runs | 57 |
| (7) | Radar camera attacks | 37 |
| (8) | Visual camera attacks | 31 |
| (9) | Night celestial legs | 23 |
| (10) | Day celestial legs | 20 |
| (11) | Grid legs | 48 |
| (12) | Air refuelings | 12 |
| (13) | Radar rendezvous | 29 |
| (14) | Radar approaches | 32 |
| (15) | Night Cell missions | 3 |
| (16) | Formation | 22 |
| (17) | Depressurized flying | 7 |
| (18) | Fighter intercept missions | 8 |
| (19) | Visual releases | 28 |
| (20) | Combat load missions | 23 |
| (21) | LRCC | 12 |

The wing showed a steady improvement in all areas throughout this quarter. The wing's radar RBS reliability has risen to 85.9 percent. The visual RBS reliability is up to 81 percent and the gross error rate is downward - from 8.29 percent in the previous quarter to 6.5 percent for the quarter just ended.

J 9 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Three IN crews were formed in November, three were upgraded to lead status and one was disbanded. Two lead crews were upgraded to select status during the month. This makes the crew breakdown for November read Two select, 14 lead, 17 combat ready, one non-ready and 11 IN crews.

379TH BOMBARDMENT SQUADRON:

The 379th Bombardment Squadron had a total of 500 flying hours projected for the month of November. The 379th successfully accomplished this, with a total of 500:15 actually flown throughout the reporting period.

With November being the last month of the 50-8 training quarter, the 379th crews concerted all their effort to meet the minimums. A total of 98.8 percent of the 50-8 requirements were met by the end of November.

During the reporting period, one co-pilot was upgraded to Aircraft Commander. One co-pilot was brought to within one 51-19 flight of being upgraded to Aircraft Commander. One of the 379th crews was sent to operation "CHUCK WAGON". The observers of the 379th completed a total of 110 hours of target study for the month.

No new crews were upgraded to lead status this month, and no new non-ready crews were formed. The crew status at the end of November was one select, two lead, seven combat ready and four non-combat ready crews.

During the month, two crews from the 379th were sent to SES at MacDill Air Force Base, Florida. On 1 November, Major James V. Farley,



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Liason Officer sent a report to the Wing Commander which included the general situation of the crews sent to SES, complete with a breakdown of all the difficulties which presented themselves from the 27th of September through 27 October. This report from Major Farley, who is a member of the 379th Bombardment Squadron, ended with a list of suggestions which should erase many of the difficulties encountered on his trip to MacDill Air Force Base.[21/]

During the month, the Engineering Section of the 379th Bombardment Squadron sent one aircraft to Tulsa, Oklahoma for drag angle modification.

The Engineering section reported the loss of eight airmen, AFSC 43250. These airmen, unauthorized by the squadron, were sent on a reassignment to the 310th Field Maintenance Squadron.[22/]

380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron had 449 hours of flying time allocated for the month of November. Of this amount, only 390:30 hours were accomplished. Four crews completed their 50-8 requirements in November, with most of the other crews still needing visual work to meet the minimums.

The squadron had two crews upgraded in November. Crew R-09 was upgraded to crew L-09, and crew R-32 to L-32.

---

21/ Report on difficulties encountered while at SES. Exh. 15

22/ 379th Bomb Sq. Historical Report for the month of November.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Captain Kearney took over the duties of Squadron Observer in November from Major Levy. Major Levy was sent to a Radar Maintenance Course at Mather Field, California.

Communications folders were brought up to date during the reporting period. The squadron ECM Officer was assigned as the instructor for the Wing ECM ground school. The Phase III ECM course on B-47 capability was completed in November. To date 33 percent of the squadrons have received their lectures.

Three men reenlisted from this squadron during the month. The squadron had one Special Court-Martial and one Article 15. The assigned personnel strength of the 380th Bombardment Squadron as of 30 November was 87 enlisted men and 59 officers as against 100 enlisted men and 77 officers authorized for this squadron.[23/]

381ST BOMBARDMENT SQUADRON:

The squadron utilized 16 aircraft during the month of November to amass a total of 619:20 hours of flying time. The 381st was scheduled for 81 sorties in November. There were six aborts, three of which were due to Armament and electronics difficulties and three were ground aborts.

Throughout November, the squadrons observers made 68 Record RBS Runs for a reliability factor of 85 percent, with an 88.7 percent reliability factor for the quarter. In 43 Record RBS Visual Runs the squadron had a reliability factor of 85.7 percent.[24/]

---

23/ 380th Bomb Sq. Historical Report for November 1955.

24/ 381st Bomb Sq. Historical Report for November 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH AIR REFUELING SQUADRON:

The assigned strength of the 310th Air Refueling Squadron on 1 November 1955 was 89 officers and 219 airmen. The assigned strength of the squadron by the end of the reporting period was 87 officers and 204 airmen. The average strength for the month was 88 officers and 211 airmen.

This organization was severly handicapped due to the shortage of the following qualified personnel:

| | | |
|---|---|---|
| 1. | One squadron adjutant | 7324 |
| 2. | One survival training and equipment officer | 1435 |
| 3. | 11 pilot, bombardment | 1234C |
| 4. | 17 aircraft observers, N-B | 1525P |
| 5. | One communications officer | 3024 |
| 6. | One intelligence operations technician | 20470 |
| 7. | One intelligence operations specialist | 20450 |
| 8. | Nine aircraft radio operators | 29352 |
| 9. | 15 apprentice aircraft over 2 engine mechanics | 43131B |
| 10. | Nine aircraft maintenance OV 2 engine technic. | 43171B |
| 11. | Eleven reciprocating engine mechanics | 43251 |
| 12. | Seven reciprocating engine technicians | 43271 |
| 13. | Ten inflight refueling specialists | 43350 |
| 14. | 26 inflight refueling technicians | 43370 |
| 15. | Six flight engine technicians | 43371 |
| 16. | One apprentice vehicle operator | 60330 |
| 17. | One organizational Supply Specialist | 64151 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



18. Two apprentice clerks 70230

19. One clerk 70250

20. One apprentice classification specialist 73230

21. Two personnel specialists 73251

22. Two SUP TR Personal Equipment Specialists 92250

23. One survival training personal equip. supv. 92270

As was noted in prior reports, this organization has been alerted for a 60 day TDY in December 1955. The projected loss of personnel from this reporting period through 1 March 1956 by discharge will even more seriously and critically effect the maintenance capability of the squadron. The following is the projected loss for that period:

1. Two (43171B)
2. Ten (43251)
3. Two (43151B)
4. One (70250)
5. One (64173)

These figures do not include those deferred from deployment through family illness.

The critical shortage of personnel still existed in the Personal Equipment Section. A co-pilot assigned to a combat ready crew performed the additional duty of Personal Equipment Officer during November. This officer had the assistance of one 92230 and one 92250, neither of whom have been formally schooled in the Personal Equipment career field. The tremendous work load has made it impossible for this section to maintain parachutes and survival equipment in accordance with required procedures. The safety of flight of the aircrews could be jeopardized by the lack of personnel in this section, which is authorized one qualified officer and



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



four qualified airmen.

The squadron Operations section had one Air Transportation Supervisor assigned. However, he was nominated to a direct duty assignment overseas and will depart the squadron on 4 December 1955. He accomplished his duties by working extensive overtime and with the help of combat crew personnel. The Table of Organization calls for one Air Transportation Supervisor (60170), one clerk (70250) and one apprentice clerk (70230).

There were no new crews formed during November. The squadrons crew status included 15 combat ready crews, three non-ready crews and three IM crews. Each crew is projected for combat ready crew status as follows:

1. M01 to T01: 20 December 1955
2. M34 to T34: " " "
3. M36 to T36: " " "
4. IM32 to T32: " " "
5. IM39 to T39: INDEFINITE
6. IM40 to T40: INDEFINITE

The change of projected upgrading date on crews M01, M34, M36 and IM32 is projected upon the completion of a course in combative measures and the approval of waivers for advanced survival training and KC-97 flight simulator instruction. The Aircraft Commanders of IM39 and IM40 were TDY to West Palm Beach during November.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Combat Crew Member

Gains Losses and changes

| Crew Members | Acft Comdrs | Pilots | Navigators | Flt Eng | Radio Op | Boom Op |
|---|---|---|---|---|---|---|
| Gained | 1 | 8 | | | | |
| Lost | | 2 | 1 | 1 | 4 | 5 |
| Changes | | 1 | 1 | 2 | 5 | 3 |

The SAC minimum training requirements in pilot proficiency were not accomplished this quarter due to the fact that the Aircraft Commander was TDY to Maxwell Field, Alabama. The overall percentage for the quarter for the attainment of training requirements was 99.55 percent.

This squadron has only three non-ready crews capable of deploying. They are crews M01, M34 and M36.

Listed below is a comparison of available ready and nonready crew flying time for the month of November:

| Crews Available | Average Time Programmed | Avg. Time Accomplished |
|---|---|---|
| 15 reday crews | 28:20 | 27:17 |
| 4 nonready crews | 30:00 | 34:02 |

The following is a list of the hours flown performing missions ordered by:

a. Higher Headquarters:

| Committment | Hours programmed | hours accomplished |
|---|---|---|
| Eighth Air Force Operations Order 139-55 | 121:00 | 125:00 |
| Eighth Air Force Operations Order 339-55 | 19:55 | 19:55 |

J 9 3 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Eighth Air Force Training Priorities:

| Priority | Committment | Hours programmed | Hours Accomp. |
|---|---|---|---|
| 1 | AF Regulation 60-2 ( a proport. share flown flying other missions) | | |
| 2 | Operation "MUSCLEMEN" | 121:00 | 125:00 |
| 3 | Operations "WINTER WIND" | 19:55 | 19:55 |
| 4 | Nonready crew training | 120:00 | 136:10 |
| 5 | Ready Crew Training | 425:00 | 409:10 |
| 6 | Test Flights | 10:00 | 8:45 |
| | Totals | 555:00 | 554:05 |

In reference to priorities two and three, the programming was based on a non-wind flight plan. In reference to priority five, in the accomplishment of non-ready crew training, some of the crews did not accomplish the programmed ready crew training as a crew. However, the shortage of ready crew training was reflected in the overage of non-ready crew training. All instructor crews accomplished the requirements of the 50-8 training quarter.

The ground training accomplishments for the month of November were:

1. 51-19 ground training for pilots - 224 hours
2. 51-19 ground training for observers - 116 hours
3. Use and operating procedures for APN-69 (Observers) - 58 hours
4. Altitude indoctrination -23 hours
5. Commanders calls - 620 hours
6. Flying safety lectures and instruction for all personnel-620 hrs.
7. 50-24 Block training - 272 hours

0939

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



8. Link Trainer (Instrument for Pilots) : 42 hours

9. Physical conditioning unit for all personnel - 242 hours

10. Radar maintenance for observers - 36 hours.

11. IFR MTD school - 60 hours

12. Aircrew familiarization course 53-1024 (Lincoln) - 810 hours.

Because of the restricted maintenance capability due to inadequate effective manning, the squadrons abort/malfunction rate has steadily increased over the last three months. The following should serve to illustrate this point:

| Month | Abort Rate | Increase |
|---|---|---|
| September | 15.5 percent | 2.1 percent |
| October | 22.1 " | 6.6 " |
| November | 37.4 " | 15.3 " |

Four crews, M01, M32, M34 and M36 are projected for upgrading to a combat ready status by 20 December 1955. This is based on the completion of the course in combative measures and the approval of the requests for waiver of advanced survival training and KC-97 flight simulator instruction.

The number of maintenance personnel assigned, as compared to the number available for the pending TDY presents a most acute problem. Here are the statistics:

| AFSC | AUTHORIZED | ASSIGNED | AVAILABLE FOR TDY | SHORTAGE |
|---|---|---|---|---|
| 43251 | 29 | 18 | 11 | 18 |
| 43171B | 25 | 16 | 14 | 11 |
| 43271 | 9 | 2 | 2 | 7 |

0940

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



These shortages added to the number of non-qualified personnel that are presently assigned practically nullify the flight line maintenance capability unless fully qualified personnel are assigned in time to accompany this organization on its TDY. At present this organization is expecting to deploy with 42.8 percent of the authorized personnel with the above skill level.

The squadron was allocated 555 hours of flying time for the month. The squadron accomplished 555 hours with 111 sorties on the monthly 60-9 schedule. Maintenance and operations aborts and cancellations reduced the squadrons effective accomplishments to 572:15 hours flown. Effective scheduling enabled the squadron to accomplish their 50-8 training minimums. The following summarizes the 50-8 accomplishments for the combat ready crews for November 1955:

| | attempted | succeeded |
|---|---|---|
| a. 50-8 Air Refueling | | |
| 1. Total | 32 | 30 |
| 2. W/Bomber | 32 | 30 |
| 3. Radio Silent | 23 | 22 |
| 4. In darkness | 26 | 25 |
| 5. To gross wt of receiver | 22 | 22 |
| 6. Dry hook-ups | 387 | 387 |
| b. Navigation | | |
| Rendezvous APN 12/76 APN 11 | 38,25 | 24,25 |
| Night Celestial | | 15 Legs |
| Day Celestial | | 14 Legs |
| Grid | | 16 Legs |
| Radar | | 17 Legs |
| Pressure Pattern | | 8 Legs |

J 9 4 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Pilot Proficiency

1. Pilot proficiency missions 7
2. Take offs AC97, CP48
3. Landings AC95, CP50
4. GCA AC41, CP27

d. Cruise Control

1. Emergency drills 38
2. Loadings Cargo 1, Passangers 10
3. Precomputations 61

During the entire month engine changes were accomplished on aircrafts 51-342 in the number one, two and four position, aircraft 53-112 in the number two position, aircraft 51-343 in the number three and four position, aircraft 53-115 in the number one position, aircraft 51-344 in the number two position and aircraft 51-349 in the number one and two position. A total of 34 postflight inspections were performed during this reporting period. Of this amount, four were 50 hour inspections and four were maintenance quality control inspections.[25/]

INTELLIGENCE:

Target research on all of the newly assigned targets was completed and four new plates covering these areas were constructed by the Radar Prediction Team during November. A major portion of the months work was utilized in fulfilling requirements for suitable scope photography on all targets on each of the winter EWP simulation plates.

---

25/ 310th Air Refueling Squadron Historical Report for November 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A complete target study and plate revision program was initiated for the three domestic targets to be used in the forthcoming "PACE SETTER I" evaluation.

Captain Savino attended a Radar Prediction Conference at Eighth Air Force Headquarters, Westover Air Force Base, Massachusetts from 7 November through 12 November. Lieutenant Smith was assigned to a Command Post Exercise in the United Kingdom from 10 November through 25 November 1955.

In the Operational Intelligence section, Lieutenant Colonel Nicholas J. Rifkin was transferred to Portsmouth Air Force Base, New Hampshire. Major James V. Farley assumed the position of Wing Intelligence Officer.

In the Target Intelligence Section, most of the month was devoted to the production of a new type of target mission folder. Materials were compiled and produced in quantities for completing a target folder for "PACE SETTER I".

Target folders were made for seven new targets assigned to the wing in the current EWP. There were no personnel changes in the month of November.

GROUND TRAINING:

On 8 November 1955, Major Apolinski from Division Operations wrote a disposition Form to the Commander of the 310th Bombardment Wing. The purpose this letter was to outline information disclosed at a briefing on the new field training unit which will begin operations at Smoky Hill in January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Field Training Unit will begin classes on 1 January, using the base ground training building as the focal point of instruction, and Smoky Hill airmen as its experimental students.

The Field Training Unit will differ from the present MTD setup insofar as it will cover a wider variety of career fields and the instruction will be more up to date, more thorough, more practical and more interesting. The 310th wing will play a big part in the development of the new system, and it will also be one of the first combat ready wings in SAC to benefit by it. 26/

GROUND SAFETY:

Plans were drawn up this month for a system of barricades which will channel vehicle traffic into the parking area and forestall foreign materiel from reaching the ramp.

Major Berschel, from the Installations Engineering Office stated upon his completion of a survey with the 310th Ground Safety Director that such a project will save the government much money which they would have wasted making needless repairs on aircraft engines from damage caused by flying debris.

The fact was brought forth at a Division Safety Meeting that many of our maintenance personnel were operating Herman Nelson Heaters too close to the aircraft, and thus creating a safety hazard. 27/

At a staff meeting conducted on 1 November, the 310th Wing Commander disclosed that as a result of the SAC Inspectors reports concerning

---

26/ "Estab. of ATC Field Tng Unit at SHAFB". Exh 16

27/ Minutes of Division Safety Meeting conducted 30 Nov 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



negligence on the part of many 310th maintenance personnel which are definite safety hazards, Lieutenant Colonels Hart, Davis and Call will cruise the ramp daily to spot check the proper refueling of aircraft and the proper use of ground power units. Colonel Wells directed these officers to forward a report to him daily of their findings of the previous day.[28]

On 25 November 1955, 310th maintenance personnel were directed to pay particular attention to Inclosure 1 of Base Regulation 66-2B, which covered the emergency procedures to be used in case of fire while refueling aircraft. This publication covers every step to be taken to prevent the spreading of fire, injury or loss of life while accomplishing refueling of aircraft.[29]

FLYING SAFETY:

The subject for the November Wing Flying Safety Meeting was "Air Force Regulation 60-22 and the new Air Defense Identification Zones and Defense Areas." Recent incident reports were discussed and a movie was shown on B-47 take-off procedures. The attendance for this meeting was 98 percent.

During November four ground accident reports, thirteen aircraft incident reports and one major aircraft incident report were submitted to this office.[30]

---

28/ Staff Meeting Minutes for 1 Nov 55.

29/ Inclosure 1, Base Reg 66-2B, 25 Nov 55. Exh. 17

30/ 310BW Directorate of Operations Historical Report for November 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

### MATERIEL:

The office of the Director of Materiel prepared the wing replies to the materiel portion of the annual SAC IG inspection and assisted the Division staff in the preparation of the final replies pertaining to all the activities of the annual SAC Inspection.

The Directorate of Materiel also spent considerable time during November preparing and assisting the 310th Air Refueling Squadron for their forthcoming deployment.

The 310th Directorate of Materiel participated in the planning a[redacted] preparation for the December "PACE SETTER I" mission.

The Materiel section also coordinated the prop modification program for all the wing's KC-97 aircraft.

### LOGISTICS:

Technical Sergeant Corydon A. Parsons, as a member of the Survey Team, went to Ernest Harmon Air Force Base, Newfoundland, to survey the Base capabilities for supporting a KC-97 Air Refueling Squadron.

The Logistics Section provided logistical support for all wing missions. The office also completed the Administration and Logistical Annex for the Wing Operations Plan 40-56.

This section also reviewed the proposed KC-97 annex, prepared by the Eighth Air Force, and the B-47 Annex, prepared by the Second Air Force, to the new SAC Manual 400-1.

J 9 4 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Work was completed during November on the preparation of pre-strike and post-strike FAK listings in accordance with Eighth Air Force Message MDL 46156, 4 October 1955. The office also prepared emergency FAK change requests for AN/APN-69 components to SAC.

SUPPLY:

The 310th Bombardment Wing Supply Officer was appointed president of a Board of Officers to transfer the Supply Account of the 310th Field Maintenance Squadron to the new Supply Officer under the provisions of Air Force Manual 76-1, Volume IV, Section 7, Paragraph 1H. The inventory of this supply account had not been completed by November 30 1955.

Staff Sergeant William Lucas was relieved of duty and discharged effective 28 November 1955. Staff Sergeant Gene Gallegos was relieved from his assignment with the 310th Armament and Electronics Squadron and was assigned to this section effective 29 November 1955. Airman First Class Francis Cenatiempo was reassigned from the 379th Bombardment Squadron to this section effective 29 November 1955.

All Unit Commanders of the 310th Bombardment Wing were required to inspect and rate their organizations under the concept of SAC Regulation 76-32. It was found that three squadrons, the 310th Headquarters Squadron, the 310th Field Maintenance Squadron and the 310th Armament and Electronics Squadron were in the "Sub-Standard" category. Weekly reports from these squadrons were required by this section. These reports outlined the efforts the squadrons made to improve their rating. As of 30 November 1955, the 310th Headquarters Squadron was the only one of the three which still remained in the "Sub-Standard" category, with a rating of 414 points.

U 9 4 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Inspections were made this month on the operations of the 310th Air Refueling Squadron and the 310th Field Maintenance Squadron. The inspections were in conjunction with the semi-annual wing IG inspections as required by the 310th Bombardment Wing Regulation 123-1. A board of officers was appointed to investigate the property losses in the 310th Air Refueling Squadron Unit Supply.[31]

On 10 November, the 310th Director of Materiel wrote a letter to the 310th Wing Commander which fully explained the substandard organizational supply procedures of the 310th Bombardment Wing, and what was being done to alleviate the poor supply conditions of some of the wing's Unit Supply Sections.[32]

MAINTENANCE:

In the Reports and Analysis Branch, the loss of two well trained clerks imposed a difficult situation insofar as the preparation of aircraft reports was concerned. To alleviate this difficulty, the Reports and Analysis Officer assumed the responsibility of preparing the bulk of the reporting requirements. This section did receive some help when an airman was reassigned from the time card processing section to the reports section. The airman was trained in the preparation of aircraft and miscellaneous reports.

The Job Control Unit reported no change of personnel during the month. Field Maintenance processed 1165 Work Orders and Armament and Electronics 813 Work Orders through this section in November.

---

31/ Letter Order 836, Para 1. dated 25 November 55. Exh.18

32/ "Substandard Organizational Supply Procedures", 10 Nov 55. Exh.19



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Aircraft Records Unit processed records for 17 J-47 engine changes and seven R-4360 engine changes during the month. The records for six propellers were also completed.

The B-47 TOC rate was 0.488, and the KC-97 TOC percentage rate was 1.52. The total manhours accomplished on B-47 aircraft was 1030, and on the KC-97's it was 317. The normal workload during November was expected to increase due to the accellerated TOC activity and the pending engine and propeller changes on KC-97 aircraft.

This unit is presently lacking a clerk typist and is undermanned by a total of two clerks.

During the month of November, the Inspection Sub-Unit of Quality Control completed nine periodic inspections of B-47 aircraft and five periodic inspections of KC-97 aircraft. A total of 18 J-47 engine changes were inspected and eight R-4360 engine changes were inspected by this section. Three inspections were performed on Base Flight aircraft and four Base Flight Engine changes were inspected.

The other inspections performed by the sub-unit during the month of November were the following:

1. 13 J-47 engines were inspected on the line for damage.
2. Nineteen B-47 and two KC-97 aircraft 263 books were inspected.
3. Nine B-47 and five KC-97 25 percent Quality Control Inspections were performed.
4. 17 aircraft were weighed.
5. Five aircraft were inspected for Drag Angle cracks.
6. Two ninety day inspections were performed. One in the 310th Air Refueling Squadron and one in the 310th Field Maintenance.

J 9 4 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



7. Twenty-seven B-47 and four KC-97 aircraft record jacket files were inspected. Seven aircraft record Jacket files were inspected on Base Flight aircraft.
8. Twenty-four aircraft were test-flown.
9. Technical Order Files were screened, filed and indexed. A total of 70 messages were reproduced and distributed.
10. The Unsatisfactory Reports Section of Quality Control processed 103 Unsatisfactory Reports during the month of November.
11. Ten replies were received by this unit from various AMA depots in answer to our reports. The information was forwarded to the originating organization.

The Aircraft Maintenance Standardization Team completed the following during the month of November:

1. One Maintenance Information Letter was written, published and distributed.
2. The WEMP Tests for both B-47 and KC-97 aircraft was administered to 82 maintenance personnel of the wing.
3. The K-System WEMP test was administered to 90 maintenance personnel of the 310th Bombardment Wing.
4. Preflight workbooks were distributed to the Air Refueling Squadron to be used until the preflight cards are received through normal distribution.
5. An Engine Run-Up Check List was prepared for the 310th Field Maintenance Squadron to be used in the test run of R-4360 engines.

J 9 5 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



6. Aircraft 295 was evaluated during Periodic Inspection.

7. Personal Equipment was investigated in accordande with the Eighth Air Force Letter 121-2.

8. 206 maintenance personnel were tested on Ground Power Equipment for Operator's Permits. Study Guides were prepared, published and distributed to the squadrons to aid in qualifing the personnel who failed the test.

The Supply Unit reported that during November there were a total of six aircraft out of commission due to lack of parts. During the month, the Supply Unit completed work on a "Frequently Used" items list which was published and distributed. Revisions were also completed in November on all Pre-Issue and Bench Stock Lists.

During November, the 310th Bombardment Wing's B-47 aircraft flew a total of 1334:25 hours. The 310th Air Refueling Squadron's KC-97 aircraft flew 553:55 hours for a combined total flying time for the 310th Bombardment Wing of 1888:20 hours.

In doing this, the 310th Bombardment Wing utilized [illegible] B-47 and 21 KC-97 aircraft, with an average flying time of 31:02 hours for B-47 aircraft and 26:22 hours for KC-97 aircraft.

The wing percentage in-commission for B-47 aircraft was 72.08 percent, as against 73.20 percent for KC-97's.

The wing percentage AOCP for B-47 aircraft was 0.74 percent, while the KC-97 AOCP rate for the wing this month was 1.35 percent. 33/

---

33/ 310EW Production and Statistical Summary for November 1955. Exh. 20



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



NEW CONSTRUCTION:

At the Master Planning Board Meeting held 8 November, the 310th Wing Commander discussed with the other members of the Board the possible sites for a Liquid Oxygen Plant, which will be constructed sometime in the near future.

Colonel Arlo S. Anderson, Base Supply Officer, stated that the most likely site will be east and adjacent to the existing nose-wheel hangars.

Each squadron will be authorized 50 gallon tanks, which will be used to hold the liquid oxygen. The liquid oxygen will be "Tucked-In". The plant will be close to all utilities and power sources, and removed from grease and oil waste. An industrial acid-waste system will be employed to insure that none of the tanks or equipment will come in contact with acid spillage, grease or oil.[34/]

34/ Minutes of the Master Planning Board Meeting conducted 8 Nov 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# 310TH BOMBARDMENT WING, MEDIUM

## ROSTER OF KEY PERSONNEL

(As of 30 November 1955)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Major Donald M. Lindquister | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Major Don J. Weir | Director of Personnel |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Bruce E. Hart | Inspector |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Samuel R. McDainell | Comdr, 380th Bomb. Sq. |
| Major Wayne M. Frarie, Jr. | Comdr, 381st Bomb. Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt. Col. James E. Jordan | 310th Periodic Maint. Sq. |
| Major William H. Prince | 310th Armament and Elect. Sq. |
| Lt. Col. Weldon S. Deck | 310th Field Maintenance Sq. |
| Captain Donald J. Rutan | 310th Flying Safety Officer |

**********



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# BIBLIOGRAPHY


## Source Material

### Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Special Orders:

Headquarters, 310th Bombardment Wing.

#### Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Decimal Letters:

Headquarters, 310th Bombardment Wing.

#### Operations Memorandums:

Headquarters, 310th Bombardment Wing.

#### Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.


J 9 5 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Sections Historical Reports.

Directorate of Operations.

Directorate of Personnel.

Directorate of Materiel.

Directorate of Comptroller.

Inspector.

310th Bombardment Wing Historical Reports.

379th Bombardment.

380th Bombardment.

381st Bombardment.

310th Air Refueling .

310th Field Maintenance.

310th Periodic Maintenance.

310th Armament and Electronics.

310th Headquarters Section.

0955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX

1956

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. Letter Fm 310BW, "New Location of 310BW CUPS".
2. Ltr, BRIGEN Sutherland to all officers of SHAPE.
3. "Unit Expense Summary" chart from Base Comptroller.
4. Photo of Major Lindquister & orders assigning him as 310th D.O.
5. S.O. 247, Para 20.
6. 310th Bomb Wing Management Control System Report for November 1955.
7. Ltr., 310 CO fm 38100, "Commanders check of the Mess Halls".
8. 310BW Ops. Order 204-55, "Training for November 1955".
9. 310BW Ops. Order 140-55, "PACE SETTER I".
10. 310BW Reg. 55-38,"Flights with VIP'S Aboard KC-97 aircraft"/
11. 310BW Reg 55-23, "Combat and Tanker Crew Guides".
12. Photo of Maj. Gen. Sweeney conferring with the Division & Wg. Comdrs.
13. 310BW Letter Order 805 para 2.
14. Photo of Brig. Gen. Jack Roberts Memorial Trophy.
15. Report on difficulties encountered while at SES.
16. "Establishment of an ATC Field Training Unit at SHAPE".
17. Inclosure 1, Base Reg. 66-2B, 25 November 1955.
18. Letter Order 836, Paragraph 1, dated 25 November 1955.
19. "Substandard Organizational Supply Procedures", 10 November 1955.
20. 310BW Production and Statistical Summary for November 1955.

J 9 5 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

[redacted]

SUBJECT: New location of 310BW CUPS

TO: FROM: 310DP 29 NOV 55 COMMENT NR 1
Maj WEIR/rgt/8132

The following information is extracted from the Daily Bulletin for your information and guidance:

310BW CENTRALIZED UNIT PERSONNEL SECTION (CUPS): Effective 5 December 1955 the present 310th BW Consolidated Records Section will be redesignated 310BW Centralized Unit Personnel Section. This section will move from its present location in Bldg 479 to the 310th BW Headquarters, Bldg 947 on 3 December 1955. Branches and units of 310BW CUPS WILL BE LOCATED as follows:

| | | | |
|---|---|---|---|
| West Wing, Bldg 947 | - | Director of Personnel | (Ext- 8132) |
| | | Officer Branch | (Ext- 236 ) |
| | | Combat Crew Branch | (Ext-8111) |
| East Wing, Bldg 947 | - | Airman Branch | (Ext- 8103) |
| | | | (Ext- 730 ) |
| | | Pay Unit, OFF & AMN | (Ext-535 ) |

Access to 310BW CUPS agencies in the west wing of Bldg 947 will be through the west door and through agencies in the east wing through the east door. The main entrance to 310th BW Headquarters building will not be utilized for access to 310BW CUPS functions. Vehicle parking spaces on the north side of the building are available for parking.

s/ DON J. WEIR
t/ DON J. WEIR
Major, USAF
Director of Personnel

0958

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

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

COMDR

3 November 1955

MEMORANDUM FOR: All Officers - Smoky Hill Air Force Base

SUBJECT: Community Chest

1. As of today, approximately 65 per cent of the Smoky Hill Air Force Base goal of $10,000 has been received. Our goal, by comparison with the total established for Salina County, was established ona conservative basis. This is particularly evident when the budget for the Servicemen's Center in Salina amounts to $8,179.80 alone. If we and the city of Salina fail in filling the desired quotas, budgets of all twelve benifiting agencies in this drive will be necessarily reduced on a percentage basis. This will then affect our youth activities such as Scouts, YMCA and YWCA, milk funds for needy children, our own Servicemen's Center, and all other activities concerned.

2. Although many of you have responded splendidly, some have failed to accept responsibilities normally accorded commissioned personnel. In some cases, because of TDY and various other reasons, it has not been possible for a few to make contributions. Dont pass up your opportunity to participate in a worthwhile cause affecting all military personnel, their dependents and local Community relationships.

3. I therefore urge you to review your individual status with respect to this one-time effort, and help put Smoky Hill over the TOP.

s/ JOHN R. SUTHERLAND
t/ JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

TRUE COPY

J 9 5 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUBJECT: Unit Expense Summary [redacted]

TO: See Distribution FROM: COMP DATE: 6 DEC 55 COMMENT NR 1
MAJ Ritchard/sq/560

1. Attached is schedule of operating costs obtained from the RCS: 1-SAC-C11 which has been prepared through the month of October. This comparative report will permit commanders to compare their unit costs with other organizations on the base and also note significant dollar fluctuations.

2. Since unit costs are involved in the SAC rating system, it is to our interest to limit expenditures, particularly support expenditures, wherever possible. Better supply management will then result; inventory turnover rates will increase, and stock levels will become realistic in terms of recurring requirements. This particular subject is receiving command interest as it relates to local purchase programs and stock replenishment.

3. Complete details of the attached summarized costs by major category are available in the budget and accounting office.

Leonard H Ritchard

LEONARD H. RITCHARD, Major, [illegible]
Director of Comptroller

1 INCL
Unit Expense Summaries
for All 802d ADIV [illegible]

DISTRIBUTION

0960

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## 310TH BOMB WING UNIT COSTS OF OPERATION

| ORGANIZATION | JUNE | JULY | 1955 AUGUST | SEPTEMBER | OCTOBER |
|---|---|---|---|---|---|
| Periodic Maintenance | | | | | |
| Supplies | $13,410 | $14,443 | $42,192 | $35,754 | $23,327 |
| Military Pay | 18,755 | 24,309 | 24,776 | 24,422 | 24.964 |
| Civilian Pay | 268 | 1,748 | 3,009 | 2,528 | 1,704 |
| Overtime | 29 | -0- | 114 | 100 | -0- |
| TOTAL | $32,462 | $40,500 | $70,091 | $62,804 | $49,995 |
| 379th Bomb Sq. | | | | | |
| Supplies | $52,185 | $88,364 | $80,422 | $114,426 | $95,400 |
| Military Pay | 47,543 | 57,505 | 56,611 | 57,988 | 55,291 |
| TOTAL | $99,728 | $145,869 | $137,033 | $172,414 | $150,691 |
| 380th Bomb Sq. | | | | | |
| Supplies | $31,115 | $98,657 | $94,803 | $103,592 | $77,245 |
| Military Pay | 44,575 | 56,456 | 55,178 | 55,158 | 54,567 |
| TOTAL | $75,690 | $155,113 | $149,981 | $158,750 | $131,812 |
| 381st Bomb Sq. | | | | | |
| Supplies | $35,943 | $75,958 | $82,865 | $97,062 | $96,352 |
| Military Pay | 46,214 | 60,253 | 57,144 | 56,530 | 58,790 |
| TOTAL | $82,157 | $136,211 | $140,009 | $153,592 | $155,142 |
| 310th ARS | | | | | |
| Supplies | $36,321 | $90,310 | $90,526 | $81,693 | $54,029 |
| Military Pay | 90,855 | 114,832 | 109,134 | 102,594 | 100,657 |
| TDY | -0- | -0- | -0- | 1,626 | 1,768 |
| TOTAL | $127,176 | $205,142 | $199,660 | $185,913 | $156,454 |



J 9 6 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

310TH BOMB WING UNIT COSTS OF OPERATION

| ORGANIZATION | JUNE | JULY | 1955 AUGUST | SEPTEMBER | OCTOBER |
|---|---|---|---|---|---|
| 310th Bomb Wing - Staff | | | | | |
| Military Pay | $49,570 | $62,752 | $65,297 | $62,181 | $63,027 |
| Civilian Pay | 1,111 | 1,116 | 1,256 | 1,202 | 1,147 |
| TDY | 4,375 | 9,412 | 13,114 | 10,103 | 9,958 |
| TOTAL | $55,056 | $73,280 | $79,667 | $73,486 | $74,132 |
| Headquarters | | | | | |
| Supplies | $ 693 | $ 690 | $11,700 | $ 332 | $(8,182) |
| Military Pay | 1,568 | 1,879 | 1,851 | 1,787 | 2,375 |
| TOTAL | $ 2,261 | $ 2,569 | $13,551 | $ 2,119 | $(5,807) |
| Armament & Electronics | | | | | |
| Supplies | $ 9,888 | $26,057 | $38,464 | $20,918 | $18,175 |
| Military Pay | 48,071 | 61,228 | 64,821 | 63,976 | 66,966 |
| Civilian Pay | 686 | 675 | 736 | 704 | 672 |
| Overtime | 9 | 15 | -0- | -0- | -0- |
| TOTAL | $58,654 | $87,975 | $104,021 | $85,598 | $85,813 |
| Field Maintenance | | | | | |
| Supplies | $45,892 | $615,713 | $(521,775) | $19,228 | $39,070 |
| Military Pay | 72,019 | 71,729 | 62,372 | 69,160 | 69,809 |
| Civilian Pay | 8,818 | 6,856 | 6,607 | 6,875 | 7,304 |
| Overtime | 28 | 301 | (29) | -0- | -0- |
| Contract Service | -0- | -0- | -0- | -0- | 15 |
| TOTAL | $126,757 | 694,599 | $(452,825) | $95,263 | $116,198 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Photograph and the Orders of Assignment of Major David M. Lindquister,
the new 310th Bombardment Wing Director of Operations.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 17)

16 November 1955

STAFF ASSIGNMENT. MAJOR DAVID M. LINDQUESTER, 14827A, this headquarters, is assigned as Director of Operations, effective 1 November 1955.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus
10 CYS COMDR, SAC
10 CYS COMDR, 8AF
10 CYS COMDR, 802D AIR DIV

0 9 6 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SPECIAL ORDER)
NUMBER 247)

4 November 1955

E X T R A C T

20. LTCOL NICHOLAS J. RIFKIN, A0564140, is REL from ASG HQ, 310 BOMWG, SAC, this STA, ASG 4018 AB SQ, Portsmouth AFB, NH, REPT NLT 7 JAN 56. WP on or ABT 30 NOV 55. SAC PROJ NR 8702. 30 DALVP AUTH. INDIV is entitled to dislocation pay allowances 9999C TDN 5763500 048-146 P514-01 S99-999. TPA, with 6 days TVL time AUTH. if POV is not used TVL time W/B time of CARR used. WP. PCS. TDN 5763500 067-8900 P531(10)-02-03 S14-612. AUTH: AFM 35-11 & 8AF MSG CS22205, 29 OCT 55. EDCSA: 10 DEC 55.

BY ORDER OF THE COMMANDER:

s/ VIRGIL C. GEER
t/ VIRGIL C. GEER
LTCOL, USAF
Adjutant

DISTRIBUTION
A

A CERTIFIED TRUE COPY:

J. W. Ragsdale
J.W. RAGSDALE
2NDLT, USAF
Historical Officer

J 9 6 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

T-50

# 310 BOMB WING M

RCS: I-SAC-T35

[redacted]

QUARTER ENDING 30 NOV 1955

# MANAGEMENT CONTROL SYSTEM

CONFIDENTIAL

53411-C

C-311-831-C

J 9 6 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

TABLE OF CONTENTS


| | | Page |
|---|---|---|
| SECTION I: | | 1-3 |
| | Part 1. Analysis of Scores | |
| | Part 2. Airman Strength - Wing Comptroller | |
| SECTION II: | Scores | 4-5 |
| SECTION III: | Computation of Scores | 6-9 |


**********

Distribution List

| Code | Copies | Code | Copies |
|---|---|---|---|
| HQ SAC | 1 | 310DO | 1 |
| HQ 8AF | 1 | 310DP | 1 |
| COMDR | 1 | 310AC | 1 |
| DM | 1 | 310HEDRON | 1 |
| DO | 1 | 379BOMRON | 1 |
| DP | 1 | 380BOMRON | 1 |
| BAAC | 1 | 381BOMRON | 1 |
| Historian | 4 | 310FLD MAINTRON | 1 |
| 310CO | 1 | 310A&E MAINTRON | 1 |
| 310DM | 1 | 310PER MAINTRON | 1 |

CONFIDENTIAL

J 9 6 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SECTION I

PART I:

a. Personnel: Officer manning in required specialties regressed 10.9% during the training quarter. This is attributed to the input of new officer personnel without sufficient prior service experience and the loss, through transfer and release from active duty, of officer personnel in both company and field grades. Airman personnel in required specialties shows a somewhat more favorable condition with an IRS increase of 3% in direct support personnel. A decrease of 4.3% in indirect support personnel IRS tended to level off any overall increase. This situation develops as the result of the low current reenlistment rate of 29% coupled to an aggressive OJT program for these personnel presently assigned. AWOL's increased during the training quarter with an average of 4.25 AWOL's reflected per month. The AWOL rate per 1000 personnel increased to 2.62, an increase of 1.59 over the last quarter. The problem of increased AWOL's within the wing has received command attention through the quarter. Reenlistments in the current training quarter increased 5.5% but continue low with a rate of 29.3%. MTD utilization for the current training quarter reflected 51.7% utilization of B-47 MTD. KC-97 MTD has been discontinued. A letter requesting release of B-47 MTD from scoring has been submitted through channels. This action was taken due to wing requirements for MTD being reduced to approximately 20% of the established program.

b. Materiel: Flying hours as a percent of required increased 6.9% over the previous training quarter. 97.6% of maximum points were scored during the current period. The basic report for the computation of Manhour Utilization, and Aircraft Maintenance was not received in time for the computation of this report. However, there were no major problem in this area during the reporting period which appears to adversely affect training accomplishments.

c. General Items: Cost per flying hour was not computed for the current training quarter due to non receipt of the basic cost report for November used in the computation of this item. The wing was 100% free from aircraft accidents during the training quarter which enabled us 100% of maximum score for flying safety. Both the accident cost index and the ground safety index increased slightly during the current training quarter but still remain well within the criteria for 100% maximum scoring. Although a USCM was flown during the latter part of October, complete data has not been available for reliable scoring. Due to the lack of complete information no attempt has been made to estimate scores on this item for the current training quarter.

CONFIDENTIAL



0969

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. Operations:

1. The 310th Bombardment Wing completed a higher percentage of training under SAC Regulation 50-8 during the quarter ending 30 November 1955 than any other quarter since being declared combat ready on January 1st of this year. Training minimums for Bombardment crews were computed on eleven (11) S/L crews, sixteen (16) combat ready crews and one (1) non combat ready crew. Training minimums for tanker crews were computed on fourteen (14) combat ready and three (3) non combat ready crews.

2. Aircraft assigned to this wing are not equipped with wing tanks and the requirement of one (1) refueling to 190,000 pounds has not been considered against total refueling requirements in scoring for this quarter. Operations has contended in the past that since this requirement could not be met due to the lack of wing tanks it should not be counted against the total requirement for refueling. An 8AF message cited that this requirement could be accomplished without wing tanks and if that is confirmed with Operations scoring on total refueling would be lowered somewhat.

3. Bombing results are better this quarter than last due to a newly inaugurated procedure for K-System post flight.

4. In computing Flying Hour Utilization the following factors were used in a breakdown of units accomplished by the wing in training produced per flying hour (part a.):

(a) B-47 units accomplished: 650 RBS radar runs, 96 evasive action runs, 80 GPI runs, 131 RBS visual runs, 268 simulated radar attacks, 118 simulated visual attacks, 87 scored visual releases, 146 night celestial legs, 139 day celestial legs, 205 grid legs, 62 combat lead missions, 141 hours formation flying, 45 night cell tactics, 139 hours pilot proficiency missions, 124 successful wet hookups, 133 successful radar rendezvous, 70 sorties minus 33 pilot proficiency missions. Add: 401 successful dry hookups.

(b) KC-97 units accomplished: 78 night celestial navigation legs, 79 day celestial legs, 50 radar legs, 39 grid legs, 24 night cell tactics, 19 pilot proficiency missions, 124 successful wet hookups, 575 successful dry hookups, 144 successful radar rendezvous, and 283 sorties.

(c) Part (b) cost per flying was not computed for the training quarter due to non receipt of the basic report used in the computation of this item.



J 9 7 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. Wing proficiency items were better in bombing due to the gross error rate trend downward from 8.29% in the previous quarter to 6.5% for the quarter just ended. More concentrated effort to increase the reliability of the ready crews by a consolidated target study has improved the bombing proficiency. Some of the items scored on proficiency show a decrease from the previous quarter, part of the decrease is due to a change in max scoring criteria, (change five (5)) SAC TECH PAM 170-1A.

6. Probation status of S/L crews officially scored by SAC Headquarters in accordance with SAC Regulation 170-4.

7. Combat ready crews status was affected by two (2) principle factors, overall shortage of personnel and the lack of qualified aircraft commanders. Eight (8) B-47 crews projected for upgrading to combat ready status by 15 March 1956. Four (4) KC-97 crews projected for upgrading to combat ready status by the end of December 1955.

PART II:

a. The Wing Comptroller function at this station has, at this time, two (2) airmen holding and performing duty in AFSC 73370V.



J 9 7 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SECTION II

Forecast of Scores

| | | MAX POINTS | % OF MAXIMUM SCORE JUL | NOV | VARIANCE FROM PREVIOUS SCORE |
|---|---|---|---|---|---|
| A. | PERSONNEL | | | | |
| 1. | Manning in REQD Specialties | | | | |
| | a. Officers | 30 | 40 | 10 | -30 |
| | b. Airmen | | | | |
| | Direct Support | 150 | 10 | 30 | +20 |
| | Indirect Support | 25 | 10 | 10 | 0 |
| 2. | AWOL Rate | 30 | 100 | 90 | -10 |
| 3. | Reenlistment Rate | 40 | 20 | 30 | +10 |
| 4. | MTD Utilization | 20 | - | 52 | |
| B. | MATERIEL | | | | |
| 1. | Flying HRS as % of REQD | 60 | 91 | 98 | +7 |
| 2. | Manhour Utilization, ACFT MAINT | NA | 77 | - | |
| C. | GENERAL ITEMS | | | | |
| 1. | Flying Safety | 50 | 90 | 100 | +10 |
| 2. | USCM Effectiveness | - | - | - | |
| 3. | Ground Safety | 25 | 100 | 100 | 0 |
| D. | OPERATIONS | | | | |
| 1. | Training Minimums | | | | |
| | Bombardment | 150 | 88 | 95 | +7 |
| | Tanker | 50 | 76 | 96 | +20 |
| 2. | Flying HR Utilization | | | | |
| | Training Produced | 50 | 73 | 71 | -2 |
| 3. | Wing Proficiency | | | | |
| | RBS Radar Bomb | 40 | 80 | 87 | +7 |
| | RBS Visual Bomb | 25 | 70 | 79 | +9 |
| | Night CEL NAV | 20 | 100 | 98 | -2 |
| | FLT Engineering | 15 | 50 | 85 | +35 |
| | Gunnery | 20 | 80 | 55 | -25 |
| | Air Refueling | | | | |
| | Wet Hookups | 20 | 100 | 97 | -3 |
| | Radar Rendezvous | 20 | 100 | 83 | -17 |
| 4. | Probation Status B/L crews | 50 | 20 | 80 | +60 |
| 5. | EWP Mission EXAM | | | | |
| | B-47 Crews | 40 | 40 | 40 | 0 |
| | KC-97 Crews | 10 | - | 10 | |
| 6. | Combat Ready Crews | | | | |
| | B-47 Crews | 40 | 50 | 20 | -30 |
| | KC-97 Crews | 10 | 70 | 25 | -45 |

CONFIDENTIAL



0 9 7 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | | | |
|---|---|---|---|---|---|
| 7. Physical Conditioning | 20 | 10 | 10 | | 0 |

Item Weight 1010 Total Points Earned 731.5 Percent MAX 72%



0973

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SECTION III

Computation of Scores

A. PERSONNEL

1. Manning in Required Specialties

| | Required | IRS | % IRS | % MAX | Points |
|---|---|---|---|---|---|
| a. Officers | 430 | 301 | 70.0 | 10 | 3.0 |
| b. Airmen | | | | | |
| (1) Direct Support | 1056 | 81[illegible] | 76.7 | 30 | 45.0 |
| (2) Indirect Support | 562 | 356 | 63.3 | 10 | 2.5 |

2. AWOL Rate

| | AWOLs | Strength | Rate | % MAX | Points |
|---|---|---|---|---|---|
| August | 3 | 1642 | 2.62 | 90 | 27.0 |
| September | 8 | 1609 | | | |
| October | 3 | 1611 | | | |
| November | 3 | 1622 | | | |
| Total | 17 | 6484 | | | |

3. Reenlistment Rate

| | Discharged and Eligible to Reenlist | Reenlisted | % MAX | Points |
|---|---|---|---|---|
| August | 66 | 24 | 30 | 12.0 |
| September | 64 | 23 | | |
| October | 42 | 12 | | |
| November | 60 | 9 | | |
| Total | 232 | 68 | Rate | 29.3 |

4. Mobile Training Detachment Utilization

(Moving Average)

| | Mechanical | Electronic | % MAX | Points |
|---|---|---|---|---|
| Hours Required B-47 | 14,000 | 6,000 | | |
| KC-97 | N/A | N/A | | |
| Total | 14,000 | 6,000 | 51.7 | 10.3 |
| Hours Accomplished B-47 | 9,814 | 540 | | |
| KC-97 | N/A | N/A | | |
| Total | 9,814 | 540 | | |

B. MATERIEL

1. Flying Hours as a Percent of Required

| | Hours Required | | | Hours Utilized | | | | |
|---|---|---|---|---|---|---|---|---|
| | B-47 | KC-97 | Total | B-47 | KC-97 | Total | % MAX | Points |
| September | 1500 | 555 | 2055 | 1516* | 559* | 2075 | 97.9 | 58.7 |
| October | 1350 | 600 | 1950 | 1485* | 582 | 2067 | | |
| November | 1350 | 600 | 1950 | 1291 | 554 | 1845 | | |
| Total | 4200 | 1755 | 5955 | 4292 | 1695 | 5987 | | |

* Hours in excess of required not computed.

CONFIDENTIAL

3974

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



C. GENERAL ITEMS

1. Flying Safety

| | Hours Flown | Accidents | Rate | % MAX | Points |
|---|---|---|---|---|---|
| August | 1730 | 0 | 0 | 100 | 50 |
| September | 2127 | 0 | | | |
| October | 2100 | 0 | | | |
| November | 1888 | 0 | | | |
| Total | 7845 | 0 | | | |

2. USCM Effectiveness

See paragraph e, Part I, Section I.

3. Ground Safety

Accident Cost Index:

% MAX 100 Points 25

| | Accident Costs | Mean Strength | Accident Cost Index |
|---|---|---|---|
| August | $1,230.00 | 2024 | $ ,61 |
| September | 660.00 | 1969 | |
| October | 453.00 | 1853 | |
| November | 2,406.00 | 1867 | |
| Total | $4,749.00 | 7713 | |

Ground Safety Index:

| | August | September | October | November | Total | Rate |
|---|---|---|---|---|---|---|
| Military Injuries | 3 | 2 | 3 | 3 | 11 | 4.64 |
| Military Exposure | 62,744 | 59,070 | 57,815 | 57,060 | 236,689 | |
| Civilian Injuries | 0 | 0 | 0 | 0 | 0 | |
| Civilian Exposure | 5,880 | 5,880 | 5,880 | 7,680 | 25,320 | |
| Vehicle Accidents | 0 | 0 | 0 | 0 | 0 | |
| Miles Driven | 24,000 | 29,000 | 26,297 | 27,644 | 106,941 | |

Ground Safety Index 4.64

D. OPERATIONS

1. Training Minimums

a. Bombardment Crews

| | Item Weight | QTR RQR | ACCOMP To Date | % ACCOMP | Points Earned |
|---|---|---|---|---|---|
| (1) Bombing | 35 | 624 | 582 | 93 | 32.5 |
| (2) Navigation | 25 | 226 | 218 | 96 | 24.0 |
| (3) Cruise Control | 10 | 70 | 69 | 98.5 | 9.8 |



3975

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | Item Weight | QTR RQR | ACCOMP To Date | % ACCOMP | Points Earned |
|---|---|---|---|---|---|
| (4) Air Refueling & Radar Rendezvous | 25 | 243 | 225 | 93 | 23.2 |
| (5) Gunnery | 10 | 81 | 73 | 90 | 9.0 |
| (6) Air Weapons TNG Flight | 10 | 27 | 26 | 96 | 9.6 |
| (7) MISC Item | 15 | 664 | 648 | 97.5 | 14.6 |
| (8) Flying Time | 20 | 735 | 735 | 100 | 20.0 |
| Total | 150 | | | 95 | 142.7 |

b. Tanker Crews

| | | | | | |
|---|---|---|---|---|---|
| (1) Wet Hookup and Radar Rendezvous | 15 | 168 | 161 | 96 | 14.4 |
| (2) Navigation | 10 | 154 | 141 | 92 | 9.2 |
| (3) Cruise Control | 5 | 14 | 13 | 93 | 4.6 |
| (4) MISC Items | 10 | 412 | 402 | 98 | 9.8 |
| (5) Flying Time | 10 | 270 | 269 | 99 | 9.9 |
| Total | 50 | | | 96 | 47.9 |

2. Flying Hour Utilization

a. Training Produced per Flying Hour

| | B-47 | KC-97 | TOTAL |
|---|---|---|---|
| (1) Effective Flying Hours | 3017 | 1199 | 4216 |
| (2) Hours Flown (T-12) | 4309 | 1638 | 5947 |
| (3) % EFF Utilization | 70 | 73 | 71 |
| Percent MAX Score | | | 71 |
| Points Earned | | | 71.0 |

3. Wing Proficiency

| | Item Weight | Activity | Proficiency | % MAX | Points |
|---|---|---|---|---|---|
| a. RBS Radar Bomb | 40 | 515/602 | 87 | 87 | 34.8 |
| b. RBS Visual Bomb | 25 | 120/129 | 79 | 79 | 19.7 |
| c. Night CEL NAV | 20 | 201/205 | 98 | 98 | 19.6 |
| d. FLT Engineering | 15 | 110/130 | 85 | 85 | 12.8 |
| e. Gunnery | 20 | 33/60 | 55 | 55 | 11.0 |
| f. Air Refueling | | | | | |
| (1) Wet Hookups | 20 | 227/233 | 97 | 97 | 19.4 |
| (2) Radar RDVU | 20 | 249/301 | 83 | 83 | 16.6 |

4. Probation Status-S/L Crews

| | NR S/L Crews | NR off Probation | % off Probation | % MAX | Points |
|---|---|---|---|---|---|
| August | 8 | 7 | | | |
| September | 7 | 6 | | | |
| October | 12 | 11 | | | |
| November | 16 | 15 | | | |
| Total | 43 | 39 | 91% | 80 | 40.0 |



J 9 7 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. EWP Mission Examination

| | Item Weight | Activity | Proficiency | % MAX | Points |
|---|---|---|---|---|---|
| a. B-47 Crews | 40 | 35/35 | 100 | 100 | 40.0 |
| b. KC-97 Crews | 10 | 19/19 | 100 | 100 | 10.0 |
| 6. Combat Ready Crews | | | | | |
| a. B-47 Crews | 40 | 33/45 | 73 | 20 | 8.0 |
| b. KC-97 Crews | 10 | 15/20 | 75 | 25 | 2.5 |
| 7. Physical Conditioning | | | | | |
| a. Combative | 10 | 282/52 | 18.4 | 10 | 1.0 |
| b. Combative | 10 | 276/25 | 9.0 | 10 | 1.0 |



3977

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

SUBJECT: Commanders check of the Mess Halls

TO: 31000 FROM: 38100 15 Nov 55
MAJ FRARIE/600

1. On the 11th of November 1955, a check was made of Mess Hall No.2 at the serving of the breakfast meal. The following conditions were noted:

a. Excellent (Nothing)
b. Satisfactory
(1) Food Preparation.
(2) Quantity and servings per man

c. Fair
Quality of Food (Cold Toast, Cold Eggs, etc.)

d. Unsatisfactory
(1) Mess attendants dress and cleanliness (filthy)
(2) Dirty tables with mess attendants sitting around making no effort to clean off used tables.
(3) Flies in the mess hall were at an all time high.
(4) Trays and silverware are in bad condition and in several cases dirty.
(5) Dining room floor was filthy with debris and cigarette butts (No ash trays on the tables)
(6) Sugar Bowls and salt and pepper dispensers dirty. Empty and crusted with old ingredients.

2. The Mess in its entirety needs to be cleaned up and a great deal of supervision given to the attendants who show not the slightest intention of working.

s/ Wayne M. Frarie Jr.
t/ WAYNE M. FRARIE JR.
MAJOR, USAF
Commander

J 9 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 204-55

TRAINING FOR NOVEMBER 1955

HQ 310BOMWG
OPORD 204-55
1 NOV 55

J 9 7 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

TABLE OF CONTENTS

OPERATIONS ORDER 204-55

ANNEX "A" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection

Attachment "A" - 379BOMRON Training Projection
Attachment "B" - 380BOMRON Training Projection
Attachment "C" - 381BOMRON Training Projection
Attachment "D" - 310AREFS Training Projection

Appendix "2" - Operations Meetings

Appendix "3" - Wing Duty Schedule

Appendix "4" - Air Training Requirements

Appendix "5" - Ground Training Requirements

Appendix "6" - Wing Missions

ANNEX "B" - ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

OPERATIONS ORDER NR 204-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell JR |
| 381BOMRON | LTCOL Harold G. Fulmer |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310PMS | LTCOL James E. Jordan |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: November is the last month of the 50-8 training quarter ending 30 NOV. Training during the month of NOV will generally consist of the following:

a. Accomplishment of the flying time requirements of AFR 60-2.

b. Accomplishment of the requirements of SAC REG 51-26 for lead crews.

c. Emphasis on training and up-grading of non-combat ready crews.

d. Completion of 100% of the quarterly requirements of SAC REG 50-8 for lead and combat ready crews.

e. Accomplishment of requirements of SAC REG 50-24.

2. MISSION: Emphasis be placed on necessary training and up-grading of non-ready crews. Sufficient flying time must be allocated to accomplish this requirements. 30 hours per non-ready crew will be considered as



J 9 8 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

minimum to accomplish non-ready crew training. Training will be on items which the crews are considered weakest.

3. TASK FOR SUBORDINATE UNITS:

a. 379BOMRON: Reference Annex "A" and "B" this OPORD.

b. 380BOMRON: Reference Annex "A" and "B" this OPORD.

c. 381BOMRON: Reference Annex "A" and "B" this OPORD.

d. 310AREFS: Reference Annex "A" and "B" this OPORD.

e. 310A&E, PMS: Reference Annex "B" this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 NOV 55.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training Projections are contained in APP "1", Annex "A".

(4) Air Training Requirements are contained in APP "2", Annex "A".

(5) Ground Training Requirements are contained in APP "3", Annex "A".

(6) Unit training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit.

(7) In accordance with 310BOMWG SUPPL 1 to SUPPL II, SAC REG 51-4, 20 SEP 55, the following B-47 crews will be assigned to the Wing Standardization Section for standboard checks.

379BOMRON

(a) L-06: Nieman - 1, 2 and 7 NOV 55.
Fly observer flight 2 NOV 55.

(b) IN-28: Rolefson - 16 to 18 and 21 NOV 55.
Fly pilot flight 18 NOV 55.



0 9 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) R-39: Hopkins - 21 to 25 and 28 NOV 55.

Fly observer flight 23 NOV 55.

Fly pilot flight 25 NOV 55.

(d) R-25: Swenson - 21, 22 and 28 NOV 55.

Fly pilot flight 22 NOV 55.

(e) R-55: King - 28 to 30 NOV and 5 DEC 55.

Fly pilot flight 30 NOV 55.

Fly observer flight 2 DEC 55.

380BOMRON

(a) N-04: Stewart - 1 to 4 and 7 NOV 55.

Fly pilot flight 2 NOV 55.

Fly observer flight 4 NOV 55.

(b) R-32: Kruse - 14 to 18 and 21 NOV 55.

Fly observer flight 16 NOV 55.

Fly pilot flight 18 NOV 55.

(c) R-41: Garbade - 14 to 18 and 21 NOV 55.

Fly pilot flight 16 NOV 55.

Fly observer flight 18 NOV 55.

(d) R-10: McDonough - 21 to 25 and 28 NOV 55.

Fly pilot flight 23 NOV 55.

Fly observer flight 25 NOV 55.

(e) IN-60: Balch - 28 NOV to 2 DEC and 5 DEC 55.

Fly pilot flight 30 NOV 55.

Fly observer flight 2 DEC 55.



0 9 8 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(a) R-44: Barnard - 7 to 10 and 14 NOV 55.

Fly observer flight 10 NOV 55.

(b) R-57: Blenis - 14 to 18 and 21 NOV 55.

Fly pilot flight 16 NOV 55.

Fly observer flight 18 NOV 55.

(c) R-12: Mann - 21 to 25 and 28 NOV 55.

Fly observer flight 23 NOV 55.

Fly pilot flight 25 NOV 55.

(8) In accordance with 310BOMWG SUPPL 1 to SUPPL III, SAC REG 51-4, 20 SEP 55, the following KC-97 crews will be assigned to the Wing Standardization Section for standboard checks.

(a) T-28: Willis - 31 OCT to 4 and 8 NOV 55.

Fly 2 and 4 NOV 55.

(b) T-21: Deam - 31 OCT to 4 and 8 NOV 55.

Fly 2 and 4 NOV 55.

(c) T-19: George - 14 to 18 and 22 NOV 55.

Fly 16 and 18 NOV 55.

(d) IM-32: Braley - 14 to 18 and 22 NOV 55.

Fly 16 and 18 NOV 55.

(e) T-26: Hauck - 28 NOV to 2 and 6 DEC 55.

Fly 30 NOV and 2 DEC 55.

(f) T-18: Dunstan - 28 NOV to 2 and 6 DEC 55.

Fly 30 NOV and 2 DEC 55.



J 9 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(9) All rated personnel will attend the monthly flying safety meeting to be held in the Base Theater at 1000 hours 12 NOV 55.

(10) Squadron commanders and the Director of Maintenance will take necessary action to provide highly reliable aircraft and "K" systems.

(11) Each tactical and refueling squadron will accomplish maximum GCA runs during the month of NOV.

(12) The following crews are scheduled for Special Weapons Course "D", Lowry AFB, COLO on the dates indicated.

379BOMRON

| | | | | |
|---|---|---|---|---|
| (a) | IN-28: | CAPT Rolefson | AC | 7 NOV 55 |
| (b) | 5X: | LT Bennett | P | 7 NOV 55 |
| (c) | IN-28: | LT Reinbolt | OBS | 7 NOV 55 |
| (d) | 5X: | MAJ Frarie | AC | 28 NOV 55 |
| (e) | 5X: | CAPT Nickerson | P | 28 NOV 55 |
| (f) | 5X: | MAJ Ofner | OBS | 28 NOV 55 |

380BOMRON

| | | | |
|---|---|---|---|
| (a) | N-04: | Stewart & Crew | 7 NOV 55 |

381BOMRON

| | | | |
|---|---|---|---|
| (a) | L-35: | Evans & Crew | 14 NOV 55 |

(13) The following lead crews are scheduled for 3943d Strategic Evaluation Squadron at Davis-Monthan AFB.

380BOMRON: L-08 Preston 3 NOV 55 (Re-evaluation)

381BOMRON: L-43 Austin 7 NOV 55



0 9 8 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | |
|---|---|---|
| 381BOMRON: | L-36 Porter | 7 NOV 55 |
| 380BOMRON: | L-29 Anderson | 7 NOV 55 (Alternate) |
| 379BOMRON: | L-18 Blake | 7 NOV 55 (Alternate) |
| 379BOMRON: | L-18 Blake | 28 NOV 55 |
| 381BOMRON: | L-61 Colladay | 28 NOV 55 |
| 379BOMRON: | L-06 Nieman | 28 NOV 55 (Alternate) |

(a) Details pertaining to preparing crews and aircraft for SES are contained in OPORD 205-55, 5 NOV 55.

(b) Pre SES training schedules have been distributed to units by the Wing Ground Training Section.

(c) The following crews are scheduled for Pre SES training starting 31 OCT continuing until 5 NOV 55.

L-36: Porter L-43: Austin L-18: Blake

(d) The following crews are schedule for Pre SES training starting 14 NOV and continuing until 25 NOV 55. Training flights on 22 and 25 NOV 55.

L-18: Blake L-61: Colladay L-06: Nieman

(e) CAPT Wayman, 380BOMRON, is appointed as Liaison Officer, reporting to Davis-Monthan on 31 OCT 55.

(f) LT MacDonald, 381BOMRON, is appointed as Liaison Officer, reporting to Davis-Monthan on 23 NOV 55. Reference OPORD 205-55, 5 NOV, for instructions as to duties prior to and after reporting to Davis-Monthan.



J 9 8 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(14) The 310BOMWG requires one B-47 be loaded with an EWP training bomb by 1300 on Tuesdays and Thursdays to be used by the Wing Standboard for Special Weapons Standboard Checks of flight crews. The 802d Munitions Section will provide weapon, components, summary sheet and supply paper work. Reference Annex "B" for aircraft loading schedule.

(15) In accordance with 8AF OPORD 135-55, 22 AUG 55, as amended, the following "GRAINFIELD" schedule will apply:

| | | |
|---|---|---|
| 1 NOV 55 | 379BOMRON | One B-47 and Spare |
| 8 NOV 55 | 381BOMRON | One B-47 and Spare |
| 9 NOV 55 | 380BOMRON | One Airborne Spare |
| 9 NOV 55 | 379BOMRON | One B-47 (Westover - Wood) |
| 15 NOV 55 | 380BOMRON | One B-47 and Spare |

4. ADMINISTRATION AND LOGISTICS: Reference Annex "B".

5. COMMAND AND COMMUNICATIONS: Normal.

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Operations and Training
"B" - Administration and Logistics



0 9 8 7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
COMADIV 802, 1 CY
COMABGRU 802, 6 CYS

OFFICIAL:

D. P. WOOD
Colonel, USAF
Director of Operations



0 9 8 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

OPERATIONS AND TRAINING

HQ 310BOMWG
Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

1. GENERAL: NOV is the last month of the 50-8 training quarter ending 30 NOV 55. Details of training requirements and schedules are covered in appropriate appendices to this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercise required in the future.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:
"1" - Training Projections
"2" - Operations Meetings
"3" - Wing Duty Schedule
"4" - Air Training Requirements
"5" - Ground Training Requirements
"6" - Wing Missions

DISTRIBUTION: Same as Basic OPORD.

OFFICIAL:

D. P. WOOD
Colonel, USAF
Director of Operations

HQ 310BOMWG
Annex "A"
OPORD 204-55
1 NOV 55

J 9 9 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

TRAINING PROJECTION

HQ 310BOMWG
APP "1", Annex "A"
OPORD 204-55
1 NOV 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

TRAINING PROJECTION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

The following code is used in the Attachments of this Appendix:

| | | | |
|---|---|---|---|
| AB | RBS TRAINING | MP | MISSION PLANNING |
| AO | AIRDROME OFFICER | OD | OFFICER OF THE DAY |
| B | BRIEFING (MISSION) | P | PASS |
| C | CRITIQUE | PT | PHYSICAL TRAINING |
| CR | CONDITIONING ROOM | Q | ULTRASONIC TRAINER |
| D | SQUADRON DUTY | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| E | SURVIVAL SCHOOL | SL | SPECIAL ORDERS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | TS | TARGET STUDY |
| G | GROUND SCHOOL | WS | WATER SURVIVAL |
| H | HOSPITAL | Z | COMPENSATING TIME OFF |
| L | LEAVE | SW | SPECIAL WEAPONS |
| LT | LINK TRAINER | P | CO-PILOT |
| M | AIRCRAFT MAINTENANCE | A | AIRCRAFT COMMANDER |
| BT | BLOCK TRAINING | O | OBSERVER |
| PF | PREFLIGHT | AT | ALERT |
| SD | SENIOR DUTY OFFICER | FTC | FLIGHT TEST CREW |
| ALT | ALTITUDE CHAMBER | DB | DEBRIEFING OFFICER |
| IS | INSTRUMENT SCHOOL | SB | STANDBOARD |
| EWP | EMERGENCY WAR PLANS | IFM | RADAR INFLIGHT MAINTENANCE |
| T1A | GUNNERY TRAINER | OQ | OQ RANGE |
| CM | COMBATIVE MEASURES | TO | TOWER OFFICER |

HQ 310BOMWG
APP "1", Annex "A"
OPORD 204-55
1 NOV 55

3992

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

379BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "A", APP "1", Annex "A"
OPORD 204-55
1 NOV 55

0993

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379 BOMRON

# CREW ACTIVITIES

ATT "A" APP "1" ANNEX "A"
OPORD 204-55 1 NOV 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROLEFSON | N-55 | F | MPB | F | | | | A — LOWERY MPB | F | 0-1FM | → | → | | B MP | F | | B MP |
| BLAKE | R-18 | PRE | SES | → | → | | | F | | MPB | F | | | | PRE | SES | → |
| WOLFE | R-07 | MPB & FS | F | 0-1FM | MPB A-LT | | | F | | | | | | | P-T1A | A-SD A-LT | MPB 0-1FM |
| KING T | N 59 | F | P LT | 0 DB B MP | F | | | F | B MP | F | | | | | 0-1FM | B MP P-T1A | F |
| [illegible] | R 21 | | | | | | | | | | | | | | | | |
| [illegible]MANN | R-06 | B MP | F | B MP | F | | | | 0-1FM | B MP | F | | | | PRE | SES | → |
| SWENSON | R-25 | F | A-SD | B MP | F | | | F | | ← CHUCK WAGON IV | | | | | | | → |
| CRAVEN | R-22 | LEAVE | | | | | | | | | | | | | | | → |
| BRUCE | L-19 | ← | | SES | | | | | | | | | | | | | → |
| RENFRO | R-46 | B MP | F | | B MP | | | F | A-LEAVE | | 0-1FM | | | | B MP | F | B MP |
| HOPKINS | R-39 | ← LOWERY | | | → | | | A-SD | A-LT | B MP P-LT | F | | | | F | 0-1FM | B MP |
| THOMAS | R-45 | A-LT P-1FM | B MP | = | | P-TO | | B MP | F | B MP | F | P-OQ | | | ← | FLT | TEST |
| JOHNSON | N 28 | | | | | | | | | | A-DB | | | | | | |

0994

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379 BOMRON — CREW ACTIVITIES — ATT "A" APP "1" ANNEX "A" OPORD 204-55 1 NOV 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROLEFSON | N-55 | F | MP B | | | F | A P-FS | A-SD B MP | O-1FM | F | | | ← | SB | F |
| BLAKE | R-18 | APE | SES | → | → | F | F | PRE | SES | F | | | SES | → | → |
| WOLFE | R-07 | F | | | | NPB | F | | | B MP O-1FM | | | F | O-DB | |
| KING T | IN-59 | | A-SD | | | F | P-LT O-1FM | B MP | | F | | A-AO P-TG | | A P-FS | |
| | [illegible] | | | | | | | | | | | | | | |
| NEMANN | R-06 | ARE | SFS | → | → | → | F | → | → | F | | | F | O-1FM | |
| SWENSON | R-25 | B MP | F | | | O-1FM | A-AO | | P-TA | | | | B MP | F | |
| CRAVEN | R-22 | LEAVE | → | → | → | → | → | → | → | → | | | F | B MP | F |
| BRUCE | L-9 | | ST | AND | BOARD | | | | | | | | | | |
| RENFRO | R-44 | F | B MP O-1FM | | | F | | | | B MP P-LT | | | F | P-TA | A-LT |
| HOPKINS | R-3 | F | | | | | B MP | F | B MP | F | | | B MP | F | |
| THOMAS | R-45 | TEST | FLT | CREW | → | F | B MP | F | | | | | B MP | F | O-1FM |
| JOHNSON | N-28 | | | | | | A-DB | | | | | | A-SD | | |

J 9 9 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z.

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

380BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "B", APP "1", Annex "A"
OPORD 204-55
1 NOV 55

0996

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B" APP "1" ANNEX A

380 BOMRON CREW ACTIVITIES OPORD 205-55 1 NOV 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McDANIEL | 5X | | | | | | | | BMP | F | | | | | | | |
| GOODLAD | 5X | | | | | | | F | | | | | | | | | |
| STEVENS | 5X | | | | | | | | | | | | | | | P-T/A | A-SD |
| STEWART | H04 | | F | | F | | | ← TOY LOWERY → | | | | | | | | | |
| VERSOLE | R42 | A-D | B/MP O-IFM | F | B-MP | | | F | A-D | B MP | F | | | | P-R O-D | A-D | P-T/A |
| GIRBADE | R41 | ← FLIGHT TEST CREW → | | | | | | A-LT P-LT | | | P-R O-D | | | | | B MP | F |
| HART | P50 | | B MP | F | | | | B MP | F | O-IFM | B MP | | | | F | A-LT P-LT | |
| MACDONOUGH | R16 | P-R O-D | | O-IFM | A-LT P-LT | | | | | ← CHACK WAGON III → | | | | | | | |
| BALCH | N60 | A-D | A P-FS | P-R O-D | B MP O-IFM | | | = | A-D | A-D | A-LT P-LT | | | | ← BLT TNG → | | |
| ANDERSON | L29 | | | | | | | | | ← SES → | | | | | | | |
| SMITH | R07 | B MP | F | B MP | F | | | B MP F | | ← CHACK WAGON II → | | | | | | | |
| [illegible] | [illegible] | B MP | F | A-SD | B MP | | | F | | B-MP | F | | B MP | | F | | B MP |
| WAYMAN | [illegible] | | P-R O-D | | B MP | | | F | | A-LT P-LT | B MP | | | | F | O-IFM | B MP |
| [illegible] | [illegible] | F | B MP | F | | | | | O-IFM | B MP | F | | | | | P-R O-D | |
| PRESTON | [illegible] | | | ← SES → | | | | | | | | | | | | | B MP |
| KROSE | R32 | O-IFM | A P-LT | | B-MP | | | F | | P-R O-D | | | | | | B MP | = |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B" APP "1" ANNEX A

380 BOMRON — CREW ACTIVITIES — OPORD 205-55 1 NOV 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MCDANIEL | 5X | | | | | | | | | | | | | | |
| GOODLAD | 5X | | | | | | | | | | | | | | |
| STEVENS | 5X | | | | | | | | | | | | ← BLT TNG → | | |
| STEWART | NCA | B MP | F | | | A-LT P-R O-IFM B MP | A-AD P-R O-D F | B MP | | F | | | A-O O-IFM B MP | = F | A P-FS |
| NEWSOME | RA2 | B MP | F | | | A-SD | B MP | F | | P-TIA O-IFM B MP | | | F | | |
| LARRADE | | B MP | F | | | F | | | | F | | | B MP | P-TIA O-IFM | F |
| | | P-R O-D | B MP | | | | B MP | = | | | | | A-O | B MP | F |
| | | | | | | F | A-O | A-O O-IFM | | P-R O-D | | | = | P-LT | P-R O-O |
| | | ← S-2 | TNG → | | | | | | | | | | | P-P O-O | |
| | | ← | SES | | | | FLT | TEST | CREW | → | | → | B MP | F | P-TIA |
| | | A P-FS | A-AD | | | P-R O-AD B MP | | B MP | | F | | | = | A-LT | |
| | | F | A P-LT | | | | = | P-O O-O | | B MP | | | B MP | = | |
| | | F | | | | | O-MP | F | | | | | P-P O-O | | |
| | | | | | | F | O-IFM | | | | | | | | |

J 9 9 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

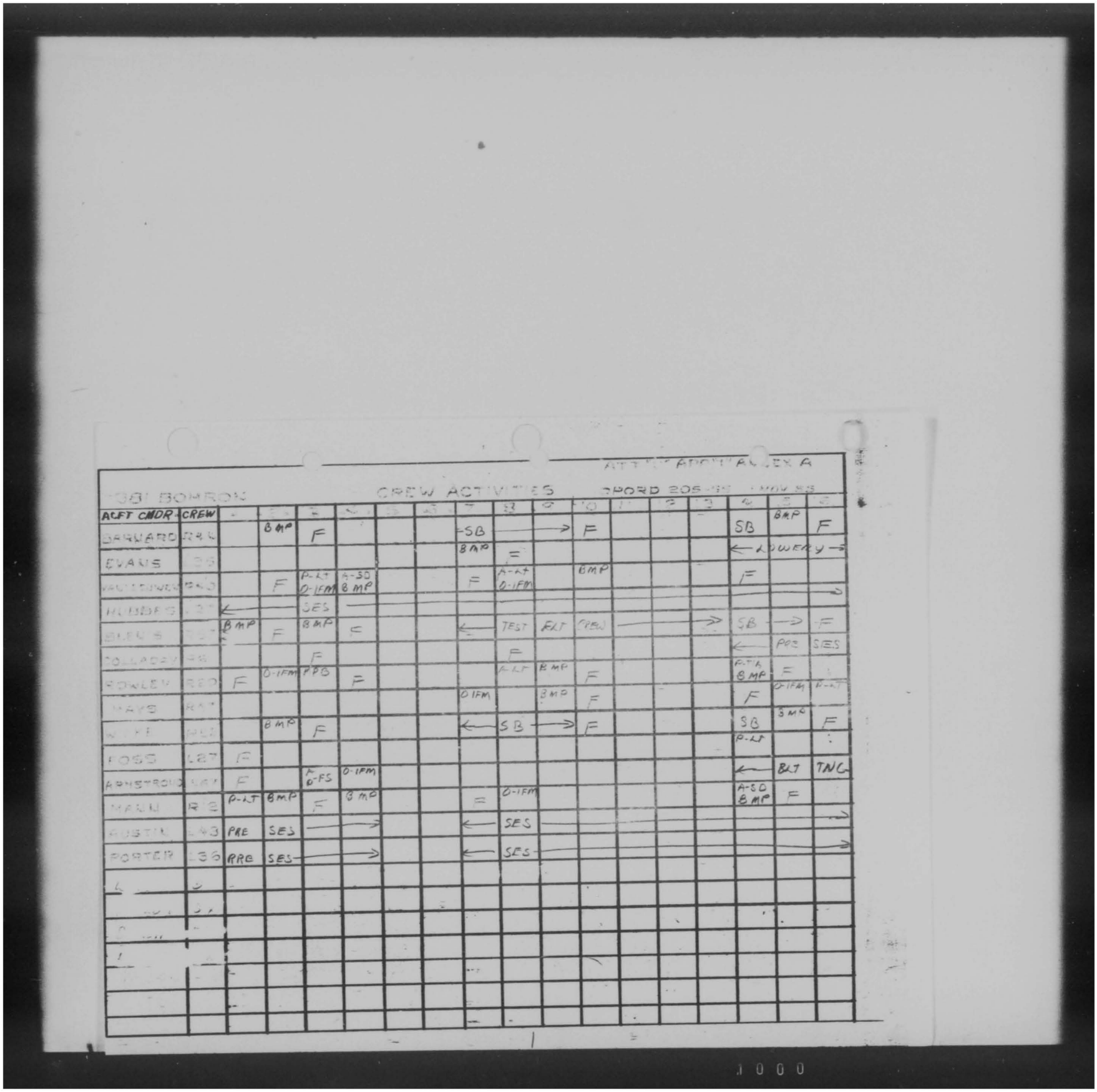
381BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "C", APP "1", Annex "A"
OPORD 204-55
1 NOV 55

U 9 9 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "C" APP "1" ANNEX A

381 BOMRON — CREW ACTIVITIES — OPORD 205-55 NOV 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R44 | A-SD O-IFM | | | | BMP | F | | | P-LT BMP | | | F | A-LT O-IFM | | | |
| EVANS | L35 | ← LOWERY | | → | | F | P-LT | | | BMP | | | F | | | | |
| VANLEEUWEN | R40 | F | | | | | BMP | F | | | | | PMP P-TIA | F | | | |
| HUBBES | [illegible] | | | | | P-LT O-IFM | BMP | F | | A-SD | | | | BMP | F | | |
| [illegible]ENIS | R57 | BMP SB | F | | | BMP SB | F | O-IFM | | | | | B-MP | F | A-SD P-LT O-IFM | | |
| [illegible] | R61 | ← | PRE | SES | → | | F | PRE | SES | F | | | F | SES | → | | |
| ROWLEY | R20 | BMP | F | | | | A-SD | | | | | | ← BLOCK | TWG | | | |
| MAYS | R[illegible] | F | | | | MP B | F | | | | | | ← | TEST | FLT ⇒ | | |
| [illegible] | R52 | | BMP | | | F | BMP | F | | | | | BMP | F | | | |
| FOGS | L27 | F | | | | STAND | BOARD | | | | | | | | | | |
| ARMSTRONG | L27 | ← | BLOCK | TWG | → | | | BMP | | F | | | BMP | F | F | | |
| MANN | R12 | F | O-IFM | | | SB | → | F | SB | F | | | SB | | F | | |
| AUSTIN | L43 | ← | | SES | → | | | | | | | | BMP | F | | | |
| PORTER | L36 | ← | | SES | → | | | | | | | | | BMP | F | | |

1001

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

310AREFS TRAINING PROJECTION

HQ 310BOMWG
ATT "D", APP "1", Annex "A"
OPORD 204-55
1 NOV 55

1002

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "D" APP "1" ANNEX A
OFORD 205-55 1 NOV 55

## 310 AREFS — CREW ACTIVITIES

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCHOLZ | T38 | F | | F | | | | F | | F | CR | P-LT | | | | F | |
| SORRITT | T02 | | F | | | | | | F | | F | | | | CM | LT | F |
| GEORGE | T10 | | | F | | | | | F | | F | CR | | | SB | SB | F |
| WILES | M01 | F | | F | | | | CR | | F | | | | | | | F |
| MILLER | T28 | F | | | F | OD | | | F | | F | | | | ← BOOK | | ING |
| ELLIS | T18 | | | LT | | | | | | F | CR | | | | | CM | |
| WILLIS | T20 | SB | F | SB | F | | | | CR SB | F | | | | | | F | PM |
| DARLINGTON | T16 | | | | LT | | | | CR | | F | | | | F | CM | MP B |
| WEALER | T30 | F | F | | F | | | CR | | F | | | | | F | OD | F |
| WORCE | M06 | | | F | | | | | F | | F | | | | CM | F | BAD LT |
| NEUMAN | T24 | | F | F | | | | | LT | F | | CR | | | F | | F |
| HALEY | T26 | | | | F | | | | F | | F | CR | | | LT | | |
| CANNON | T27 | LEAVE | | | | | | | | | | | | | | | CM |
| ROSE | T04 | STAND BOARD | | | | | | | | F | CR | | STAND BOARD | | | CM | |
| DUNSTAN | T19 | LEAVE | | | | | | | | | | | | | | | |
| LOVELL | T23 | LT | | F | | | | | F | | F | | | | CM | | BMP |
| DEAN | T21 | SB | F | SB | F | | | | F | CR | LT | | | | | F | CM |
| DUNBAR | M04 | | | F | | | | CR | | F | | | | | | | LEAVE |
| BRALEY | M32 | | | F | | | | LT | CR | | | | | | SB | SB | F |

1003

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "D" APP "I" ANNEX A

# 310 AREFS — CREW ACTIVITIES — OPORD 205-55 1 NOV 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCHOLZ | T38 | F | CM | | | F | | F | | CM | | | F | | F |
| FORRITT | T02 | | | | | | F | | | | OD | | | | F |
| GEORGE | T19 | SB | F | | | | LT | F | | CM | | | | F | |
| WILES | M01 | CM | | | | | CM | | | F | | | ← BLOCK | | TNG → |
| MILLER | T29 | PLT | TNG | | | | F | | LT | | | | | F | |
| JONES | T18 | | | | | SB | SB | F | SB | F | | | F | SB | LT |
| WILLIS | T28 | LT | | | | F | CM | | | | | | | | F |
| ARLINGTON | T16 | F | | | | F | | CM | | F | | | F | | |
| WEAVER | T33 | AO | F | | | LT | F | | CM | | | | F | | F |
| WORLE | M36 | F | | | | CM | | | | | | | F | | |
| NEWMAN | T01 | CM | | | | | F | | | F | | | | F | |
| HANCH | T24 | | F | | | CM | | F | | | | | SB | SB | F |
| CANNON | T27 | | F | | | | | F | CM | F | | | LT | F | |
| ROSE | TON | CM | STAND BOARD | | | | | LT | | | | | | | |
| DUNSTAN | T18 | F | LT | | | F | | F | CM | | | | SB | SB | F |
| LOVELL | T23 | F | | | | | F | | CM | | | | | F | |
| BEAM | T21 | | F | | AO | F | | CM | | | | | | F | |
| DUNBAR | M34 | LEAVE | | | | | | | | | | | | | |
| BRALEY | M32 | SB | F | | | CM | | | | | | | | LT | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

1004

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

OPERATIONS MEETINGS

HQ 310BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

OPERATIONS MEETINGS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 19[illegible], 0001Z

1. The following meetings are scheduled during the month of November. Dates, times, locations and required attendance are as indicated.

a. Operations Weekly 60-9 Planning:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 2 Nov | 1330 | WG OPS CONF RM | LTCOL Call |
| | | | LTCOL Stublarec |
| | | | MAJ Prince |
| | | | MAJ Faivre |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |

HQ 310 BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55

1006

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 9 NOV | 1330 | WG OPS CONF RM | Same as above |
| 16 NOV | 1330 | " " " " | Same as above |
| 23 NOV | 1330 | " " " " | Same as above |
| 30 NOV | 1330 | " " " " | Same as above |

b. Weekly 60-9 Aircraft Scheduling:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 3 NOV | 1530 | WG OPS CONF RM | COL Wells |
| | | | COL Wood |
| | | | LTCOL Davis |
| | | | LTCOL Call |
| | | | LTCOL Fulmer |
| | | | LTCOL McDaniell |
| | | | LTCOL McClatchy |
| | | | LTCOL Jordan |
| | | | LTCOL Stublarec |
| | | | LTCOL Deck |
| | | | MAJ Famcher |
| | | | MAJ Stricklin |
| | | | MAJ Prince |
| | | | MAJ Lindquester |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Field |
| | | | MAJ Wise |
| 10 NOV | 1530 | WG OPS CONF RM | Same as above |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55



1007

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 17 NOV | 1530 | WG OPS CONF RM | Same as above |
| 24 NOV | 1530 | WG OPS CONF RM | Same as above |
| 1 DEC | 1530 | WG OPS CONF RM | Same as above |
| c. RBS Scheduling: | | | |
| 7 NOV | 0900 | WG OPS CONF RM | LTCOL Stublarec |
| | | | MAJ Osmer |
| | | | MAJ Rowan |
| | | | MAJ Spierlinc |
| | | | MAJ Clark |
| | | | MAJ Levy |
| 14 NOV | 0900 | WG OBSR Section | Same as above |
| 21 NOV | 0900 | WG OBSR Section | Same as above |
| 28 NOV | 0900 | WG OBSR Section | Same as above |
| d. Wing Commanders Operations Briefing: | | | |
| MON | 1600 | WG OBSR RM | Wing Commander |
| Thru | | | Deputy Wing Commander |
| FRI | | | Director of Operations |
| | | | Chief of OPS & TNG |
| | | | Squadron Commanders |
| | | | Squadron OPS OFF |
| | | | Chief of Maintenance |
| | | | Base Weather Officer |
| e. Aircraft Malfunction and Abort Board (AUTH: | | | SO 149, PARA 3, 31 AUG) |
| 8 NOV | 0900 | WG CONF RM | COL Wood |
| | | | LTCOL Davis |

HQ 310BOMWG
APP"2", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | LTCOL Deck |
| | | | LTCOL McDaniell (On Call) |
| | | | MAJ Frarie " " |
| | | | LTCOL McClatchy " " |
| | | | MAJ Fancher " " |
| | | | MAJ Rowan |
| | | | MAJ Faivre |
| | | | MSGT Perry (On Call) |
| | | | MSGT Williams " " |
| | | | TSGT McCarcar " " |
| | | | TSGT Bogerman " " |
| | | | A/1c Whitacker " " |
| | | | A/1c Hague " " |
| | | | CIV Thompson |
| | | | CIV Nelson |
| | | | CAPT Pirino |
| 22 NOV | 0900 | WG CONF RM | Same as above |

f. Gross Error Board:

| | | | |
|---|---|---|---|
| 1 NOV | 0900 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Stublarec |
| | | | MAJ Rowan |
| | | | MAJ Ofner |
| | | | MAJ Faivre |
| | | | MAJ Spierling |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ Clark |
| | | | MAJ Eldridge |
| | | | CAPT Hart |
| | | | CAPT Moses |
| | | | CIV Thompson |
| | | | CIV Nelson |

g. Operations Officer's Meeting:

| | | | |
|---|---|---|---|
| 7 NOV | 0930 | WG OPS CONF RM | COL Wood |
| | | | MAJ [illegible]adquester |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |
| | | | MAJ Frarie |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | CAPT Hinds |
| 14 NOV | 0930 | WG OPS CONF RM | Same as above |
| 21 NOV | 0930 | " " " " | Same as above |
| 28 NOV | 0930 | " " " " | Same as above |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

h. Monthly 60-9 Pre-Planning:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 17 NOV | 0900 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Deck |
| | | | LTCOL Stublarec |
| | | | MAJ Faivre |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | MAJ Lindquester |
| | | | MAJ Field |
| | | | MAJ Barnett |
| | | | MAJ Wise |
| | | | CAPT Hinds |

i. Monthly 60-9 Aircraft Scheduling:

| | | | |
|---|---|---|---|
| 17 NOV | 1500 | WG OPS CONF RM | Same as Weekly 60-9 |

j. Tactics Panel:

| | | | |
|---|---|---|---|
| 28 NOV | 1300 | WG OPS CONF RM | COL Wood, H. S. |
| | | | LTCOL Fulmer, 381 BOMRON |
| | | | LTCOL McClatchy, 379BOMRON |
| | | | LTCOL McDaniell, 380 BOMRON |
| | | | LTCOL Rifkin, H. S. |
| | | | LTCOL Wheeler, H. S. |
| | | | MAJ Fancher, 310AREFS |
| | | | 1STLT Alden, H. S. |
| | | | 1STLT Gass, H. S. |
| | | | 1STLT Stapher, H. S. |



1011

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

k. Recap of Meetings for Month of October 1955:

| DATE | MEETING |
|---|---|
| 31 OCT 55 | RBS (0900), OPS OFF. (0930) |
| 1 NOV 55 | |
| 2 NOV 55 | PRE-60-9 (1330) |
| 3 NOV 55 | 60-9 (1530) |
| 4 NOV 55 | |
| 7 NOV 55 | RBS (0900), OPS OFF (0930) |
| 8 NOV 55 | Malfunction and Abort Board |
| 9 NOV 55 | PRE-60-9 (1330) AIR REFUELING (0930) |
| 10 NOV 55 | 60-9 (1530) |
| 11 NOV 55 | |
| 14 NOV 55 | RBS (0900), OPS OFF (0930) |
| 15 NOV 55 | |
| 16 NOV 55 | PRE-60-9 (1330) |
| 17 NOV 55 | 60-9 (1500) PRE MONTHLY 60-9 (0900) |
| 18 NOV 55 | |
| 21 NOV 55 | RBS (0900) OPS OFF (0930) |
| 22 NOV 55 | Malfunction and Abort Board |
| 23 NOV 55 | PRE-60-9 (1330) |
| 24 NOV 55 | 60-9 (1530) |
| 25 NOV 55 | |
| 28 NOV 55 | RBS (0900) OPS OFF (0930) TACTICS PANEL (1300) |
| 29 NOV 55 | |
| 30 NOV 55 | PRE 60-9 (1330) |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEAD .ERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

WING DUTY SCHEDULE

HQ 310BOMWG
APP "3", Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

WING DUTY SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

1. AIRDOME OFFICER: In accordance with SAC REG 55-44, the following Airdome Officer schedule will apply. Tour of duty starts at 0900 local time, dates indicated:

| | |
|---|---|
| 15 NOV | 310 FMS |
| 16 NOV | 381 BOMRON |
| 17 NOV | 310 ARS |
| 18 NOV | 380 BOMRON |
| 19 NOV | 310 HQSQ |
| 20 NOV | 310 ARS |
| 21 NOV | 380 BOMRON |
| 22 NOV | 379 BOMRON |
| 23 NOV | 380 BOMRON |
| 24 NOV | 381 BOMRON |
| 25 NOV | 310 ARS |
| 26 NOV | 380 BOMRON |
| 27 NOV | 379 BOMRON |
| 28 NOV | 310 HQSQ |
| 29 NOV | 381 BOMRON |
| 30 NOV | 381 BOMRON |

2. FLIGHT TEST CREWS: In accordance with 310th Bomb Wing REG the following Flight Test Crew schedule will apply. Tour of duty starts at 0800 local time:

| | |
|---|---|
| 31 OCT to 6 NOV | 380 BOMRON |
| 7 NOV to 13 NOV | 381 BOMRON |
| 14 NOV to 20 NOV | 379 BOMRON |
| 21 NOV to 27 NOV | 380 BOMRON |
| 28 NOV to 4 DEC | 381 BOMRON |

HQ 310BOMWG
APP 3, ANNEX "A"
OPORD 204-55
1 NOV 55

1014

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. DEBRIEFING OFFICER: In accordance with 310th Bomb Wing REG: 51-5 the following schedule will apply. Tour of duty starts at 0800 local. Scheduled Officer will report to the 310th Wing Maintenance Control for duty.

| | |
|---|---|
| 1 NOV | 381 BOMRON |
| 2 NOV | 310 AREFS |
| 3 NOV | 379 BOMRON |
| 4 NOV | 310 AREFS |
| 7 NOV | 380 BOMRON |
| 8 NOV | 310 AREFS |
| 9 NOV | 381 BOMRON |
| 10 NOV | 310 AREFS |
| 11 NOV | 379 BOMRON |
| 14 NOV | 310 AREFS |
| 15 NOV | 380 BOMRON |
| 16 NOV | 310 AREFS |
| 17 NOV | 381 BOMRON |
| 18 NOV | 310 AREFS |
| 21 NOV | 379 BOMRON |
| 22 NOV | 310 AREFS |
| 23 NOV | 380 BOMRON |
| 24 NOV | 310 AREFS |
| 25 NOV | 381 BOMRON |
| 28 NOV | 310 AREFS |
| 29 NOV | 379 BOMRON |
| 30 NOV | 310 AREFS |
| 1 DEC | 380 BOMRON |
| 2 DEC | 310 AREFS |

4. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0800 to 0800 the following day. Prior to 1630 on the day the officer is scheduled for duty, he will contact the Director of Operations. If the Director of Operations plans to be absent from the base, the Assistant Flight Supervisor will remain on base and keep the Wing Control Room posted on where he can be reached by phone. The following schedule will apply:

| | | | |
|---|---|---|---|
| 1 NOV | MAJ Wise | 16 NOV | LTCOL McClatchy |
| 2 NOV | MAJ Barnett | 17 NOV | LTCOL McDaniell |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| 3 NOV | LTCOL McClatchy | 18 NOV | LTCOL Fulmer |
| 4 NOV | LTCOL McDaniell | 21 NOV | MAJ Frarie |
| 7 NOV | LTCOL Fulmer | 22 NOV | MAJ Goodlad |
| 8 NOV | MAJ Frarie | 23 NOV | MAJ Holder |
| 9 NOV | MAJ Goodlad | 24 NOV | MAJ Field |
| 10 NOV | MAJ Holder | 25 NOV | MAJ Wise |
| 11 NOV | MAJ Field | 28 NOV | MAJ Barnett |
| 14 NOV | MAJ Wise | 29 NOV | LTCOL McClatchy |
| 15 NOV | MAJ Barnett | 30 NOV | LTCOL McDaniell |

5. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty Officer is from 0830 to 0830 local. Officers scheduled below will report to the 310th Wing Control Room for duty and will be in the tower for all take-offs and landings. If weather is above 1,000 feet and three miles visibility the Senior Duty Officer need not report for duty until 1630 local.

| | | | |
|---|---|---|---|
| 1 NOV | 381BOMRON | 16 NOV | 380BOMRON |
| 2 NOV | 379BOMRON | 17 NOV | 381BOMRON |
| 3 NOV | 380BOMRON | 18 NOV | 379BOMRON |
| 4 NOV | 381BOMRON | 21 NOV | 380BOMRON |
| 7 NOV | 379BOMRON | 22 NOV | 381BOMRON |
| 8 NOV | 380BOMRON | 23 NOV | 379BOMRON |
| 9 NOV | 381BOMRON | 24 NOV | 380BOMRON |
| 10 NOV | 379BOMRON | 25 NOV | 381BOMRON |
| 11 NOV | 380BOMRON | 28 NOV | 379BOMRON |
| 14 NOV | 381BOMRON | 29 NOV | 380BOMRON |
| 15 NOV | 379BOMRON | 30 NOV | 381BOMRON |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. The 310th Bomb Wing is responsible for Instrument Tower Officer on odd days of the month (1200 on odd day to 1200 on even day).

6. INSTRUMENT TOWER OFFICER (WEEK-END): Requirement pilot with current instrument card.

5 NOV - 1200 hours for 24 hours - 379BOMRON
13 NOV - " " - 380BOMRON
19 NOV - " " - 381BOMRON
27 NOV - " " - 379BOMRON

7. OFFICER OF THE DAY: In accordance with Base REG 205-7, the following Officer of the Day schedule will apply. Tour od duty starts at 1600 local time. Officers scheduled will report to Base Adjutant. Tour of duty will end at 0800 local.

| | | | |
|---|---|---|---|
| 1 NOV | 310AREFS | 16 NOV | 379BOMRON |
| 2 NOV | 310FMS | 17 NOV | 381BOMRON |
| 3 NOV | 310AREFS | 18 NOV | 379BOMRON |
| 4 NOV | 380BOMRON | 19 NOV | 380BOMRON |
| 5 NOV | 310AREFS | 20 NOV | 381BOMRON |
| 6 NOV | 310A&E | 21 NOV | 310HEDRON |
| 7 NOV | 310HEDRON | 22 NOV | 310AREFS |
| 8 NOV | 310AREFS | 23 NOV | 380BOMRON |
| 9 NOV | 380BOMRON | 24 NOV | 379BOMRON |
| 10 NOV | 379BOMRON | 25 NOV | 380BOMRON |
| 11 NOV | 310AREFS | 26 NOV | 310AREFS |
| 12 NOV | 310HEDRON | 27 NOV | 380BOMRON |
| 13 NOV | 379BOMRON | 28 NOV | 310A&E |
| 14 NOV | 381BOMRON | 29 NOV | 310AREFS |
| 15 NOV | 310AREFS | 30 NOV | 379BOMRON |

HQ 310BOMWG
APP "3", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8. CONTROL ROOM DUTY OFFICER: Tour of duty 1700 hours to 0800 hours week days, 0800 hours to 1700 hours and 1700 hours to 0800 hours on Saturdays and Sundays.

| | | | | | |
|---|---|---|---|---|---|
| 1 NOV | 1700 | Captain McCracken | 16 NOV | 1700 | |
| 2 NOV | 1700 | Major Ofner | 17 NOV | 1700 | |
| 3 NOV | 1700 | Major Wise | 18 NOV | 1700 | |
| 4 NOV | 1700 | Captain Beaulieu | 19 NOV | 0800 | |
| 5 NOV | 0800 | Captain Liddell | 19 NOV | 1700 | |
| 5 NOV | 1700 | Captain Eberhardt | 20 NOV | 0800 | |
| 6 NOV | 0800 | Captain Hinds | 20 NOV | 1700 | |
| 6 NOV | 1700 | Captain Hartsock | 21 NOV | 1700 | |
| 7 NOV | 1700 | Captain Pirino | 22 NOV | 1700 | |
| 8 NOV | 1700 | 1STLT Alden | 23 NOV | 1700 | |
| 9 NOV | 1700 | | 24 NOV | 1700 | |
| 10 NOV | 1700 | | 25 NOV | 1700 | |
| 11 NOV | 1700 | | 26 NOV | 0800 | |
| 12 NOV | 0800 | | 26 NOV | 1700 | |
| 12 NOV | 1700 | | 27 NOV | 0800 | |
| 13 NOV | 0800 | | 27 NOV | 1700 | |
| 13 NOV | 1700 | | 28 NOV | 1700 | |
| 14 NOV | 1700 | | 29 NOV | 1700 | |
| 15 NOV | 1700 | | 30 NOV | 1700 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base , Kansas
1 November 1955, 0001Z

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP 4, Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

1. A total of 2,100 air training hours are projected for the month of November. (1,500 hours for B-47's and 650 hours for KC-97's). The goal of completion of the quarterly 50-8 requirements prior to 30 November 1955, will be stressed during the month.

2. Flying time priority will be as follows:

a. Accomplishment of 60-2 requirements.

b. Training to remove crews from probationary status.

c. Accomplishment of Higher Headquarters ordered missions.

d. Up-grading of non-combat ready crews.

e. Accomplishment of standardization checks.

f. Accomplishment of 50-8 requirements.

3. Colonel Wells will fly as Aircraft Commander on the dates indicated:

16 November 380TH BOMRON 23 November 381ST BOMRON

30 November 379TH BOMRON

HQ 310BOMRON
APP "4", Annex "A"
OPORD 204-55
1 NOV 55

1020

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. COL Wood will fly as aircraft commander during the following weeks:

Week of 31 OCT - 379BOMRON
Week of 7 NOV - 380BOMRON
Week of 14 NOV - 381BOMRON
Week of 21 NOV - 379BOMRON
Week of 28 NOV - 380BOMRON

a. 379BOMRON -

| | | | |
|---|---|---|---|
| 5X7 | MAJ Lindquester | CAPT Hinds* | CAPT Savino |
| 5X6 | LTCOL McClatchy | LTCOL Hart* | CAPT Hart |
| 5X8 | MAJ King | CAPT Smith | MAJ Sperling |
| 5X12 | CAPT Bennett | LT Nickerson* | MAJ Farley |

b. 380BOMRON -

| | | | |
|---|---|---|---|
| 5X2 | COL Wood | LTCOL Megenity* | LTCOL Stublarec |
| 5X5 | LTCOL Call | CAPT Pirino | MAJ Levy |
| 5X13 | CAPT Horsky | MAJ Dillon* | LTCOL Wheeler |
| 5X9 | MAJ Goodlad | MAJ Weir* | MAJ Ofner |
| 5X3 | LTCOL McDaniell | LT Bennett* | CAPT Vogle |

c. 381BOMRON -

| | | | |
|---|---|---|---|
| 5X4 | MAJ Frarie | MAJ Wise | CAPT Moses |
| 5X11 | MAJ Field | MAJ Holder | MAJ Clark |
| 5X10 | MAJ Barnett | MAJ Maronde | CAPT Urban |
| 5X1 | COL Wells | MAJ Brown* | MAJ Rowan |

5. Staff crews are assigned 5X crew numbers as listed above. Staff crews will be scheduled a minimum of one crew mission per month. Staff pilots will be scheduled for standboard ride every six months. Staff crews will be scheduled for an observer standboard once each year. With the exception of those co-pilots with an asterisk (*) after their name, staff crew members will complete the remainder of their 60-2 time as substitute or supernumanry crew



1021

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

members. Those co-pilots with an * after their name are assigned to Base Flight for remainder of 60-2 time and for 60-4 first pilot check responsibility.

6. B-47 aircraft will fly 1440 hours during NOV. A breakdown of flying time and sorties follows:

379BOMRON - 74 sorties - 535:00 hours.

380BOMRON - 62 sorties - 449:00 hours.

381BOMRON - 63 sorties - 456:00 hours.

7. KC-97 aircraft will fly 600:00 hours and 108 sorties during NOV.

KC-97F - 245:00 hours. KC-97G - 355:00 hours.

8. TANKER SCHEDULE:

| | UPGRADING | | | | 40M | | |
|---|---|---|---|---|---|---|---|
| | 379 | 380 | 381 | | 379 | 380 | 381 |
| 1 NOV | 1 | 1 | 0 | 14 NOV | 0 | 1 | 0 |
| 7 NOV | 0 | 0 | 0 | 15 NOV | 0 | 1 | 1 |
| 14 NOV | 1 | 0 | 1 | 16 NOV | 1 | 1 | 0 |
| 15 NOV | 1 | 1 | 0 | 17 NOV | 0 | 1 | 1 |
| 16 NOV | 0 | 1 | 1 | 18 NOV | 1 | 0 | 1 |
| 17 NOV | 1 | 0 | 1 | 21 NOV | 1 | 0 | 0 |
| 18 NOV | 1 | 1 | 0 | 22 NOV | 0 | 1 | 1 |
| 21 NOV | 1 | 0 | 1 | 23 NOV | 1 | 1 | 0 |
| 22 NOV | 1 | 1 | 0 | 25 NOV | 1 | 0 | 0 |
| 23 NOV | 1 | 1 | 0 | 28 NOV | 0 | 1 | 0 |
| 25 NOV | 0 | 1 | 1 | 29 NOV | 1 | 1 | 1 |
| 28 NOV | 1 | 1 | 0 | 30 NOV | 0 | 0 | 1 |
| 29 NOV | 1 | 0 | 1 | 1 NOV | 1 | 0 | 1 |
| 30 NOV | 1 | 0 | 1 | 3 NOV | 1 | 1 | 0 |
| | | | | 4 NOV | 0 | 0 | 1 |



1022

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

APPENDIX "5"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

GROUND TRAINING REQUIREMENTS

HQ 310BOMWG
APP "5", Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "5"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

GROUND TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

1. 50-24 BLOCK TRAINING: Because of heavy flying training committments and the under-manned condition of the squadrons relative to combat crews, block training will not be given in NOV.

2. PHYSICAL CONDITIONING:

a. Physical conditioning work outs will be offered during the following weeks of NOV:

(1) 7-11 NOV.

(2) 21-25 NOV.

b. Combative measures training will be given to crew members in block training on the following weeks:

(1) 14-18 NOV.

(2) 21-25 NOV.

c. Crew members not in block training who desire combative measures training may join a class on the hour 0800-1100 and 1300-1600.

3. ALTITUDE CHAMBER : Quotas for altitude indoctrination training for NOV and DEC are as follows:

a. Three day course (Basic):



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) 9, 10 and 11 NOV: 379 (1), 380 (1), 381 (1), 310AREFS (1), 310A&E (1), 310PMS (13).

(2) 28, 29 and 30 DEC: 379 (1), 380 (1), 381 (1), 310AREFS (1), 310PMS (2).

b. Two day course (Refresher):

(1) No quota for NOV.

(2) 5 and 6 DEC: 379 (2), 380 (2), 381 (2), 310AREFS (3).

(3) 12 and 13 DEC: 279 (2), 380 (2), 381 (2), 310AREFS (2).

4. INSTRUMENT SCHOOL: Instrument school will be given on the following dates: 9 and 10 NOV and 17 and 18 NOV. CAPT Warren Brown is now OIC of the Instrument School.

5. P-3 LINK TRAINER: The 310AREFS will utilize the P-3 Link Trainer from 1000-1200 Monday through Friday.

6. B-47 FLIGHT SIMULATOR:

a. The 310BOMWG Standboard will utilize the simulator every Monday and Friday morning for standardization checks.

b. The three bombardment squadrons will schedule one crew (AC and PLT) 0800-1200 on the following schedule:

(1) 379BOMRON: 1, 8, 15, 22 and 29 NOV.

(2) 380BOMRON: 2, 9, 17, 24 and 30 NOV.

(3) 381BOMRON: 3, 10, 16 and 23 NOV.

7. T-1A GUNNERY TRAINER:

a. The 310BOMWG will utilize the T-1A trainers during the afternoons (1300-1700) during NOV. Because of training committments to other Wings, the 310BOMWG will have the trainer only on the following dates and times:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) 1300-1500:

(a) 379BOMRON: 14 and 24 NOV.

(b) 380BOMRON: 15, 25 and 29 NOV.

(c) 381BOMRON: 16, 28 and 30 NOV.

(2) 1500-1700:

(a) 379BOMRON: 15, 25 and 29 NOV.

(b) 380BOMRON: 16, 24 and 30 NOV.

(c) 381BOMRON: 14 and 28 NOV.

b. The previous operations order errored in stating that two pilots can utilize the trainer during each period. Only one pilot per period will be scheduled.

c. The T-1A trainer schedule may be changed on very short notice by 8AF. Every effort will be made to notify the squadrons immediately of all changes.

8. C-11 INSTRUMENT TRAINER: The 310BOMWG will utilize the C-11 trainers during the afternoon (1300-1700) in NOV. The 310th Trainer Allocation will be used in two hour periods. Two students may be assigned to each period.

a. 1300-1500:

(1) 379BOMRON: 1, 4, 9, 15, 18, 23 and 28 NOV.

(2) 380BOMRON: 2, 7, 10, 17, 21, 24 and 29 NOV.

(3) 381BOMRON: 3, 8, 14, 16, 22, 25 and 30 NOV.

b. 1500-1700:

(1) 379BOMRON: 3, 8, 14, 17, 22, 25 and 30 NOV.

(2) 380BOMRON: 4, 7, 9, 15, 18, 24 and 28 NOV.

(3) 381BOMRON: 1, 2, 10, 16, 21, 23 and 29 NOV.

9. OQ RANGE: The 310BOMWG was scheduled for the OQ range on 11 NOV (Armistice Day) by 8AF. A change in this schedule has been requested. If and when another date is allocated the squadrons will be notified.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10. SES SCHOOL: Four crews will attend the Wing SES school in NOV.

a. CAPT Austin 381BOMRON - 31 OCT - 4 NOV

b. CAPT Porter 381BOMRON - 31 OCT - 4 NOV

c. CAPT Blake 379BOMRON - 14 NOV - 25 NOV

d. CAPT Colladay 381BOMRON - 14 NOV - 25 NOV

11. INFLIGHT MAINTENANCE: Squadrons will schedule one observer each day Monday through Friday for two hours at 1300. Classes will be either in Room 24, Ground Training Building #936, or the training section of 310A&E. MAJ Rowan of the Wing Observer Section is in change of this training.

12. EWP TRAINING:

a. All crews who are in the EWP and who are available for duty on base will take the 8AF EWP examination on any of the three following dates: 1, 2 or 3 NOV. The examination period will be from 0800 to 1200 hours. Examinations will be conducted in the Wing Intelligence Section, BLDG 936.

b. All EWP crews will accomplish a four hour block of alternate mission planning. This may be accomplished during normal duty hours on any date after completion of the 8AF testing period ending 3 NOV.

c. All crews must accomplish five T-2A trainer runs on the primary assignment and five runs on the alternate assignment.

13. T-2A TRAINER:

a. The following T-2A trainer schedule will be adhered to in NOV.

b. Each observer involved in the EWP must accomplish five runs on the primary assignment and five runs on the alternate assignment.

c. The current plans section desires that each observer accomplish five runs on each of the complexes to be run on the Wing mission "PACE SETTER".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EWP T-2A TRAINER SCHEDULE

| NOV | 0700-0930 | 0930-1100 | 1100-1230 | 1230-1400 | 1400-1530 | 1530-1700 | 1700-1830 | 1830-2000 | 2000-2130 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | 379 | 380 | 381 | 379 | 380 | 381 |
| 2 | | | | 380 | 381 | 379 | | | |
| 3 | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 4 | | | | 379 | 380 | 381 | | | |
| 5 (SAT) | | | | 380 | 381 | 379 | 380 | 381 | 379 |
| 7 | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 8 | | | | 379 | 380 | 381 | | | |
| 9 | | | | 380 | 381 | 379 | 380 | 381 | 379 |
| 10 | | | | 381 | 379 | 380 | | | |
| 11 | | | | 379 | 380 | 381 | 379 | 380 | 381 |
| 12 (SAT) | 380 | 381 | 379 | 380 | 381 | 379 | 380 | 381 | 379 |
| 25 | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 26 (SAT) | 379 | 380 | 381 | 379 | 380 | 381 | 379 | 380 | 381 |
| 28 | | | | 380 | 381 | 379 | | | |
| 29 | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 30 | | | | 381 | 379 | 380 | | | |

HQ 310BOMWG
APP "5", Annex "A"
OPORD 204-55
1 NOV 55





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CURRENT PLANS T-2A TRAINER SCHEDULE

| NOV | 1230-1400 | 1400-1530 | 1530-1700 | 1700-1830 | 1830-2000 | 2000-2130 |
|---|---|---|---|---|---|---|
| 14 | 379 | 380 | 381 | | | |
| 15 | 380 | 381 | 379 | 380 | 381 | 379 |
| 16 | 381 | 379 | 380 | | | |
| 17 | 381 | 379 | 380 | 381 | 379 | 380 |
| 18 | 380 | 381 | 379 | | | |
| 19 | 379 | 380 | 381 | 379 | 380 | 381 |
| 21 | 380 | 381 | 379 | 380 | 381 | 379 |
| 22 | 381 | 379 | 380 | | | |
| 23 | 379 | 380 | 381 | 379 | 380 | 381 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

WING MISSIONS

HQ 310BOMWG
APP "6", Annex "A"
OPORD 204-55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-55

WING MISSIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 November 1955, 0001Z

1. "TWO STEP WHITE" MISSION: During NOV 1955, the 310BOMWG will fly a series of mission with night cell, visual formation and weapons exercise. Following is the schedule of dates:

a. "TWO STEP I WHITE": 8 NOV 55.

b. "TWO STEP II WHITE": 10 NOV 55.

c. "TWO STEP III WHITE": 23 NOV 55.

2. GENERAL INSTRUCTIONS:

a. Altimeter setting for mission will be 29.92 except for take-off, low approach and landing.

b. Join up and formation will be in accordance with tactical doctrine.

c. Route true airspeed will be 425K.

d. Aborting aircraft will clear the formation route to the right 25 NM, climb or descend 4,000 feet and obtain ARTC clearance.

e. Aircraft losing radar during darkness will maintain formation by visual means if possible and fly route as briefed. If not possible to





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. "TWO STEP I WHITE ROUTE" (Base on Leader)

| FROM<br>TO | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| SMOKY HILL AFB | | | | | | | 86000 | |
| RTTO | | | | | 7 | :03 | | |
| T.O.<br>HARVARD, NEB | 348 | -10 | CL<br>31M | 395 | 116 | :20 | | |
| 41-30N<br>98-30W | 348 | -10 | 31M | 425 | 54 | :08<br>:28 | | |
| TURN | | | | | | :02<br>:30 | | |
| NORTH PLATTE VOR | 256 | -12 | 31M | 425 | 95 | :44 | | MAKE POINT GOOD |
| TURN | | | | | 14 | :02<br>:46 | | |
| NCP COCA<br>HILL CITY VOR | 165 | 12 | | | 101 | :14<br>1:00 | | MAKE POINT GOOD |
| TURN | | | | | 14 | :02<br>1:02 | | GO TO VISUAL FORM<br>AT DAYLIGHT |
| GLASCO | 082 | -11 | | | 102 | :14½<br>1:16½ | | MAKE POINT GOOD |
| TURN | | | | | 14 | :02<br>1:18½ | | |
| SALINA VOR | 180 | -10 | | | 24 | :03½<br>1:22 | 60675 | |
| PEEL, IFR<br>DESCENT & GCA | | | | | | :25<br>1:47 | 54995 | |
| ACCELERATE | | | | | 10 | :02<br>1:49 | | |
| LEVEL OFF | 300 | 10 | CL<br>10M Base | | 20 | :03½<br>1:52½ | 52595 | |
| 40-32N<br>101-38W | 298 | -11 | Base<br>10M | | 190 | :42<br>2:34½ | | COMPLETE IFI |



1032

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| FROM<br>TO | T.C. | VAR | ALT | TAS | DIST | TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| LEVEL OFF<br>41-50N<br>102-38W | 329 | -13 | CL<br>35M | AV<br>420 | 90 | :13<br>2:47½ | | |
| CHADRON VOR<br>ORBIT POINT | 328 | -14 | 35M | 425 | 51 | :07<br>2:54½ | | |
| ORBIT | | | | | 106 | :16<br>3:10½ | | |
| BELLE FOURCHE RES<br>44-44N<br>103-42W | 353 | -14 | | | 123 | :17½<br>3:28 | | |
| TURN | | | | | 14 | :02<br>3:30 | | |
| 45-24N<br>94-00W | 085 | -11 | | | 388 | :55<br>4:25 | | |
| TURN | | | | | 21 | :03<br>4:28 | | |
| 40-00N<br>00-38W | 206 | -9 | | | 342 | :48½<br>5:16½ | | |
| SALINA VOR | 180 | -10 | | | 67 | :09½<br>5:26 | | |
| VFR LET DOWN<br>PEEL AND LAND | | | | | | :25<br>5:51 | | |

4. COMMUNICATIONS:

a. Normal enroute communication procedures apply for this mission and will be governed by the appropriate JANAP's, ACP's, AFSAL, Radio Facility Charts and as directed by this attachment.

b. Call Signs:

(1) Position Reporting: Aircraft tactical call sign suffixed by "TWO STEP I WHITE", i.e. GRANVILLE 32 TWO STEP I WHITE.



1033

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Interplane: Aircraft tactical call sign; i.e. GRANVILLE 32.

c. Recognition and authentication will be in accordance with current AFSAL.

d. IFF will be in accordance with SAC REG 55-23. LEAD aircraft will operate their IFF on MODE III. All other aircraft MODE I.

e. Frequency Assignments: Interplane 281.1.

f. Position Reports: Leader only will report.

| CALL | POSITION |
|---|---|
| Grand Island VOR | ABEAM |
| North Platte VOR | OVER |
| Hill City VOR | OVER |
| Approach Control | OVER GLASCO |
| Imperial VOR | OVER |
| Chadron VOR | OVER |
| Aberdeen VOR | ABEAM |
| Sioux City VOR | ABEAM |
| Kansas City Center | ABEAM LINCOLN |

5. BRIEFING SCHEDULE :

| | GENERAL BRIEFING | T.O. MEETING | LOCATION |
|---|---|---|---|
| a. TWO STEP I | 0900 7 NOV 55 | 0155 8 NOV 55 | 381BOMRON |
| b. TWO STEP II | 0900 9 NOV 55 | 0155 10 NOV 55 | 381BOMRON |
| c. TWO STEP III | 0900 22 NOV 55 | 0155 23 NOV 55 | 381BOMRON |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

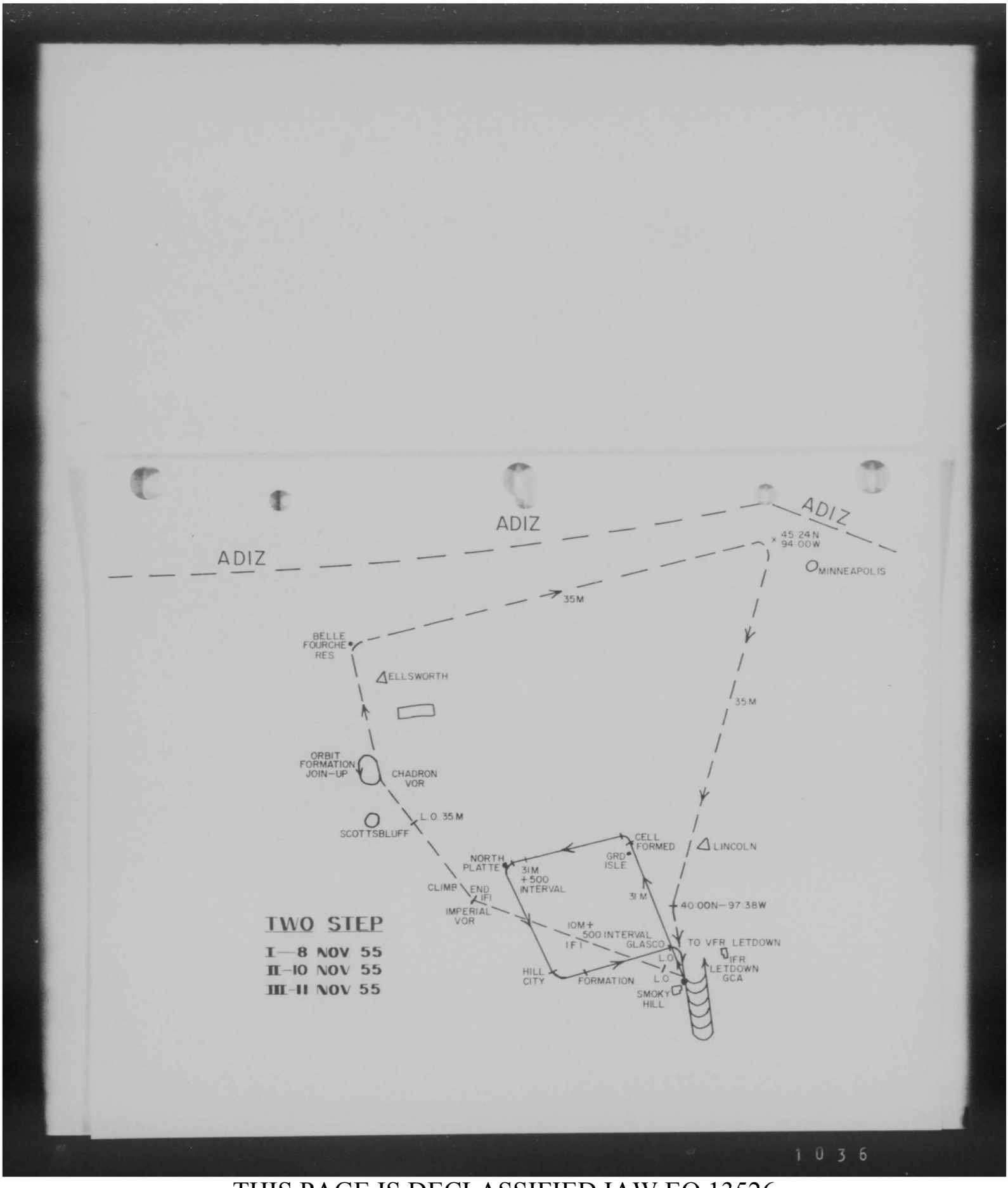
6. TAKE-OFF SCHEDULE:

| ACFT COMDR | SQDN | ACFT NR | STA TIME | START ENG | TAXI | TAKE OFF | GRANVILLE CALL |
|---|---|---|---|---|---|---|---|
| | | | 0155 | 0435 | 0445 | 0455 | |
| | | | 0155 | 0436 | 0446 | 0456 | |
| | | | 0155 | 0437 | 0447 | 0457 | |
| | | | 0155 | 0438 | 0448 | 0458 | |
| | | | 0155 | 0439 | 0449 | 0459 | |
| | | | 0155 | 0440 | 0450 | 0500 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 204-55

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 November 1955, 0001Z

1. GENERAL:

a. The Monthly Planning Committee meeting conducted in the third week of October in accordance with SAC Regulation 60-9, 5 August 1953 and SAC Manual 66 7 resulted in the following operational flying hour requirements:

1440 B-47 flying hours

600 KC-97 flying hours

To meet this requirement, officers and maintenance supervisors must be informed and kept constantly aware of current operations as the month progresses, and further insure that every individual is briefed on changes in the maintenance plan. Changes will be limited to the minimum requirements and will appear in the form of an amendment or appendix to this Annex.

b. Aircraft will fly under the ten (10) day maintenance cycle. Changes to this schedule will be only those required to support mission assigned by higher headquarters. B-47s will fly as scheduled in appendix I, II, III of Annex "B". The KC-97s





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

will fly as scheduled in Appendix IV of Annex "B". Friday of each week an additional appendix will be published and distributed to all activities designating the tail number of aircraft to be flown (matched against the sortie requirement) the forthcoming week.

c. Special requirements for month of November are as follows:

(1) Special weapons loading at Smoky Hill Air Force Base on the following dates: 2 3, 7, 8, 9, 10, 15, 17, 22, and 29 November. This consists of one aircraft each day, 0800-1700 hours.

(2) B-47 52-120 will depart this station 28 October 1955 for Tulsa for crack drag angle for approximately three (3) days.

(a) Crew Chief will accompany and remain with aircraft for duration of TDY.

(3) B-47 52-104 will depart this station 2 November for Tulsa for drag angle modification for approximately thirty (30) days.

(a) Crew Chief will accompany and remain with aircraft for duration of TDY.

(4) Strategic Evaluation Squadron Mission:

(a) Three (3) B-47s (one from each - 379, 380, 381 - Bomb Squadron) will depart this base 31 October 1955 for Davis-Monthan Air Force Base for a duration of twenty (20) days.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) The 381st Bomb Squadron will have two (2) B-47 aircraft departing this station on 7 November for SES for approximately twelve (12) days.

(c) The 381st Bomb Squadron will have two (2) B-47 aircraft departing this station 28 November for SES for approximately twelve (12) days.

(d) Reference 310th Bomb Wing OPS Order 202-55, 15 August 1955, personnel and material requirements necessary to support the above missions are outlined in detail.

1 Lists of all personnel designated to participate and material by box number will be forwarded through the Chief of Maintenance to Wing Logistics Section ten (10) days prior to departure dates as listed. Paragraph 3(a) (b) (c) by each squadron concerned.

(5) Drop Tank Modification:

(a) There will be twenty-six (26) B-47 aircraft go through drop tank modification, done by Boeing Aircraft Specialists on this station for month of November to be scheduled by Job Control officer. Reference Appendix IX, Annex "D".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) The 310th Air Refueling Squadron has a Wing ordered mission on 9 November for seven (7) KC-97 aircraft, 10 November for eight (8) KC-97 aircraft, and 11 November for seven (7) KC-97 aircraft.

(7) The following aircraft are at Tulsa for drag angle modification and change:

(a) 379th Bomb Squadron:

B-47 52-118 returning on or about 7 NOV 55

(b) 380th Bomb Squadron:

B-47 52-120 returning on or about 30 NOV 55

B-47 52-282 returning on or about 30 NOV 55

(c) 381st Bomb Squadron:

B-47 52-304 returning on or about 14 NOV 55

(d) Five (5) additional aircraft assigned this Wing have either the left or right drag angle cracked. It is anticipated the aircraft will be requested by Douglas Aircraft Corporation for modification during November 1955.

(e) The 380th Bomb Squadron:

B-47 52-237 to Tinker 1 November 1955 for approximately 20 days for radar modification.

(8) Three hundred twenty (320) WEMP tests will be scheduled and conducted by aircraft maintenance Standboard Team during the month of November.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(9) Ten (10) compass swings will be completed during the month of November. The Job Control officer will schedule each aircraft concerned.

(10) There are twenty (20) aircraft scheduled for weight and balance (Reference Appendix I, II, III, IV) for November.

(11) It is anticipated there will be ten (10) KC-97 4360 engine changes for time.

d. Loss of flying time:

(1) Mandatory commitments, reference paragraph c(2)(5), resulted in the loss of three hundred eighty (380) flying hours to the Wing. The breakdown of this loss is as follows:

(a) One (1) aircraft, Tinker Air Force Base, thirty-two (32) flying hours.

(b) Five (5) B-47 aircraft, Douglas Aircraft Corporation Tulsa Oklahoma, two hundred (200) flying hours.

(c) There are twenty-six (26) B-47 aircraft scheduled for drop tank modification at this station. It is estimated there will be one hundred eighty (180) flying hours lost due to this program.

(d) Continuing effort will be made by Maintenance Control and all affected activities to eliminate the present TOC backlog, scheduling compliance



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

whenever possible and keeping informed on incoming TOCs. All activities will actively monitor this program within their unit and insure 100% effectiveness in personnel utilization. If necessary, overtime will be scheduled by the Maintenance Control Officer as a process of eliminating this backlog. It is estimated that eleven hundred (1100) man-hours will be expended in eliminating the TOC backlog.

(e) The normal work schedule for maintenance personnel is established as 0800 to 1700 hours, Monday through Friday Saturday and Sunday only as directed to support flying schedule. Sorties will not be scheduled to take off prior to 1200 hours each Monday.

(f) November 11, Armistice Day, and November 24, Thanksgiving Day, are holidays and no work is scheduled. There are no other holidays in November.

2. TASKS FOR SUBORDINATE UNITS:

a. Three Bomb Squadrons:

(1) Provide aircraft as schedeled (Reference Appendix VIII, Annex B) for weight and balance.

(2) Provide aircraft as scheduled (Reference Appendix IX, Annex B) for Wing drop tank modification by Boeing Aircraft Specialists in this station.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Provide aircraft for compass swings (Reference Appendix I, Annex "B").

(4) Provide personal to meet aircraft landing after 1700 hours.

(5) Provide refueling officers for aircraft refueling in accordance with Smoky Hill Air Force Regulation 66-2, 19 AUG 55.

(6) Provide an observer as required to accept K-systems after maintenance is performed.

(7) Notify Maintenance Control immediately when specialists fail to report.

(8) Provide the number of personnel requested by Aircraft Maintenance Standboard Team to complete WEMP tests.

b. 379th Bomb Squadron:

(1) Provide seventy-four (74) B-47 sorties for a total of five hundred thirty-five (535) flying hours.

(2) Provide the following aircraft for Special Weapons loading practice on indicated dates. Specific times and bomb bay configurations to be provided at a later date by Maintenance Control.

| | | |
|---|---|---|
| B-47 | 52-297 | 2 NOV 55 |
| B-47 | 52-306 | 7 NOV 55 |
| B-47 | 52-277 | 10 NOV 55 |
| B-47 | 52-302 | 22 NOV 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Complete twenty-two (22) post-flight inspections and three (3) 100-hour post-flight inspecions as scheduled in Appendix I, Annex "B".

(4) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | |
|---|---|---|
| 2107 | Dock A | 1 through 15 NOV 55 |
| 2113 | Dock A | 14 through 28 NOV 55 |
| 2300 | Dock B | 28 NOV through 9 DEC 55 |

(5) The manhours listed below will be utilized for training.

| | | |
|---|---|---|
| (a) | On-the-job training | 2088 M/H |
| (b) | B-47 MTD Familiarization | 1928 M/H |
| (c) | Shepard Field 43171 School | 480 M/H |
| (d) | NCO Academy Westover | 160 M/H |
| | Total | 4656 M/H |

c. 380th Bomb Squadron:

(1) Provide seventy-three (73) B-47 sorties for a total of four hundred forty-nine (449) flying hours (Reference Appendix II, Annex "D").

(2) Provide the following aircraft for special weapons loading practice on indicated dates. Specific times and bomb bay configurations to be provided at a later date by Maintenance Control.

| | | |
|---|---|---|
| B-47 | 52-109 | 3 NOV 55 |
| B-47 | 52-299 | 9 NOV 55 |
| B-47 | 52-110 | 17 NOV 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Complete twenty (20) post-flight inspections and three (3) 100-hour post-flight inspections as scheduled in Appendix II Annex "B".

(4) Deliver the following aircraft to Periodic Maintenance Squadron on the dates indicated:

| | | | |
|---|---|---|---|
| B-47 | 52-283 | Dock B | 2 through 16 NOV 55 |
| B-47 | 52-117 | Dock B | 8 through 22 NOV 55 |
| B-47 | 52-116 | Dock B | 15 through 29 NOV 55 |
| B-47 | 52-101 | Dock B | 21 NOV through 5 DEC 55 |

(5) The manhours listed below will be used for training.

| | |
|---|---|
| (a) On-the-job training | 1928 M/H |
| (b) B-47 MTD Familiarization | 1928 M/H |
| (c) Shepard Field 43171 School | 480 M/H |
| (d) TDY to Field Maintenance Squadron | 160 M/H |
| (e) TDY to Orderly Room | 960 M/H |
| Total | 5456 M/H |

d. 381st Bomb Squadron:

(1) Provide sixty-four (64) B-47 sorties for a total of 456 flying hours.

(2) Provide the following aircraft for Special Weapons loading practice on the indicated dates.

| | | |
|---|---|---|
| B-47 | 52-287 | 8 NOV 55 |
| B-47 | 52-112 | 15 NOV 55 |
| B-47 | 52-304 | 29 NOV 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Complete twenty (20) post-flight inspections and two (2) 100-hour post-flight inspections as scheduled in Appendix III, Annex "D".

(4) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | | |
|---|---|---|---|
| B-47 | 52-105 | Dock A | 7 through 21 NOV 55 |
| B-47 | 52-112 | Dock A | 18 NOV through 2 DEC 55 |
| B-47 | 52-114 | Dock A | 25 NOV through 8 DEC 55 |

(5) The manhours listed below will be utilized for Ground Training:

| | |
|---|---|
| (a) On-the-job training | 1280 M/H |
| (b) B-47 MTD Familiarization | 1928 M/H |
| (c) Shepard Field 43171 School | 320 M/H |
| (d) NCO Academy Westover | 320 M/H |
| Total | 3208 M/H |

e. 310th Air Refueling Squadron:

(1) Provide one hundred eight (108) sorties for a total of six hundred (600) flying hours.

(2) Complete twenty-nine (29) post-flight inspections and four (4) 100-hour post-flight inspections.

(3) Deliver the following aircraft to Periodic Maintenance Squadron on dates indicated:

| | | | |
|---|---|---|---|
| KC-97 | 51-346 | Dock C | 1 through 14 NOV 55 |
| KC-97 | 51-343 | Dock C | 7 through 18 NOV 55 |
| KC-97 | 51-342 | Dock C | 14 through 25 NOV 55 |
| KC-97 | 53-112 | Dock C | 18 NOV through 1 DEC 55 |
| KC-97 | 51-349 | Dock C | 25 NOV through 7 DEC 55 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Provide aircraft as scheduled (Reference Appendix X, Annex B) for winterization of aircraft.

(5) Provide aircraft as scheduled (Reference Appendix VIII, Annex B) for weight and balance.

(6) Provide personnel to meet aircraft landing after 1700 hours.

(7) Provide the number of personnel requested by Aircraft Maintenance Standboard Team to complete NEMP tests.

(8) The manhours listed below will be utilized for training.

| | | |
|---|---|---|
| (a) | On-the-job training | 538 M/H |
| (b) | Shepard Field 43171 School | 1120 M/H |
| (c) | Engine Analyzer School Chanute AFB | 160 M/H |
| (d) | Boom School Sadalia AFB | 400 M/H |
| (e) | KC-97 MTD School Lincoln Nebraska | 400 M/H |
| | Total | 2618 M/H |

(9) Provide aircraft as scheduled (Reference Appendix IV, Annex D) for compass swings.

f. Base Flight:

(1) Provide seventy-seven (77) sorties for a total of four hundred (400) flying hours.

(a) Five (5) B-25 sorties for a total of 40 flying hours.

(b) Thirty-three (33) C 45 sorties for a total of 136 flying hours.

(c) Eleven (11) C 119 sorties for a total of 88 flying hours.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) Fourteen (14) C-47 sorties for a total of 112 flying hours.

(2) Perform Periodic inspections on the following aircraft on the indicated dates:

(a) B-26 331 8 NOV through 16 NOV 55

(b) C-47 119 9 NOV through 18 NOV 55

(c) C-47 196 21 NOV through 30 NOV 55

(3) Will accomplish all flightline and Periodic Maintenance on all assigned aircraft.

(4) Meet and maintain all transient aircraft in accordance with T.O. 00-20A-1 and SAC Manual 66-12.

(5) Reference Appendix V, Annex D, for aircraft TDY from this station.

(6) Provide personnel to meet aircraft landing after 1700 hours.

g. 310th Armament and Electronics Squadron:

(1) Provide necessary tools and equipment to accomplish pre-flights and post flights on B-47 and KC-97 aircraft as indicated in Appendix I, II, III and IV, Annex A.

(2) Provide personnel, tools, and equipment to support the dock schedule of Periodic Maintenance Squadron (Appendix V and VI, Annex B).

(3) Provide personnel for deployment to TDY stations in support of SES missions.



1048

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) All aircraft will be combat ready for each scheduled sortie with the following installed and checked; camera equipment and all special systems as listed in the weekly flying schedule and confirmed during daily maintenance meetings.

(5) Workload and maintenance capability for each system is as follows:

| | Capability | Amount RQR |
|---|---|---|
| Comm-Nav | 2400 Manhours | 2359 Manhours |
| Bomb-Nav | 3680 Manhours | 7708 Manhours |
| Fire Control | 1920 Manhours | 1802 Manhours |
| Weapons Release | 1760 Manhours | 1328 Manhours |
| Photo | 320 Manhours | 596 Manhours |

(6) Nite shift or standby personnel will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(7) Provide pre-issue and bench stocks as authorized and required.

(8) Accomplish necessary bomb bay configuration wringouts to maintain a minimum of six (6) in commission aircraft on the ground ready for evading at all times.

(9) Monitor all bomb changes and reporting same to Maintenance Control.

(10) Complete compass swings as scheiuled by Job Control.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(11) Monitor, load ammunition and bombs giving 24-hour notice to 802d Munitions Squadron as to exact loading times.

(12) The manhours listed below will be utilized for training:

| | |
|---|---|
| (a) On-the-job training | 14400 M/H |
| (b) WTD 66-4 School | 640 M/H |
| (c) At Sedalia APX School | 720 M/H |
| (d) Unit Supply refresher course | 200 M/H |
| Total | 15960 M/H |

h. 310th Field Maintenance Squadron:

(1) Provide necessary personnel, tools and equipment to accomplish pre-flights, post-flights, on B-47, KC-97 aircraft and necessary support to Base Flight as indicated in Appendix I, II, III, IV, and VII, Annex B.

(2) Provide personnel for deployment to TDY stations in support of SES missions.

(3) Provide personnel, tools and equipment to support twelve (12) B-47, five (5) KC-97 Periodic inspections in compliance with SAC Manual 66-15 as outlined below:

| B-47 Aircraft | | KC-97 Aircraft | |
|---|---|---|---|
| 2102 | 27 OCT - 2 NOV | 7258 | 27 OCT - 1 NOV |
| 2295 | 28 OCT - 3 NOV | 1346 | 2 - 7 NOV |
| 2107 | 2 - 8 NOV | 1343 | 8 - 14 NOV |
| 2283 | 3 - 9 NOV | 3112 | 21 - 25 NOV |
| 2105 | 8 - 15 NOV | 1349 | 28 NOV - 1 DEC |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B-47 Aircraft (Continued)

| | |
|---|---|
| 2117 | 9 - 16 NOV |
| 2113 | 15 - 21 NOV |
| 2116 | 16 - 22 NOV |
| 2112 | 21 - 28 NOV |
| 2101 | 22 - 29 NOV |
| 2114 | 28 NOV - 2 DEC |
| 2300 | 29 NOV - 5 DEC |

(3) Specialists to accomplish TOC will be scheduled by Job Control.

(4) Night shift and standby will be scheduled as required by Maintenance Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(5) Provide pre-issue and bench stocks as authorized and required.

(6) Complete weight and balance weighings as scheduled in Appendix VIII, Annex B.

(7) The maintenance capability and workload for each shop is as follows:

| | Capability | Amount RQR |
|---|---|---|
| (a) Electrical Shop | 1440 | 3010 |
| (b) Ground Power | 1392 | 3555 |
| (c) Fuel Cell Repair | 358 | 230 |
| (d) Tire Shop | 320 | 542 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | | |
|---|---|---|---|
| (e) | Instrument Shop | [illegible] | 1935 |
| (f) | Aircraft Repair | 717 | 710 |
| (g) | Hydraulic Shop | 992 | 2365 |
| (h) | Inflight refueling boom shop | 544 | 2580 |
| (i) | Sheet metal | 1130 | 710 |
| (j) | Machine Shop | 320 | 161 |
| (k) | Prop Shop | 224 | 456 |

(l) Engine buildup

1 J-47 Engines 3670 M/H Available

a 36 Engine to Buildup @ 66 - M/H 2376 M/H

b 36 Engines to change @ 12.6 M/H 353.6 M/H

c 36 Engines to tear down @ 55 M/H 1980 M/H

Recuired for support 4709.6 M/H

2 KC 97 4360 Engines 3128 M/H Available

a 5 Engines to build up @ 180 M/H 900 M/H

b 5 Engines to change @ 55 M/H 275 M/H

c 5 Engines to tear down @ 117 M/H 585 M/H

d Support Base Flight Aircraft 500 M/H

e Power Pack Reconditioning 5 ea @ 100 M/H 500 M/H

f 20 ea Cylinder Changes @ 17.5 M/H 350 M/H

Required for support 3110 M/H

(In addition to above 4360 program, there will be ten (10) 4360 engines changed for time, during November, at an additional cost of 3350 manhours.



1052

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(8) Manhours listed below will be utilized for training.

| | | |
|---|---|---|
| (a) | On-the-job training | 2400 M/H |
| (b) | MTD B-47 School | 800 M/H |
| (c) | Base NCO School | 480 M/H |
| (d) | Shepard Field 43171 | 160 M/H |
| (e) | TDY to OCAMA | 160 M/H |
| (f) | Nine men specialists malassigned (as clerks and CQs) | 1440 M/H |
| | Total | 5440 M/H |

i. 310th Periodic Maintenance Squadron:

(1) Perform periodic inspections as scheduled in Appendix VI and VII, Annex B.

(2) TOCs to be accomplished during periodic inspection will be scheduled during the inspection planning meetings per SAC Manual 66-15.

(3) The manhours listed below will be utilized for training:

| | | |
|---|---|---|
| (a) | On-the-job training | 1280 M/H |
| (b) | MTD B-47 School | 800 M/H |
| (c) | Shepard Field 43171 School | 160 M/H |
| | Total | 2240 M/H |

j. 802nd Air Base Group:

(1) 802nd Motor Vehicle Squadron:

(a) Provide daily dispatch of vehicles as outlined in SAC Regulation 66-24. Coordinate maintenance schedule of vehicles, priority maintenance on radio control vehicles.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Provide additional vehicle support as coordinated with Base Materiel officer.

(c) Maintenance of daily dispatch vehicles according to schedule coordinated between Maintenance Control officer and Commander, 802nd Motor Vehicle Squadron.

(d) Drivers School and Testing of drivers as agreed between Squadron Commander and Director of Materiel, 310th Bomb Wing, per conversation, 5 SEP 55.

(2) 802nd Supply Squadron:

(a) Provide supply support for 1140 B-47 flying hours and 600 KC-97 flying hours.

(b) Provide immediate delivery of all items requested via supply expediter network.

(c) Maintain a night CQ for emergency support during non-duty hours, or as coordinated with Maintenance Control officer.

(d) 802nd Supply Squadron refueling section:

1 Defueling.

a Maintain one J-P4, one 115/145 each truck, one J-P4 and one 115/145 each pit for defueling purposes at all times.

2 Refueling.

a Normal daily requirements:

-1- 07:30 - 24:00 full operation three J-P4 hydrants (B-47) one 115/145 pit (KC-97).

-2- 2400-0730 standby.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) 802nd Munitions Squadron:

(a) Bomb and ammunition loadings will be accomplished in accordance with existing directives.

(b) The A&E supervision section will coordinate with the Munitions squadron on loading times, giving a 24-hour notice.

(4) 802nd Air Police Squadron:

(a) Security:

1 Normal requirements.

(5) 802nd Food Service Squadron:

(a) Normal messing hours will prevail.

1 24-hour messing service will be required when special missions are directed by higher Headquarters.

2 Inflight lunches, as required which will be requested 24 hours in advance.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379th BOMB SQUADRON NOVEMBER FLYING SCHEDULE

21/10 Appendix 1, Annex "B"

| | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 25 | 28 | 29 | 30 | 1 | 2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 108 | F | | 0800 WB | F | | | | | F | PF | | | F | | | F | | | F | | PF | | |
| 115 | | F | | | F | | 1030 WB | F | PF | | | F | | | F | | | F | | PF | | F | |
| 118 | | TULSA | | F | | | | | PF | | F | | | F | | | F | | PF | | F | | |
| 276 | | F | | | F | PF | 0800 WB | | F | | | F | | | F | PF | | | F | | | F | |
| 277 | | F | | | | | F | SW | | F | PF | | | F | | | F | | | F | | PF | |
| 281 | F | PF | SW | | F | | | F | | | F | PF | 0800 WB | | | F | | | F | | | F | |
| 34 | | F | | | F | | | F | PF | CS | | F | | | F | | | F | PF | | | F | |
| 289 | | | F | | | F | PF | | | | F | | | F | | | F | PF | | | F | | |
| 293 | PF | F | | | F | | | F | | PF | | F | | | F | | | F | | | PF | F | |
| 297 | | SW | | F | | | F | PF | | | F | | | F | | | F | PF | CS | | F | | |
| 300 | | S | E | S | | | | | | | | | | | Pre Dock | | | Wash | D | D | D | D | |
| 302 | F | PF | | | | | F | | | F | | | F | PF | SW | | F | | | F | | | |
| 305 | | | F | | SW | F | PF | | | | F | | | F | | | F | PF | | | F | | |
| 102 | D | S | A&E | A&E | A&E | TH | Clear Guns | F | | | | | F | | | F | PF | CS | | F | | | |
| 107 | Wash | D | D | D | D | FW | A&E | A&E | A&E | TH | Clear Clear | F | | | F | | | F | | PF | | F | |
| 110 LL3 | | | F | | | F | Pre Dock | 080A WB | Wash | D | D | D | D | FW | A&E | A&E | A&T | TH | Clear Guns | F | | | |
| | SW-SQUADRON ALERT POST PRACTICE LOADING | | | | | | | | | TIP TANK MODIFICATION SCHEDULE PUBLISHED SEPARATELY | | | | | | | | | | | | | |
| | FF-POST FLIGHTS | | | | | | | | | WB-WEIGHT AND BALANCE | | | | | | | | | | | | | |
| SORTIES | 5 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 2 | 2 | 5 | 5 | 5 | 5 | 5 | 3 | 6 | 4 | 3 | 4 | 74 | | |
| PF | 1 | 2 | | | | 1 | 2 | 1 | | | 2 | 1 | 1 | 1 | 0 | 1 | | | | 2 | | | |

APP [illegible] nex "B", OPORD 204-55

1056

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380th BOMB SQDN NOVEMBER FLYING SCHEDULE

REVISED 30/10 Appendix II, Annex "B"

| | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 25 | 28 | 29 | 30 | 1 | 2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 101 | | F | | | F | PF | C3 | | F | | PRE DOCK | F | | WASH | D | D | D | D | FM | A&E | A&E | A&E | TH |
| 106 | SW | Tip Tanks | | | | F | | | F | PF | | | F | | | F | | | F | | PF | | |
| 109 | PF | F | SW | | F | | Tip | Tanks | F | PF | | F | | | F | | | F | PF | | | F | |
| 110 | | F | | | F | | PF | | Tip | Tanks | | SW | F | | | F | | | F | PF | | | |
| 120 | T U L S A DRAG ANGLES | | | | | | | | | | | | | | | | | | | | | | |
| 147 | F | | | F | | | F | PF | | | F | | | F | | | F | PF | | | F | | |
| 237 | T I N K E R A & E | | | | | | | | | | | | | F | | | F | PF | | | F | | |
| 279 | PF | | F | | | F | | Tip | Tanks | PF | PF | | | F | | | F | | | F | | PF | |
| 282 | T U L S A | | | | | | | | | | Tip Tanks | | | | | | | | | | | | |
| 286 | TTank | | F | C | C | F | | | F | PF | | | F | | | F | | | F | PF | F | | |
| 290 | | | F | | | F | | | F | PF | | | F | | | F | | | F | PF | | | |
| 299 | | F | | | F | PF | SW | | F | | | F | | | F | PF | C3 | | F | | | F | |
| 301 | A&E | TH | Clear Gigs | F | | | F | | | F | Tip | Tanks | PF | | F | | | F | | | F | | |
| 283 | F | WASH | D | D | D | D | FM | A&E | A&E | A&E | TH | Tip | Tanks | Clear Gigs | | F | | | F | | | | |
| 117 | | F | Pre Dock | | F | WASH | D | D | D | D | FM | A&E | A&E | A&E | TH | Clear Gigs | F | | 0800 WB | F | | | |
| 116 | Tip Tanks | | | 0800 WB | F | | Pre Dock | F | | WASH | D | D | D | D | FM | A&E | A&E | A&E | TH | Clear Gigs | | | |
| | WB - WEIGHT & BALANCE<br>SW - SPECIAL WEAPONS | | | | | | | | C3-COMPASS SWING<br>P3-POST FLIGHT | | | | | | | | | | | | | | |
| SORTIES<br>PF | 2<br>2 | 5<br>2 | 3 | 2 | 6 | 4<br>2 | 2<br>1 | 1<br>1 | 6<br>0 | 5<br>1 | 2<br>2 | 1<br>1 | 4<br>1 | 3<br>1 | 3 | 5<br>1 | 4 | 4 | 6<br>1 | 5<br>1 | 2<br>2 | 73<br>21 | |

1057

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381st BOMB SQDN, NOVEMBER FLYING SCHEDULE

APP III, Annex "B"

| | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 25 | 28 | 29 | 30 | 1 | 2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 096 | T U L S A | | | | | F | | | F | | | Tip | Tanks | F | PF | | | F | S | E | S | | |
| 104 | Tip Tanks CRACKED DRAG ANGLES | | | | | | | | | | | | | | | | | | | | | | |
| 111 | | | C3 | | F | | | F Tip Tank | | | PF | F | | | F | | | F | FF | | | F | |
| 114 | | | F | | | F | FF | Tip Tank | | F | | | | Pre Dock | F | | WASH | D | D | D | D | FM | |
| 146 | TH | CLEAR GTOS | | F | | Tip | Tanks | | F | | | F | PF | C3 | | F | | | F | | | F | |
| 261 | Tip | Tank | F | | F | S | E | S | | | | | | | PF | | F | | | F | | | |
| 271 | | | F | | Tip Tanks | | | F | PF | | | F | | | F | | | F | S | E | S | | | |
| 287 | F | PF | | F | SW | | | F | | | F | PF | | | F | | | F | | | F | | |
| 292 | S | E | S | | | | | | | | | | | PF | | F | | | F | | | F | FF |
| 303 | | | | Tip Tanks | | F | | | F | PF | | | F | | | F | | | F | FF | | | |
| 304 | T U L S A | | | | F | | | F | | PF | F | | TOW MB | F | | | F | PF | SW | | F | | |
| 305 | F | | | F | PF | | | | F | | | F | | | F | PF | | | F | | | F | |
| 307 | | | F | | F | S | E | S | | | | | | | | | PF | | | F | | | |
| 295 | D | D | FM | A&E | A&E | A&E | TH | CLEAR GIGS | F | | | F | | | F | FF | | | F | | | F | |
| 105 | | Pre Dock | Tip | Tank | WASH | D | D | D | D | FM | A&E | A&E | A&E | Th | CLEAR GIGS | F | | | F | | | F | |
| 112 | FF | | F | | Tip Tanks | | | F | | Pre Dock | F | | WASH | D | D | D | D | FM | A&E | A&E | A&E | TH | |
| | SW - SPECIAL WEAPONS FF - POST FLIGHTS | | | | | | WB - WEIGHT & BALANCE C3 - COMPASS SWING | | | | | | | | | | | | | | | | |
| SORTIES PF | 2/2 | 1/1 | 4/ | 3/ | 4/1 | 3/ | 0/1 | 5/ | 6/1 | 1/2 | 3/1 | 5/1 | 1/1 | 2/1 | 6/1 | 4/2 | 2/1 | 4/2 | 6/1 | 3/1 | / | / | 64/30 |

APP III, Annex "B", OPORD 204-55

1058

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310 AIR REFUELING SQUADRON NOVEMBER FLYING SCHEDULE

| | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 1 | 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2258 | D | PD | PD | PD | TH | clear sigs | | F | | 0800 WB | | F | | | | | F | PF | | | F | | | | | | F | |
| 107 | TH | | F | | | | F | | | | F | PF | | F | | | | | F | | | | | 0800 WB | | F | PF | |
| 108 | | F | | | F | | PF | | F | 0800 WB | STBY | F | | | | | | F | | | PF | | | | F | | F | |
| 109 | F | | | F | PF | | | | F | | | F | | | | | F | | PF | | | | | F | | F | | |
| 111 | PF | | F | 1030 WB | | | | F | | | F | PF | | F | | | | | | | F | | | | F | PF | | |
| 116 | CS | | F | | | | F | | F | PF | | 0800 WB | F | | | | STBY | STBY | F | | | | | | F | PF | | |
| 115 | | F | PF | | | | F | | F | | | F | PF | STBY | STBY | | | F | | | | | | F | | F | PF | |
| 355 | | PF | F | | | | | F | | F | PF | | STBY | F | | | | | F | | | | | | F | PF | | |
| 114 | | F | | | | | F | | F | PF | | | F | | | | | F | | | | | | | PF | | F | |
| 345 | F | PF | | F | | | | F | | 1030 WB | | F | PF | | | | F | | | | F | | | | | STBY | F | PF |
| 344 | | | F | | | | F | PF | | | F | | | F | | | | | F | | PF | | | | STBY | F | | |
| 354 | | F | | | F | | PF | 1030 WB | | F | | | F | | | | | F | PF | | | | | STBY | F | | F | |
| 106 | F | | | F | 0900 WB | | | F | PF | | | F | | | | | F | STBY | STAND | BY | F | | | F | PF | | F | |
| 348 | PF | | F | | | | | F | | | F | PF | | F | | | | | | | F | | | | | F | PF | |
| 349 | | F | | | 1030 WB | | | F | | F | PF | | F | | | | Pre Dock | | F | | WASH | | | D | D | D | D | PD |
| 352 | F | PF | | | | | F | | F | | | F | | PF | | | | F | | | | | | F | | F | PF | |
| 112 | 1030 WB | | | F | | | | F | | | F | Pre Dock | WASH | | | | D | D | D | | D | | | PD | PD | PD | TH | |
| 113 | | | F | | | | F | | F | | PF | | | F | | | | | F | | | | | | F | | PF | |
| 346 | WASH | D | D | D | D | PD | PD | PD | | TH | | | | | | | F | | | | 0800 WB | | | | F | PF | | |
| 343 | | Pre Dock | | | WASH | D | D | D | | D | PD | PD | PD | TH | | | | | | | F | | | | | F | | |
| 342 | | | | F | | Pre Dock | | | | WASH | D | D | D | D | | | PD | PD | PD | | TH | | | | | F | | |

APP IV, Annex "B"
OPORD 204-55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Appendix V, Annex "B"

BASE FLIGHT NOVEMBER FLYING SCHEDULE 30/11

| | 1 | 2 | 3 | 4 | 5 | 7 | 8 | 9 | 10 | 11 | 12 | 14 | 15 | 16 | 17 | 18 | 19 | 21 | 22 | 23 | 24 | 25 | 26 | 28 | 29 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B25 331 | | | F | | | F | W | D | D | | | D | PD | PD | TH | F- | | | | F | | | | | F | |
| 7 | | | | F | | | F | | | | | F | | | F | | | | F | | | | | F | | |
| C119 553 | HAGERSTOWN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 144 | IRAN | | | | | | | | | | | | | | | | | | | | | | | | | |
| 183 | | F | | F | | | F | | F | | | | F | | F | | | F | | F | | | | F | | |
| 538 | F | | F | | | F | | F | | | | F | | F | | F | | | F | | | F | | | F | |
| C47 119 | | F | | F | | | F | W | D | | | D | D | PD | PD | TH | | F | | F | | | | | F | |
| 196 | F | | F | | | F | | F | | | | F | | F | | F | | W | | D | | D | | PD | FD | |
| C45 645 | | | F | | | F | | F | F | | | F | | F | | F | | F | | F | | F | | F | F | |
| 772 | T | O | C | | | ) | F | | F | | | F | | F | F | | | F | F | F | | F | | | F | |
| 774 | T | O | C | | | ) | | F | F | | | F | F | | F | F | | | F | F | | F | | F | | |

HQ 31 OBOMAG
APP V to Annex "B"
OPORD 204-55
1 NOV 55

1060

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VI to Annex "B"

The 310th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following B-47 aircraft through the dock for periodic inspection on the dates listed below.

| ACFT NR | PRE-DOCK | WASH | DOCK "A" | DOCK "B" | POST DOCK | TEST FLIGHT | RETURN TO SQDN |
|---|---|---|---|---|---|---|---|
| 2102 | 25 OCT | 26 OCT | 27 OCT | | 2 NOV | 8 NOV | 10 NOV |
| 2295 | 25 OCT | 27 OCT | | 28 OCT | 3 NOV | 9 NOV | 14 NOV |
| 2107 | 28 OCT | 1 NOV | 2 NOV | | 8 NOV | 15 NOV | 16 NOV |
| 2283 | 31 OCT | 2 NOV | | 3 NOV | 9 NOV | 16 NOV | 18 NOV |
| | 2 NOV | 7 NOV | 8 NOV | | 15 NOV | 21 NOV | 23 NOV |
| 2117 | 3 NOV | 8 NOV | | 9 NOV | 16 NOV | 22 NOV | 25 NOV |
| 2113 | 9 NOV | 14 NOV | 15 NOV | | 21 NOV | 28 NOV | 30 NOV |
| 2116 | 9 NOV | 15 NOV | | 16 NOV | 22 NOV | 29 NOV | 1 DEC |
| 2112 | 15 NOV | 18 NOV | 21 NOV | | 28 NOV | 2 DEC | 6 DEC |
| 2101 | 16 NOV | 21 NOV | | 22 NOV | 29 NOV | 5 DEC | 8 DEC |
| 2114 | 21 NOV | 25 NOV | 28 NOV | | 2 DEC | 8 DEC | |
| 2300 | 22 NOV | 28 NOV | | 29 NOV | 5 DEC | 9 DEC | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

HQ 310BOMWG
APP VI to [illegible] x "B"
OPORD 204

1061

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP VII to Annex "B"
OPORD 204-55, 310PMS

The 310th Periodic Maintenance Squadron will provide manning, tools and equipment to process the following KC-97 aircraft through the docks for periodic inspection on dates listed below.

| ACFT NR | PRE-DOCK | WASH | DOCK | POST DOCK | TEST HOP | RETURN TO SQDN |
|---|---|---|---|---|---|---|
| 7258 | 21 OCT | 26 OCT | 27 OCT | 1 NOV | 7 NOV | 8 NOV |
| 1346 | 28 OCT | 1 NOV | 2 NOV | 7 NOV | 14 NOV | 16 NOV |
| 1343 | 2 NOV | 7 NOV | 8 NOV | 14 NOV | 18 NOV | 22 NOV |
| 1342 | 8 NOV | 14 NOV | 15 NOV | 18 NOV | 25 NOV | 29 NOV |
| 3112 | 16 NOV | 18 NOV | 21 NOV | 25 NOV | 1 DEC | 3 DEC |
| 1349 | 21 NOV | 25 NOV | 28 NOV | 1 DEC | 7 DEC | 9 DEC |
| | | | | | | |
| | | | | | | |

APP VII to Annex "B"
OPORD 204-55
1 NOV 55

1062

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "VIII"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 204-55

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 November 1955, 0001Z

1. 310th Bomb Wing Weight and Balance Schedule:

a. The following listed aircraft, by squadron, is the weight and balance schedule for November 1955.

(1) The 379th Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at time and date indicated:

| | | |
|---|---|---|
| 2108 | 0800 hours | 3 NOV |
| 2276 | 0800 hours | 9 NOV |
| 2115 | 1030 hours | 9 NOV |
| 2113 | 0800 hours | 10 NOV |
| 2281 | 0800 hours | 18 NOV |

(2) The 380th Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at time and date indicated:

| | | |
|---|---|---|
| 2116 | 0800 hours | 4 NOV |
| 2117 | 0800 hours | 29 NOV |
| 2101 | 1030 hours | 15 NOV |

HQ 310BOMWG
APP VIII, Annex "B"
OPORD 204 55
1 NOV 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) The 381st Bomb Squadron will furnish the following aircraft to be in place in Hangar 6 at time and date indicated:

| | | |
|---|---|---|
| 2304 | 1030 hours | 18 NOV |

(4) The 310th Air Refueling Squadron will furnish the following aircraft to be in place in Hangar 6 at time and date indicated:

| | | |
|---|---|---|
| 3112 | 1030 hours | 1 NOV |
| 3111 | 1030 hours | 4 NOV |
| 3106 | 0800 hours | 7 NOV |
| 1349 | 1030 hours | 7 NOV |
| 1354 | 1030 hours | 10 NOV |
| 1345 | 1030 hours | 14 NOV |
| 3108 | 0800 hours | 15 NOV |
| 3116 | 0800 hours | 16 NOV |
| 1346 | 0800 hours | 25 NOV |
| 3107 | 0800 hours | 28 NOV |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX IX ANNEX "B"

NOVEMBER TIP TANK SCHEDULE (TO 1B-47-660)REVISED 30/10

| UNIT NO | A/C NUMBER | DATE START | TIME START | DATE COMPLETED | TIME |
|---|---|---|---|---|---|
| 20 | 286 | 29 Oct | 16:45 | 1 Nov | 14:45 |
| 21 | 104 | 31 " | 10:00 | 2 " | 08:00 |
| 22 | 261 | 31 " | 21:30 | 2 " | 18:45 |
| 23 | 116 | 1 Nov | 14:45 | 3 " | 12:45 |
| 24 | 106 | 2 " | 08:00 | 4 " | 06:00 |
| 25 | 302 | 2 " | 18:45 | 4 " | 16:45 |
| 26 | 105 | 3 " | 12:45 | 5 " | 06:00 |
| 27 | 284 | 4 " | 06:00 | 5 " | 21:30 |
| 28 | 303 | 4 " | 16:45 | 7 " | 14:45 |
| 29 | 277 | 5 " | 06:00 | 8 " | 08:00 |
| 30 | 271 | 5 " | 21:30 | 8 " | 18:45 |
| 31 | 112 | 7 " | 14:45 | 9 " | 12:45 |
| 32 | 118 | 8 " | 08:00 | 10 " | 06:00 |
| 33 | 146 | 8 " | 18:45 | 10 " | 14:45 |
| 34 | 109 | 9 " | 12:45 | 11 " | 06:00 |
| 35 | 279 | 10 " | 06:00 | 11 " | 14:45 |
| 36 | 114 | 10 " | 14:45 | 12 " | 06:00 |
| 37 | 306 | 11 " | 06:00 | 12 " | 14:45 |
| 38 | 297 | 11 " | 14:45 | 14 " | 06:00 |
| 39 | 281 | 12 " | 06:00 | 14 " | 14:45 |
| 40 | 111 | 12 " | 14:45 | 15 " | 06:00 |
| 41 | 289 | 14 " | 06:00 | 15 " | 14:45 |
| 42 | 110 | 14 " | 14:45 | 16 " | 06:00 |
| 43 | 108 | 15 " | 06:00 | 16 " | 14:45 |
| 44 | 102 | 15 " | 14:45 | 17 " | 06:00 |
| 45 | 301 | 16 " | 06:00 | 17 " | 14:45 |
| 46 | 282 | 16 " | 14:45 | 18 " | 06:00 |
| 47 | 096 | 17 " | 06:00 | 18 " | 14:45 |
| 48 | 283 | 17 " | 14:45 | 19 " | 06:00 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 HIST
310 Hist

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 140-55

(NICKNAME "PACE SETTER I")

HQ 310BOMWG
OPORD 140-55
8 NOV 55

CONFIDENTIAL

310-770

5187-C

1066

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

OPERATIONS ORDER SERIAL NUMBER 140-55

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATION:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell JR |
| 381BOMRON | MAJ Wayne M. Frarie |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: The requirement exists per 8AF OPORD 140-55 for the 310BOMWG to conduct a bomber stream mission making simulated bombing attacks on three target complexes. Unclassified nickname for this operation is "PACE SETTER I".

a. Intelligence: Omitted. (U)

b. Friendly Forces:

(1) MATS will provide normal AACS support. (U)

(2) Radar bomb scoring detachment at Atlanta, GA, Charlotte, N.C. and Richmond, VA will provide scoring of all simulated bomb runs on their targets. (U)

(3) 802ABGRU will be required to provide: (U)

(a) Briefing-interrogation room security and flight line security.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(b) Necessary ground transportation.

(c) Necessary ground refueling support.

(d) Necessary messing and flight lunches.

(e) Photographic developing support for briefing preparation and aerial camera film.

(f) Support attendant to the movement of aircraft for take-offs and landings.

(g) Aircraft service unit support on 24 hour basis until completion of operation.

2. MISSION: The 310BOMWG will launch 31 B-47 aircraft and combat ready crews on 8 DEC 55 to conduct simulated bombing missions against RBS targets in Atlanta, GA, Charlotte, N.C. and Richmond, VA.

3. TASKS FOR SUBORDINATE UNITS:

a. The 379BOMRON will provide 13 aircraft and 9 combat ready crews.

b. The 380BOMRON will provide 13 aircraft and 10 combat ready crews.

c. The 381BOMRON will provide 10 aircraft and 12 combat ready crews.

d. The 310A&E and 310FMS will provide specialist support as required to prepare aircraft and bombing equipment to a high state of readiness for this mission.

e. The 310HEDRON will provide: (U)

(1) Planning, briefing and interrogation team personnel.

(2) One officer in grade of MAJ in Kansas City ARTC Center to coordinate flight plans per SAC REG 55-3.

(3) Qualified tower officer to be in place during all take-offs and landings on this exercise.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt for planning. (U)

(2) X day is 8 DEC 55.

(3) Non combat ready crews are authorized to participate in this mission. 5X and staff crews will not participate. (U)

(4) Route: See Annex "A". (U)

(5) Time schedules, control point data and altitude assignments: See Annex "A" (U)

(6) Bombardment phase:

(a) Bomb load for RBS scoring purposes is one simulated 1,000 pound GP bomb utilizing SHACK tables for ballistics information. (U)

(b) Targets and method of aiming will be:

1. Atlanta DGZ HOTEL: Radar record offset.

2. Charlotte DGZ KILO: Radar record offset.

3. Richmond DGZ GOLF: Radar record offset.

(c) Detailed information on targets will be contained in target folders and crew flimsies. (U)

(7) Navigation phase. (U)

(a) The scheduled navigation leg will be celestial grid flown and scored IAW SAC REG 51-11.

(b) Individual crews will be responsible for navigation over the entire route.

(8) Participating crews will complete SAC Form 284, "Radar Scope Photo Log", IAW provisions of SAC REG 95-11.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(9) Reports: The following reports will be submitted by this Wing in compliance with SAC Manuals 55-8, 55-8B and 55-8M, OCT 55.

(a) Distribution B: Reports without special instructions. (U)

1. B-2, B-10, B-15, B-17, B-21, B-27 and M-36.

2. Reports required IAW Para 3a(1), SAC Manual 55-8.

(b) Distribution B: Reports with special instructions. (U)

1. B-11: Target identifiers, as assigned in order of implementation, will be reported for designated targets.

2. B-25: Negative reports will be submitted.

3. B-30: Negative reports will be submitted.

4. B-51: Eighth Reconnaissance Techanical Squadron will be included as an additional addressee. Reports will contain RBS complex name and designator.

5. B-81: Reference PARA 2f of report format prescribed by SAC Manual 55-8B, an effective aircraft is one that is effective on all scheduled targets.

(c) Special Armament-Electronics Report: Pre- and post-mission reports on A&E aircraft systems will be submitted IAW LTR 8AF HQ, File MDM2, Subject: "Armament-Electronics Report on Bomber Stream Operations", dated 26 SEP 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(d) Photo scored navigation results, by crew, will be forwarded to arrive 8AF HQ NLT seven days subsequent to mission execution. Cause of each score over 20NM will be included.

(e) Recap sheets (SAC Forms 278, 278a, and 278b) will be completed and forwarded to arrive 8AF HQ in two copies NLT seven days subsequent to mission execution.

(10) H-Hour Control Point times as scheduled in Annex "A", this OPORD, will be made good within plus or minus two minutes. Bomber stream integrity will be maintained at all times. (U)

(11) Aircraft forced to abort will turn right or left 90 degrees, descend 4,000 feet and contact ARTC for clearance to destination. This heading will be held for 25NM in order to clear the stream. Caution will be exercised when this procedure is performed to not violate regulations applying to eastern ADIZ. Route from abort point to destination will be planned so as not to cross through the bomber stream within 2,000 feet of the stream altitude. Active RBS sites will be circumnavigated by at least 60NM. (U)

(12) Malfunction runs will be considered radar aborts. (U)

(13) Individual scores will not be requested from the RBS site.

(14) Scoring and Awards: (U)

(a) Unit scoring and 8AF trophy award will be IAW 8AFR 51-31.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(b) Outstanding crew awards will be presented by this unit IAW 8AFR 51-32.

(15) An abbreviated RBS call-in will be used for this mission. Only the following information will be included. (U)

(a) Call sign of RBS site.

(b) Aircraft tactical call sign.

(c) Pressure altitude and position with respect to RBS site.

(d) Run classification.

(e) Type of release signal to be used.

(f) Crew number.

(g) Type run (radar record, malfunction, etc).

(h) Type of aircraft control.

(i) Indicate that run will be made on "PACE SETTER" target.

(16) Weather minimums for take-off and landing will be IAW AFR 60-16. (U)

(17) Minimum fuel reserve over Smoky Hill will be 12,000 pounds plus fuel to selected alternate. (U)

(18) All active airspace restriced areas will be circumnavigated. (U)

4. ADMINISTRATION AND LOGISTICS: See Annex "C". (U)

5. COMMAND AND COMMUNICATIONS: (U)

a. Command: Normal.

b. Communications: See Annex "B".

HQ 310BOMWG
OPORD 140-55
8 NOV 55

S. W. WELLS
Colonel, USAF
Commander



CONFIDENTIAL

310-770

1072

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ANNEXES:
"A" - Operations
"B" - Communications
"C" - Logistics

DISTRIBUTION:
COMAF 8, 5 CYS
COMADIV 802, 2 CYS
COMABGRU, 6 CYS
COMBOMWG 310, 1 CY
310DO, 5 CYS
310DOI, 2 CYS
310AG, 2 CYS
310DM, 5 CYS
310FMS, 2 CYS
310PMS, 1 CY
310A&E, 2 CYS
310HIST, 4 CYS
379BOMRON, 3 CYS
380BOMRON, 3 CYS
381BOMRON, 3 CYS

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base,
Salina, Kansas
8 November 1955, 00017

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 140-55

OPERATIONS

HQ 310BOMWG
ANNEX "A"
OPORD 140-55
8 NOV 55

310-770

CONFIDENTIAL

1074

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 140-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
8 November 1955, 0001Z

1. TACTICS:

a. This entire mission will be flown in bomber stream at ten minute interval with 3000' altitude separation. Odd aircraft in the stream will maintain base altitude and even aircraft will maintain base plus 3000'. Stream intergrety will be maintained through out the mission. No attempt will be made to fill up space ahead should it be vacanted once the mission is airborne. Take off order will be in accordance with the following schedule. All times are local (CST)

HQ 310BOMWG
Annex "A"
OPORD 140-55
8 NOV 55

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TO
OPERATIONS ORDER
SERIAL NR 140-55

HEADQUARTERS
310th BOMBARDMENT WING, MEDIUM
SMOKY HILL AIR FORCE BASE
SALINA KANSAS
8 November 1955, 0001Z

| POSITN | ACFT COMDR | CR NR | ACFT NR | GRAN CALL | STATIONS | STR END | TAXI | T.O. | HHGT COLUMBIA | LAND SHARE | ALTITUDE | SQDN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | WELLS | L27 | 229 | 20 | 1643 | 1913 | 1923 | 1938 | 2100 | 0143 | BASE | 381 |
| 2 | AUSTIN | L43 | 304 | 56 | 1653 | 1923 | 1933 | 1948 | 2110 | 0153 | PLUS 3M | 381 |
| 3 | BRUCE | L19 | 108 | 45 | 1703 | 1933 | 1943 | 1958 | 2120 | 0203 | BASE | 379 |
| 4 | NIEMAN | L06 | 293 | 21 | 1713 | 1943 | 1953 | 2008 | 2130 | 0213 | PLUS 3M | 379 |
| 5 | PRESTON | L08 | 116 | 30 | 1723 | 1953 | 2003 | 2018 | 2140 | 0223 | BASE | 380 |
| 6 | KRUSE | L32 | 110 | 29 | 1733 | 2003 | 2013 | 2028 | 2150 | 0233 | PLUS 3M | 380 |
| 7 | EVANS | L35 | 105 | 44 | 1743 | 2013 | 2023 | 2038 | 2200 | 0243 | BASE | 381 |
| 8 | PORTER | L36 | 112 | 47 | 1753 | 2023 | 2033 | 2048 | 2210 | 0253 | PLUS 3M | 381 |
| 9 | BLAKE | L18 | 118 | 14 | 1803 | 2033 | 2043 | 2058 | 2220 | 0303 | BASE | 379 |
| 10 | SWENSON | R25 | 102 | 10 | 1813 | 2043 | 2053 | 2108 | 2230 | 0313 | PLUS 3M | 379 |
| 11 | SMITH | L09 | 101 | 26 | 1823 | 2053 | 2103 | 2118 | 2240 | 0323 | BASE | 380 |
| 12 | GARBADE | R41 | 283 | 37 | 1833 | 2103 | 2113 | 2128 | 2250 | 0333 | PLUS 3M | 380 |
| 13 | HUBBES | L37 | 261 | 50 | 1843 | 2113 | 2123 | 2138 | 2300 | 0343 | AASE | 381 |
| 14 | MAYS | L47 | 295 | 54 | 1853 | 2123 | 2133 | 2148 | 2310 | 0353 | PLUS 3M | 381 |
| 15 | CRAVEN | R22 | 291 | 18 | 1903 | 2133 | 2143 | 2158 | 2320 | 0403 | BASE | 379 |
| 16 | WOLFE | R07 | 302 | 24 | 1913 | 2143 | 2153 | 2208 | 2330 | 0413 | PLUS 3M | 379 |

CONFIDENT

310-770



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| POSITN | ACFT COMMDR | CR NR | ACFT NR | GRAN CALL | STATIONS | STR ENG | TAXI | T.O. | HHCT COLUMBIA | LAND SHAFB | ALTITUDE | SQDN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | SIGLIN | R31 | 299 | 40 | 1923 | 2153 | 2203 | 2218 | 2340 | 0423 | BASE | 380 |
| 18 | EVERSOLE | R42 | 147 | 33 | 1938 | 2203 | 2213 | 2228 | 2350 | 0433 | PLUS 3M | 380 |
| 19 | WILKIE | L52 | 111 | 46 | 1943 | 2213 | 2223 | 2238 | 2400 | 0443 | BASE | 381 |
| 20 | ROWLEY | L20 | 104 | 43 | 1953 | 2223 | 2233 | 2248 | 0010 | 0453 | PLUS 3M | 381 |
| 21 | THOMAS | R45 | 306 | 25 | 2003 | 2233 | 2243 | 2258 | 0020 | 0503 | BASE | 379 |
| 22 | RENFRO | R46 | 284 | 19 | 2013 | 2243 | 2253 | 2308 | 0030 | 0513 | PLUS 3M | 379 |
| 23 | HART | R50 | 109 | 28 | 2023 | 2253 | 2303 | 2318 | 0040 | 0523 | BASE | 380 |
| 24 | MC DONOUGH | R10 | 279 | 35 | 2033 | 2303 | 2313 | 2328 | 0050 | 0533 | PLUS 3M | 380 |
| 25 | MANN | R12 | 292 | 53 | 2043 | 2313 | 2323 | 2338 | 0100 | 0543 | BASE | 381 |
| 26 | VAN LEEUWEN | R40 | 146 | 49 | 2053 | 2323 | 2333 | 2348 | 0110 | 0553 | PLUS 3M | 381 |
| 27 | KING, W | R55 | 115 | 12 | 2103 | 2333 | 2343 | 2358 | 0120 | 0603 | BASE | 379 |
| 28 | KANTOR | R13 | 106 | 27 | 2113 | 2343 | 2353 | 0008 | 0130 | 0613 | PLUS 3M | 380 |
| 29 | STEWART | R04 | 120 | 32 | 2123 | 2353 | 0003 | 0018 | 9149 | 0623 | BASE | 380 |
| 30 | BLENIS | R57 | 117 | 31 | 2133 | 0003 | 0013 | 0028 | 0150 | 0633 | PLUS 3M | 381 |
| 31 | BARNARD | R44 | 237 | 34 | 2143 | 0013 | 0023 | 0038 | 0200 | 0643 | BASE | 381 |
| 32 | L.T.O. | | | | 2153 | 0023 | 0033 | 0048 | 0210 | 0653 | PLUS 3M | |
| 33 | L.T.O. | | | | 2203 | 0033 | 0043 | 0058 | 0220 | 0703 | BASE | |
| 34 | L.T.O | | | | 2213 | 0043 | 0053 | 0108 | 0230 | 0713 | PLUS 3M | |

CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. SCHEDULED ACCOMPLISHMENTS:

a. One night take-off.

b. Three radar record offset RBS runs.

c. One celestial grid navigation leg.

d. One radar monitored letdown and approach.

e. One ground controlled approach.

f. One landing.

3. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

a. Fuel: 79,595 pounds.

b. Bombs: None

c. Ammunition: None

d. Cameras: O-15 and O-23.

e. Survival Equipment: Standard (No overwater equipment required).

f. Radar: Radar bombing capability with optics observed.

4. BRIEFING, MISSION PLANNING, AND DEBRIEFING:

See Appendix I this Annex.

5. ROUTE: See Appendix II, this Annex.

6. AIRCRAFT PERFORMANCE: As Briefed.

7. FLIGHT CLEARANCES:

a. Commander's of each bomb squadron will prepare following forms for each assigned scheduled crew.

(1) SO2ABGF form 47

(2) Flight Orders

(3) Loading List

(4) Form F (May be filed in Squadron).

(5) 310th Bomb Wing Test Form 93.

310-770



CONFIDENTIAL

1078

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) DD Form 175 (Route will be indicated as Pace Setter II.

b. Flight clearances packages will be turned in at pre-take off meeting for approval by Wing Operations Officer and Wing Commander. Applicable portion will be pulled for filing at Base Operations.

S. W. WELLS
COL., USAF
Commander

APPENDIXES:
I Schedule of Events
II Route

DISTRIBUTION:
Same as Basic

OFFICIAL:

David M. Lindquester

DAVID M LINDQUESTER
Major, USAF
Director of Operations

310-770



CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 140-55

SCHEDULE OF EVENTS

HQ 310BOMWG
APP 1, Annex "A"
OPORD 140-55
8 NOV 55

CONFIDENTIAL

310-770

1080

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "1"

TO

ANNEX "A"

OPERATIONS ORDER

SERIAL NR 140-55

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
8 November 1955, 0001Z

All Times are Local (CST).

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| TARGET STUDY | ALL OBSR | WING TGT STUDY SECT | COMPLETED |
| FLIGHT PLANNING | ALL CREWS | WING INTELL PLAN RM | 5 & 6 DEC [illegible] |
| GENERAL BRIEFING | ALL CREWS | GRND TRNG ADITORIUM | 7 DEC 1300-1330 |
| SPECIALIZED BRIEFING | AC's & PILOTS | GRND TRNG ADITORIUM | 7 DEC 1330 |
| PRE TAKE OFF MEETING | CREWS 1 THRU 6 | 381ST BRIEF RM | 8 DEC 1615 |
| " " " " | " 7 " 12 | " " " | 8 DEC 1715 |
| " " " " | " 13 " 18 | " " " | 8 DEC 1815 |
| " " " " | " 19 " 24 | " " " | 8 DEC 1915 |
| " " " " | " 25 " 31 | " " " | 8 DEC 2015 |
| DEBRIEFING | ALL CREWS | GRND TRNG AUDITORIUM | ON LANDING |
| CRITIQUE | ALL CREWS | GRND TRNG AUDITORIUM | TO BE ANNOUNCED |

HQ 310BOMWG
APP 1, Annex "A"
OPORD 140-55
8 NOV 55

310-770

CONFIDENTIAL

1081

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 140-55

ROUTES

HQ 310BOMWG
APP "2", Annex "A"
OPORD 140-55
8 NOV 55

CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 140-55

ROUTES

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

PACE SETTER I ROUTE

| FROM<br>TO | FORE CAST WIND | T.C. | VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| SMOKY HILL AFB | | | | | | | | 74595 | |
| RTTO - ACC | | | | | | | :03 | 74795 | |
| WICHITA VOR<br>37-48 97-15 | 260/45 | 162 | -10 | | 415 | 58 | :08½<br>:11½ | 71495 | |
| LEVEL OFF | 260/45 | 098 | - 9 | 29-32 | " | 77 | :10<br>:21½ | 67595 | |
| SPRINGFIELD VOR<br>37-21 93-21 | 260/85 | 098 | - 8 | " | 425 | 112 | :13½<br>:35 | 65227 | |
| CAIRO, ILL<br>37-00 89-10 | " | 096 | - 6 | " | " | 202 | :24<br>:59 | 61227 | STEP CLIMB |
| JACKSON, TENN<br>35-37 88-49 | 270/85 | 169 | - 4 | 34-37 | " | 85 | :12<br>1:11 | 59127 | |
| COLUMBIA, TENN<br>35-37 87-01½ | " | 090 | - 4 | " | " | 88 | :10½<br>1:21½ | 57327 | H-HOUR CONTROL POINT |
| SCOTTSBORO, ALA<br>34-40½ 86-02 | 270/90 | 139 | - 2 | " | " | 74 | :09<br>1:30½ | 55827 | P.I.P. |
| ROME, GA<br>34-15½ 85-10 | " | 124 | - 2 | " | " | 51 | :06<br>1:36½ | 54957 | I.P. |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 140-55
8 NOV 55

CONFIDENTIAL

310-770

1083

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

| FROM<br>TO | FORE CAST WIND | T.C. | VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| ATLANTA, GA | 270<br>90 | 124 | - 2 | 34-<br>37 | 425 | 48 | :06<br>1:42½ | 54077 | TARGET |
| McCORMICK, S.C.<br>33-55 82-18 | 260<br>90 | 086 | 0 | " | " | 108 | :12½<br>1:55 | 52027 | TURNING POINT |
| WHITMIRE, S.C.<br>34-31 81-37 | " | 034 | ≠ 1 | " | " | 49 | :06<br>2:01 | 51077 | I.P. |
| CHARLOTTE | " | 042 | ≠ 1 | " | " | 59 | :07<br>2:08 | 49977 | TARGET |
| OXFORD, VA<br>36-19 78-35½ | " | 054 | ≠ 5 | " | " | 126 | :15<br>2:23 | 47727 | P.I.P. |
| BLACKSTONE, VA<br>37-05 78-00 | " | 038 | ≠ 5 | " | " | 55 | :07<br>2:30 | 46727 | I.P. |
| RICHMOND, VA | " | 038 | ≠ 5 | " | " | 38 | :05<br>2:35 | 45977 | TARGET<br>STEP CLIMB |
| STAUNTON, VA<br>38-09 79-04 | 270<br>85 | 287 | ≠ 5 | 36-<br>39 | " | 82 | :14<br>2:49 | 43877 | START GRID<br>NAV LEG |
| 43-25 86-00 | " | 316 | ≠ 1 | " | " | 446 | 1:14½<br>4:03½ | 33577 | TURNING POINT |
| FALLS CITY, NEBR<br>40-03 95-36 | 260<br>85 | 244 | - 7 | " | " | 474 | 1:22½<br>5:26 | 23227 | END GRID<br>NAV LEG |
| SMOKY HILL AFB | " | 236 | -10 | " | | 122 | :21<br>5:47 | 20727 | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
8 November 1955, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 140-55

COMMUNICATIONS

HQ 310BOMWG
Annex "B"
OPORD 140-55
8 NOV 55

CONFIDENTIAL

310-770

1085

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 140-55

COMMUNICATIONS

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

1. GENERAL: Enroute communications will be in accordance with applicable directives, ie: SACCEI, JANAP's, ACP's and Radio Facility Charts.

2. IDENTIFICATION: IFF -- Mode I, unless mode change is directed by GCI or ADC controllers.

3. AUTHENTICATION: Current AFSAL 5104 ( ) will apply.

4. EMERGENCY PROCEDURES: Will be in accordance with ACP 130, 135 and current Radio Facility Charts and Flight Supplements.

5. FREQUENCIES:

a. RBS:

| Site | Primary | Secondary |
|---|---|---|
| Atlanta | 384.6 mcs | 356.8 mcs |
| Charlotte | 258.2 mcs | 240.6 mcs |
| Richmond | 356.8 mcs | 240.6 mcs |

b. Inter-plane and GRANVILLE Control: 311.0 mcs.

c. HF Back-up for UHF: 4270 kcs.

d. Channelization: See Mission Communications Flimsy.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



6. CALL SIGNS:

a. Aircraft: "GRANVILLE" plus suffix.

b. 310th Bomb Wing Control: "GRANVILLE".

c. Ground Stations: Current appropriate Radio Facility Charts.

7. POSITION REPORTING (ATC): Normal ATC position reports as required by final clearance.

a. First Aircraft: Will make initial ATC report for Bomber Stream.

b. Last Aircraft: Will close out the block altitude for the mission.

EXAMPLE: First Aircraft: (After initial call). "This is GRANVILLE ( ), 1st aircraft of ( ) aircraft, mission PACE SETTER I, (Position report) over".

Last Aircraft: (After initial call). "This is GRANVILLE ( ), last aircraft of ( ) aircraft, mission PACE SETTER I, (Position report), closing out block altitude to this point, over".

8. COMMUNICATIONS CONTROL STATIONS:

a. For HF communications other than strike reports:

(1) West of 90° West:

Offutt - - - Primary

Carswell - - Secondary

(2) East of 90° West:

Andrews - - - Primary

Loring - - - Secondary

(3) Any other AACS Air/Ground Station as alternate.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Control Stations for simulated strike reports are:

(1) McChord - - - Primary

(2) March - - - - Secondary

(3) Any other AACS Air/Ground Station as alternate.

(a) Procedures of SAC Manual 55-8A, PARA 3 applies.

(b) All aircraft will accomplish a strike report for each target.

9. HF REPORTING AND ADDRESSEES:

a. All aircraft will make hourly position reports to HF control stations.

b. The first HF call will be made 15 minutes after departure for purposes of obtaining radio check ans "slot" time.

c. Addressees:

(1) Position Reports: CURFEW, GRANVILLE.

(2) Simulated strike reports: IRON GATE, GRANVILLE.

10. NAVIGATIONAL AIDS: Will be as prescribed by current Radio Facility Charts.

11. COMMUNICATIONS SECURITY: Will be observed at all times and no clear text transmission will be made that will reveal unit designation, location, aircraft type, or the nature of the mission. ACP 122(B) will apply.

12. UHF GUARD: The TR/G REC position of the UHF set will be utilized when the set is not in use for Air/Air or Air/Ground communication.

13. CROSS-BAND COMMUNICATION: Crews will be briefed on cross-band communication required in the Canadian Area prior to accomplishing this mission.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION:
Same as Basic Operations Order 104-55

OFFICIAL:

David M. Lindquester

DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
8 November 1955, 0001Z

ANNEX "C"

TO

OPERATIONS PLAN

SERIAL NR 140-55

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
Annex "C"
OPLAN 140-55
8 NOV 55

310-770

CONFIDENTIAL

1090

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "C"

TO

OPERATIONS PLAN

SERIAL NR 140-55

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
1 NOV 55

1. GENERAL:

a. Purpose of this Annex is to promulgate administrative and logistics instructions that will apply to the Air Force Operations Plan serial number 140-55.

b. These instructions are applicable to all personnel of the 310th Bomb Wing and the 802nd Air Base Group.

2. SUPPLY:

a. Installations: omitted.

b. Class I:

(1) 802nd Food Service Squadron:

(a) Provide inflight rations as required, for approximately thirty-two (32) B-47 flight crews. Each tactical squadron will request the number of box and/or IF-5 rations necessary for each crew not later than twelve (12) hours in advance.

c. Class II and IIA:

HQ 310TH BW
Annex "C"
OPLAN 140-55
1 NOV 55

CONFIDENTIAL

310-770

1091

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) Crew members will have on their person individual authorized weapons as listed in applicable directives.

d. Class III and IIIA:

(1) Refueling pit requirements as directed in the Operations Annex.

(2) Pit assignments will be obtained from Granville Control.

e. Class IV and IVA:

(1) Supply support will be from station supplies at Smoky Hill Air Force Base.

(2) Maintenance Control will coordinate with Base Supply on any periods of operations other than normal to meet this mission's requirements.

(a) Delivery and repairable pickup service will be in accordance with SAC Manual 66-2, 66-12, and 66-14.

f. Class V and VA:

(1) Ammunition requirements: none.

g. Class VIA: omitted.

3. TRANSPORTATION:

a. Ground: Each tactical and support unit will be furnished transportation in accordance with existing procedures. Requirements for periods of operation other than normal will be coordinated with BDM by 310DM.

4. SERVICES:

a. Medical: omitted.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

b. Maintenance:

(1) Chief of Maintenance:

(a) Insure that Base Supply Aircraft Service Unit will be operational during those periods required by flight line maintenance and service units.

(b) Monitor all maintenance requirements of OPS Plan 140-55.

(2) Maintenance Control:

(a) Insure SAC Manual 66-1 is complied with.

(b) Insure all outstanding maintenance is performed and all work orders submitted are completed in sufficient time to allow adequate preflights and radar acceptance checks.

(3) Periodic Maintenance:

(a) Complete work orders as directed by Maintenance Control.

(4) Armament and Electronics Squadron:

(a) Complete all work orders as directed by Maintenance Control to insure operational radar systems.

(5) Field Maintenance Squadron:

(a) Complete all work orders as directed by Maintenance Control.

(6) Flight Line Maintenance:

(a) Crew chiefs or their assistants will remain at the aircraft at all times maintenance is being accomplished.

(b) Insure work orders are completed.

(c) Aircraft, where possible, will be refueled twenty-four (24) hours prior to the mission or at the discretion of the maintenance officer.

HQ 310 BOMWG
Annex "C"
OPLAN 140-55
1 NOV 55

CONFIDENTIAL

310-770

1093

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

1 Aircraft will be refueled upon return in accordance with SAC Regulation 66-28.

(d) Comply with existing directives as pertaining to fire guards, fire extinguishers, smoke, grounding of aircraft, and ground general equipment.

[illegible] Omitted.

[illegible] Omitted.

[illegible]

a. Security:

[illegible]

[illegible]

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION:

Same as Basic OPLAN

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations

HQ 31[illegible]
Annex "C"
OPLAN 140-55
1 NOV 55

4

CONFIDENTIAL

1094

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER - 55-38)

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

7 December 1955

OPERATIONS

Flights With VIP Personnel Aboard KC-97 Type Aircraft

1. PURPOSE: To establish SOP for the preparation of flights carrying VIP's and/or VIP's with passengers.

2. RESPONSIBILITY: The 310th Air Refueling Squadron Commander will insure compliance with the procedures outlined below.

3. PROCEDURES:

a. The squadron commander will coordinate with the Chief of Maintenance and flight line maintenance officer in the selection of a suitable aircraft with the required available flying time. The aircraft commander will be responsible for the cleanliness of the interior and exterior of the assigned aircraft. He and the squadron commander will personally inspect it the day prior to the scheduled flight and will report any discrepancies to the flight line maintenance officer.

b. Selection of crew will be in compliance with SAC REG 50-14.

c. Personal Equipment: The designated flight crew will obtain and inspect adequate personal equipment to be used by VIP's and other passengers. A parachute and harness for each passenger will be positioned on the ramp at first station time. This equipment will be placed in rows to the rear of the flight crew's equipment in accordance with existing T.O.'s and operating procedures. Stowage of survival equipment aboard the aircraft will be accomplished in such a manner that it will be readily available to the passengers.

d. If possible, VIP's and passengers should be briefed at the general crew briefing. If this is not possible, the passengers will be briefed prior to second station time when the aircraft commander will have the flight crew fit and adjust the parachute harness on each passenger and explain the proper use of the equipment. If a flight, or portion thereof is over water, a Mae West and survival suit will be assigned to each passenger. This equipment will be fitted and its use explained by flight crew personnel.

e. The aircraft commander will brief each passenger at second station time on seating arrangements, use of lavatories and smoking aboard the aircraft. He will give a complete coverage of alarm bell signals and emergency exits for crash landing, ditching and bailout and insure that all

1095

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



passengers understand which crew member is designated as the jump master. For over-water flights, each passenger will be thoroughly briefed on his twenty man life raft assignment, route of exit and the crew member in charge of the raft in the event of ditching.

f. Briefing of VIP's: VIP's will be briefed in the following manner:

(1) If they arrive at the aircraft with other passengers, and so desire, they will be briefed with the other passengers.

(2) If they arrive late, the aircraft commander will conduct a specialized briefing covering the route to be flown, altitudes, time, weather and any unusual features of the flight. Other crew members will be prepared, if called upon, to answer questions pertaining to the flight or to their job specialities. The aircraft commander will also brief the VIP on emergency procedures, insure that his personal and survival equipment is properly fitted and that he is familiar with the use of each.

(3) If the VIP arrives after start engine time, engines 3 and 4 only will be started. Numbers 1 and 2 engines will not be started until the VIP is conducted aboard by the senior officer designated by the aircraft commander for the purpose of escort and briefing. Every effort will be made to take off on time.

g. Military Courtesies to be Rendered: When a General Officer is scheduled to fly aboard a squadron aircraft, the aircraft commander will designate a crew member as armed guard of the aircraft. He will be posted to the rear of the forward entrance door at all times while the General Officer is in the vicinity of the aircraft and when boarding or departing it. All courtesies will be extended to VIP's. Crews will conduct themselves in an alert and military manner during crew line-ups, pre-flights and post-flights. On extended missions, plush type arm chairs and reading material will be carried for the use of VIP's. Appropriate insignia or rank will be displayed on the aircraft for all ground operations.

h. Standard Flight Clothing: Individual flight crew members will be dressed as follows:

(1) Clean caps of the squadron color and the same design and material will be worn.

(2) Clean flying clothing of uniform color and design will be worn if available. Shoes will be shined.



1096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Name tags and rank insignia will be attached to all flying clothing.

(4) Military alertness and precision will be required in crew line up.

i. Transportation and Billeting Arrangements for VIP's and Passengers: When applicable, the provisions of SAC Manual 55-8M will apply to the arrangement for transportation and billeting. If the flight is not ordered by a numbered Air Force, the aircraft commander will dispatch a priority message to the base of intended landing requesting the desired facilities.

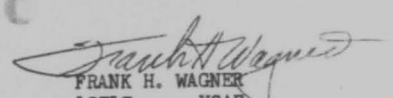
j. Collection and Issuance of Flight Lunches: The aircraft commander will designate an officer crew member to be responsible for the collection and issuance of flight lunches. A sufficient number of lunches will be ordered to accomodate the needs of the flight. If time permits, a box lunch for each passenger will be ordered. Second lunches will consist of the IF-4 type. Flight lunches will be placed aboard the aircraft by the flight crew and issued to passengers as they board the aircraft. An easily accessible container will be installed in the aircraft for refuse disposal. The designated officer crew members will collect for flight lunches at second station time.

k. Additional Procedures: The aircraft commander will designate the senior officer (excluding VIP's) as troop commander and instruct him on the desired handling of the passengers during flight, use of the latrine, deposit of waste and smoking. The passengers will be briefed to maintain assigned seats until the General Officer or VIP has departed the aircraft. The troop commander will be allowed to designate passengers as his assistants in the policing of the aircraft upon termination of the flight.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant



FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-23)

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

21 November 1955

OPERATIONS

Combat and Tanker Crew Guides
(Supersedes 310BOMWG REG 55-23, 23 AUG 54)

1. PURPOSE: To establish the requirement and administrative procedures for a combat crew and tanker crew guide.

2. RESPONSIBILITY: Tactical squadron co[illegible]ers and Director of Operations are responsible for insuring compli[illegible] with this regulation.

3. GENERAL: The crew guides are establi[illegible]ed to provide a readily available and up to date accumulation of publications applicable to the operation of wing aircraft for use by crew members and wing agencies.

4. PROCEDURES:

a. Wing publications that are to be part of a crew guide will be so marked in the distribution table at the end of the publication and will have a "G" for combat crew and/or "T" for tanker crew identification symbol in the wing publication index under the distribution column. Publications other than those listed in the wing index that are to be part of a crew guide will be listed in a supplementary index distributed to each guide. Wing Director of Operations will be responsible for ascertaining publications to be in the guides and will prepare the supplementary index. Director of Operations will notify Wing Adjutant which line items are to have the symbol "G" or "T" in the wing index.

b. Distribution Combat Crew Guide (B-47):

(1) Bomb squadrons: 36 copies each to be distributed as follows:

(a) Commander: One each - total one.

(b) Operations Officer: Three each - total three.

(c) Aircraft Commander: One each - total thirty. (Including staff aircraft commanders)

(d) Standboard Crew: One each - total one.

1098

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(e) Pilot's Information File: One each - total one.

(2) Director of Operations: 15 copies to be distributed as follows:

(a) Wing Commander: One each - total one.

(b) Deputy Wing Commander: One each - total one.

(c) Director of Operations: One each - total one.

(d) Operations and Training Officer: Five each - total five.

(e) Wing Observer: One each - total one.

(f) Wing Standboard: Two each - total two.

(g) Director of Safety: One each - total one.

(h) Division Operations: One each - total one.

(i) OIC Flight Simulator: One each - total one.

(j) 310th Air Refueling Squadron Operations: One each - total one.

(3) Director of Materiel: Five copies to be distributed as follows:

(a) Director of Materiel: Two each - total two.

(b) Quality Control: Two each - total two.

(c) Maintenance Control: One each - total one.

c. Distribution of the Tanker Crew Guide (KC-97):

(1) 310th Air Refueling Squadron: 36 copies to be distributed as follows:

(a) Commander: One each - total one.

(b) Operations Officer: Three each - total three.

(c) Aircraft Commander: One each - total thirty. (Including standboard aircraft commanders)

(d) Standboard Crew: One each - total one.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(e) Pilot's Information File: One each - total one.

(2) Director of Operations: 21 copies to be distributed as follows:

(a) Wing Commander: One each - total one.

(b) Deputy Wing Commander: One each - total one.

(c) Director of Operations: One each - total one.

(d) Operations and Training Officer: Five each - total five.

(e) Wing Observer: One each - total one.

(f) Wing Standboard Crew: One each - total seven.

(g) Director of Safety: One each - total one.

(h) Division Operations: One each - total one.

(i) OIC Flight Simulator: One each - total one.

(j) 310th Bombardment Squadron Operations: One each - total three.

(3) Director of Materiel: Five copies to be distributed as follows:

(a) Director of Materiel: Two each - total two.

(b) Quality Control: Two each - total two.

(c) Maintenance Control: One each - total one.

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", "T" 3

1100

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of Major General Walter C. Sweeney, Eighth Air Force Commander, conferring with the Division and Wing Commanders at Smoky Hill Air Force Base.

[redacted]

1101

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 805 — 9 November 1955

TO: See Distribution

1. FNA, 802 OPRSQ, 802 ABGRU, WP Westover AFB, MASS, on or ABT 9 NOV 55, on TDY APRX 44 days, REPT NLT 2400 HRS, 11 NOV 55. AMN are placed on TDY to the 4050 OPRSQ, Westover AFB, MASS, for purpose to effect the telephone system changeover at that station. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-301-10.5D TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, & SACREG 35-19 & MSG HQ SAF PDA2 22946, 5 NOV 55.

| | | | |
|---|---|---|---|
| A/1C | GILBERT M. FIRL | AF13207193 | 36150 |
| A/3C | HOMER C. PATRICK | AF13529135 | 36130 |

2. FNOA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC INDC, for PD this TDY only, WP Ernest Harmon AFB, Newfoundland (APO 864), on or ABT 12 NOV 55, on TDY APRX 6 days, REPT NLT 13 NOV 55, for purpose Survey Team. MAJ KERSTETTER is DSG Troop COMDR. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-302-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52 & SACREG 55-41.

| | | | | |
|---|---|---|---|---|
| MAJ | GERALD F. FAIVRE | A0798465 | TOPSEC | 310 ARMTELECTSQ, 310 BOMWG |
| MAJ | ROBERT W. KERSTETTER | A0425518 | do | 310 FLDMAINTSQ, 310 BOMWG |
| MAJ | LUCIUS G. LACY | A0745909 | do | 310 AREFSQ, 310 BOMWG |
| MAJ | JOHN T. SULLIVAN | A0761792 | do | do |
| CAPT | JACK E. BURTON | A0676868 | do | 802 APSQ, 802 ABGRU |
| 1STLT | WILLIAM L. TURNER | A03008169 | Secret | HQ 310 BOMWG |
| 1STLT | JAMES R. WATKINS | A03006428 | do | 802 SUPSQ, 802 ABGRU |
| MSGT | HAROLD S. MCFARLAND | AF33019662 | do | 310 ARMTELECTSQ, 310 BOMWG |
| MSGT | GEORGE P. SMALL | AF16042603 | do | 310 FLDMAINTSQ, 310 BOMWG |
| MSGT | HAROLD L. SMITH | AF6991589 | do | 310 AREFSQ, 310 BOMWG |
| MSGT | THOMAS N. SMITH | AF17003939 | do | do |
| TSGT | CORYDON A. PARSONS | AF17209849 | TOPSEC | HQ 310 BOMWG |

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A

1103

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Two pretty secretaries from Smoky Hill AFB pose with the Brigadier General Jack Roberts Memorial Trophy which was on display this month at 310th Bombardment Wing Headquarters.

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

379TH BOMBARDMENT SQUADRON
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas

1 November 1955

SUBJECT: REPORT ON DIFFICULTIES ENCOUNTERED PERTAINING TO 3942ND SRS FOR PERIOD 27 SEPTEMBER 1955 THROUGH 27 OCTOBER 1955

TO: Commander
310th Bombardment Wing, Medium
Smoky Hill Air Force Base
Salina, Kansas

1. FACTS BEARING ON REPORT:

a. 310th Bombardment Wing Operations Order 202-55 dated 15 August 1955 was distributed to all organizations concerned for compliance to support combat crews attending SRS. This Operations Order was published to supplement SAC Regulation 51-24, Supplement I, dated 10 January 1955. General Instructions, Paragraph 17a, "Request for Orders", states that: "Request for orders will be submitted by organizations concerned no later than two weeks prior to date of departure". Both SAC Regulation 51-24 and Operations Order 202-55 specifically list required personell by AFSC.

b. Major James V. Farley, 71179A, was notified on 27 September 1955 at 2100 hours that he was assigned as Liaison Officer for EDY at MacDill AFB, Florida and to travel TDA, arriving not later than 29 September 1955. Major Farley took over assignment and on 28 September 1955 found that neigher SAC Regulation 51-24 or Operations Order 202-55 had been complied with to any degree. It was necessary to request and hand carry orders for Major Farley and for all support personnel through coordinating agencies on 28 September. All personnel were to be in place 2 October. A list of personnel was obtained from Major Kerstetter, 310th Wing Material, at 1400 on 28 September. This list should have been prepared no later than 19 September. This list, by AFSC, in no way resembled the required experience level as directed by SAC Regulation 51-24. This discrepancy greatly hindered the operation, indirectly caused two aborts and prolonged the stay at MacDill AFB. Most of the support personnel were notified on as short a notice as four hours prior to departure by commercial air. This created a hardship to all concerned as to tool kits, clothing, expense money and any personal problems existing. One man was sent with his arm in a cast.

1106

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

379BORRON 310BORNG SUBJ: REPT on Difficulties Encountered Pertaining to 3942nd SES for PD 27 Sep 55 through 27 Oct 55

c. The experience level in both radar and radio maintenance was low. Radar personnel stated that their duties usually consisted of replacing units after a more experienced supervisor had analyzed the malfunctions. Other organizations in place for SES at MacDill had their best technicians there to support their crews. They had very little difficulty.

d. Major Farley checked on 28 September with organizations concerned, pertaining to certificates and letters required by SAC Regulation 51-24 to be carried by crew to SES. Only one document had been prepared at that late date. This was the Bomb Commander's folder prepared by Special Weapons Officer. Organizations were notified to comply with the directives and that Captain Preston, Aircraft Commander of crew to be evaluated, would pick them up prior to his departure on 2 October. He still had to wait for them. The following is a list of the documents and responsible agencies:

(1) A certificate from Gunnery Section that A-5 system on aircraft had been harmonized in accordance with T.O. 11-70-15.

(2) A certificate from A&E that aircraft's special bombing circuit had been tested (rung out) in accordance with SAC Atomic SOP's and T.O.'s.

(3) A certificate from A&E that bomb releases system of aircraft has been properly pre-flighted.

(4) A certificate from the A&E Squadron Commander that the bomb bay of aircraft is in the proper configuration for crew's EWP weapon.

(5) A letter from squadron commander of crew to be evaluated showing crews current EWP assignment.

(6) A certificate from Ground Training on crew's hand gun qualification.

(7) A certificate from Ground Training on crew's Judo training.

It should be noted that the 3942nd SES will not accept a crew for evaluation if these documents are not presented upon arrival.

e. Many other discrepancies occured from non-compliance with SAC Regulation 51-24 and Operations Order 202-55. Aircraft for SES should be modified for fourth man position next to co-pilot. 3942nd

1107

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]

379BOMBRON 310BOMBWG SUBJ: RPT on Difficulties Encountered Pertaining to 3942nd SES for PD 27 SEP 55 through 27 OCT 55

SES evaluators refused to ride in aircraft 116 and 283 until they were modified on the spot. A report from them on this discrepancy will be forthcoming through channels.

f. Aircraft and equipment such as radar and "K" had many items overdue for inspection. First aid kits were missing and aircraft were in general dirty condition upon arrival. Evaluators criticized the aircraft commander's judgement in accepting the aircraft in such condition. Judgment is a scorable item and in these instances the aircraft commander was the victom of weak support.

g. One radar abort was contributed to overdue inspection of "K" equipment. At station time a complete pre-flight of radar and "K" is required. A malfunction occured and was traced to a burned out constant speed motor in the tracking computor. Tech representatives analyzed the malfunction and found that inspection was far over due on the equipment.

h. On another occasion lack of good "K" equipment and inexperienced maintenance personnel resulted in a late take-off. The crew had to re-compute all pre-comps for celestial in an unusually short time. They rushed their work and in so doing made computation errors. This gave them an unsatisfactory night celestial.

i. Lack of spare parts for radar "K" , radio and auto-pilot equipment was a handicap. Although a flyaway bin was carried in the B-47 aircraft, no spare parts of any nature were sent to support the mission. Facilities for storing and transporting such parts were available at 3942nd SES. All other organizations in place air lifted by KC-97 numerous parts into MacDill, such as R. T. units, modulators, C-1 amplifiers, etc. The number and kind of parts was based upon survey at home station as to replacements peculiar to their individual wing and aircraft.

j. Transportation on the flight line was adequate except in emergencies. Other organizations air lifted scooter cycles, both government issue and privately owned, for use by maintenance personnel. This practice is highly encouraged by the 3942nd SES.

k. It is also highly recommended that liaison officer travel TPA so that he may use his car on the flight line. The MacDill AFB Provost Marshal approves this and issues a special pass.

l. Many man hours were lost due to security inspection hold-ups. There were a variety of flight line passes amongst 310th personnel at MacDill. Some of these were old type and others had date of issue in place of date of birth. Air Police were courteous but efficient and detained 310th personnel many times until they were vouched for.

m. Standard Operation Procedures for support personnel is described in 3942nd SES Maintenance SOP.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

379BOMRON 310BOMG SUBJ: REPT on Difficulties Encountered Pertaining to 3942nd SES for PD 27 SEP 55 through 27 OCT 55

n. Duties of ground crew for special weapons is provided liaison officer to help combat crew for their evaluation.

o. A hardship was incurred on support personnel when their assigned units failed to send pay checks to them. Liaison officer called 310th Wing Operations on long line and organizations were asked to do so. No checks were received at TDY base up until departure time.

2. RECOMMENDATIONS:

a. Support personnel of a much higher experience level should be selected for this type of operation. Regardless of intentions and regulations, any unit in place for SES at MacDill must support itself. Radar and "K" personnel should be selected with shop experience aswell as line experience.

b. Aircraft selection should be given highest consideration as described in SAC Regulation 51-24. This is imperative.

c. A kit of spare parts should be labelled and sent with support personnel to maintain aircraft.

d. Scooter cycles should be sent for use by line personnel.

e. Security passes should be uniform and up to date.

f. Certificates and documents required should be prepared far enlugh in advance so as not to create a last minute hardship on crew to be evaluated.

g. Organizations of support personnel should be reminded to send pay checks either in a group to liaison officer or to individuals concerned when TDY period is extended.

h. The 3942nd SES Commander strongly recommended that staff visits by Wing supervisors be encouraged. This would give a better understanding of operation and importance placed on it by SAC Headquarters.

3. CONCLUSIONS: The 310th Operations Order 302-55 is thorough and to the point. If all organizations concerned had carried out their tasks the crew would have completed their evaluation more successfully and in much less time. Also, the prestige of the 310th Wing would have been greatly enhanced.

s/t/ James V. Farley
JAMES V. FARLEY
Major USAF -
310th Liaison Officer

C O P Y

1109

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

DISPOSITION FORM

SUBJECT: Establishment of Air Training Command Field Training Unit at Smoky Hill AFB

TO: 40CO
31OCO
BCOMDR

FROM DO

8 Nov 55
MAJ Apolinski/hlp/351

1. Request contents of this correspondence and attached inclosure be given widest dissemination to all unit commanders and staff officers.

2. A new concept of training by Air Training Command was presented to Smoky Hill Air Force Base by an advisory group from Headquarters Strategic Air Command. This group consisted of: S/LDR (RAF) A. G. Pell, Deputy Tech Training SAC Hq
CAPT W. S. McGregor, Office of Tech Training SAC Hq
CAPT R. A. Jackson, Office of Tech Training SAC Hq
M/Sgt J. E. Duck, Office of Tech Training SAC Hq

3. A general briefing was presented by the above group on 02/1300 CST NOV 55, to the following:

| | |
|---|---|
| MAJ Apolinski | Division Operations |
| MAJ Tapoorten | Division Materiel |
| MAJ Hughes | 40BOMWG Ground Training Officer |
| CAPT Ellis | 40BOMW Ground Training Officer |
| CAPT Hinds | 310BOMWG Ground Training Officer |
| CAPT Gilmore | Base Ground Training Officer |
| MAJ Beard | BDM/Supply and Services Officer |
| MAJ Crawford | Base Personnel Officer |
| CAPT Wilmuth | Base OJT Officer |
| M/SGT | NCOIC MTD |

4. Purpose of this initial briefing was to announce the establishment of an Air Training Command "FIELD TRAINING UNIT" at Smoky Hill Air Force Base and to request a survey be made of existing and future training requirements for assigned officers and airmen. Following are some high points presented during the briefing:

a. Headquarters USAF, Air Training Command, and Strategic Air Command have jointly decided to establish the first and only "FIELD TRAINING UNIT" in SAC to be assigned to this base.

b. The FIELD TRAINING UNIT will consist of a detachment commander [redacted] staff of instructors, training aids, equipment mock-ups and trainers. This u[redacted] will be assigned to Smoky Hill Air Force Base for one year beginning January 1956.

c. The following MTD's will remain for one year and be in place by 1 January 1956:

B-47 MECHANICAL MTD
B-47 ELECTRONICS MTD
KC-97 MTD

1110

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Establishment of Air Training Command Field Training Unit at SHAFB

d. The FIELD TRAINING UNIT will process requests to Chanute Air Force Base for instructors and training aids to teach any subject for which a requirement can be justified. Personnel and training equipment will be airlifted from Chanute Air Force Base to Smoky Hill Air Force Base.

e. The FIELD TRAINING UNIT detachment commander and three NCO's will arrive Smoky Hill AFB from Chanute Air Force Base on 14 Nov 55. At this time we should be prepared to state our requirements for training, in order that this advance party may determine support required and advise their headquarters at Chanute AFB. 8024 ABGRU must plan for space required to house the FIELD TRAINING UNIT.

f. Present base ground training building is adequate to house the three programmed MTD's. 310th Wing Intelligence Section may be directed by SAC to vacate the space presently being occupied. A limiting factor as to types of training that can be requested and conducted is classroom space. Certainly present ground training building is not adequate to provide all the classroom space required.

Capt McGregor stated that staggered training periods to include other than normal duty hours could solve some of this space problem. The old 40th BW Air Refueling building and/or the old Base Operations building could also be used for classroom space.

g. CAPT McGregor indicated that the FIELD TRAINING UNIT should be operational at this base during December 1955, and that senior officers from USAF, ATC, SAC, and 8AF would be visiting Smoky Hill AFB, since all are vitally concerned with this "pilot test."

h. Assignment of this FIELD TRAINING UNIT will permit formal schooling on the base and allow commanders partial utilization of their personnel; whereas, otherwise they would be completely lost during a period of TDY at a school.

BY ORDER OF THE COMMANDER:

/s/t/ WALTER H. SOHA, LTCOL, USAF
Director of Operations

1 INCL
LTR HQ 8AF, DO13,-24 OCT 55
SUBJ, Field Training W/1 INCL

COPY

1111

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

HEADQUARTERS EIGHTH AIR FORCE
FORT WORTH, TEXAS

24 OCT 1955

MDI3

SUBJECT: FIELD TRAINING

TO: Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. Air Training Command has proposed a new training program to be built around the present Mobile Training Detachment structure. Inclosed is a comprehensive outline of the program that has been prepared by Air Training Command.

2. After careful study by all staff agencies at Strategic Air Command, the decision was made to establish a Field Training Detachment at Smoky Hill Air Force Base on a trial basis.

3. Your Headquarters will be advised when representatives from Air Training Command will visit Smoky Hill Air Force Base to survey the training requirements.

4. Agencies of this Headquarters have made the following recommendations concerning the proposed training:

a. Training priorities within the program should be:

(1) Train the individual to proficiently accomplish all maintenance tasks required by his duty assignment.

(2) Train the individual to perform maintenance tasks in all wing maintenance functions which are homogeneous to his AFSC (this would insure career progression).

(3) Training to increase the performance standards of maintenance tasks in all AFSC skill levels.

b. Maintenance personnel are in many cases not familiar with Supply Support for SAC aircraft maintenance organizations. Present supply course, SAC Regulation 67-32, taught by Air Base Group does not cover this field. New procedures required by SAC Manual 66-14 and procedures outlined in SAC Manual 65-2 need more emphasis which this Field Training Unit should handle.

C O P Y

1112

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FD13, Subject: Field Training

c. Field Training courses should fully utilize results of SAC MOQPS tests. Required courses to train mechanics who failed these tests have not been initiated by MTD's which base their courses on outlines set up by the Training Command.

d. Present courses taught at MTD's are not current on new SAC policies (SAC Manuals 66-14, 66-4, 66-15, etc.) and instructors are not familiar with SAC maintenance policies and procedures.

e. The new T.O. numbering system should be taught to all maintenance personnel to keep them current.

5. This headquarters indorses the proposals of this new training program. It is requested that you give careful consideration to its content, and make preparatory plans for implementation.

BY ORDER OF THE COMMANDER:

/s/ DAVID A. [illegible]
Colonel USAF
Chief of Staff

1 INCL
As stated

1113

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

FIELD TRAINING

1. General. Continuing study of the current mobile and resident training programs has led to the development of a "field training concept". Field training is what its name implies - training conducted in the field, as distinguished from training conducted in resident technical schools as an added training capability above that now existing. The following paragraphs outline the objectives and essential features of the field training program, as well as the changes needed to establish this program.

2. OBJECTIVES. The Field Training Program has these general objectives:

a. To provide transition and familiarization training on Air Force equipment. (Note: This objective is similar to the current objective on the mobile training program, as stated in AFR 50-29, "Mobile Training Program," with the exception that field training is not restricted only to weapons systems.)

b. To provide accelerated up-grad training for 3 and 5 level airmen

c. To assist Air Force units in planning and conduction OJT programs.

d. To integrate planning for the most efficient use of training resources and to eliminate duplication of training effort.

e. To provide "feedback" information to resident schools on course content, graduate proficiency, and Air Force job requirements.

C O P Y

1114

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

3. Changes in Current Mobile Training Program. The Field Training program will be developed around the present Mobile Training Detachment structure and its weapons systems coverage. The following changes in the current MTD program are required to establish a Field Training program.

a. Expand the present mobile training mission to include: refresher training in fundamentals; training on ground power and ground handling equipment associated with weapons system; job training of 3 level airmen; and training 5 and 7 level airmen in higher maintenance skills. (Note: Each Mobile Training Detachment has been directed to establish the above capability.)

b. Provide additional training capability, to include instructors and training aids, for specialties which involve complex skills and knowledges. The need for this additional training capability would be determined by analyzing the projected training needs of the wing to which the detachment was assigned.

c. Provide continous on-the-site assistance for planning and conducting OJT programs for all specialties. This capability would permit a major expansion of the current OJT Advisory Service program described in Section VI of the USAF Training Prospectus.

d. Use detachments to the maximum practicable extent to accomplish Phase II special training requirements, particularly in specialties involving maintenance of weapons systems. (Note: Phase II special training requirements refers to the special training conducted by Air Force personnel, under provisions of AFR 50-9, "Special Training,"



C O P Y



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

WHICH normally follows Phase I special training conducted by the manufacturer, either at the factory or an Air Force Base.)

e. Stabilize the assignment of the MTD's to the extent practicable. Where permanent assignment is not feasible, the MTD would cover a limited geographical area.

f. Using MTD's as the nucleus, organize and assign a Field Training Detachment to each combat and combat support wing, and such other organizations as requirements dictate.

g. Integrate technical school and field training curriculum to insure continuity of training, to eliminate duplication of training effort, and to accelerate job and skill qualification of Air Force personnel.

4. Organization and Operation of Field Training Detachment. The changes listed in paragraph 3 above will ultimately require a number of changes in current operational procedures.

a. Field Training Detachments would be under the administrative control of Air Training Command.

b. The Field Training Detachment to be assigned to each combat or combat support wing would include the following:

(1) A detachment commander.

(2) One or more training specialists whose primary functions are to assist and advise on how to plan and conduct OJT programs, as well as assistance in determining training needs. (The ultimate goal would be to have all assigned instructors capable of accomplishing these functions.)



C O P Y

1116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

(3) The Field Training Detachment will normally include both permanent and non-permanent segments. The permanent segments will be formed initially by using instructors and equipment from the existing mobile training program and resident technical schools. The non-permanent segment will be furnished to the Field Training Detachment, as required, from ATC resources (see paragraph 4c and d below).

c. Each Field Training Detachment would be permanently assigned at a location determined jointly by the using commands and Air Training Command. This permanent assignment would not preclude temporary duty of segments of this detachment at other locations within a limited geographical area. Permanent training segments would be assigned where the training capability would be fully utilized by the wing to which the Field Training Detachment was assigned. Temporary training segments may be assigned to accomplish training requirements of short duration. Instructors would be provided for assignment to Field Training Detachments from ATC resources.

d. A procedure would be developed to provide Headquarters TTAF with projected field training requirements. These projected training requirements would be analyzed to determine the permanent and temporary training segments to be assigned to each Field Training Detachment.

e. The Field Training Detachment Commander would have a wide latitude of authority delegated to him to accomplish training required by the wing to which his detachment was assigned.



C O P Y

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

5. Development of Field Training. The planned development of the ultimate Field Training Program envisages three major phases.

a. Phase I: The scope of all active MTDs will be expanded to provide complete training coverage of the weapons system for 3, 5, and 7 level personnel. This training will be limited only by the maintenance capabilities of the using organization at its operating location. (The weapons system is defined as the weapon, its individual systems, equipment and components, and that ground handling and ground support equipment directly related to its operation and maintenance.)

b. Phase II: This is the detailed planning and preliminary expansion phase and has three major steps:

Step 1. Representatives from Hq ATC and TTAF would visit major command headquarters to brief key personnel on the field training concept and, with their concurrence and assistance, to select suitable bases for the establishment of the initial field training detachments. Tentatively, visits to major command headquarters would begin 2 August 1955.

Step 2. Air Training Command representatives would visit the base detachments selected for expansion. In conjunction with base personnel, they would make a detailed evaluation of training requirements, develop a proposed training plan, and establish tentative operational, administrative, and logistical policies. Visits to bases selected for expansion of field training detachments would begin approximately 7 September 1955.



C O P Y

1118

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

Step 3. Expanded detachments would be organized by Headquarters TTAF and assigned to selected bases. Tentatively, expanded field training detachments would be established in October 1955.

c. PHASE III: This final phase would be the planned, time-wise conversion to the Field Training Program, using the MTDs as a nucleus. Research and planning accomplished during Phase II would be the basis for establishing definite policies, procedures, and responsibilities. Tentatively, the initial conversion would start in the 3d Quarter FY 56 (subject to approval by Headquarters USAF).



COPY



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

EMERGENCY PROCEDURE
(In Case Of Fire)

PROCEDURE:

1. Hydrant Refueling:

a. The organization Refueling Officer will be responsible for the implimentation of the following procedures. He will also direct personnel engaged in fire fighting until the arrival of the base fire fighting equipment.

b. In the event of fire, the SPR panel operator will be informed on the interphone system. He will immediately close all primary and/or secondary valves. Aircraft requiring the SPR panel operator to be inside during refueling will be evacuated immediately after the foregoing is completed.

c. Upon notification of fire, the hydrant operator will stop pumping operations by use of the remote control switch. Pit hose will be disconnected from the aircraft is the conditions permit. The hydrant operator will then attempt to smother the fire by use of the 50 lb. CO2 fire extinguisher required to be in place by Base Regulation 66-2.

d. The fire guard at the power unit will stop this unit in case of fire and will use the 50lb CO2 fire extinguisher at the unit to help eliminate the fire.

e. Prior to starting the refueling, one member of the aircraft refueling crew will be designated to notify the fire truck on standby in the pit area. If the truck is at a distance sufficient to be unable to be easily notified, the crew member will go to the nearest pump house (JP pump houses 4,5,6,7) and dial 333. Aircraft refueling at pits on pump houses 1,2, or 3 will use the fire phone ( a direct line) located midway between the pits in the center of the unpaved area between the parking ramp and the N-5 runway.

f. Other personnel will move to a safe distance away from the fire area.

g. Every effort will be made to prevent injury or loss of life while attempting all within reason to save property.

2 M. Hydrant Defueling:

a. All procedures as covered by paragraph 1 of this SOP will be placed in effort with the exception of item 1c. The hydrant operator will not use the remote control switch during refueling. He will disconnect the refueling hose after all primary and secondary valves are closed and fight the fire using the CO2 extinguisher available.

Inclosure 1, Base Regulation 66-2B, 25 November 55
Page 1 of 1 Page

TRUE COPY

1120

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 846 25 November 1955

TO: See Distribution

1. FNO ORG INDC, SAC, this STA are APTD a BD of Officers in Lieu of REPT of Survey for purpose of re-investigating property losses in 310 AREFS, 310 BOMWG Unit Supply. AUTH: AFR 11-1.

| | | |
|---|---|---|
| COL | WILLIAM M. BOWDEN, 5790A | HQ, 40 BOMWG |
| LTCOL | WILLIAM G. IVEY, 7643A | 45 BOMSQ, 40 BOMWG |
| LTCOL | SAMUEL R. McDANIELL, 4572A | 380 BOMSQ, 310 BOMWG |
| 1STLT | JOHN T. ROWLAND, AO2244963 | HQ, 802 ABGRU |

2. SMOP 3, LTRO 843, this HQ, CS, relating to TDY of 2NDLT HENRY H. REED, AO?030734-T, HQ, 802 ABGRU, this STA, to Westover AFB, MASS, is AMND to INCL— "Officer AUTH 115 LBS excess baggage"

BY ORDER OF THE COMMANDER:

V.C. GEER
LTCOL, USAF
Adjutant

DISTRIBUTION
A

[redacted]

1121

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O P Y

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

310DM

10 November 1955

SUBJECT: Substandard Organizational Supply Operations

TO: Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. Reference your letter, same subject as above, 1 November 1955, I have taken the following action.

a. I directed a "one-time" inspection by each squadron commander, utilizing the SAC Form 310 book, 15 August 1955, in accordance with SAC Regulation 66-32, 22 September 1955.

(1) Each Squadron Commander rated his unit on page 11 of his book.

(2) Each Squadron Commander then forwarded three (3) copies of his report, with his indorsement as to corrective action to me. These indorsements, each with one (1) copy of the SAC Form 310 books, are attached as Inclosures 1 through 10.

(3) Each report was spot checked and regraded when applicable by my Director or Materiel.

b. I have directed each Squadron Commander to forward a weekly report to me, indication status of outstanding deficiencies, thereafter until his account attains SAC Standard rating of 510 points.

2. Listed below are the ratings given each unit at last inspection prior to 4 November 1955, plus rating given subsequent to 4 November 1955.

| | | | | |
|---|---|---|---|---|
| 310 TAC HOSP | 519 | 25 Jul 55 | 583 | 8 NOV 55 |
| 310 PMS | 533 | 12 SEP 55 | 569 | 8 NOV 55 |

1122

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 310BW 310BW Subject: Substandard Organizational Supply Operations

| | | | | |
|---|---|---|---|---|
| 310 APS | 507 | 15 JUL 55 | 529 | 8 NOV 55 |
| 380 BS | 513 | 1 AUG 55 | 560 | 8 NOV 55 |
| 381 BS | 518 | 27 JUL 55 | 555 | 8 NOV 55 |
| 379 BS | 490 | 5 JUL 55 | 516 | 8 NOV 55 |
| 310 AMS | 490 | 26 JUL 55 | 509 | 8 NOV 55 |
| 310 FMS | 450 | 4 AUG 55 | 389 | 8 NOV 55 |
| 310 MS | 434 | 30 JUN 55 | 307 | 8 NOV 55 |

S. W. MILLS
Colonel, USAF
Commander

1123

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Date As of 30 NOV 55

a. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed Aft) |
|---|---|---|---|
| 379BS | 500:25 | 15 | 33:23 |
| 380BS | 387:45 | 13 | 29:50 |
| 381BS | 446:15 | 15 | 29:45 |
| 310th FGTS Total | 1334:25 | 43 | 31:02 |
| 310th AMTS Total | 553:55 | 21 | 26:22 |
| Combined Total | 1888:20 | 64 | 29:30 |

| | | B-47 | KC-97 |
|---|---|---|---|
| b. | Number of Aircraft Assigned: | 48 | 21 |
| c. | Average number of Aircraft Possessed: | 43 | 21 |
| d. | Number of Periodic Inspections Scheduled: | 7 | 5 |
| | Number of Periodic Inspections Completed: | 9 | 4 |
| e. | Number of Engine Changes: | 16 | 8 |
| | Average Time at Engine Change: | 330 | 921 |
| f. | Number of Cylinder Changes: | | 0 |
| g. | Number of Turbo Changes: | | 0 |
| h. | In Condition - Rates and Figures: | | |
| | (1) Wing Percentage In Condition: | 72.08 | 73.20 |
| | (2) Number Hours Aircraft In Condition: | 22,644 | 11,097 |
| | (3) Average Hours In Condition per Possessed Aircraft: | 526:36 | 527:34 |
| i. | NOR - Rates and Figures: | | |
| | (1) Wing Percentage NORS: | 27.18 | 25.38 |
| | (2) Number Hours Aircraft NORS: | 8,538 | 3,837 |
| | (3) Average Hours NORS per Possessed Aircraft: | 198:33 | 182:43 |

1124

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Summary - Continued

| | | | | |
|---|---|---|---|---|
| j. AOCP Rates and Figures: | | | | |
| (1) Ring Percentage AOCP's | D-47 | 0.74 | EC-97 | 1.35 |
| (2) Number Hours Aircraft AOCP's | D-47 | 234 | EC-97 | 204 |
| (3) Average Hours AOCP per Processed Acft | D-47 | 5:27 | EC-97 | 9:42 |
| (4) Items AOCP at present | D-47 | 0 | EC-97 | 1 |
| (5) Number Items AOCP this month | D-47 | 3 | EC-97 | 2 |
| (6) Number Items Received this month | D-47 | 3 | EC-97 | 1 |
| k. AFTE Rates and Figures: | | | | |
| (1) Total Items AFTE requisitioned this month: | D-47 | 0 | EC-97 | 2 |
| (2) Number Items AFTE received this month: | D-47 | 0 | EC-97 | 2 |
| (3) Total Items AFTE at present: | D-47 | 0 | EC-97 | 0 |
| (4) Number Aircraft AFTE on this date: | D-47 | 0 | EC-97 | 0 |
| l. Number Aircraft Items Cannibalized this month: | D-47 | 18 | EC-97 | 12 |
| m. Technical Order Compliance Status Data: | | | | |
| (1) TOC Percentage Rate: | D-47 | 0.488 | EC-97 | 1.52 |
| (2) TOC Total Man-hours Accomplished: | D-47 | 1,030 | EC-97 | 317 |
| n. Number of Field Maintenance Work Orders Processed: | | 1,165 | | |
| o. Number of Armament & Electronics Work Orders Processed: | | 813 | | |

VALENTINE S. KUDRIKOFF
CWO, USAF
Reports & Analysis Officer

1125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans
5-3357
File

SECRET

310TH BOMBARDMENT WING — MEDIUM

SMOKY HILL AIR FORCE BASE

# HISTORY

SECRET

RST
S 15280

3-3669-A



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAFETY FILM

SECRET

RSI Cont No
S15230

SECRET

1131

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

DECEMBER 1955

Smoky Hill Air Force Base, Kansas

**********

This document is prepared by A/2C Thomas A. Quinn, under the supervision of 2nd Lt. Robert L. Wilson, Historical Officer.

Selmon W. Wells

SELMON W. WELLS
Colonel USAF
Commander

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

SECRET

17035

1134

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of the 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 5 |
| Comptroller | 7 |
| Inspector | 8 |
| Chapter II Personnel | 9 |
| Command | 9 |
| Staff | 10 |
| Critical Shortages | 10 |
| Manning: Officers | 10 |
| Manning: Airmen | 11 |
| Reenlistment Rate | 11 |
| Promotions | 11 |
| Morale, Welfare and Discipline | 12 |
| Awards | 13 |
| Discipline | 14 |
| On-The-Job Training | 14 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Chapter III Operations and Training 15
Flying Training 15
Accomplishments 17
Combat Crew Strength 20
Operational Problems 20
Regulations and Directives 21
379th Bombardment Squadron 23
380th Bombardment Squadron 24
381st Bombardment Squadron 25
310th Air Refueling Squadron 25
Ground Training 29
Ground Safety 30
Flying Safety 30
Communications 31
Chapter IV Materiel and Maintenance 32
Materiel 32
Logistics 32
Supply 32
Maintenance 34
Roster of Key Personnel 37
Bibliography 38
Appendix 40
List of Exhibits 41
Exhibits



1136

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 1 December 1955 | At 19:44 hours CST, aircraft 52-301, a B-47E attached to the 380th Bombardment Squadron received major damage as a result of an explosion and fire in the forward main fuel tank. |
| 2 December 1955 | An Aircraft Accident Investigation Board was appointed to investigate the cause the explosion. |
| 13 December 1955 | 310th Wing Commander Selmon W. Wells departed Smoky Hill Air Force Base to attend a Commanders Conference at Offutt Air Force Base, Omaha, Nebraska. |
| 26 December 1955 | Eighth Air Force Commander Major General Walter C. Sweeney Jr. presented the Brigadier General Jack Roberts Memorial Trophy to Colonel Selmon W. Wells at a simple ceramony at Eighth Air Force Headquarters. The trophy was won by the 310th Bombardment Wing crews for their proficiency in triple bomber stream missions. |
| 28 December 1955 | Colonel Selmon W. Wells departed Smoky Hill Air Force Base for Ernest Harmon Air Force Base, Newfoundland, to coordinate the SAC rotation mobility of the 310th Air Refueling Squadron. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SMAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| RBS | Radar Bomb Scoring |
| OJT | On the Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| AOCP | Aircraft Out of Commission Due to Parts |
| SAC | Strategic Air Command |
| MIL | Maintenance Information Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| EWP | Emergency War Plan |
| IFI | In-Flight Instruction |
| TOC | Technical Order Compliance |
| UR | Unsatisfactory Report |
| IP | Instructor Pilot |
| USCM | Unit Simulated Combat Mission |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month of December 1955.

Throughout the month the big job was the preparation of the 310th Air Refueling Squadron for their SAC mobility rotation which took place beginning 28 December.

At the beginning of December, all efforts were concerted in readying 310th crews for the "PACE SETTER I" bomber stream mission which took place from 7 through 14 December. The prayers of the crews were answered when, on 26 December, the Brigadier General Jack Roberts Memorial Trophy was awarded to the 310th Bombardment Wing for winning first place in the competition.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of December 1955. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 December 1955 the wing had assigned the Command and Adjutant sections and the Directorates of Operations, Materiel, Personnel and Comptroller. The other units assigned were the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other unit assigned was the 310th Tactical Hospital. While all unit structures remained constant, key personnel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



changes were numerous throughout the wing.

ADMINISTRATION:

December was the first full month of activity for the new 310th Consolidated Unit Personnel Section. The workload for this section during December was staggering due to the tremendous changes in personnel. Considerable time and effort was exerted in the preparation of records for all personnel deploying to Newfoundland with the 310th Air Refueling Squadron. 1/

In a letter to the 310th Commander from the Director of Comptroller, the major administrative problem of payment of personnel on TDY or leave was discussed and specific instructions presented to alleviate the problem. In the past, personnel have been left in an unpaid status for extended periods due to their returning to this base shortly after a check was mailed to their TDY or leave address.

Under the new system, the Class A pay agents were specifically directed that checks will be personally delivered to the payee. If this is not possible, checks will be returned to Base Finance for distribution from that agency. This should eliminate many financial hardships and bring about smoother coordination between 310th Pay sections and Base Finance. 2/

A disposition from the Base Adjutant was distributed to the 310th

---

1/ Interview by 310th Wing Historian with N.C.O.I.C. of 310CUPS.

2/ Ltr. to 310CO from Base Director of Comptroller, "Discrepancies - Class A Pay Agents". Exh. 1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Adjutant Section on 21 December. This disposition contained a message from Eighth Air Force Headquarters which discussed the proper handling of controversial correspondence. In the past, correspondence of this nature had received indorsments worded in a non-committal manner. The message stated that correspondence of this type should indicate the position of subordinate commanders, and not just the word "forwarded. Henceforth, commanders will include their reviews and comments on the subject in order to aid higher headquarters in formulating correct policy.[3/]

On 20 December 1955 the 310th Bombardment Wing published Wing Regulation 5-2A, which is a change in the Numerical Index of 310th Bombardment Wing Publications. The new regulation is a list of regulations and wing operations memorandums which have been rescinded.[4/]

In order to establish originator symbols for identification of all the different activities of the wing, regulation 10-2 was published on 22 December 1955. These symbols are to be used by all activities when transmitting or forwarding correspondence.[5/]

SPECIAL EVENTS:

On 26 December, at a simple ceremony at Westover Air Force Base, Massachusetts, Major General Walter C. Sweeney Jr, Eighth Air Force Commander, presented the Brigadier General Jack Roberts Memorial Trophy to Colonel Selmon W. Wells, Commander of the 310th Bombardment Wing.

---

3/ Disposition Form, ADJD to all units, 21 Dec. Exh. 2

4/ 310BW Reg. 5-2A, 20 Dec 55. Exh. 3

5/ 310BW Reg. 10-2, 22 Dec 55. Exh. 4



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The award was the result of crews of the 310th Bombardment Wing placing first in competition with eight other wings in the week long bomber stream mission "PACE SETTER I".

The 40 inch silver trophy, named in honor of the former Eighth Air Force Chief of Staff who died last year, was the answer to the weeks of prayers and planning of the nine crews of the 310th which were judged "outstanding" in the initial competition.

The first notification of the wing's victory came on December 13, when a radnote from General Sweeney congratulating all the personnel and crews of the 310th Wing for their splendid showing was received at this station. Colonel Wells immediately passed along his own congratulations to all involved. 6/

Following this, Brigadier General John R. Sutherland, 802nd Air Division Commander received a formal congratulation from General Sweeney. Also included in this letter was a list of all crews of the 802nd which had qualified in the competition. General Sutherland expressed his pleasure as well, and also stated that a copy of all award correspondence would be placed in each crew member's 201 file. 7/

A statement and photographs was released to the press, and several of the local newspapers featured the story of the award. 8/

"PACE SETTER I" was the first in a series of competitive bomber missions. A wing must win three of these competitions to retire the trophy.

---

6/ Letter of Commendation from 310CO to all members 310BW. Exh. 5

7/ Ltr, fm. COMDR ADIV 802 to 310CO, 28 Dec 55. Exh. 6

8/ Photostats of newspaper articles of Trophy Award. Exh. 7



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



When asked how he felt after winning the first round of competition, Colonel Wells declared "We're proud to have it and we plan to keep it. The trophy represents the splendid performance of every man in the 310th. We don't expect to lose it in future competition."

On 10 December, another proud event took place in the 310th Bombardment Wing. Master Sergeant Harold Smith of the 310th Air Refueling Squadron was decorated with the Commendation Medal by Colonel Selmon W. Wells in recognition of outstanding duty performed by sergeant Smith while a member of the 26th Air Rescue Squadron in the Canal Zone. 9/

COMPTROLLER:

During the month of December the Comptroller performed the routine duties of posting the Management Control Systems Handbook, posting the reports control system log and preparing and distributing an RCS report calendar.

In December the Comptroller two Operational Readiness Change reports, one quarterly operational readiness report and the SAC Management Control System report were submitted by this directorate.

Also during the month, an outline of the 1956 file system was prepared in accordance with AFM 181-4 and an administrative report report forwarded in accordance with 802nd Air Base Group Regulation 181-1.

---

9/ Photograph of Colonel Wells congratulating M/Sgt. Smith. Exh. 8



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



During December, comptroller personnel participated in a Wing Staff Inspection of the 380th Bombardment Squadron.[10]

First Lieutenant Jack W. Taylor, Director of Comptroller, presented a lecture during the month on the reports control system to airmen attending the 310th Bombardment Wing Administration School.[11]

INSPECTOR:

Lieutenant Colonel Bruce E. Hart remained as Inspector for the 310th Bombardment Wing for the month of December. On 28 December, in accordance with paragraph two of Wing General Order 18,[12] Colonel Hart was reassigned as Director of Personnel of the 310th Bombardment Wing. No replacement was named for Colonel Hart as Inspector for the 310th during the month of December.[13]

Aside from the Inspectors routine duties, an inspection of the 380th Bombardment Squadron was conducted by this office during the period of 19 through 23 December.[14] Results of the inspection have not yet been published.

10/ 310BW Director of Comptroller Historical Report for December 1955.

11/ Interview by Wing Historian with 310th Comptroller.

12/ 310BW General Order 18, para 2.

13/ Interview by Wing Historian with 310th Adjutant.

14/ Ltr, 310AG fm 310COMDR, "Semi-Annual Inspection of 380th BOMRON".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER II

PERSONNEL

The greatest problem affecting the field of personnel continued to be the 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 against five and seven level authorizations. Projected losses of skilled personnel to discharges and overseas assignments, and the manning of the 100th Cadre were other personnel problems which reached alarming proportions during December.

The main projects of the Directorate of Personnel throughout December were Operation "St. Nick" and the manning of the 100th Cadre. By the end of the month, the initial phases of this work was completed. The personnel assigned to the St. Nick deployment and cadre personnel had both departed Smoky Hill for their new destinations. By the end of the reporting period work was still in progress clearing the records of personnel assigned to these two groups. 15/

COMMAND:

On December 28, Colonel Delmore P. Wood took over the command of the 310th Bombardment Wing in the absence of Colonel Selmon W. Wells, who departed Smoky Hill for Newfoundland to coordinate the deployment of the 310th Air Refueling Squadron. 16/ Aside from this, Colonel Selmon W. Wells remained as Commander and Colonel Delmore P. Wood remained as Deputy Commander of the 310th Bombardment Wing.

---

15/ Interview by Wing Historian with N.C.O.I.C. 310th Personnel.

16/ 310B.W. General Orders Number 19, 29 December. Exh. 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



STAFF:

On 28 December, Lieutenant Colonel Bruce E. Hart was reassigned from his position as Wing Inspector to the new post of Director of Personnel. No replacement has yet been named for the job of Inspector. Major Don J. Weir, the former Director of Personnel was reassigned to Headquarters, Eighth Air Force. 17/

On 24 December, Lieutenant Colonel Thomas W. Hopfenspirger assumed the duties of Commander of the 380th Bombardment Squadron. Lieutenant Colonel Hopfenspirger replaced Lieutenant Colonel Samuel McDainell, who was reassigned to Headquarters, Eighth Air Force. 18/

CRITICAL SHORTAGES:

During December, shortages existed for four new personal equipment officers, five supply officers and five aircraft maintenance officers.

Shortages continued to be critical in the administrative and personnel fields. December tabulations showed a need for 50 administrative airmen, 31 administrative helpers and 19 personnel specialists in the 310th Bombardment Wing. 19/

MANNING: OFFICERS:

The 310th Bombardment Wing had an authorization for 430 officers

---

17/ Maj. Weir reass. IAW 802d ADIV SO 269, para 23, 21 Dec. 55.

18/ LTCOL Hopfenspirger ass. IAW HQ. 8AF SO 261, para 1, 24 Dec. 55.

19/ 310BW Directorate of Personnel Historical Report for Dec. 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



during December. There were 310 officers working effectively in their career fields for a percentage In-Required-Specialty rating of 72 percent. This reflects a slight increase over last months rating of 70 percent.[20]

MANNING: AIRMEN

The 310th Bombardment Wing had an authorization for December for 1056 airmen working in direct support. Of this total, 803 airmen were effective in their career fields for an In-Required-Specialty rating for direct support of 76 percent.

The wing had authorization for 560 airmen to work in indirect support assignments for December. A total of 343 were effective in indirect support roles, for a rating of 61 percent.[21]

REENLISTMENT RATE:

During the reporting period, the wing had a total of 67 men eligible for reenlistment. Of this amount, 18 men reenlisted for a reenlistment rate of 26.8 percent. This figure represents only a slight increase over the rate for November.

PROMOTIONS:

There were 138 airmen promoted during the month of December.

---

20/ Information extracted from the Management Control Systems Handbook for December.

21/ Ibid.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE, WELFARE AND DISCIPLINE:

The morale of the personnel of the 310th Bombardment Wing for the month of December hit a very high peak. The hustle and bustle of the Christmas season blended with the idea of going home on leave kept many of the personnel in a healthy frame of mind. Quite a few couldn't make it home for the holidays, as was the case with the personnel involved in the Newfoundland deployment, but they were so busy making preparations for the TDY that very little time was left for self-pity.

Salina, like every other town on Christmas Eve was a repitition of the theme "T'was the night before Christmas", in that not a creature was stirring. At home, wives of the separate rations personnel busied themselves with last-minute tree-trimming, 22/ while hubby read Yuletide fairy tales to the children - or reassurred them that Santa would soon be there.

Back at the barracks, and in the homes as well, freshly pressed uniforms hung stiffly on hangars, waiting for the moment they would be worn to Midnight Mass, or to Services the next morning.

Christmas brought many things, but most important, it brought with it good-fellowship and conviviality, and in particular a feeling of warmth and satisfaction to those in the 310th. By their hard work and sacrifice, they had earned a "well done".

On 16 December, another morale booster opened its doors to the personnel of the 310th Bombardment Wing. The $300,000.00 edifice, which

---

22/ Photo of 310th Wife trimming the family Christmas tree. Exh.10



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



looks like any other Service Club from the outside dispells these thoughts as soon as its interior comes into view. A structure that Frank LLoyd Wright would be proud of, the new Service Club boasts every ultramodern convenience to make the airman feel at home. From health loungers to Hi-Fi, the club was welcomed by 310th personnel. 23/

Another morale lifter, which puts the accent on pride in ones own squadron, is Intramural Basketball. Throughout December, the 310th League, composed of teams from each squadron in the wing, carried on with a full schedule of games and an abundance of cheers for the "home team". 24/

AWARDS:

The award of "Airman of the Month" for the 310th Bombardment Wing was presented to Airman Second Class Glen A. Dhority of the 381st Bombardment Squadron.

The "Maintenance Men of the Month" for the 310th Bombardment Wing for the month of December were Airmen First Class Burdett Woodall, also of the 381st Bombardment Squadron, and Airman First Class James A. Stock of the 310th Armament and Electronics Squadron.

December's "Crew of the Month" award was presented to crew number R-12 of the 381st Bombardment Squadron, Captain John H. Mann, aircraft commander.

---

23/ Series of Photos showing the interior comforts of new Service Club. Exh. 11

24/ Action photo of 310th Intramural Basketball game. Exh. 12



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DISCIPLINE:

During the reporting period, the 310th Bombardment Wing had a total of three men AWOL, for a monthly rate of 1.84 percent.

There were nine Article 15's, two Summary and one Special Courts-Martial given to members of the 310th Bombardment Wing for the month of December.

On 7 December, the 310th Bombardment Wing Commander received a letter from Brigadier General Sutherland which concerned an officer's duty to serve on Courts, Boards and Committees. The letter stated that in the past many officers on this base had avoided serving on these functions. Henceforth, according to the letter, these practices will cease. Just as in civilian life, where answering the call to be a member of a jury is a civic duty, it is the duty of an officer to serve on Courts and Boards, and this duty will not be neglected. 25/

ON-THE-JOB TRAINING:

The most important job of training continued efficiently throughout December. A total of 517 airmen were eligible during December for on-the-job training, and 509 of these were placed in training for a percent efficiency rate of 98 percent. 26/

25/ Ltr, COMDR 802ADIV to 310COMDR, "Duties with Boards, Courts and Committees". Exh. [illegible]

26/ Interview by Wg. Historian with N.C.O.I.C. Comptroller Section.

1150

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER III

OPERATIONS AND TRAINING

FLYING TRAINING:

December was designated as a special training month, and the minimum requirements of SAC regulation 50-8 did not apply. The projected training for the month of December had the following general objectives:

a. Concentration on known areas of weakness.

b. Emphasis on training and upgrading of non-combat ready crews.

c. Emphasis on training and checkout under regulation 51-19 of combat ready copilots to aircraft commander.

d. Continuation of proficiency training under the principles outlined in SAC regulation 50-8.

e. Accomplishment of the requirements of SAC regulation 50-24.

The minimum of 30 hours flying time per non-ready crew was considered the minimum to accomplish non-ready crew training.

A total of 1650 hours of air training was projected for December, with 1200 hours allocated to B-47 training and 450 hours for KC-97 training. Approximately 185 hours were projected for Pace Setter I flying, while 180 hours of flying were planned for the upgrading of non-combat ready crews, and 100 hours were reserved checkout of newly assigned crew members.[27/]

---

27/ 310BW Ops. Order 206-55, "Training for December 1955. Exh. 14



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



A requirement also existed in December for the deployment of the 310th Air Refueling Squadron to Ernest Harmon Air Force Base, Newfoundland. The deployment was a scheduled 60 day temporary duty assignment in line with the SAC rotational policy. The Military Air Transport Service was scheduled to provide the normal AACS support along with air rescue aid if needed. The Fifteenth Air Force was scheduled to provide three C-124 aircraft for cargo support. The purpose of this mission was to deploy 20 KC-97 aircrews and aircraft in order to provide continuous support of the refueling capability in the NEAC area. The 310th Armament and Electronics, 310th Field and Periodic Maintenance Squadrons were assigned to provide maintenance support for the mission, which was identified by the code name "ST. NICK". 28/

The big operation for the month of December was PACE SETTER I. This was the first in a series of triple bomber stream missions, with the 310th Bombardment Wing in competition with seven other SAC bomber and reconnaissance wings for the Brigadier General Jack Roberts Memorial Trophy. Attacks were to be made on the cities of Atlanta, Georgia; Richmond, Virginia; and Charlotte, North Carolina, followed by high altitude polar navigation legs. The mission was run from 7 through 14 December. 29/

On December 28, the SAC Commanders Bombing began, with several of the 310th Wing's high ranking officers entered in the big event.

---

28/ 310BW Ops. Order 343-55, "ST. NICK", 17 December 1955. Exh. 15

29/ 310BW Ops. Order 140-55, "PACE SETTER I".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ACCOMPLISHMENTS:

The following is a list of the flying training accomplishments for the month of December:

| | PROJECTED | ACTUAL | % COMPLETE |
|---|---|---|---|
| a. Air Force Reg. 60-2 | See note below# | | |
| b. SES | 36 | 33:35 | 93% |
| c. "Hi-Jinks" | 75 | 43:05 | 57.3% |
| d. "Fancy Runs" Springfield RBS | 9 | 4:00 | 45% |
| e. "Pace Setter" | 195 | 181:30 | 98% |
| f. Non-Combat Ready Crew Training | 180 | 99:10 | 55.2% |
| g. 51-19 Upgrading Training | 100 | 244:45 | 100% |
| h. Combat Ready Crew Training | 520 | 374:45 | 72% |
| i. Lead Crew Training | 65 | 192:10 | 100% |
| j. Test Hops | 30 | 31:15 | 100% |

# NOTE: 60-2 requirements accomplished in conjunction with other training.

Further achievements:

| | |
|---|---|
| Sorties | 191 |
| Flying Time | 1044 |
| Rendezvous | 9 |
| In Darkness | 1 |
| Gunnery | 2 |
| Cruise Control | 1 |
| Long Range Cruise Control | 1 |
| Emergency Proficiency Drills | 19 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | |
|---|---|---|
| Take-Offs: | | |
| Aircraft Commander | | 160 |
| Copilot | | 18 |
| Landings: | | |
| Aircraft Commander | | |
| full stop | | 160 |
| touch-and-go | | 95 |
| | TOTAL | 255 |
| Copilot | | |
| full stop | | 18 |
| touch-and-go | | 80 |
| | TOTAL | 98 |
| Ground Control Approach: | | |
| Aircraft Commander | | 141 |
| Copilot | | 60 |
| ILAS: | | |
| Aircraft Commander | | 4 |
| Copilot | | 11 |
| Approaches: | | |
| Airborne Radar | | 16 |
| PPI | | 6 |
| Gyro Out | | 1 |
| Dry Contacts: | | 9 |
| Fighter Attacks: | | 5 30/ |

30/ Statistics extracted from the SAC T-12 report for the 310th Bomb Wing for the month of December. Exh. 16



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The December Flying Training program was based on the following:

| | Projected | Actual |
|---|---|---|
| (1) Aircraft Available | 44 | 41 |
| (2) Average flying time available | 27.3 | 25.6 |
| (3) Flying time reduction | 220 | 365 |

Early in the month, operational emphasis was placed on flying and winning the Pace Setter I mission. The 310th came through with colors flying, winning the first in this series of very important missions. The fine scores attained by 310th crews in this competition indicated that the stressing of high calibre armament and electronics maintenance over the past quarter had paid dividends. The wing had nine crews judged outstanding in the mission, despite the fact that the bombing results of the mission were unsatisfactory.

The latter part of December was devoted to training for the upgrading of non-combat ready crews. Despite the fact that considerable effort was placed on the planning and accomplishment of this training, only 55 percent of the goal was realized.

Simultaneously, the efforts of 310th maintenance and administrative personnel were directed to preparing the 310th Air Refueling Squadron for their SAC rotation. By the end of December, the rotation had been successfully completed.

Wing crews took advantage of December being a special training month. Experiments were conducted on new techniques which enabled them to become more familiar with strange targets. Polar runs were made in December in an effort to reduce the northerly turning error which was natural to the equipment. The results of the polar runs were encouraging. The use of the B-Scope was stressed by the wing observer. 31/

---

31/ Info extracted fm. Commanders remarks to SAC T-12 . Exh. 17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COMBAT CREW STRENGTH:

The 310th Bombardment Wing can still be considered weak in combat crew strength, due to the fact that there was only 32 combat-ready crews by the end of the month. A breakdown showed that the crew roster listed two select crews, ten lead crews, 18 combat ready crews, one non-ready crew and 14 IN crews. The combat crew gains were the following:

a. Two observers assigned from AOB school.

b. Three pilots assigned from this headquarters, two from AOB school and one from the 3515th STS.

c. One observer assigned from the Wing Staff.

d. One aircraft commander from the wing staff.

The crew members lost were the following:

a. One aircraft commander assigned to Headquarters USAF on a classified movement.

b. One observer assigned to the Wing Staff. 32/

OPERATIONAL PROBLEMS:

Despite the fact that the maintenance capabilities of the 310th Wing improved during the reporting period, the shortage of thoroughly trained maintenance technicians continued to be the major operational problem. While the shortage of officers has been lessened in the past few months through input, the lack of skilled airmen in maintenance career fields posed a critical problem in December.

---

32/ Commanders remarks to the SAC T-12 report for December.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In the officers field, several crew members were forced, due to the lack of trained personnel,to assume extra duties in an administrative capacity. This dual role lessened their efficiency as a crew member, thereby effecting the wing operational readiness. This was especially true concerning the field of personal equipment, where a shortage of trained officers forced crew members to fill the vacancies.

In the airmen maintenance field, the wing was critically short of instrument repairmen, electricians, welders, parachute riggers, K-systems technicians and turret system mechanics. These shortages, unless rectified will eventually decrease the maintenance capability of the wing. This shortage of skill and personnel causes excessive overtime, which in turn brings on fatigue and results in inefficiency.

Non-ready crew training was only 52 percent completed in December. In spite of the fact that this type of training is highly important to the operational readiness of the wing, nine 310th crews did not receive their due share of this training, for one reason or another.

At first glance it might seem that a few aspects of flying training were neglected in December. Much of this was due to missions on which two or more types of training were undertaken, with current administrative procedures dictating that the total time be credited to only one of them.

REGULATIONS AND DIRECTIVES:

Throughout the reporting period, several new regulations were published and directives and correspondence distributed which effected the operations of the 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The first of these new regulations was 55-41, which concerned KC-97 fuel off loading. The purpose of this legislation was to incorporate, in one publication, the methods of servicing and procedures for transferring fuel from KC-97F and G tankers. 33/

The next was wing regulation 55-32A, the standards of acceptability for B-47 and KC-97 aircraft. This is a change in the old 55-32 which states that aircraft may be flown with normal in-flight refueling system inoperative on other than refueling missions provided the emergency system is operational. 34/

The three Bomb Squadrons of the 310th Wing had the operational picture explained to them on 1 December when they received a memorandum from the Wing Deputy Commander. In this correspondence, Colonel Wood explained the bombing policy for the month, stressing the fact that December was the month to build a good file of reliability data on every piece of bombing equipment in the 310th Wing. 35/

On 15 December, in a letter to the 802nd Air Division Commander, the 310th Wing Commander discussed the possibility of purchasing distinctive uniforms for the maintenance personnel of the Division who will be sent to the SAC Bombing and Navigation Competition. The "flash" and "tiger" of distinctive uniforms is encouraged by SAC, and does much to build morale among the crews. Several suggestions for uniforms were discussed in this memorandum. 36/

---

33/ 310BW reg. 55-41, "KC-97 Fuel-Off Loading". Exh. 18

34/ 310BW reg. 55-32, 21 December 1955. Exh. 19

35/ Memorandum fm. 310BCO to Tac. Sqs. 310BW, "Bombing Policy". Exh. 20

36/ Ltr. Fm. 310CO to COMADIV 802, "Distinctive Uniforms". Exh. 21



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



379TH BOMBARDMENT SQUADRON:

The scheduled flying time for the 379th Bombardment Squadron for the month of December was 425 hours, of which only 377 were flown.[37] The emphasis this month was placed on the upgrading of non-combat ready crews and the increasing of the bombing proficiency of combat ready crews. Although non-combat ready crews flew an average of 25 hours per crew, none were upgraded as a result of December training. A total of 74 sorties were scheduled, with six of these cancelled during the month, and three ground aborts.

During the month, one aircraft commander was upgraded to instructor pilot. Three copilots and two observers were placed on 51-19 training in December. The crew status of the 379th Bombardment Squadron for the month of December was 1 select, 2 lead, 7 combat ready and four non-ready crews. Two IN crews were formed during the month.

The 310th Maintenance Quality Control Team performed the Wing I.G. Inspection together with the scheduled 90-day activities inspection during December. Considerable improvement was noted over previous inspections.

During the reporting period the Engineering Section and the aircraft were moved from Hangar number three to the north side ramp where the squadron Operations Building is located.[38]

---

37/ 310th Bomb Wing Production and Statistical Summary for December 1955.

38/ 379th Bombardment Squadron Historical Report for December 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



380TH BOMBARDMENT SQUADRON:

Lieutenant Colonel Thomas W. Hopfensperger replaced Lieutenant Colonel Samuel McDainnel as the Commander of the 380th Bombardment Squadron early in December.

The 380th Bombardment Squadron won top honors for the wing in the Pace Setter I mission, scoring 936.7 out of a possible 1000 points in the competition. The crews of Captain Smith, Captain Kantor and Captain Stewart were lauded as "Outstanding Crews" for the 310th Wing.

Major Preston's crew was elevated to select after completing 50%. Major Preston and Major Kelly, the observer, received spot promotions.

Master Sergeant Vernon D. Stewart, Maintenance Flight Line Chief, attributed the success of Pace Setter I from a maintenance standpoint, "to the devotion to duty of all personnel assigned to the maintenance section who put in many hours of hard work on the flight line in a concerted effort to win Pace Setter I". 39/

The personnel strength of the 380th Bombardment Squadron as of 31 December was:

| | ASSIGNED | AUTHORIZED 40/ |
|---|---|---|
| Enlisted | 84 | 100 |
| Officer | 63 | 77 |

---

39/ Interview by Wing Historian with Maintenance Chief, 380th BOMBON.

40/ 380th Bombardment Squadron Historical Report for December 1965.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



381ST BOMBARDMENT SQUADRON:

During the month of December 1955, the squadron effort was largely directed toward winning Pacesetter I. The squadron placed second within the wing, but had the greatest number of crews of any organization in the Eighth Air Force. Those selected as outstanding were the crews of Major Barnard, Captain Evans, Captain Porter and Captain Mann. By virtue of Captain Hayes' lowest CEA for the mission, Captain Mann's crew was selected as the best crew in the Eighth Air Force for Pace Setter I. In addition to this award, both the Airman and Maintenance Man of the month for the 310th Bombardment Wing were members of the 381st Bombardment Squadron.

The 381st was scheduled for 400 hours of flying time for the month of December. The total of the squadron for the month was 374:20 hours.[41] This was accomplished in 55 sorties, with two ground aborts, seven air aborts and seven late take-offs. A total of 87 RBS runs were completed, with 32 of these made on Pace Setter I. The reliability factor for this mission was 84.3 percent.[42]

310TH AIR REFUELING SQUADRON:

As directed by Operations Order 55-343, Headquarters Eighth Air Force, the 310th Air Refueling Squadron deployed to Ernest Harmon Air Force Base, Stephenville, Newfoundland. Departing in three waves on the 27th and 28th of December, 20 aircraft successfully deployed as scheduled. One aircraft made an emergency landing at Westover because of a runaway propeller on

---

41/ 310BW Production and Statistical Summary for December 1955.

42/ 381st Bombardment Squadron Historical Report for December 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



number three engine.

The assigned strength at the beginning of this reporting period was 85 officers and 188 airmen. On 3 December 1955, there were 88 officers and 170 airmen. The officers gained during the month were crew personnel. The average manning strength for the month was 86 officers and 183 airmen. For the purposes of the overseas deployment this squadron carried 88 officers and 492 airmen against an operations order authorization of 650 men.

Activity in all sections of the 310th Air Refueling Squadron was at peak level during the month of December. In preparing for the overseas deployment, a six day week was initiated early in the month and continued throughout the period. This brought about a very heavy work load, especially with regard to maintenance. The maintenance section was authorized 107 men, but was forced, due to lack of personnel to deploy with 68 men.

There were no new crews formed during the month. The crew status included 19 combat ready crews and one non-ready crew. Crew member changes are indicated in the table below:

| CREW MEMBERS | ACFT COMDR | PILOTS | NAV | FLT ENG | RAD OPS | BOOM OPS |
|---|---|---|---|---|---|---|
| GAINED | 2 | 6 | | | 3 | |
| LOST | | 3 | 1 | 1 | | 10 |
| CHANGES | 2 | 3 | 5 | 2 | 2 | 8 |

The following is a list of the flying training accomplishments for December:

| | PROJECTED | ACTUAL |
|---|---|---|
| a. Accomplishment of AFM 60-2 (Flown with other missions) | | |
| b. Rotation to Harmon Air Force Base | 140 | 180:50 |

1162

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | |
|---|---|---|---|
| c. | Non-combat ready crew training | 114 | 68:00 |
| d. | Combat ready crew training | 176 | 123:35 |
| e. | Staff Crew proficiency | 20 | 13:40 |
| | TOTALS | 150 | 384:40 |

The following is a list of the Ground Training requirements accomplished in December:

a. Pilots on combat crews accomplished 88 hours of instrument trainer.

b. Aircrew personnel accomplished 840 hours of refresher training in systems and emergency procedures.

c. Aircrew personnel accomplished no hours of training in compliance with SAC reg. 50-24.

d. 39 aircrew personnel attended high altitude indoctrination.

e. Mobility rehearsal.

f. Maintenance technicians and ground crews accomplished 210 hours of on-the-job training in areas of weakness.

g. The maintenance section expended approximately 9000 man hours on T.O. compliance.

Included in the maintenance problems were the following:

a. Winterization of all aircraft in accordance with the dash seven Technical Order.

b. The installation of APN-69 Radar Beacon in 15 aircraft.

c. The weighing of aircraft to compute actual weight and balance data.

d. Mullins tests were pulled on all control surfaces and all necessary changes were completed.

e. Numerous engine changes were completed to insure that time changes were not required while TDY from home station.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



f. Complete propeller changes on all aircraft were performed in accordance with Technical Order 3H-10-502, necessitating test flights for both engine and propeller changes.

The flying time for the month of December was limited due to the maintenance requirements necessary to prepare for the deployment. The following summarizes the 50-8 accomplishments for combat ready crews for December 1955.

| | | ATTEMPTED | SUCCEEDED |
|---|---|---|---|
| a. | 50-8 Air Refueling | | |
| | (1) Total | 07 | 07 |
| | (2) W/Bomber | 05 | 05 |
| | (3) Radio Silent | — | — |
| | (4) In Darkness | — | — |
| | (5) To Gross Wt. of Receiver | — | — |
| | (6) Dry Hookups | 148 | 148 |
| b. | Navigation | | |
| | (1) Rendezvous APN 12/76, APN 11 04, 01 | | 03, 01 |
| | (2) Night Celestial | 11 Legs | |
| | (3) Day Celestial | 01 Legs | |
| | (4) Grid | 04 Legs | |
| | (5) Radar | 32 Legs | |
| | (6) Pressure Pattern | 88 | |
| c. | Pilot Proficiency | | |
| | (1) Pilot proficiency missions | ------- | |
| | (2) Take offs | AC 72 | CP 24 |
| | (3) Landings | AC 68 | CP 28 |
| | (4) GCA | AC 28 | CP 12 |

1164

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. Cruise Control

(1) Emergency Drills 07

(2) Loadings Cargo 12 Passengers 12

(3) Precomputations 07

During the month of December 18 engines were changed, six control surfaces and eight compass swings were completed. Five weight and balance and 72 propeller changes were completed.[43/]

GROUND TRAINING:

During December, the following Ground Training was accomplished:

a. Two copilots received credit for CQ Gunnery Training.

b. Forty-five crew members and nine maintenance personnel attended altitude training.

c. Three crews participated in an annual weapons inspection.

d. Pilots accomplished 241 hours of instrument training.

e. Combat crews accomplished 474 hours of target study.

f. Crews accomplished 828 hours of EWP target study.

g. Ninty-six hours of SAC 51-19 training was accomplished by newly assigned copilots.

h. 1296 hours of SAC reg 50-24 training was accomplished.

i. Maintenance technicians and ground crews accomplished 2,330 hours of classroom training and 58,200 hours on-the-job training.

j. All observers completed the O-15 and the C-14 camera instruction required by Eighth Air Force Message ODT3A, 23 November 1955.

---

43/ 310th Air Refueling Squadron Historical Report for December. This report was classified SECRET.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



k. Sixty-nine ENP exams were administered to 310th personnel.

l. A 320 hour backlog at the beginning of the month was reduced to 70 hours by the end of the month. Two hundred T.O. compliances were reduced to 30 at the end of the month. 44/

GROUND SAFETY:

As a result of the explosion which occurred on 1 December, demolishing 380th Bombardment Squadron B-47 aircraft 52-301, the subject of the safe operation of Herman Nelson ground heaters was a most important task for 310th Ground Safety officials.

To prevent the possibility of a fire or an explosion recurring, Colonel Selmon W. Wells, 310th Wing Commander published a memorandum directed to all 310th Tactical Squadrons in which the proper placement and operation of these heaters was thoroughly outlined. 45/

FLYING SAFETY:

At 19:44 hours CST, 1 December 1955, B-47 aircraft serial number 52-301 of the 380th Bombardment Squadron received major damage as a result of an explosion and fire in the forward main fuel tank. This explosion was caused by the improper placement, hook-up to the aircraft and operation of a BT-400 ground heater. The aircraft was damaged beyond repair.

---

44/ Commanders Remarks to the December SAC T-12 report for the 310BW.

45/ Memorandum fm 310CC to all TAC Sqs., 310BW, 1 December 55. Exh.22



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Aircraft Accident Investigation Board recommended closer supervision of maintenance, and that more thorough training in the operation of ground powered equipment be given to maintenance personnel, especially concerning the proper sequence and preventive measures to be taken in starting and operating MT-400 heaters. 46/

The Aircraft Accident Investigation Board report recommended disciplinary action be taken against all those people who, through their gross neglect, carelessness or indifference allowed this ground incident to occur. 47/

COMMUNICATIONS:

During December, the second CONELRAD PLAN was circulated to responsible agencies in the 310th Bombardment Wing. The purpose of this plan is to establish detailed responsibilities and procedures for the control of these devices capable of emitting electromagnetic radiation. These devices must be controlled when an enemy air attack is imminent (Air Defense Warning Red) and when an enemy air attack is probable (Air Defense warning Yellow), in order to prevent the use of devices as navigational or bombing aids by enemy aircraft. 48/

46/ Photostats of newspaper articles and photographs of the damage. Exh 23

47/ Information extracted from Acft Accdt Invest. Report, 1 Dec 55.

48/ CONELRAD PLAN (SECRET), 5 December 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

### MATERIEL:

The main objective of the Directorate of Materiel for the month of December 1955 was the monitoring of materiel planning for the deployment of the 310th Air Refueling Squadron. This work was completed when the Air Refueling Squadron departed on 27 December. This Directorate effected full coordination with OCAMA on T.O. 3HA1-1-502, to in[illegible] completion on all effected aircraft prior to deployment.

Lieutenant Colonel Davis and Master Sergeant Batterman attended a conference at OCAMA on 13 December 1955. The conference concerned th[illegible] proposed Volume XVI, Air Force Manual 67-1.

### LOGISTICS:

During December, the Logistics Section spent considerable time in the preparation of logistical support for all wing missions, especially the deployment of the 310th Air Refueling Squadron and Pace Setter I.

This month the Semi-Annual IG inspection of the 380th Bombardment Squadron was conducted by Master Sergeant Batterman and Technical Sergeant Parsons. The logistics part of the inspection pertained to the squadron's mobility capability and preparations for mobility.

### SUPPLY:

An inspection which was required by SAC regulation 67-32 was made



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



on the unit supply operation of the 379th and 380th Bombardment Squadrons. This inspection was in conjunction with the semi-annual Wing IG inspection required by Wing Regulation 123-1.

The Supply Unit rendered assistance to the 310th Headquarters Squadron which enabled them to become SAC "Standard" within the purview of SAC regulation 67-32. A thorough research of all interim authority and UAL policy letters was made and posted to the squadron's UAL as required. As a result of this, all squadron UAL's in the possession of the Wing Directorate of Materiel supply were corrected and brought up to date.

Progress reports received from the 310th Field Maintenance and the 310th Armament and Electronics Supplies indicated that they have SAC "standard" subsequent to SAC form 310 inspections by the respective Squadron Commanders.

During December all 310th Bombardment Wing unit supplies submitted droppage certificates for items lost in the course of operation. This was done in accordance with paragraph 7,Section II, Volume IV, Air Force Manual 67-1. The computation for droppage for the new calendar year was submitted by all squadrons to the Base Director of Materiel.

Throughout the reporting period, eight new Reports of Survey were logged and processed. A total of five were completed as to the action required by the Base Commander or a higher authority.[49/]

---

49/ 310th Directorate of Materiel Historical Report for December 1955.

1169

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MAINTENANCE:

On 1 December, Lieutenant Colonel Harry N. Griffin, the 310th Director of Maintenance wrote a disposition to the 310th Wing and 381st Bomb Squadron Commanders, the repositioning of the pilots and copilots turn and bank indicators was discussed. A new procedure was outlined for the correct installation of these instruments which will increase their accurracy and decrease the manhours involved in their maintenance. 50/

During December the Records Unit processed records for 14 J-47 engine changes and five R-4360 engine changes. The new DD Forms 829 and 829A were completed for all KC-97 units requiring separate Historical Forms prior to their TDY deployment. Nine of these units required separate records not including the individual breakdown of propeller blades. The Unit processed 500 prop blade changes, three prop synchronizer changes and two Air Refueling boom changes. These figures are no true indication of the work involved since units were switched from aircraft to aircraft. This often resulted in the section having to process one set of forms twice to effect one change.

The TOC percentage rate for B-47E aircraft was .395. The B-47E manhour accomplishment was 980. The TOC percentage rate for KC-97 aircraft was .50 . The KC-97 manhour accomplishment was 274. This was by far the best TOC percentage average rate reported by the 310th Wing. The manhour accomplishment for the KC-97 aircraft did not include any credited hours for propeller T.O. 3HA1-1-502 although several hundred manhours were expended effecting propeller blade changes to accomplish the compliance.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The problems involved in this tremendous prop modification was presented to the Wing Commander by the Director of Maintenance in a letter dated 1 December. The complete breakdown of the manhours involved, the personnel situation in the 310th Propeller Shop and a forcast for the month was also presented in this memorandum. 50/

During the month of December the inspection Sub-Unit of Quality Control completed eight periodic inspections on B-47 aircraft and four on KC-97 aircraft. A total of 14 J-47 engine changes were inspected. The Sub-Unit also inspected 14 J-47 engines on the line for damage, one aircraft was weighed and one was inspected for drag-angle cracks. The Unit conducted three quarterly inspections on the maintenance activity of the Bombardment Squadrons.

In December, 28 aircraft were test flown. Two hundred fifteen Electronic Failure Reports AFTO 787-1 were received, logged and mailed to the prime depot, as were 112 aircraft and engine component failure reports.

The special inspections performed by this section included:

(1) Inspection of all B-47 dust excluders for loose and broken bolts.

(2) All ground heaters in the 310th Wing were inspected for condition.

(3) All emergency canopy release systems were checked for condition.

(4) All B-47 aircraft were inspected for freedom of movement of the flight controls.

---

50/ Ltr, "Information on Prop Shop", 1 Dec 55. Exh. 2A



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Aircraft Maintenance Standardization Team administered the A-5 WCMP tests to 43 people and gave 570 hours of instruction to ground power operators during December. They administered tests to 17 personnel on the K-systems WCMP Tests. Approximately 300 student hours on time cards and familiarization of maintenance directives, and 50 student hours on aircraft status were administered to 310th Armament and Electronics Squadron personnel. 51/

The Supply Unit reported 34 cannibalizations during December. Twenty-five of these were from B-47 aircraft and nine from KC-97 aircraft. There were nine aircraft AOCP during the month of December. Five of these were B-47's and four were KC-97 aircraft. 52/

51/ 310th Directorate of Maintenance Historical Report for Dec. 55.

52/ 310th Bombardment Wing Production and Statistical Summary for December 1955. Exh. 25



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 December 1955)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Major Donald M. Lindquister | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Material |
| Lt. Col. Bruce B. Hart | Inspector |
| Lt. Col. Bruce B. Hart | Director of Personnel |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Thomas W. Hopfensperger | Comdr, 380th Bomb. Sq. |
| Major Wayne M. Frarie, Jr. | Comdr, 381st Bomb. Sq. |
| Major Jack N. Pancher | Comdr, 310th Air Refueling |
| Lt. Col. James E. Jordan | 310th Periodic Maint. Sq. |
| Major William H. Prince | 310th Armament and Elect. Sq. |
| Lt. Col. Weldon S. Deck | 310th Field Maintenance Sq. |
| Captain Donald J. Eutan | 310th Flying Safety Officer |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM

# BIBLIOGRAPHY


Source materiel

Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Decimal Letters:

Headquarters, 310th Bombardment Wing.

Operations Memorandums:

Headquarters, 310th Bombardment Wing.

Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Sections Historical Reports.

Directorate of Operations.

Directorate of Personnel.

Directorate of Materiel.

Directorate of Comptroller.

Inspector.

310th Bombardment Wing Historical Reports.

379th Bombardment.

380th Bombardment.

381st Bombardment.

310th Air Refueling.

310th Field Maintenance.

310th Periodic Maintenance.

310th Armament and Electronics.

310th Headquarters Section.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. Ltr, "Discrepancies - Class A Pay Agents".
2. Disposition Form, AOJD to all units, 21 December 1955.
3. 310th Bomb. Wing Reg. 5-24, 20 December 1955.
4. 310th Bomb. Wing Reg. 10-2, 22 December 1955.
5. Ltr of Commendation fm. 31000 to all members 310th Bomb. Wing.
6. Ltr fm. COMDR ARDV 602 to 31000, 28 December 1955.
7. Photostats of newspaper articles of Trophy Award.
8. Photograph of Colonel Wells congratulating Sergeant Smith.
9. 310th Bomb. Wing General Orders Number 12, 22 December 1955.
10. Photograph of 310th wife trimming family Christmas Tree.
11. Series of photographs showing interior comforts of new Service Club.
12. Action photograph of 310th Intramural Basketball game.
13. Ltr, "Duties with Courts, Boards and Committees."
14. 310th Bomb. Wing Ops. Order 206-55, "Training for December 1955".
15. 310BW Ops. Order 343-55, "ST. NICK", 17 December 1955.
16. December SAC T-12 Report for the 310th Bomb. Wing.
17. Commander's Remarks to the SAC T-12 Report for December.
18. 310th Bomb. Wing Reg. 55-41, "KC-97 Fuel-Off Loading".
19. 310th Bomb. Wing Reg. 55-32, 21 December 1955.
20. Memorandum to Bomb. and Refueling Sqs., "Bombing Policy".
21. Letter, "Distinctive Uniforms".
22. Memorandum fm. 31000 to all TAC. Sqs., 310BW.
23. Photostats of newspaper articles and photographs of fire damage.
24. Ltr., "Information on Prop. Shop".
25. 310BW Production and Statistical Summary for December 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TO: COMDR, 310th Bomb Wing

FROM: COMP

SUBJECT: Discrepancies -- Class A Pay Agents

1. Per your request, the following are a few of the discrepancies being encountered between the Base Finance Office and the Class A Pay Agents for the 310th Bomb Wing. Specific instances of these discrepancies have not been made a matter of record in the Finance Office.

a. In general, the major problems entail the Class A Pay Agents not personally delivering checks to the payees. They have been mailed to members on TDY status and on leave, by the class A agents. In turn the payees have returned to this base before recieving these checks. They are then in an unpaid status until these checks are returned. This has caused many complaints to Finance, a financial hardship on the men involved, and a lessening of morale.

2. The Class A agents are specifically directed, and have certified to their instructions from the Finance Officer that checks will be personally delivered to the payee, or if that is not possible, they will be returned to the Finance Office for distribution from that agency.

3. The above mentioned problems result in the Finance Office losing control of a pay day, and being unable to answer the many, many questions as to the whereabouts of the members pay.

s/ LEONARD H. RITCHARD
t/ LEONARD H. RITCHARD
Major, USAF
Director of Comptroller

1178

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

[redacted]

DISPOSITION FORM

SUBJECT: Correspondence

TO: See Distribution FROM: ADJD DATE: 21 DEC 55 COMM NR 1
ADJD/LTCOL GEER/ds/ 201

The following message from Commander, Eighth Air Force, Westover Air Force Base, Massachusetts, is quoted for your information and compliance:

"/Unclassified/CS 4498. Certain correspondence being referred to or through this headquarters from subordinate units, requires the review and comments of intermediate commanders. Such correspondence is often of a controversial nature or recommends a course of action, but the indorsments are worded in a non-committal manner, such as"forwarded". Indorsements are should indicate the position of subordinate commanders. This does not apply to routine administrative referrals, but rather to correspondence in which the position of intermediate commanders is essential to higher headquarters in determining its position on the problem."

s/ V.C. GEER
t/ V.C. GEER, LTCOL, USAF
Adjutant

TRUE COPY

1179

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 5-2A)

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

20 December 1955

PUBLICATIONS

Numerical Index of 310th Bombardment Wing Publications

310th Bombardment Wing Regulation 5-2, 25 October 1955, is changed as follows:

* * * * * * * *

1. Section I, is changed as follows: The following 310th Bombardment Wing regulations are rescinded and will be removed from the files and destroyed:

| Number | Date | Title |
|---|---|---|
| 50-2 | 15 NOV 54 | Upgrading of Noncombat Ready Crews |
| 55-9 | 17 NOV 52 | Assignment of Aircraft to Flight Crews |
| 55-18 | 16 AUG 54 | Monitoring of Fuel in Air Refueling Tanks |
| Annex IA 60-8 | 10 APR 54 | Checklists for KC-97 Observers |
| 60-10 | 24 OCT 53 | Standing Operating Procedures for KC-97 Radio Operators |
| Annex I | 24 OCT 53 | Checklists for KC-97 Radio Operators |
| Annex IA | 13 APR 54 | Checklist for KC-97 Radio Operators |
| Annex IB | 19 OCT 54 | Checklist for KC-97 Radio Operators |
| Annex IC | 1 NOV 54 | Checklist for KC-97G Radio Operators |
| 60-13 | 25 OCT 53 | Standing Operating Procedures for Check Out of KC-97 Crews |
| Annex I | 25 OCT 53 | Safety of Flight Checkout |
| Annex II | 14 JAN 54 | Checkout of KC-97 Crews |
| AnnexIII | 19 OCT 53 | Checkout of KC-97 Flight Engineers for Manual Leaning & Spark Advance |
| 60-14 | 5 FEB 54 | Standardization Board Activities |
| Annex I | 10 APR 54 | KC-97 Standardization Checks |
| Ch 1 | 25 JUN 54 | |
| Ch 2 | 13 AUG 54 | |
| Annex II | 11 JAN 55 | B-47 Standardization Checks |
| Ch 1 | 8 FEB 55 | |

1180

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Reg 5-2A

2. Section II, Wing Regulation 5-2, is changed as follows: The following 310th Bombardment Wing Operations Memoranda are rescinded and will be removed from the files and destroyed.

| Number | Date | Title |
|---|---|---|
| 55K-6 | 9 AUG 54 | Fuel Management |
| 55K-10 | 11 OCT 54 | Air Refueling |
| 55K-11 | 11 OCT 54 | Fuel Management KC-97G |

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G", "I"



[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 10-2)

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

22 December 1955

CORRESPONDENCE

Originator Symbols
(Supersedes Wing Reg 10-2, 1 FEB 54)

1. PURPOSE: To establish originator symbols for identification of activities of this command.

2. GENERAL: Symbols as listed in attachment will be used by all activities of this organization when transmitting or forwarding correspondence.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

Frank H Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

1 ATCH
Originator Symbols

DISTRIBUTION: "A"

1182

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## ORIGINATOR SYMBOLS

| OFFICE | SYMBOL |
|---|---|
| Wing Commander | 310CO |
| Deputy Commander | 310DCO |
| Wing Adjutant | 310AG |
| Wing Inspector | 310IG |
| Wing Comptroller | 310AC |
| Wing Director of Personnel | 3WP |
| OIC Officer Branch | 3CUPSO |
| OIC Airman Branch | 3CUPSA |
| OIC Reports and Processing Branch | 3CUPCCB |
| Wing Director of Operations | 310DO |
| Staff Observer Branch | 310DOB |
| Communications Branch | 310DOC |
| Communications-Electronics Branch | 310DOCE |
| Aircraft Performance Engineer | 310DOE |
| Gunnery Branch | 310DOG |
| Intelligence Branch | 310DOI |
| Munitions Branch | 310DOM |
| Operations and Briefing Branch | 310DOO |
| Plans Branch | 310DOP |
| Reports Branch | 310DOR |
| B-47 Standardization Branch | 310DOSB |
| KC-97 Standardization Branch | 310DOST |
| Flying Training Branch | 310DOTF |
| Ground Training Branch | 310DOTG |
| Special Weapons Branch | 310DOW |
| Personal Equipment Branch | 310DOX |
| Office of Safety | 310OS |
| Wing Director of Materiel | 310DM |
| Armament & Electronics Branch | 310DMA |
| Logistics Branch | 310DML |
| Supply Branch | 310DMS |
| Maintenance Branch | 310DMM |
| Maintenance Control Unit | 310DMMC |
| Standardization Team | 310DMMT |
| Quality Control Unit | 310DMMQ |
| Medical Group | 310MG |

ATCH 1 to WG REG 10-2

1183

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Originator Symbols (cont)

| OFFICE | SYMBOLS |
|---|---|
| Headquarters Squadron Section | 310HS |
| 379th Bombardment Squadron | 379BS |
| 380th Bombardment Squadron | 380BS |
| 381st Bombardment Squadron | 381BS |
| 310th Armament & Electronics Maintenance Squadron | 310A&E |
| 310th Field Maintenance Squadron | 310FMS |
| 310th Periodic Maintenance Squadron | 310PMS |
| 310th Air Refueling Squadron | 310ARS |



1184

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

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

31000

13 December 1955

[redacted]

SUBJECT: Commendation

TO:

1. The following is a message from General Sweeney which is of interest to all of your people.

"/UNCLASSIFIED/R A D N O T E FOR WELLS FROM S ERNEY. I WISH YOU WOULD PASS TO ALL PERSONNEL OF YOUR WING MY SINCERE CONGRATULATIONS FOR THE EXCELLENT JOB DONE BY THE WING IN EIGHTH AF BOMBER STREAM MISSION "PACE SETTER ONE." I WAS PARTICULARLY PLEASED WITH YOUR FINE MAINTENANCE EFFORT REFLECTED IN YOUR LOW RADAR ABORT RATE AS WELL AS THE FACT THAT YOU QUALIFIED NINE CREWS AS OUTSTANDING.
12/2155Z DEC RJAPBO."

2. Please pass my congratulations to your men for their fine performance on the "Pace Setter One" mission. The aggressiveness and perseverance displayed by your people was exemplary. It is this type of duty performance which will develop the 310th Bomb Wing into an outstanding organization.

s/t/ S. W. WELLS
Colonel, USAF
Commander

TRUE COPY

TRUE COPY

1185

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

HEADQUARTERS EIGHTH AIR FORCE
OFFICE OF THE COMMANDER
WESTOVER AIR FORCE BASE
MASSACHUSETTS

C

SUBJECT: Outstanding Crew Awards

TO: Brigadier General J.R. Sutherland
Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. The following crews of your command are designated as outstanding on the recent Eighth Air Force Bomber Stream, Pacesetter I:

| | |
|---|---|
| | 40th BOMB WING |
| Crew L-37 | Captain Lewis A. Cleveland, Jr.<br>Captain John R. Woodall, Jr.<br>Captain James B. Harding |
| Crew R-16 | Captain Henry R. Smith<br>1st. Lt. John R. Dennison<br>1st. Lt. Robert N. McChesney |
| | 310th BOMB WING |
| Crew R-13 | Captain Albert J. Kantor<br>1st. Lt. Raymond E. Weber<br>1st. Lt. Robert C. Byers |
| Crew L-36 | Captain Cloyd L. Porter<br>Captain Warren C. Stromberg<br>Captain Samuel A. Allison |
| Crew R-46 | Captain Ralph T. Renfro<br>1st.Lt. A.H. Beford<br>Captain Roger E. Wahlborg |

TRUE COPY

1186

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

C SUBJECT: Outstanding Crew Awards

| | |
|---|---|
| Crew L-09 | Captain Norriss R. Smith<br>Captain George L. Wright<br>Captain Charles G. Waple, Jr. |
| Crew R-12 | Captain John H. Mann<br>1st.Lt. George P. Tourtellot<br>Captain Keith E. Hoye |
| Crew R-55 | Captain Walter J. Rolefson<br>Captain Arthur A. Rossler<br>Captain Bruce Armstrong |
| Crew L-36 | Captain Richard F. Evans<br>Captain Howard G. Tripp<br>Captain Durer D. Dishman |
| Crew N-04 | Captain Charles C. Stewart<br>Captain Garland W. Fletcher<br>Captain C.G. Wojciechowski |
| Crew R-44 | Major Lester L. Bernard<br>Captain Roy S. Huffman<br>1st Lt. Robert S. Brennenstuhl |

2. Eighth Air Force Regulation 51-32 specifies the awards authorized for crews achieving this distinction. Awards will be presented as soon as possible at a suitable ceramony.

3. Please express my gratification to all crew members listed above for the high professional standards they displayed during this mission. A copy of this letter will be placed in the file of each crew member concerned.

s/ WALTER C. SWEENEY, JR.

WALTER C. SWEENEY, JR.
t/ Major General, USAF
Commander

TRUE COPY

1187

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 8AF C Subject: Outstanding Crew Awards

COMDR (23 DEC 55) 1st IND

HEADQUARTERS 802D AIR DIVISION, Smoky Hill AFB, Kansas, 28 DEC 1955

TO: Commander, 310th, 310th Bombardment Wing, Smoky Hill AFB, Kansas.

1. It is with pleasure that I forward the attached communication. Your Wing has certainly made a fine start in establishing itself in the Eighth Air Force Family. I hope this is only the prelude to a more outstanding performance.

2. Please pass my appreciation to each of the crew members involved. I feel that they have reflected much credit on themselves and their organizations.

3. A copy of this correspondence will be included in their 201 files.

JOHN R. SUTHERLAND
Brigadier General, USAF
Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Photostat of newspaper article on the trophy award.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FOR "BOMBING" EXCELLENCE—Maj. Gen. Walter C. Sweeney jr. (right) presents the Brig. Gen. Jack Roberts Memorial trophy to 310th Bomb Wing Commander Col. Selmon W. Wells. Brig. Gen. John R. Sutherland [illegible] Division commander at SHAFB, looks on. The 310th was honored for outstanding [illegible] missions. (USAF Photo)

Wednesday, Dec. 28, 1955
Page 3—The Salina Journal

# 310th Bomb Wing Wins Top Trophy

The 310th Bomb Wing at Smoky Hill AFB is the first winner of the Brig. Gen. Jack Roberts Memorial trophy given for outstanding performance in practice bombing missions.

The 40-inch silver trophy was recently offered by the 8th Air Force Bombardment and reconnaissance units in the 8th AF compete for [illegible] the former [illegible] staff of 8th Air Force, who died last spring.

By winning the first competition Dec. 7-14, the 310th captured the first leg on the trophy. It will be retired by the unit which wins it three times.

Maj. Gen. Walter C. Sweeney jr., 8th Air Force commander, presented the trophy to Col. Selmon W. Wells, commander of the 310th in ceremonies at Westover, AFB, Mass.

**Plan To Keep It**

"We proud to have it plan to keep it," declared Colonel Wells. "The trophy represents the splendid performance of every man in the 310th. We don't expect to lose it in future competition."

The 310th competed with seven other wings of the 8th Air Force. More than 200 B-47s and B-36s from five bombardment and three reconnaissance wings participated.

Planes made simulated radar bombing attacks on targets at Atlanta, Ga., Richmond, Va., and Charlotte, N. C. The "raids" were followed by high-altitude navigation flights. Points were awarded for over-all wing performance.

**Crews Honored**

Nine 310th crews were judged outstanding in the competition.

General Sweeney said competition for the trophy will be held about nine times yearly. Winners' names will be inscribed on plaques mounted on the base of the trophy.

1190

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of Colonel Wells congratulating Sergeant Smith

1191

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 19)

29 December 1955

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. EFF 28 DEC 55.

D. P. Wood

D. P. WOOD
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR, 802d AIRDIV

1193

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photograph of 310th Wife trimming family Christmas Tree.

[redacted]

1194

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Series of photographs showing the interior comforts of the new Service Club.

[redacted]

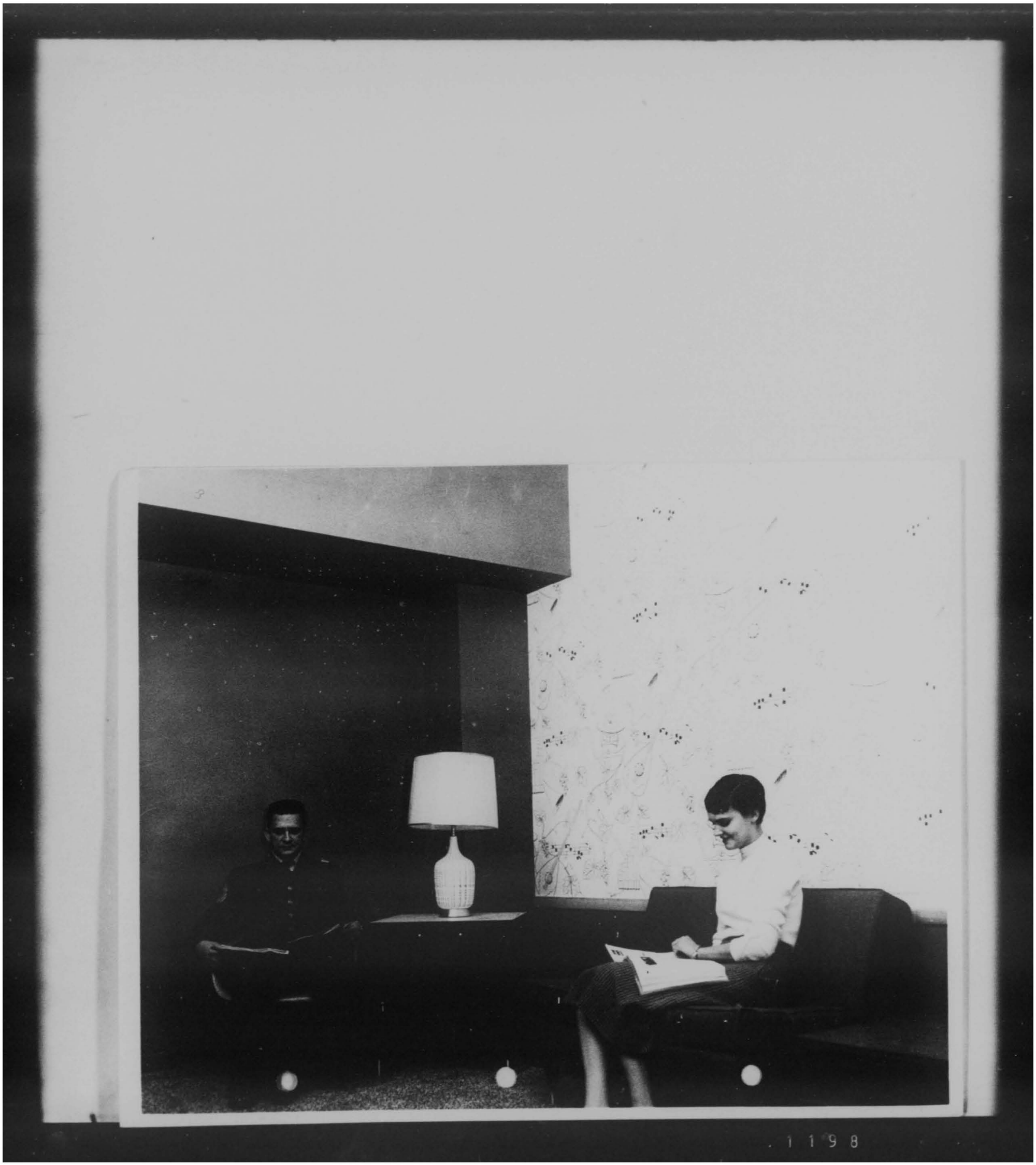
1196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

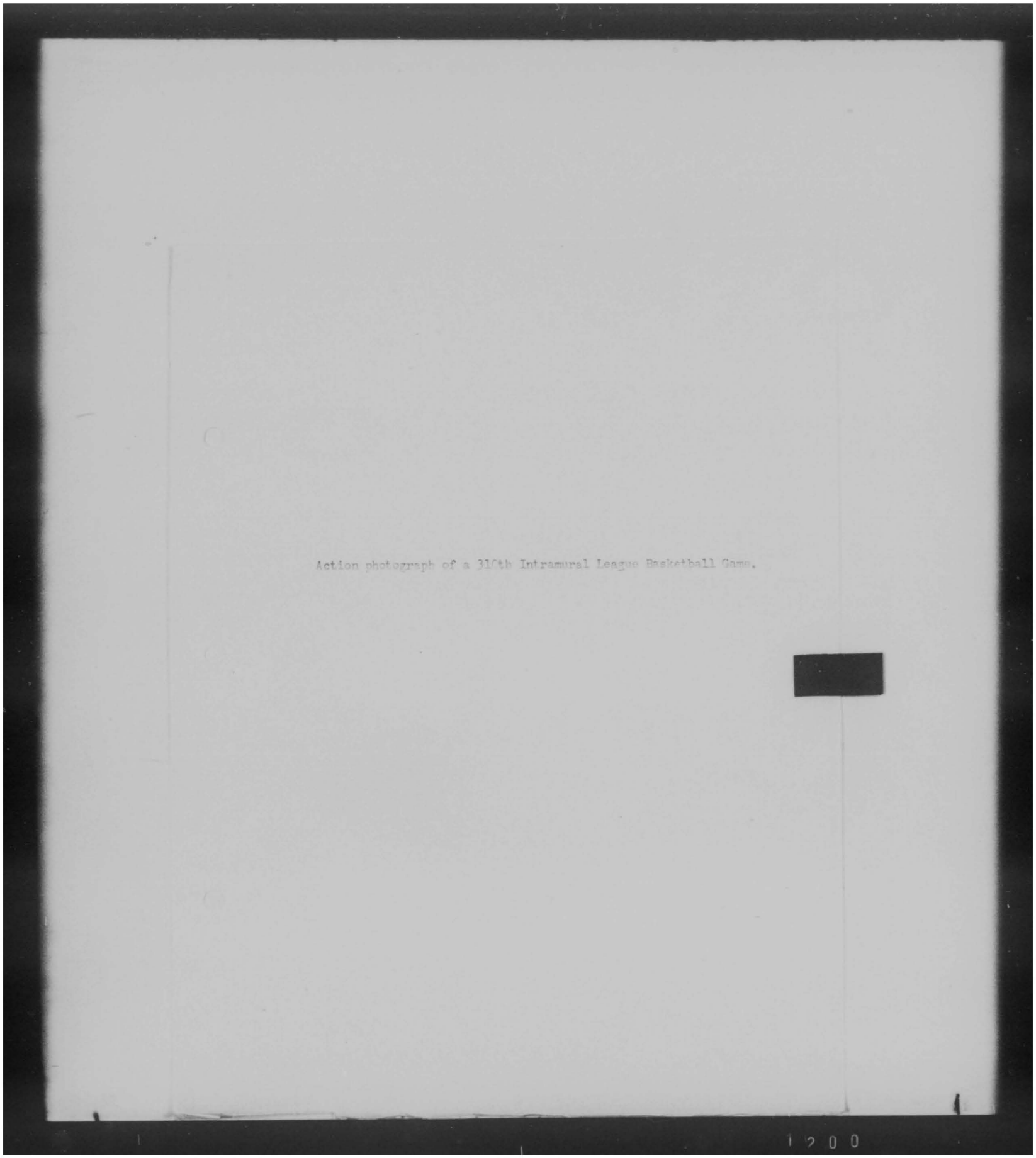



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



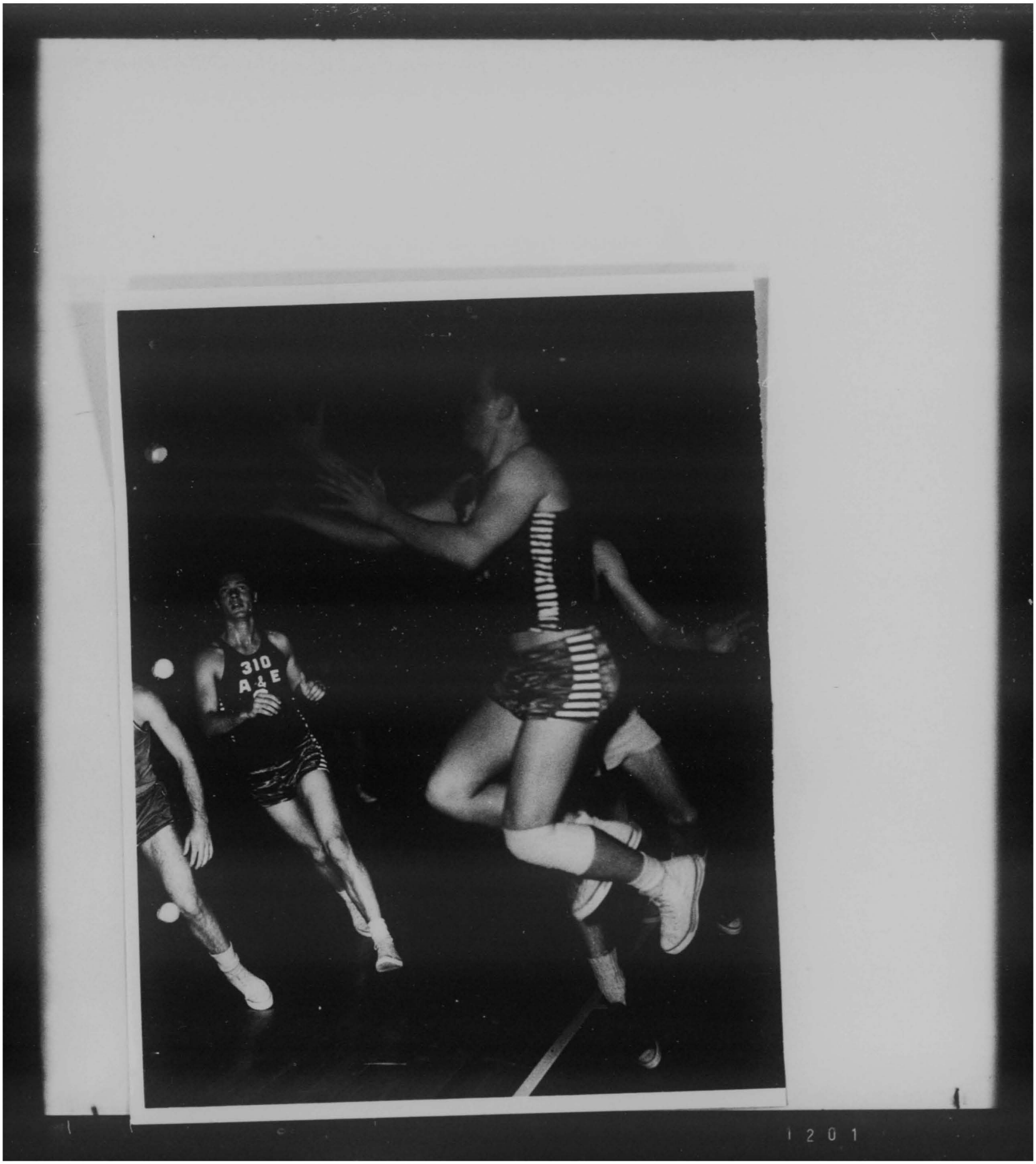
Action photograph of a 310th Intramural League Basketball Game.

[redacted]

1200

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY TRUE COPY

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

COMDR 7 December 1955

MEMORANDUM FOR: Commander, 310th Bombardment Wing, Smoky Hill AFB, Kansas

SUBJECT: Duty with Boards, Courts and Committees

1. It is a part of each officer's responsibility to serve as a member or president of boards, courts and committees appointed for the conduct of official business. Such appointments are in addition to regular duties and do not relieve the individual of the performance of regular duties.

2. Recently, upon the appointment of members of this Air Division to such duties, protests have been raised as to the availability of the individuals appointed. In some cases changes have been made. Such changes invariably result in the imposition of an unfair amount of workload on a few individuals.

3. In the future all individuals appointed to such additional duty will perform that duty. In the event circumstances make it impossible for the individual to carry out his assignment, he will report that fact, in writing, to the Division Commander, citing the reasons why he should be relieved of the duty. The Base Adjutant will maintain rosters of such assignment and will see to it that all officers share equally in this extra duty.

s/t/ JOHN R. SUTHERLAND
Brigadier General, USAF
Commander

TRUE COPY TRUE COPY

1202

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

OPERATIONS ORDER

SERIAL NR 206-55

TRAINING FOR DECEMBER 1955

[redacted]

HQ 310BOMWG
OPORD 206-55
1 DEC 55

1203

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

TABLE OF CONTENTS

OPERATIONS ORDER 206-55

ANNEX "A" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection

Attachment "A" - 379BOMRON Training Projection
Attachment "B" - 380BOMRON Training Projection
Attachment "C" - 381BOMRON Training Projection
Attachment "D" - 310AREFS Training Projection

Appendix "2" - Operations Meetings

Appendix "3" - Wing Duty Schedule

Appendix "4" - Air Training Requirements

Appendix "5" - Ground Training Requirements

Appendix "6" - Lead Crew Evaluation

Appendix "7" - Wing Standardization Schedule

ANNEX "B" - ADMINISTRATION AND LOGISTICS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

OPERATIONS ORDER 206-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Samuel R. McDaniell JR |
| 381BOMRON | MAJ Wayne M. [illegible]rie |
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310PMS | LTCOL James E. Jordan |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUTATION: DEC is designated a special training month and the minimum requirements of SAC REG 50-8 do not apply. Training during the month of DEC will have the following general objectives:

a. Concentration on known areas of weakness.

b. Emphasis on training and upgrading non combat ready crews.

c. Emphasis on training and check out under 51-19 of combat ready co-pilots to aircraft commander and newly assigned co-pilots and observers.

d. Continuation of proficiency training under the principles outlined in SAC REG 50-8.

e. Accomplishment of requirements of SAC REG 50-24.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. MISSION. Emphasis be placed on necessary training and upgrading of non ready crews. Sufficient flying time must be allocated to accomplish this requirement. 30:00 hours per non ready crew will be considered as minimum to accomplish non ready crew training. Training will be on items which the crews are considered weakest.

3. TASK FOR SUBORDINATE UNITS:

a. 379BOMRON: Reference Annex "A" and "B" this OPORD.

b. 380BOMRON: Reference Annex "A" and "B" this OPORD.

c. 381BOMRON: Reference Annex "A" and "B" this OPORD.

d. 310AREFS: Reference Annex "A" and "B" this OPORD.

e. 310A&E, PMS: Reference Annex "B" this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 DEC 55.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training projections are contained in Appendix "1" to Annex "A".

(4) Air Training Requirements are contained in Appendix "4" to Annex "A".

(5) Ground Training Requirements are contained in Appendix "5" to Annex "A".

(6) Unit training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit.

(7) All rated personnel will attend the montly flying safety meeting to be held in the Base Theater at 1000 hours, 3 DEC 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(8) Suqadron commanders and the Director of Maintenance will take necessary action to provide highly reliable aircraft and "K" systems.

(9) Each tactical and refueling squadron will accomplish minimum GCA runs during the month of DEC.

(10) Details pertaining to preparing crews and aircraft for SES are contained in APP "6", Annex "A", this OPORD and OPORD 205-55, 5 NOV 55.

(11) The 310BOMWG requires one B-47 bedded with an EWP training bomb by 1300 on Tuesdays and Thursdays to be used by the Wing Standboard for Special Weapons Standboard Checks of flight crews. The 802d Munitions Section will provide weapon, components, summary sheet and supply paper work. Reference Annex "B" for aircraft loading schedule.

4. ADMINISTRATION AND LOGISTICS: Reference Annex "B".

5. COMMAND AND COMMUNICATIONS: Normal.

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Operations and Training
"B" - Administration and Logistics



1207

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
COMADIV 802, 1 CY
COMABGRU 802, 6 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
280BOMRON, 6 CYS
381BOMRON, 6 CYS
310AREFS, 9 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
310HIST, 4 CYS

OFFICIAL:

Donald L. Lindquester for
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



1208

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

OPERATIONS AND TRAINING

HQ 310BOMWG
Annex "A"
OPORD 206-55
1 DEC 55

1209

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. GENERAL: DEC is designated a special train[illegible]onth and the minimum requirements of SAC REG 50-8 do not apply. No record activity is authorized for DEC and all training will be logged as practice. Details of training requirements and schedules are covered in appropriate appendices to this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercises required in the future.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:

"1" - Training Projection
"2" - Operations Meetings
"3" - Wing Duty Schedule
"4" - Air Training Requirements
"5" - Ground Training Requirements
"6" - Lead Crew Evaluation
"7" - Wing Standardization Schedule

HQ 310BOMWG
Annex "A"
OPORD 206-55
1 DEC 55

1210

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISTRIBUTION: See Basic OPORD

OFFICIAL:

Donald L. Lindquester for

DAVID M. LINDQUESTER
Major, USAF
Director of Operations



1211

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

TRAINING PROJECTION

HQ 310BOMWG
APP "1", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

TRAINING PROJECTION

HEADQUARTERS
3101H BOMBARDMENT WING, MEDIUM
Smoky [illegible] Air Force Base, Kansas
1 Decem[illegible]955, 0001Z

The following code is used in the Attachments of this Appendix.

| | | | |
|---|---|---|---|
| A | AIRCRAFT COMMANDER | L | LEAVE |
| ALT | ALTITUDE CHAMBER | LT | LINK TRAINING |
| AO | AIRDROME OFFICER | MP | MISSION PLANNING |
| AT | ALERT CREW | O | OBSERVER |
| B | BRIEFING | OD | OFFICER OF THE DAY |
| BT | BLOCK TRAINING | OQ | OQ RANGE |
| C | CRITIQUE | P | CO-PILOT |
| CM | COMBATIVE MEASURES | PHY | FLIGHT PHYSICAL |
| CR | CONDITIONING ROOM | PS | PASS |
| D | SQUADRON DUTY | PT | PHYSICAL TRAINING |
| DB | DEBRIEFING OFFICER | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| EB | SURVIAL SCHOOL BASE | SB | STANDBOARD |
| EE | SURVIVAL SCHOOL STEAD | SD | SENIOR DUTY OFFICER |
| EWP | EWP TARGET STUDY | SW | SPECIAI WEAPONS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | T1A | GUNNERY TRAINER |
| FTC | FLIGHT TEST CREW | T-2 | T-2 RADAR TRAINER |
| G | GROUND SCHOOL | TO | TOWER OFFICER |
| H | HOSPITAL | TS | TARGET STUDY |
| IFM | RADAR INFLIGHT MAINTENANCE | WS | WATER SURVIVAL |
| INS | INSTRUMENT SCHOOL | Z | COMPENSATING TIME TIME |

ATTACHMENTS:
"A" - 379BOMRON Training Projection
"B" - 380BOMRON Training Projection
"C" - 381BOMRON Training Projection
"D" - 310AREFS Training Projection

HQ 310BOMWG
APP "1", Annex "A"
OPORD 206-55
1 DEC 55

1213

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

379BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "A", APP "1", Annex "A"
OPORD 206-55
1 DEC 55

1214

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

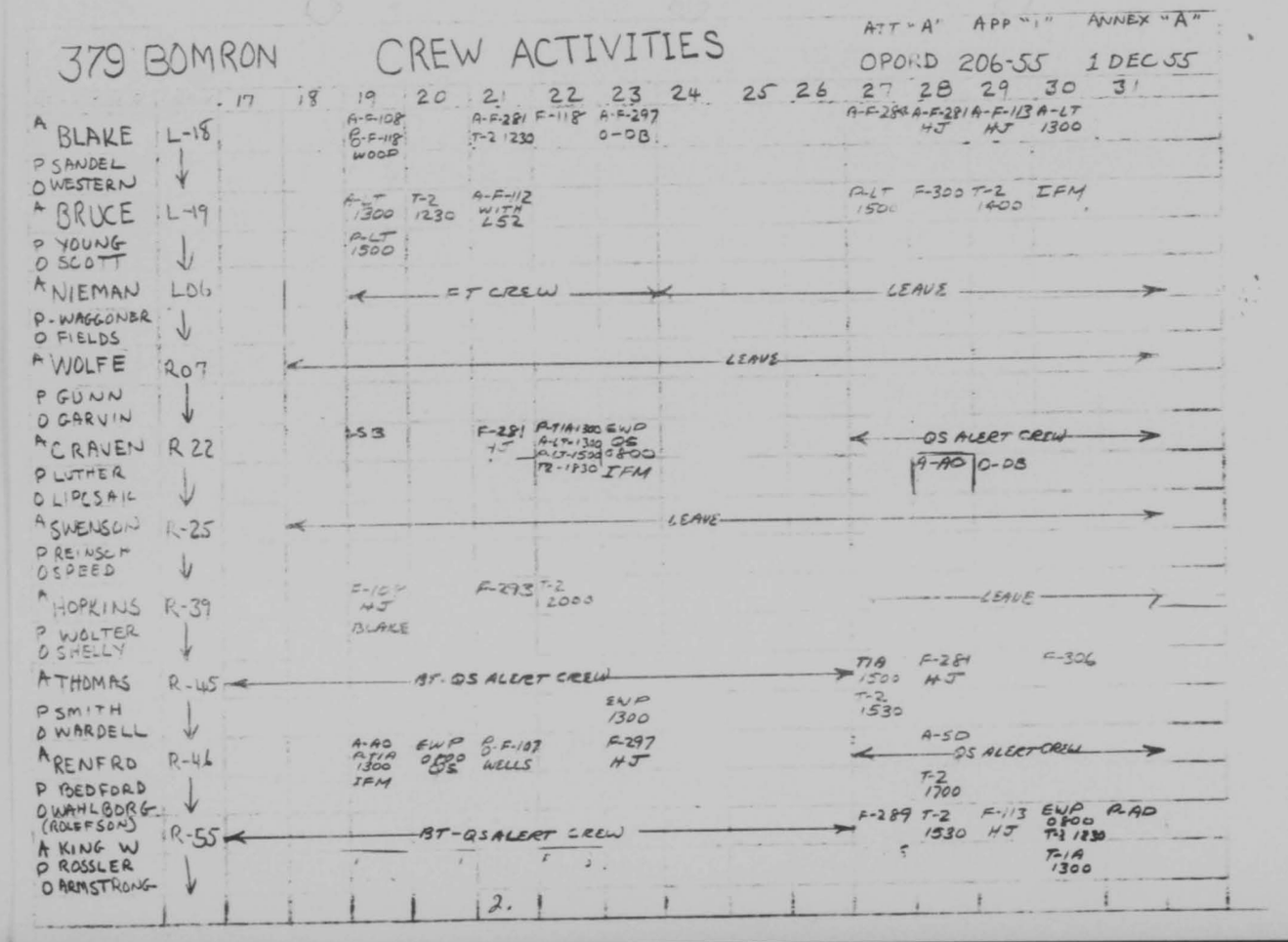
379 BOMBON — CREW ACTIVITIES — ATT "A", APP "1", ANNEX "A" OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A BLAKE | L-18 | | A-F 303 | | | A-F 277 | MP 0800 | | F 118 | | EWP 0800 | | A ALT → | | A-F 113 H.J. | EWP 0800 | A-F 284 H.J. |
| P-SANDEL O-WESTERN | ↓ | | H.J. PORTER | | | P-F 0118 | T2 1230 | B 1300 | ↓ | | | | | IFM | T2 1230 | O-DB | P-TIA 1500 |
| A BRUCE | L-19 | A-F 116 BALCH | F | | | A-F 261 HUBBS | MP 0800 | SW-INSP 0800 | F | | EWP 0800 | | P-ALT → | | A-F 304 | EWP 0800 | A-F 0 292 |
| P-YOUNG O-SCOTT | ↓ | | 0 108 | | | T2 1530 | SW-B 1300 | B 1300 | ↓ 108 | | | | | | P-TIA 1300 | P-LT 1300 | |
| NIEMAN | L-06 | T-2 1400 | A-F 0 293 | | | F 277 | P-F 276 MP-13 | | F | | EWP 0800 | | F 276 | | EWP 0800 | F | |
| NAGGONER FIELDS | ↓ | O-BT INSTR | P-F 302 | | | H.J. | O-BT INSTR | B 1300 | 293 | | T2 1530 | | SP Fd | T2 1530 | | 104 | |
| A-WOLFE | R07 | EWP 0800 | O-F 302 | | | | MP 0800 | | F | | | | | F | | | F 284 |
| P-GUNN O-GARVIN | R07 | A-SD IFM | | | QS ALERT | P-TIA 1500 | CREW | B 1300 | 302 | | → | | | 300 | EWP 1300 | T2 1830 | H.J. |
| A GRAVEN | R22 | F 281 | | | | EWP 0800 | | | F 281 | | | | SB | SB | F 118 | SB | F 281 |
| P-LUTHER O-LIPCSAK | ↓ | | EWP 1300 | | | MP 1300 | ← | B-1300 | FTC | | → | | | | SB AR AUSTIN | | SB HILL |
| A-SWENSON | R25 | | F | | | EWP 0800 | | | F | | EWP 0800 | | IFM | | F | | F |
| P-REINSCH O-SPEED | ↓ | T2 1230 | 102 | | | MP 1300 | T2 1400 | B 1300 | 102 | A-SD | T-2 1700 | | T2 2000 | | 113 H.J. | | 102 AR |
| A-HOPKINS | R-39 | EWP 0800 | | | | | | | | P-OQ | | | EWP 0800 | F | | F | P-LT 1300 IFM |
| P-WOLTER O-SHELLY | ↓ | P-TIA 1300 P-LT 1500 | P-LT 1300 | | O- | TDY | A-SD | | | | → | | | 293 | | 297 | T-2 1630 |
| A-THOMAS | R-45 | F | | | | F | MP 0800 | | F | | EWP 0800 | | | T2 1700 | | | |
| P-SMITH O-WARDELL | ↓ | 107 | | | | 306 | A-LT 1300 | B 1300 | 306 | | EWP 1300 | | ← | BT+ | QS CREW | | → |
| A-RENFRO | R46 | F | EWP 1300 | | | F | | | F | | T2 0700 | | EWP 0800 | F | A-LT 1300 | | F |
| P-BEDFORD O-WAHLBORG | ↓ | 284 | | | | 289 | MP 1300 | B 1300 | 284 | | | | P-LT 1300 | 102 | P-LT 1500 A-SD | IFM | 107 |
| (ROLEFSON) A-KING W. | R-55 | EWP 0800 | F | | | MP 0800 | | | F | | EWP 0800 | | | | | | |
| P-ROSSLER O-ARMSTRONG | ↓ | A-LT 1300 | 113 | | | IFM | | B 1300 | 113 | | QS | | ← | BT+ | QS-CREW | | |

1215

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379BOMRON

# CREW ACTIVITIES

ATT "A", APP "1", ANNEX "A"
OPORD 206-55 1 Dec 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (WAGGONER) A-ROLEFSON | 1N28 | A-FS P 0800 | P-T1A 1500 | | | P-LT 1500 | P-T1A 1300 | O-DB | | | | | | | | A-FS P 0800 | |
| P-ANDERSON O-RINEBOLD | ↓ | | IFM | | | O-ALT | A-LT 1500 → | | | | | | T2 1830 | A-LT 1500 | IFM | T2 2000 | |
| A-KINGT | 1N58 | | | | | | | | | | | | | F | | F | |
| P-CAIN O-CATHEY | ↓ | ← EWP 1300 | | | QS | ALERT | IFM CREW | | | | | → | | 108 | T-2 1400 | 289 | |
| -FORY | 1N65 | | A-F 302 AR WAGG. | | | | A-F 29[illegible] AR WAGG. | | | | | | | A-F 302-AR LUTH | | A-F 306 TOURT | A-F 200 TOURT |
| -ROLLINS O-EBERLEIN | ↓ | ← | PET. | O- | MTD | 519 | PET. → | | | | | | | TOURT | | PET | LUTH |
| A JOHNSON | 1N68 | | | | | O-F 118 | | | | | | | | | | A-SD | |
| P-CAPALDO O-SCHMIDT | ↓ | ← | P | TDY | Wich | | → | | | | | | | O-F 277 | | | O-F 102 |
| | | | | | | | | | | | | | | | | | |
| P-MALM O-BAKER | | ← | | | | O- | TDY | MATH | ER 1 | ARR | | | | | | | → |
| | | | | | | | | | | | | | | | | | |
| P-MALL O-MARKS | | ← | | | | | | P | MTD | 51-19 | | | | | | | → |
| | | ← | | | | | | O | MATH | ER | | | | | | → | |
| | | | | | | | | | | | | | | | | | |
| P-BROWN O-AGUIRRE | | ← | | | | | | P | TDY | Wich | | | | | | → | |
| | | | | | | | | | | | | | | | | | |
| P-CRESS | | ← | | | | | | P | MTD | 51-19 | | | | | | | → |
| | | | | | | | | | | | | | | | | | |
| P-PLATT O-OBARA | | ← | O | MTD | 51-19 | P-ALT → | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-VANCE HANNON | | ← | | | | P | MTD | 51-19 | | | | | | | | | → |
| | | ← | | | | O TDY | MATHER | Wich | TO 21 | FEB | | | | | | | → |

3

1217

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 379 BOMRON CREW ACTIVITIES

ATT "A", APP "1," ANNEX "A".
OPORD 206-55 1 DEC 55

| ARFT CHOR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | — |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (WAGGONER) A-ROLEFSON | | | | F302 AR | IFM | | F-113 | | | | | F-115 | A-LT 1300 | F-118 | T-2 1400 | | |
| P-ANDERSON O-RINEBOLD | | | | | | | | | | | | | | | | | |
| A-KING | | | | T-2 1400 | F-289 | P-TIA 1500 | A-FS P-FS | EWP 0800 | | | | F-284 HJ | | F-302 | | | |
| P-CAIN O-CATHEY | | | | | | | IFM | | | | | | | | | | |
| A-FORY | | | | [illegible] | [illegible] | [illegible] | [illegible] | A-F-302 | | | A | LEAVE | | | | | |
| P-ROLLINS O-EBERLEIN | | | | VANCE O-F-118 | | P-LT-15 | | 1300 P-LT | | | | | | | | | |
| A-JOHNSON | | | | | T-2 1400 | IFM | A-SD | | | | | IFM | | A-FS | | | |
| P-CAPALDO O-SCHMIDT | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-MALM O-BAKER | | ← | | | | OTTDY MATHER - WICHITA | | | | | | | | | | → | |
| | | | | | | | | | | | | | | | | | |
| P-MALL O-MARKS | | | | | | | | | | | | | F-F 101 HART | P-F-117 | P-F-237 | | |
| | | | | | | | | | | | | | | | | | |
| P-BROWN O-AGUIRRE | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-CRESS | | | | P-F-113 FORY | P-F-276 | P-F-284 | P-F-108 | P-F-302 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-PLATT O-OBARA | | | | | | | P-OQ O-F-118 | | | | | | P-TIA 1300 P-LT O-IFM | | | | |
| | | | | | | | | | | | | | | | | | |
| P-VANCE HANNON | | ← | [illegible] | P-F-113 FORY | P-F-276 | P-F-284 | P-F-108 | P-F-302 | | | | | | | | → | |
| | | | | | | | O-TDY-MATHER | | | | | | | | | | |
| | | | | | | | | 4 | | | | | | | | | |

1218

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379 BOMRON — CREW ACTIVITIES — ATT "A", APP "I", ANNEX "A" OPORD 206-55 1 DEC 53

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | |
| P-CREELY | | | | | | | | | | | | | | | | | |
| CAPT O-BENNETT | SX12 | P-F 276 | | | | | | | | | | | | P-F 277 | | | |
| Nickerson FARLEY | ↓ | | | | | | | | | | | | | | | | |
| P-CLATCHY | SX | | | | | | | | | | | | A-AFS | A O-F | | A | |
| P-HART O HART | ↓ | | | | | | | | | | | | | 277 | | | |
| A LINDCHESTER | SX-7 | A-F 276 | | | | | | | | | | | | | | | |
| P HINDS O LINO | ↓ | | | | | | | | | | | | | | | | |
| A KING W | SX-8 | | A-AFS | | | F | | | | | | | | | A-AFS | | |
| P SMITH S. O-SOERLING | ↓ | O-F 276 | P-F 293 | | | 297 | O-BT INSTR | O-BT INSTR | | | | | | | | | |

5



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 379 BOMRON CREW ACTIVITIES

ATT "A" APP "1" ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | — |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P CREELY | | | | | | | | | | | | | | | | | |
| CAPT H. BENNETT | | | | | | R-F-300 SIS HILL | | | | | | | | | | | |
| P NICKERSON 1 LEY | | | | | | | | | | | | | | | | | |
| ATCHY | | | | | | | F-102 | A-AFS | | | | | F-102 | | | | |
| ART HART | | | | | | | | | | | | | | | | | |
| LINDQUESTER | | | | | A-F-711 | | | E-58 306 HILL | | | | | | | | | |
| HINDS 2 SANIND | | | | | | | | | | | | | F-293 | | | | |
| KING IN | | | | | PLT 1309 A-F-297 | R.F-300 | | | | | | | | | | | |
| P SMITH S 2 SPERLING | | | | | | | | | | | | F-107 | | A-AFS | F-297 | | |

6

1220

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

380BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "B", APP "1", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON CREW ACTIVITIES

ATT "B", APP "1", ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A PRESTON | L08 | ← | TDY | | | → | | B 1300 | F | | EWP 0800 | F | ← | TDY | 8th | AF | → |
| P PUTT<br>O KELLY | ↓ | | | | | | MP 1300 | B 1300 | 116 | | T2 1230 | 279 | | | | | |
| A SMITH N | L09 | | F-SB 117 | | | F 101 | MP 0800 | B 1300 | F 101 | ← | | LEAVE | | | | | → |
| P-WRIGHT<br>O [illegible]PLE | ↓ | | Hill | | | TH | EWP 1300 | B 1300 | | | | | | | | | |
| A [illegible]RSON | L29 | ← | | | | | | SES | 286 | | | | | | | | F |
| [illegible]ANDT<br>O DELL'ANDREA | ↓ | | | | | | | | | | | | | | | | 301 |
| A KRUSE | L32 | A-LT 1300 | F 110 | | | F HJ | EWP 08<br>P-R<br>O-D<br>MP-1300<br>T2-1530 | | F | ← | | LEAVE | | | | | → |
| P-FORBES<br>O-HIGDON | ↓ | | ↓ | | | 279 | | | 110 | | | | | | | | |
| A MACDONOUGH | R10 | ← P-TIA 1500 | A-FS<br>A-SB | | QS | ALERT EWP 0800 | CREW A-LT | | F | | | → | A-SD | A-F HJ<br>O 106 | | A-INS WOOD | → |
| P-BECK<br>O-RATZBURG | ↓ | O-DB | A-LT 1300<br>T2 1530 | | | MP 1300 | 1300 | | 279 | | | | P-R | P-TIA 1500 | | P-F<br>O 101 | T2 1230 |
| A KANTOR | R13 | | F | | | A-F 279 | MP 0800 | | F | | | | EWP 0800 | A-F 106 | | P-F 237 | A-F 120 |
| P WEBER<br>O BYERS | ↓ | IFM | 106 HJ | | | T2 1230 | EWP 1300 | | 106 | | | | T2 1530 | P-F<br>O 301 | | T2 1530 | P-LT 1500 |
| A SIGLIN | R31 | F | EWP 0800 | | | EWP 0800 | SW-B 1300 | SW INSP 0800<br>106<br>B-1300 | F | | T2 1100 | | ← | BT + QS | | AT Exc | → |
| P-MAXSON<br>O-TOLLIVER | ↓ | 299 | IFM | | | QS | | | 299 | | | | T2 1700 | | | | |
| A GARBADE | R41 | ← EWP 0800 | F | | QS | ALERT | CREW MP-08 | | F | | | → | | F | | A-LT 1300<br>P-LT 1500 | F |
| P KUYK<br>O BEATTIE | ↓ | T2 1830 | TH 283 | | | | | B 1300 | 283 | | | | | 283 HJ | T2 1530 | T2 1700 | 109 |
| A-LT LEJOHN 20 DEC<br>A-EVERSOLE | R42 | P-R<br>O-D | EWP 0800<br>A-LT 1600 | | | F | | | F | | | | ← | | FTC | | → |
| P WISEMAN<br>O SHAGNER | ↓ | T2 2000 | P-TIA 1300 | | | 147 | MP 1300 | B 1300 | 147 | | T2 1400 | | | | EWP 0800 | A-INS<br>A-TNS<br>INSTR | → |
| A HART | R50 | | A-F 106 HJ | | | | MP 08<br>EWP 1300 | | F | | | | | A-F 283 | EWP 0800 | A-F 237 | A-F 292 |
| P-SALMINEN<br>O-MEANS | ↓ | | | | | P-LT 1300 | T2 2000 | B 1300 | 109 | | | | P-TIA 1300 | P-R<br>T2 1230 | | P-TIA 1300 | P-F<br>O 299 |
| | | | | | | | | 1. | | | | | | | | | |

1222

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ATT "B" APP "1" ANNEX "A"

# 380TH BOMRON CREW ACTIVITIES

OPORD 206-55 1 DEC 55

| ALFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A PRESTON | L-08 | | | | | | | | | | | LEAVE → | | | | |
| P PUTT<br>O KELLY | ↓ | | | | | | | | | | | | | | | |
| A SMITH | L-09 | ← | | | | LEAVE → | | | | | | | | | 2-FS EWP 1300 T-2 1330 | |
| P WRIGHT<br>O WAPLE | ↓ | | | | | | | | | | | | | | | |
| NDERSON | L-29 | | | | EWP 0800 QS T-2 1530 | EWP 0800 QS T-2 1230 | EWP 0800 T-2 1230 | | | | | A-AC | P-DB A-LT 1300 | A-30 | | |
| JUANDT<br>JELWANDREA | ↓ | | | | | | | | | | | ← IFM | | QS ALERT CREW → | | |
| A KRUSE | L-32 | ← | | | | LEAVE → | | | | | | | | → | EWP 0300 IFM T-2 2000 | |
| P FORBES<br>O HIGDON | ↓ | | | | | | | | | | | | | | | |
| A MCDONOUGH | R-10 | | | T-2 1230 | F-279 | | | F-279 | | | | | | F-279 | | |
| P PECK<br>O RATZBURG | ↓ | | | | | EWP 1300 | P-T/A 1500 | | | | | | | | | |
| A KANTOR | R-13 | | | | IFM | A-F 120 HJ | F-301 | A-F-116 | | | | A-F-301 HJ | | A-F-106 HJ | | |
| P WEBER<br>O BYERS | ↓ | | | | P-LT 1300 | | | | | | | P-LT 1300 | | | | |
| A SIGLIN | R-31 | ← | | | | | BT + QS ALERT CREW → | | | | | F-301 HJ | EWP 0800 T-2 1230 | | F-301 | |
| P MAXSON<br>O TOLLIVER | ↓ | | | | | | | | | | | | | | | |
| A GARBADE | R-41 | | | | F-293 | IFM | | F-290 | | | | EWP 0800 | T-2 1400 | | F-290 | |
| P KUYK<br>O BATTIE | ↓ | | | | | | P-OG | | | | | | | | | |
| A (LITTLEJOHN) EVERSOLE | R-42 | FTC → | | | LITTLEJOHN | F-120 HJ | | A-FS A-LT 1300 P-LT 1500 | | | | T-2 1400 | IFM | QS ALERT CREW → | | |
| P WISEMAN<br>O SHAGNER | ↓ | | | P-T/A 1500 | | | EWP 1300 QS | | | | | | | T-1A 1300 | | |
| A HART | R-50 | | | A-F-117 | A-F-116 | A-F-101 | A-F-106 | A-F-107 | | | | A-F-109 | A-F-101 | A-F-117 | A-F-237 | |
| P SALMINEN<br>O MEANS | ↓ | | | | | | T-2 1400 | | | | | | STALL MALL → | | | |

2.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON — CREW ACTIVTIES

ATT "B" APP "1" ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A STEWART | N04 | EWP 0800 | F 120 | | | P-R | | | F | | EWP 0800 QS | | ← | BT | QS ALERT | CREW | |
| P FLETCHER<br>O WOJCIECHOWSKI | ↓ | | ↓ | | | O-ALT | MP 1300 → | | 120 | | | | | | | | |
| A WYMAN | IN-11 | F | | | | P-ALT → | | | P-R | | | | P-ALT | A-F | | | F |
| P JONES<br>O JOBIN | ↓ | 109 | EWP 1300 | | | 1FM | | | | | | | | 299 AR | P-T1A 1500 1FM | | 120 HJ |
| BALCH | IN60 | F-SB 116 | | | | | | A-SD P-R | | P-OQ | | | A-ALT P-T1A 1300 | → | | F | A FS P 0800 |
| RADTKE<br>O HOLMES | ↓ | AUSTIN | | | | 1400 | | D-D | | | | | P-LT 1300 1FM | T-2 1400 | | 116 AR | |
| A 20DEC LITTLEJOHN | IN70 | | P-R | | | | | | | | | | | | | | |
| P MCKINLEY DNIF<br>O CIRCE | ↓ | ← | O-D | | O-MTD → | | | → | | P-R | | | | | P-R | O-F 101 | |
| F WATKINS (COPILOT) | ↘ | | | | | | | | | | | | | | | | |
| P KUHLMEIR<br>O MAUNSELL | ← | | | | | | P MTD 51-19 → | | | | A-INBOUND PCS | | | | | | O-F 299 |
| A DELAPP (OBSVR) | ← | | | | O-MTD 51-19 → | | | | TDY MATHER FIELD | | | | | | | | |
| P STAHL<br>O HART | ← | | | | TDY WICHITA<br>O-MTD 51-19 → | | | | | | | | | | | 1FM | |
| P FAIR<br>O STEIGLEMANN | ← | | | | O-MTD 51-19 → | | | | | P-MTD 51-19 → | | | | | | | 1FM |
| P-MEYER<br>O ROSTLER | ← | | | | | | | | | MTD 51-19 → | | | PCS INBOUND → | | | | |
| JOHNSTON CASEY | ← | | | | | | | | | | O-INBOUND PCS → | | | | | | |
| A STEVENS | 5X14 | | | | | A-AFS | | | | | | | | A-F 301 | | | A-AFS |
| DWEIR<br>O KEARNEY | ↓ | ← | | | | | | | | O-TDY MATHER → | | | | | D-LT 1300 | P-F 237 | |
| A WOOD | 5X2 | | | | | A-F 237 | | | | | | | | | | | A-F 101 |
| P MEGENITY<br>O STUBLAREC | ↓ | | | | | | | | | | | | | | O-F 117 SB WASHINGTON | | |
| A-MCDANIELL | 5X3 | | | | | | | | | | | | A-LT 1300 | A-AFS | A-F 117 SB HOBBS | | |
| D BENNETT<br>O VOGEL | ↓ | | | ↓ | | | | 3 | | | | | | | | | |

FLYING SHEET 1000



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 380TH BOMRON CREW ACTIVITIES

ATT "B" APP "1" ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A STEWART | N04 | ← BT - QS ALERT CREW → | | | | | | | | | | F-283 | | F-106 | EWP 1300 | | |
| P FLETCHER O WOJNECHOWSKI | ↓ | | | | | | | | | | | | | | | | |
| A WAYMAN | IN-11 | | | F-106 | A-AO | | F-299 | EWP 1300 | | | | | P O-F-299 WELLS | T-2 1530 | | | |
| P JONES O JOBIN | ↓ | | | | P-LT 1500 | | | A-SD | | | | | | | | | |
| ALCH | IN60 | | | | [illegible] | | F-286 | P-TIR 1300 | | | | | F-120 | A-LT 1500 P-LT 1300 P-TIR 1500 IFM | | | |
| ADTKE O HOLMES | ↓ | | | | | | | | | | | | | | | | |
| A LITTLEJOHN | IN-70 | | | P-DB A-SD | T-2 1700 | | | O-F 279 | | | | | | | | | |
| P MCKINLEY DNIF O CIRCE | ↓ | | | IFM | | | | | | | | | | | | | |
| A WATKINS (COPILOT) | | | | P-F-117 | P-F-116 | P-F-101 | P-F-106 | P-F-117 | | P-TO | | P-F-109 | | | | | |
| P- [illegible]MEIR O- MAUNSELL | | | | O-F-279 | | | | | | | | | | | | | |
| A - DELAPP (OBSVR) | | | | | | | IFM | | | | | | | | 7 | | |
| P STAHL O HART | | | | | | | | | | | | | P-F-101 | P-F-107 O-F-279 | P-F-237 | | |
| P FAIR O STEIGLEHANN | | | | P-F-117 | P-F-116 | P-F-101 | P-F-106 | P-F-117 O-IFM | | | | P-F-109 | | | | | |
| P- MEYER O- ROSTLER | | | | | | | | | | | | | | | | | |
| JOHNSTON CASEY | | | | | | | | | | | | | | | | | |
| A STEVENS | | | | | | A P-F-109 | | | | A-AO | | A-AFS | | | A P-F-116 | | |
| P WEIR O KEARNEY | | | | P-LT 1900 | | | P-LT 1300 | | | | | | | | | | |
| A WOOD | | | | A-F-118 | | | | | | | | | | A-F-109 381 | | | |
| P MEGENITY O STUBLAREC | | | | | | O-F-109 | | | | | | | O-F-286 | | | | |
| A - McDANELL | | | | | | | A-F-301 | | | | | | | F-276 | A-AFS | | |
| P BENNETT O VOGEL | | | | | | | | 4 | | | | | | | | | |

1225

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380TH BOMRON CREW ACTIVITIES

ATT'B APP 1 ANNEX A
OPORD 206-55 1 DEC55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A GOODLAD | 5X9 | | | | | | | | | | | | | | | | |
| P PIRINO<br>O OFNER | ↓ | | O-BT INSTR | | | O-BT INSTR | O-BT INSTR | | | | | | | P-F 299 | | | |
| A HORSKY | 5X13 | | | | | | | | | | | | | A-LT 300 | F | | |
| P DILLON<br>O WHEELER | ↓ | | | | | | | | | | | | | | 147 | | |

5.

1226

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380TH BOMRON CREW ACTIVITIES

ATT 'B' APP 1 ANNEX A
OPORD 206-55 1 DEC 55

| A/LFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | — |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A GOODLAD | 5X9 | | | B-F-147 | | | | | | | | | B-F-286 | | | | |
| P. PIRINO<br>O OFNER | ↓ | | | | | A-LT 1300 | | | | | | | | | A-LT 1500 | | |
| A HORSKY | 5X13 | | | | | | | | | | | | | | O-F-116 | | |
| P DILLON<br>O WHEELER | ↓ | | | O-E-147 | | | | | | | | | | | | | |

6.

1227

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

381BOMRON TRAINING PROJECTION

HQ 310BOMWG
ATT "C", APP "1", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST BOMRON — CREW ACTIVITIES — ATT "C", APP "1", ANNEX "A" DPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROWLEY | L20 | ← | | | | DUTY & | Q.S. MP 0800 | ALERT | CR. | | EWP | → | ← O-ALT → PR | | FHB 105 | ← LE | AVE |
| P BERTIC O BENNETTE | | 1FM | EWP 1300 | | | F-TH 104 | T-2 1700 | B 1300 | F 104 | | 0800 | | | T-2 2000 | | | |
| EVANS | L35 | ← | FTC | | → | AO-F 105 HJ | MP 0800 | | F 105 | | EWP 0800 | | ← | | BT+Q | S AL | ERT |
| P TRIPP O TISH MAN | | | | | | | EWP 1300 | B | | | QS. | | | T 2 1830 | | | |
| PORTER | L36 | | F-HJ 303 | | | A-F 105 | MP 0800 | SW NSP 0800 | F 112 | | EWP 0800 | | A-51-1905 | PO-F 112 | A-F 105 | EWP 0800 | A-F SP-AR |
| P STRONGBERG O ALLISON | | T-2 1530 | | | | PO-F 112 | SW-B 1300 | 271 | | | | | | | 1FM | T-2 1230 | AUSTIN 146 |
| HUBBES | L37 | F 111 | | | | F 261 | | | F 261 | | | | | | A-F McDANIEL | ← P-1 | HS → |
| P YOUNG O WASHINGTON | | | EWP 1300 | | | N-AR | MP 1300 | B | | | | | P-T1 1500 A | | | | |
| AUSTIN | L43 | | A-F R-44 | | | F 287 | EWP 0800 | B | F 304 | | T-2 0930 | | ← O- | ALT → | A-F R-22 | | A-F 146 PORTER MARONG |
| P HARRIS O HILL | | | O-F SMITH | | | | MP 1300 | | | | | | | | | | D-F R-22 |
| MAYS | L47 | F 305 | EWP 0800 | | | MP 0800 | | B | F 295 | | | | | F 295 | | F 114 | P-TIA 300 D-F 1500 |
| P HODGES O PUTZEK | | RETURN TULSA | T-2 1230 | | | | | | | EWP 1300 | | | | | | N-AR | [illegible] A-SD |
| WILKE | L52 | | | | | A-SD | MP 0800 | B | F 111 | | | | F 114 | | PO-F 261 | A-INS | F 112 |
| P TIPPING O PALMER | | L | → | | → | EWP 1300 | | | | | | | SP-FD N AR | P-TIA 1300 | WENS | T-2 1400 | |
| COLLADAY | L61 | ← | | | | | S | CS | | | | | | | → | EWP 0800 | F 292 |
| P McCOWEN O MURPHREE | | | | | | | | | | | | | | | | | HART H 1 |
| MANN | R12 | ← | EWP 0800 | | | DUTY | MP 0800 + QS | ALERT | CREW | | | → | F 111 | P-F FORY 302 | EWP 0800 | P-F FORY 306 | ← L |
| P [illegible] O HOYE | | P-LT 1500 | | | | | T 2 1530 | B | | | T 2 2000 | | SP-FD | A-SD 1FM | P-LT 1500 | AO-L | PF FORY 300 |
| VAN LEEUWEN | R40 | F 146 | P-F FORY 302 | | | A-F 114 | P-F FORY 276 | B | F 146 | | EWP 0800 | | EWP 0800 | ← | DUTY CREW | P-F | F-271 |
| P PETERSON O MILIKEN | | AR | 1FM | | | | MP 1300 | | | | | | T-2 1230 | A-LT 1500 | | FORY 306 | |
| | | | | | | | | 1. | | | | | | | | | |

1229

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381st BOMRON CREW ACTIVITIES

ATT "C", APP "1" ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROWLEY | L20 | ← | | | | | LEAVE | | | | | | | | | |
| P BERTIC<br>O-BENNETTE | | | | | | | | | | | | | | | | |
| EVANS | L35 | ← | | | BT+ | QS ALERT | | | | | → | | F 112 | | F 096 | |
| P TRIPP<br>O DISHMAN | | | | | T-2 1830 | | | EWP 1200 | | | | | | | | |
| PORTER | | | | [illegible] | [illegible] | A-F 111 51-19 | ← A- | INS → | | | | A-F 111 51-19 | A-F 292 51-19 | A-F 305 51-19 | A-F 303 51-19 | |
| P STROMBERG<br>O ALLISON | | | | | | P-R 1FM | T-2 1700 | | | | | | | PO-104 WOOD | T-2 1530 | |
| HUBBES | | EWP 0800 | | F 261 | | A-F R40 | P-OQ | O-F R40 | | | | F 096 | | | | |
| P YOUNG<br>WASHINGTON | | | | | | | | A-LT 1500 | | | | | T-2 1830 | | T-2 1700 | |
| AUSTIN | | EWP 0800 | | | | O-F FARLEY 300 | F 261 | O-F SAVINO 306 | | | | | F 146 | | F 287 | |
| P HARRIS<br>O HILL | | | | T-2 1530 | | | | | | | | ← | | PRE | SES | |
| MAYS | | | | DUTY CREW | | DUTY CREW | EWP 0800 QS | F 105 INSTR COLLADAY | | | | A-SD | 1FM | QS ALE | RT | → |
| P HODGES<br>O PUTZEK | | | | | F 271 | RAD | | | | | | | T-2 2000 | P-LT 1500 | | |
| WILKE | | | | SB | SB | F SB AR 112 | SB | F SB 276 | | | | 1FM | F 295 | EWP 0800 | F 114 | |
| P TIPPING<br>O PALMER | | T-2 2000 | | | | BRUCE | | SCOTT | | | | | | | HJ COLLADAY | |
| COLLADAY | | EWP 0800 | | A-F 105 HJ | PO-F 307 | AP-F 295 | DUTY CREW | A-F HJ INST CK | | | | A-F 307 HJ | EWP 0800 | A-F 105 HJ | A-F 114 HJ | |
| McCOWEN<br>O MURPHREE | | T-2 1530 | | 1FM | | 51-19 | | | | | | P-LT 1300 T-2 1230 | | PO-F 261 | | |
| MANN | | ← | | | | | | | LEAVE | | | | | | | → |
| P TOURTELLOT<br>O HOYE | | | | | | P-F 295 51-19 | | | | | | | | | | |
| VANLEEUWEN | | DUTY CREW | | SB | SB | F SB-AR 146 | SB | F SB 305 WASHING | | | | F 307 HJ | AP-FS 0800 | | A-LT 1300 | |
| P PETERSON<br>O MILLIKEN | | | | | | HUBBES | | GTON | | | | COLLADAY | A-LT 1000 | T-2 1230 | P-F 303 O-PB | |
| | | | | | | | | 2. | | | | | | | | |

1230

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381ST BOMRON CREW ACTIVITIES

ATT "C", APP "I", ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R44 | EPI MP TS | F 58 BRUCE | | | PO-F 237 WOOD | | B | F 237 | | EWP 0800 | | | F 146 | | F 111 | |
| P HOFFMAN<br>O BRENNENSTUHL | | B | 295 AR | | | | MP 1300 | | | | | | T-2 1400 P-LT 1500 | AR | | | F-LT 1300 IFM |
| BLENIS | R57 | EWP 0800 | | | | ← A - | ALT → | B | F 117 0710 | | EWP 0800 Q.S. | A-TO | ← | | 8TH OS ALERT | CREW | — |
| PAPENDELL<br>O WALTER | | T2 1700 | T-2 1400 | | | IFM | MP 1300 | | | | T-2 1830 | | | | | | |
| ARMSTRONG | 1NB7 | | F WISE 292 | | | CM08 | EWP 0800 | | A-SD | | | | IFM | F 592 N-AR | | | F 295 312 |
| P WELLMAN<br>O WOLTER | | CM-16 | AR | | | CM-15 | CM-15 | CM-15 | CM-15 | CM-15 | | | CM-16 | | EWP 1300 | P-TIA 1500 | SCOTT |
| LIDDELL | 1N69 | | P-F 303 TNS CK | | | ← O- | ALT → | | | P-OQ | | | | | A-FS | | O-F 595 SCOTT |
| P RUTAN<br>O EBERHARDT | | | | | | P-TIA 1300 | P-TIA 1500 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P OHLSON<br>O SCHLYER | | | | | | P-DB | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P TEETER<br>O SILVER | | ← | ← | O-MTD | P— 51-19 | WICHITA | → | → | → | | | | | O-F 112 | | IFM | |
| | | | | | | | | | | | | | | | | | |
| P KATELY<br>O BIRD | | ← | | O-MTD | 51- | 19 | → | | | | | | | O-DB | | O-F 114 | |
| | | | | | | | | | | | | | | | | | |
| P SHEPARD<br>O CARLSON | ← | | | | | | | P-MTD | | | | | | O-TDY WICHITA | | | → |
| | | | | | | | | | | | | | | | | | |
| P SMILEY<br>O WILKINS | ← | | | | | | | | | P-MTD | | O-TDY | | WICHITA | | | → |
| | | | | | | | | | | | | | | | | | |
| P TAYLOR | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |



1 2 3 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

381ST BOMRON — CREW ACTIVITIES — ATT "C", APP 1", ANNEX "A" OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BARNARD | R44 | | | F 105 HJ | EWP 0800 PS | AP-FS 0800 | EWP 0800 | | | | | ← | | QS+ | FTC | | |
| P-HUFFMAN O-BRENNENSTEIN | | | | COLLADAN | | A-SD O-DB | T-2 1530 | | | | | | | | | | |
| BLENIS | R57 | | | BT | +QS | ALERT | | | | | → | PO-F 114 | | F 105 HJ | A-SD P-LT 1500 | | |
| P-ARENDELL O-WALTER | | | | | T-2 2000 | | | EWP 1300 | | | A-AD | | | COLLADAN | | | |
| [illegible]STRONG | 1N67 | | | F 295 | DUTY CREW | P-TIA 300 | F 292 | DUTY CREW | DUTY CREW | | | ← | | DUTY | CREW | | |
| [illegible]LMAN [illegible]OLTER | | T-2 1700 | | | | T-2 1400 | | | | | | O-DB | | | | | |
| LIDDELL | 1N69 | | | | | | AO-F 304 | | | | | | AO-F 108 | P-AS | | | |
| P-RUTAN O-EBERHARDT | | | | | | | P-F 104 | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-OHLSON O-SCHIVER | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| P-TEETER O-SILVER | | | | P-LT 1300 O-F 261 | | | IFM | | | | | | P-TIA 1300 O-F 112 | | IFM | | |
| | | | | | | | | | | | | | | | | | |
| P-KATELY O-BIRD | | | | P-F 104 PORTER | P-F 114 PORTER | P-F 111 PORTER | P-LT 1500 O-F 261 | P-TIA 1500 IFM | | | | P-F 111 PORTER O-F 096 | P-F 292 PORTER | P-F 305 PORTER IFM | O-F 096 | | |
| | | | | | | | | | | | | | | | | | |
| P-SHEPERD O-CARLSON | | | | P-F 104 PORTER | P-F 114 PORTER | P-F 111 PORTER | | | O-TDY | WICHITA | | P-F 111 PORTER | P-F 292 PORTER | P-F 305 PORTER | P-TIA 1300 | | → |
| | | | | | | | | | | | | | | | | | |
| P-SMILEY O-WILKINS | | | | | P-TIA 1500 | P-LT 1300 | | | O-TDY | WICHITA | | P-TIA 1300 | | | P-F 303 PORTER | | → |
| | | | | | | | | | | | | | | | | | |
| P-TAYLOR | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

4.

1232

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381ST BOMRON CREW ACTIVITIES

ATT "C", APP "I", ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIELD | SX11 | P-F 146 | O-BT INST | | | | P-AFS | A-AFS | | | | | | P-F 274 | O-F SB 304 SCOTT | | P-F SB AR BRUCE 295 |
| P HOLDER O CLARK | | | | | | A-LT 1300 O-F 114 | | | | | | | | | A-F 1100 | P-LT 1500 | |
| FOSS | | | | | | | MP | B | 289 WELLS | | | | | P-F 112 | | | |
| O MULLER ELDRIDGE | | | | | | | | | | | | | | | | | |
| …LLS | SX1 | | A-LT 500 | | | 8+ [illegible] | P-LT 1500 | O-BT INST | A-F 289 | O-BT INST | | | | PO-F 271 | A-F 261 | | |
| …OWN KOWAN | | | | | | | O-BT INST | | O-BT INST | | | | | | | | |
| FRARIE | SX4 | | P-F 292 | | | | | | P-AFS | A-AFS | | | | | A-F SB 304 AR | | |
| P-WISE MOSES | | | | | | | | | | | ←—— | ←—— | | P- | T DY O-F 110 | —— | —— |
| BARNETT | SX10 | PO-F 146 | | | | P-LT 1500 | | | | | | | | A-LT 1300 | A-AFS O-F 110 | | P-F SB AR 146 |
| P-MAFONDE O URBAN | | A-AFS | | | | A-F 112 | | | | | | | | | | | A-F 299 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 381 ST BOMRON — CREW ACTIVITIES

ATT "C", APP "1", ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIELD | SX11 | A-AO | | P-AFS | A-AFS<br>A-LT<br>1500 | A-AFS | A-F<br>304 | | | | A-LEAVE | | | | | | |
| P-HOLDER<br>O-CLARK | | | | | | | | | | | | | P-F<br>108 | | | | |
| FOSS | | | | | | | | | | | | | | | | | |
| P-MUELLER<br>O-ELDRIDGE | | | | | | | | | | | | | | | | | |
| WELLS | SX1 | | | | | A-F<br>107<br>-9 | | | | | | | A-F<br>259<br>320 | P-F<br>276 | | | |
| P-BROWN<br>O-ROWAN | | | | | | | | | | | | | | | | | |
| FRARIE | SX4 | | | | A-F<br>307 | | AO-F<br>104 | | | | | P-F<br>114 | A-AFS | A-F<br>261 | | | |
| P-WISE<br>O-MOSES | | | | | P-T DY | | | | | | | | | | | | |
| BARNETT | SX10 | | | | | P-LT<br>1500 | A-AFS | | | | | P-LT<br>1500 | | F<br>304 | | | |
| P-HARONDE<br>O-URBAN | | | | | | | | | | | | | | | | | |

6.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

310AREFS TRAINING PROJECTION

HQ 310BOMWG
ATT "D", APP "1", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 310TH ARS — CREW ACTIVITIES

ATT "D", APP "1", ANNEX "A"
OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PORRITT | T-02 | QS 258 | F 108 | | | P-D | | PT | F 344 | | | QS 355 | QS 112 CM | QS 343 | F 344 | QS 107 | QS 343 2-LT |
| ROSE | T04 | PT QS 108 | F 352 | | | | F-112 P-D | F 114 | F 116 | F 107 | | | | | QS 258 | QS 352 | QS 352 |
| SCHOLZ | T-38 | QS 352 | F 106 | QS 343 | | | | PT | | | E 108 | | | | | | |
| GILES | T-12 | PT+QS P-D 354 | F 354 | QS 116 | QS 116 | | PT | F 354 | | F 343 | | | | QS 115 | F 343 | CM QS 355 | QS 116 |
| (BAUER) ARLINGTON | T-16 | F 345 | QS 344 | QS 344 | QS | QS 115 | | F-SB 344 | PT P-D | F SB 343 | | | | CM-QS 344 | F 344 | | QS 353 |
| JUNSTAN | T-18 | QS 106 | F-SB 352 | QS 113 | 113 | PT QS 342 | QS 352 | | F 342 | | | | F 352 | QS 345 | CM | | |
| GEORGE | T-19 | | F-SB 354 | | | F-SB 116 | PT-QS 115 | QS 108 | PT-QS 258 | QS 108 | QS 352 | | | F 116 | | | QS-CM 113 |
| DEAM | T-21 | PT A-LT | QS 346 | QS 346 | QS 346 | F 343 | QS 345 | QS 352 | | PT-QS 352 | | | | | | F 115 | |
| LOVELL | T-23 | L ← | → L | QS 343 | QS 112 | QS 342 | QS 345 | QS 343 | PT QS | F 345 | | | P-D QS 349 | CM | | F 349 | |
| NEWMAN | T-24 | A-F 345 L ← | A-C 305 | | | | | | | | | | | | | → L | P-D CM |
| HAUCK | T-26 | | PT-QS 107 | | | QS 354 | A-LT P | | | F 348 | | QS 352 | QS 116 | F 346 | QS 107 | QS-P-D 106 | |
| CANNON | T-27 | F 115 | QS-P-D 343 | | | QS 348 | PT-QS 354 | A-LT QS-342 | QS 352 | F 258 | QS 355 | | CM | | | F 258 | |
| WILLIS | T-28 | QS 355 | PT-QS 116 | | | F 346 | | QS 106 | A+P-LT QS-345 | PT-QS 355 | QS 106 | | | P-D CM | F 112 | QS 113 | |
| MILLER | T-29 | | QS 113 | | | F 113 | | PT | QS 113 | A+P-LT QS 106 | QS 349 | QS 106 | QS 113 | | F 348 | | |
| WEAVER | T-33 | | PT O-DB | | | BT | BT | BT | BT | BT-PT QS 349 | QS 113 | QS 349 | BT QS 115 | F 354 | CM-QS 115 | A+P-LT CM | QS 109 |
| WILES | M01 | CM | PM | | | CM | CM | RO CM | CM | P-D CM | QS 112 | QS 113 | CM F-106 | CM QS 112 | QS 355 | | |
| (ANDERTON) SHIELDS | M39 | | | | | PT | | F-SB 114 | | F-SB 107 | | | A+P-LT CM | | QS 106 | F 345 | |
| BRAILEY | M32 | F-115 PM | F-106 CM | | | CM | F-SB 1 CM 2 | CM | F-SB 1 CM 2 | CM | | | 354 CM-QS | CM-F 113 | A+P-LT CM | F 107 | |
| DUNBAR | M34 | | F 252 | | | PT | F 113 | | | QS 113 | | QS 112 | F 111 | QS 348 | QS 345 | QS 346 | CM |
| MARK | M35 | | | | | | | | | | | | | | | | |
| WORLE | M36 | CM-F 114 | A+P-LT CM | QS 111 | QS 111 | BT-CM QS-114 | BT-CM QS-348 | BT-CM QS-348 | BT-CM QS 348 | BT-CM | | | BT-CM | CM | F 114 | CM | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 310TH ARS — CREW ACTIVITIES

ATT "D", APP "I", ANNEX "A" OPORD 206-55 1 DEC 55

| ACFT CMDR | CREW | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PORRIT | T02 | | | CM | | F-344 QS-343 | QS 343 | | | | | | | | | | |
| ROSE | T04 | QS 343 | QS 343 | | QS 258 | F 346 | CM | | | | | | | | | | |
| SCHOLZ | T38 | | A-AD | F 348 QS 382 | QS 107 | CM-AD QS-116 | P-LT QS-116 | | | | | | | | | | |
| GILES | T12 | | | F-343 QS 345 | CM | | | | | | | | | | | | |
| (BAKER) DARLINGTON | T16 | | | A-LT P-LT | 5 | F-354 QS-355 | QS-CM 355 | | | | | | | | | | |
| DANSJAN | T18 | | | P- | 352 | QS 342 | QS CM 342 | | | | | | | | | | |
| GEORGE | T19 | | | E 116 | QS-PG 354 | QS-CM 348 | QS 348 | A-LT | | | | | | | | | |
| DEAM | T21 | | | | CM | F-115 QS-113 | AD, QS 113 | | | | | | | | | | |
| LOUELL | T23 | | | CM | F 349 | A P-LT | | QS 345 | QS 258 | | | | | | | | |
| NEWMAN | T24 | QS 352 | QS 352 | F-353 QS-106 | A-LT QS-346 | | | QS 106 | QS 107 | | | | | | | | |
| HANCK | T26 | | | F 109 | | | | QS 349 | QS 352 | | | | | | | | |
| RANNON | T27 | | | CM-QS 112 | | F 258 | | QS 112 | QS 115 | | | | | | | | |
| WILLIS | T28 | | | | F 112 | | | A-AD QS 109 | QS 344 | | | | | | | | |
| MILLER | T29 | | | F 113 | | | | P-D-CM QS-111 | QS 354 | | | | | | | | |
| WEAVER | T33 | QS 116 | | F 342 | | | | CM | | QS 258 | QS 258 | | | | | | |
| WILES | MD1 | QS 355 | QS 116 | | F 106 | CM | | | | QS 107 | QS 107 | | | | | | |
| (PINKERTON) SHIELDS | 1M39 | QS 113 | QS 355 | QS 346 | CM F 345 | | | | | QS 352 | QS 352 | | | | | | |
| BRAILEY | 1M32 | QS 109 | QS 113 | QS 111 | QS 114 | F 107 | | | | QS 115 | QS 115 | | | | | | |
| DUNBAR | M34 | | QS 109 | | F 111 | | | CM | | QS 344 | QS 344 | | | | | | |
| MARK | 1M35 | | | | | | | | | | | | | | | | |
| WORLE | M36 | | | P-LT | | F 114 | | | | QS 354 | QS 354 | | | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

OPERATIONS MEETINGS

HQ 310BOMWG
APP "2", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

OPERATIONS MEETINGS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. The following meetings are scheduled during the month of DEC. Dates, times, locations and required attendance are as indicated.

a. Operation's Weekly 60-9 Planning:

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 7 DEC | 0900 | WG OPS CONF RM | LTCOL Griffin |
| | | | LTCOL Stublarec |
| | | | MAJ Prince |
| | | | MAJ Faivre |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |
| | | | CAPT Hinds |
| 14 DEC | 1330 | " " " " | Same as above |

HQ 310BOMWG
APP "2", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 15 DEC | 1430 | WG OPS CONF RM | Same as above |
| 22 DEC | 1430 | " " " " | Same as above |
| 29 DEC | 1430 | " " " " | Same as above |

c. RBS Scheduling:

| | | | |
|---|---|---|---|
| 5 DEC | 1330 | WG OBSR SECTION | LTCOL Stublarec |
| | | | MAJ Ofner |
| | | | MAJ Rowan |
| | | | MAJ Spierling |
| | | | MAJ Clark |
| | | | CAPT Kerney |
| 12 DEC | 1330 | WG OBSR SECTION | Same as above |
| 19 DEC | 1330 | " " " | Same as above |
| 27 DEC | 1330 | " " " | Same as above |

d. Wing Commander's Operations Briefing:

| | | | |
|---|---|---|---|
| MON | 1500 | WG OPS CONF RM | Wing Commander |
| Thru | | | Deputy Wing Commander |
| FRI | | | Director of Operations |
| | | | Chief of OPS & TNG |
| | | | Squadron COMDRS |
| | | | Squadron OPS OFF |
| | | | Chief of Maintenance |
| | | | Base Weather Officer |

e. Aircraft Malfunction and Abort Board (AUTH SO 149, PARA 3, 31 AUG)

| | | | |
|---|---|---|---|
| 5 DEC | 0830 | WG CONF RM | COL Wood |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | LTCOL Davis |
| | | | LTCOL Deok |
| | | | LTCOL McDaniell (On Call) |
| | | | LTCOL McClatchy " " |
| | | | MAJ Frarie " " |
| | | | MAJ Fancher " " |
| | | | MAJ Rowe |
| | | | MAJ Fairy |
| | | | CAPT Pirtle |
| | | | MSGT Perry (On Call) |
| | | | MSGT Williams " " |
| | | | TSGT McCarcar " " |
| | | | TSGT Bogerman " " |
| | | | A/1C Whitaker " " |
| | | | A/1C Hague " " |
| | | | CIV Thompson |
| | | | CIV Nelson |
| 12 DEC | 0830 | WG OPS CONF RM | Same as above |
| 19 DEC | 0830 | " " " " | Same as above |
| 27 DEC | 0830 | " " " " | Same as above |

f. Gross Error Board:

| | | | |
|---|---|---|---|
| 2 DEC | 0900 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Stublarec |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ Rowan |
| | | | MAJ Ofner |
| | | | MAJ Faivre |
| | | | MAJ Spierling |
| | | | MAJ Clark |
| | | | MAJ Eldridge |
| | | | CAPT Kerr |
| | | | CAPT Hart |
| | | | CAPT Mose |
| | | | CIV Thompson |
| | | | CIV Nelson |

g. Operations Officer's Meeting:

| | | | |
|---|---|---|---|
| 5 DEC | 0930 | WG OPS CONF RM | COL Wood |
| | | | MAJ Lindquester |
| | | | MAJ Barnett |
| | | | MAJ Field |
| | | | MAJ Wise |
| | | | MAJ King |
| | | | MAJ Goodlad |
| | | | MAJ Holder |
| | | | CAPT Hinds |
| 12 DEC | 0930 | WG OPS CONF RM | Same as above |
| 19 DEC | 0930 | " " " " | Same as above |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 27 DEC | 0930 | WG OPS CONF RM | Same as above |

h. Monthly 60-9 Pre-Planning:

| | | | |
|---|---|---|---|
| 15 DEC | 0900 | WG OPS CONF RM | COL Wood |
| | | | LTCOL Griffin |
| | | | LTCOL Stublarec |
| | | | MAJ Stricklin |
| | | | MAJ Fair |
| | | | MAJ Good |
| | | | MAJ Hold |
| | | | MAJ Lindquester |
| | | | MAJ Field |
| | | | MAJ Barnett |
| | | | MAJ Wise |
| | | | CAPT Hinds |

i. Monthly 60-9 Aircraft Scheduling:

| | | | |
|---|---|---|---|
| 22 DEC | 1400 | WG OPS CONF RM | Same as Weekly 60-9 |

j. Tactics Panel:

| | | | |
|---|---|---|---|
| 30 DEC | 1330 | WG OPS CONF RM | COL Wood |
| | | | LTCOL McClatchy |
| | | | LTCOL McDaniell |
| | | | LTCOL Rifkin |
| | | | LTCOL Wheeler |
| | | | MAJ Frarie |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ Fancher |
| | | | 1STLT Alden |
| | | | 1STLT Gass |
| | | | 1STLT Stapher |

k. Recap of Meetings for Month of DEC 55

| DATE | | TIME | MEETING |
|---|---|---|---|
| 1 DEC | THURS | 1430 | 60-9 |
| 2 DEC | FRI | 0900 | Gross Err[illegible]oard |
| 5 DEC | MON | 0830 | Abort B[illegible]rd |
| | | 0930 | Operations Officer's Meeting |
| | | 1330 | RBS Scheduling |
| 6 DEC | TUES | | |
| 7 DEC | WED | 0900 | Pre 60-9 |
| 8 DEC | THURS | 1430 | 60-9 |
| 9 DEC | FRI | | |
| 12 DEC | MON | 0830 | Abort Board |
| | | 0930 | Operations Officer's Meeting |
| | | 1330 | RBS Scheduling |
| 13 DEC | TUES | | |
| 14 DEC | WED | 0900 | Pre 60-9 |
| 15 DEC | THURS | 0900 | Pre Monthly 60-9 |
| | | 1430 | 60-9 |
| 16 DEC | FRI | 0800 | Pre Monthly 60-9 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | MEETING |
|---|---|---|
| 19 DEC MON | 0830 | Abort Board |
| | 0930 | Operations Officer's Meeting |
| | 1330 | RBS Scheduling |
| 20 DEC TUES | | |
| 21 DEC WED | 0900 | Pre 60-9 |
| 22 DEC THURS | 1400 | Monthly 60-9 |
| | 1430 | 60-9 |
| 23 DEC FRI | | |
| 27 DEC TUES | 0830 | Abort Board |
| | 0930 | Operations Officer's Meeting |
| | 1330 | RBS Scheduling |
| 28 DEC WED | 0900 | Pre 60-9 |
| 29 DEC THURS | 1430 | 60-9 |
| 30 DEC FRI | 1330 | Tactics Panel |



1 2 4 5

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

WING DUTY SCHEDULE

HQ 310BOMWG
APP "3", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

WING DUTY SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. AIRDROME OFFICER : In accordance with SAC REG 55-44, the following Airdrome Officer Schedule will apply. Tour of duty starts at 0900 local time, dates indicated.

| | |
|---|---|
| 17 DEC - HEDRON | 25 DEC - 380BOMRON |
| 18 DEC - AREFS | 26 DEC - 381BOMRON |
| 19 DEC - 379BOMRON | 27 DEC - 380BOMRON |
| 20 DEC - 380BOMRON | 28 DEC - 379BOMRON |
| 21 DEC - 381BOMRON | 29 DEC - 381BOMRON |
| 22 DEC - AREFS | 30 DEC - 380BOMRON |
| 23 DEC - AREFS | 31 DEC - 379BOMRON |
| 24 DEC - HEDRON | |

2. FLIGHT TEST CREWS: In accordance with 310BOMWG REG, the following Flight Test Crew Schedule will apply. Tour of duty starts at 0800 local time.

381BOMRON - 28 NOV to 4 DEC

379BOMRON - 5 DEC to 11 DEC

HQ 310BOMWG
APP "3", Annex "A"
OPORD 206-55
1 DEC 55

1247

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

380BOMRON - 12 DEC to 18 DEC

379BOMRON - 19 DEC to 25 DEC

381BOMRON - 26 DEC to 1 JAN

3. DEBRIEFING OFFICER: In accordance with 310BOMWG REG 51-5, the following schedule will apply. Tour of duty starts at 0800 local. Scheduled officer will report to the 310th Wing Maintenance Control dor duty.

| | |
|---|---|
| 1 DEC - 380BOMRON | 15 DEC - 379BOMRON |
| 2 DEC - 310AREFS | 16 DEC - 310AREFS |
| 5 DEC - 381BOMRON | 19 DEC - 380BOMRON |
| 6 DEC - 310AREFS | 20 DEC - 310AREFS |
| 7 DEC - 379BOMRON | 21 DEC - 381BOMRON |
| 8 DEC - 310AREFS | 22 DEC - 310AREFS |
| 9 DEC - 380BOMRON | 23 DEC - 379BOMRON |
| 12 DEC - 310AREFS | 27 DEC - 381BOMRON |
| 13 DEC - 381BOMRON | 28 DEC - 380BOMRON |
| 14 DEC - 310AREFS | 29 DEC - 379BOMRON |
| | 30 DEC - 381BOMRON |

4. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0800 to 0800 the following day. Prior to 1630 on the day the officer is scheduled for duty, he will contact the Director of Operations. If the Director of Operations plans to be absent from the base, the Assistant Flight Supervisor will remain on base and keep the Wing Control Room posted on where he can be reached by phone. The following schedule will apply:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 DEC - MAJ Frarie
2 DEC - MAJ King
5 DEC - MAJ Stevens
6 DEC - MAJ Holder
7 DEC - MAJ Field
8 DEC - MAJ Wise
9 DEC - MAJ Frarie
12 DEC - LTCOL McClatchy
13 DEC - LTCOL McDaniell
14 DEC - MAJ Barnett
15 DEC - MAJ King
16 DEC - MAJ Stevens
19 DEC - MAJ Holder
20 DEC - MAJ Field
21 DEC - MAJ Wise
22 DEC - MAJ Barnett
23 DEC - LTCOL McClatchy
27 DEC - MAJ Stevens
28 DEC - MAJ Frarie
29 DEC - MAJ King
30 DEC - LTCOL McDaniell

5. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty Officer is from 0830 to 0830 local. Officers scheduled below will report to the 310th Wing Control Room for duty and will be in the tower for all take-offs and landings. If weather is above 1,000 feet and three miles visibility the Senior Duty Officer need not report for duty until 1630 local.

1 DEC - 379BOMRON
2 DEC - 380BOMRON
5 DEC - 381BOMRON
6 DEC - 379BOMRON
7 DEC - 380BOMRON
8 DEC - 381BOMRON
9 DEC - 379BOMRON
12 DEC - 380BOMRON
13 DEC - 381BOMRON
14 DEC - 379BOMRON
15 DEC - 379BOMRON
16 DEC - 381BOMRON
19 DEC - 380BOMRON
20 DEC - 380BOMRON
21 DEC - 381BOMRON
22 DEC - 379BOMRON
23 DEC - 380BOMRON
27 DEC - 381BOMRON



1249

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

28 DEC - 379BOMRON  30 DEC - 381BOMRON

29 DEC - 380BOMRON  31 DEC - 379BOMRON

a. The 310th BOMWG is responsible for instrument tower officer on odd days of the month (1200 on odd day to 1200 on even day).

6. INSTRUMENT TOWER OFFICER (WEEK-END): Requirement pilot with current instrument card.

3 DEC - 1200 ~~hours~~ for 24 hours - 380BOMRON

11 DEC - " " " " " - 381BOMRON

17 DEC - " " " " " - 379BOMRON

25 DEC - " " " " " - 380BOMRON

31 DEC - " " " " " - 381BOMRON



1250

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

AIR TRAINING REQUIREMENTS

HQ 310BOMWG
APP "4", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. A total of 1650:00 air training hours are projected for the month of DEC. (1200:00 hours for B-47's and 450:00 hours for KC-97's).

2. Flying time priority will be as follows:

a. Accomplishment of 60-2 requirements.

b. Accomplishment of "HI JINKS" Check-Out. 75:00 hours

c. Accomplishment of "FANCY RUN", Springfield, ILL. 9:00 hours

d. Accomplishment of "PACE SETTER". 185:00 hours

e. Upgrading of non combat ready crews. 180:00 hours

f. 51-19 check out of newly assigned crew members. 100:00 hours

g. Accomplishment of standardization checks.

h. Accomplishment of lead and combat ready crew training. 890:00 hours

3. COL Wells will fly as aircraft commander on the dates indicated:

| | |
|---|---|
| 8 DEC - 381BOMRON | 21 DEC - 379BOMRON |
| 14 DEC - 381BOMRON | 28 DEC - 380BOMRON |

HQ 310BOMWG
APP "4", Annex "A"
OPORD 206-55
1 DEC 55

1252

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. COL Wood will fly as aircraft commander during the following weeks:

Week of 5 DEC - 381BOMRON  Week of 12 DEC - 380BOMRON

Week of 19 DEC - 379BOMRON  Week of 26 DEC - 381BOMRON

a. 379BOMRON -

| | | | |
|---|---|---|---|
| 5X7 | MAJ Lindquester | CAPT Hinds* | CAPT Savino |
| 5X6 | LTCOL McClatchy | LTCOL Hart* | CAPT Hart |
| 5X8 | MAJ King | CAPT Smith | MAJ Spierling |
| 5X12 | CAPT Bennett | LT Nickerson* | MAJ Farley |

b. 380BOMRON -

| | | | |
|---|---|---|---|
| 5X2 | COL Wood | LTCOL Megenity* | LTCOL Stublarec |
| 5X14 | MAJ STEVENS | MAJ WEIR* | CAPT KEARNEY |
| 5X13 | CAPT Horsky | MAJ Dillon* | LTCOL Wheeler |
| 5X9 | MAJ Goodlad | CAPT PIRINO | MAJ Ofner |
| 5X3 | LTCOL McDaniell | LT Bennett* | CAPT Vogle |

c. 381BOMRON -

| | | | |
|---|---|---|---|
| 5X4 | MAJ Frarie | MAJ Wise | CAPT Moses |
| 5X11 | MAJ Field | MAJ Holder | MAJ Clark |
| 5X10 | MAJ Barnett | MAJ Maronde | CAPT Urban |
| 5X1 | COL Wells | MAJ Brown* | MAJ Rowan |

5. Staff crews are assigned 5X crew numbers as listed above. Staff crews will be scheduled a minimum of one crew mission per month. Staff pilots not qualified as aircraft commander (marked with *) and observers will be schedule for a standboard check once each year. Other staff pilots and aircraft commanders will be scheduled for a standboard check once every six months.

HQ 310BOMWG
APP "4", Annex "A"
OPORD 206-55
1 DEC 55



1253

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

With the exception of pilots with an asterisk (*) after their name, staff crew members will complete the remainder of their 60-2 time as substitute or supernumanry crew members. Those staff pilots with an asterisk after their name are assigned to Base Flight for 60-2 time and 60-4 first pilot check responsibility.

6. B-47 aircraft will fly 1200:00 hours during DEC. A breakdown of flying time and sorties follows:

379BOMRON - 416:00 HR

380BOMRON - 382:00 HR

381BOMRON - 399:00 HR

7. KC-97 aircraft will fly 450:00 hours and sorties during DEC.

KC-97F - 200:00 HR KC-97G - 250:00 HR

8. TANKER SCHEDULE:

| | 24M# TRANSFER | | | | | |
|---|---|---|---|---|---|---|
| | DAY | | | NIGHT | | |
| DATE | 379 | 380 | 381 | 379 | 380 | 381 |
| 1 DEC | | 1 | 1 | | | |
| 2 DEC | 1 | | | | | |
| 5 DEC | | | 1 | | | 1 |
| 6 DEC | 1 40M# | | | | | |
| 12 DEC | 1 | | | | | 1 |
| 13 DEC | 1 | 1 | 1 | | | 1 |
| 14 DEC | | 1 | | | 1 | |
| 15 DEC | | 1 | | | | 1 |
| 16 DEC | 1 | | | | | |
| 19 DEC | 1 | | | | 1 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "5"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

GROUND TRAINING REQUIREMENTS

HQ 310BOMWG
APP "5", Annex "A"
OPORD 206-55
1 DEC 55

1255

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "5"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

GROUND TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. 50-24 BLOCK TRAINING: Each tactical squadron will have two crews in Block Training which commences on 12 DEC. Crews scheduled are:

a. CAPT Thomas and crew - 379BOMRON.

b. MAJ King and crew - 379BOMRON.

c. CAPT Siglin and crew - 380BOMRON.

d. CAPT Stewart and crew - 380BOMRON.

e. CAPT Evans and crew - 381BOMRON.

f. CAPT Blenis and crew - 381BOMRON.

2. B-47 MTD CREW TRAINING: The aircraft commanders and pilots listed in PARA 1 will, at the completion of Block Training, enter the MTD at 0800, 22 DEC, for one and one-half days of training on the B-47. This training will include a review of the fuel, hydraulic and electrical systems.

3. ALTITUDE CHAMBER: Quotas for altitude indoctrination training for DEC are as follows:

a. Two day course (refresher):





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) 5 and 6 DEC: 379 (2) 380 (2) 381 (2) 310ARS (3).

(2) 12 and 13 DEC: 379 (2) 380 (2) 381 (2) 310ARS (2).

b. Three day course (basic):

(1) 28, 29 and 30 DEC: 379 (2) 380 (2) 381 (2).

4. OQ RANGE SCHEDULE: The 310BOMWG has the following OQ Range schedule for DEC:

a. 9 DEC: 379 (1) 380 (1) 381 (1).

b. 22 DEC: 379 (1) 380 (1) 381 (1).

5. INFLIGHT MAINTENANCE: Each B-47 squadron will send one observer each day on the following schedule: 1, 2, 5, 6, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 27, 28, 29 and 30 DEC. Classes are held each day from 1300 to 1500 hours in Room 24 in the Base Ground Training Building. MAJ John Rowan of the Wing Observers Office is in charge of the program.

6. P-3 LINK TRAINER: The 310ARS will utilize the P-3 Link Trainer from 100-1200 Monday through Friday.

a. In conjunction with "SAINT NICK", the following additional P-3 trainer time has been allocated to the 310ARS: 1600-1800 Monday through Friday from 1-21 DEC 55.

7. C-11 INSTRUMENT TRAINER: The 310BOMWG will utilize the C-11 trainer during the afternoon (1300-1700) in DEC. The 310BOMWG allocation will be used in two hour periods. Two trainers are available for each period.

a. 1300-1500:

(1) 379BOMRON: 1, 2, 6, 12, 14, 15, 16, 19, 20, 22, 23, 28, 29, 30. DEC.

(2) 380BOMRON: 1, 2, 5, 6, 12, 13, 14, 15, 19, 20, 21, 22, 23, 27, 28, 29 DEC.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) 381BOMRON: 5, 13, 16, 21, 27 and 30 DEC.

b. 1500-1700:

(1) 379BOMRON: 1, 5, 6, 13, 14, 19, 21, 22, 27, 28 DEC.

(2) 380BOMRON: 2, 12, 15, 16, 20, 23, 29, 30 DEC.

(3) 381BOMRON: 1, 2, 5, 6, 12, 13, 14, 15, 16, 19, 20, 21, 22, 23, 27, 28, 29, 30 DEC.

8. B-47 SIMULATOR: The 310BOMWG will use the B-47 Simulator on the following schedule:

a. 0800-1200:

(1) 379BOMRON: 1, 15, 22 and 29 DEC.

(2) 380BOMRON: 2, 16, 23 and 30 DEC.

(3) 381BOMRON: 14, 21 and 28 DEC.

b. The Wing Standboard will use the simulator Monday and Tuesday morning of each week.

9. T-1A TRAINER: The following T-1A Gunnery Trainer will be adhered to in DEC.

a. 1300-1500:

(1) 379BOMRON: 1, 6, 14, 19, 22 and 28 DEC.

(2) 380BOMRON: 2, 12, 15, 20, 23 and 29 DEC.

(3) 381BOMRON: 5, 13, 16, 21, 27 and 30 DEC.

b. 1500-1700:

(1) 379BOMRON: 2, 5, 16, 21, 27 and 30 DEC.

(2) 380BOMRON: 1, 13, 14, 19, 22 and 29 DEC.

(3) 381BOMRON: 6, 12, 15, 20, 23 and 28 DEC.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10. INSTRUMENT SCHOOL: The instrument school will be conducted on 8 and 9 DEC and 15 and 16 DEC in Room 107 in the Base Ground Training Building. The 380BOMRON will furnish an instructor on Flight Procedures and Radio Aids for the 1300 class on 15 DEC. The 381BOMRON will furnish an instructor for the 0800 class on Instruments on 15 DEC. Instructors will report to CAPT Brown, OIC of the Instrument School, at least two days prior to course presentation for instructions.

11. EWP TRAINING:

a. Each EWP aircrew will accomplish:

(1) Mission study on primary and alternate target assignments.

(2) Five trainer runs (one GPI) on each assigned target.

(3) Take SAC EWP examination.

b. Each "HOTSHOT" alert crew will accomplish mission study on assigned target prior to first day of alert status.

c. All EWP aircrews have been scheduled, by name and date, on the Wing Master Planning Schedule for accomplishment of the above required items.

12. T-2A TRAINER:

a. The T-2A trainer will be utilized 1-6 DEC for trainer runs on targets in Operation "PACE SETTER".

b. The remaining trainer time will be used to accomplish the necessary EWP runs as outlined in PARA 11a(2).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

T-2A TRAINING SCHEDULE

| "PACE SETTER" Runs 1 through 6 DEC | | | | | | EWP Runs Remainder of Month | | | |
|---|---|---|---|---|---|---|---|---|---|
| DATE | 0800 0930 | 0930 1100 | 1100 1230 | 1230 1400 | 1400 1530 | 1530 1700 | 1700 1830 | 1830 2000 | 2000 2130 |
| 1 DEC | | | | 379 | 379 | 381 | 381 | 380 | 380 |
| 2 DEC | | | | 381 | 381 | 380 | | | |
| 5 DEC | | | | 380 | 380 | 379 | | | |
| 6 DEC | | | | 379 | 379 | 381 | 381 | 380 | 380 |
| 10 DEC | 379 | 381 | 380 | 380 | 380 | 379 | 379 | 381 | 381 |
| 12 DEC | | | | 381 | 381 | 380 | 380 | 379 | 379 |
| 13 DEC | | | | 380 | 380 | 379 | 379 | 381 | 381 |
| 14 DEC | | | | 379 | 379 | 380 | | | |
| 15 DEC | | | | 381 | 381 | 380 | 380 | 379 | 379 |
| 16 DEC | | | | 380 | 381 | 379 | | | |
| 17 DEC | | | | 379 | 379 | 381 | 381 | 380 | 380 |
| 19 DEC | | | | 380 | 379 | 381 | | | |
| 20 DEC | | | | 379 | 379 | 380 | 380 | 381 | 381 |
| 21 DEC | | | | 379 | 381 | 380 | | | |
| 22 DEC | | | | 380 | 380 | 381 | 381 | 379 | 379 |
| 27 DEC | | | | 381 | 380 | 379 | | | |
| 28 DEC | | | | 380 | 380 | 379 | 379 | 381 | 381 |
| 29 DEC | | | | 381 | 379 | 380 | | | |
| 30 DEC | | | | 379 | 379 | 381 | 381 | 380 | 380 |

HQ 310BOMWG
APP "5", Annex "A"
OPORD 206-55
1 DEC 55



1 2 6 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

LEAD CREW EVALUATION

HQ 310BOMWG
APP "6", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

LEAD CREW EVALUATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

1. The 310BOMWG will send four B-47 crews to the 3943d SES at Davis-Monthan AFB on 9 JAN. Scheduled for initial SES are CAPT Austin and crew L-43 and CAPT Mays and crew L-47. Scheduled for re-evaluation are CAPT Blake and crew L-18 and CAPT Hubbes and crew L-37.

2. The alternate crews will be CAPT Evans and crew L-35 and CAPT Kruse and crew L-32.

3. Pre SES training will be given to CAPT Evans and crew L-35 and CAPT Austin and crew L-43. This training will commence on 27 DEC and terminate on 6 JAN. (The complete school outline is found in this APP).

4. Complete instructions for all administrative and logistic support functions relative to SES are outlined in the 310BOMWG OPORD NR 205-55, 5 NOV 55 and in this OPORD.

HQ 310BOMWG
APP "6", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SES SCHOOL

AIRCRAFT COMMANDERS, PILOTS AND OBSERVERS

| | 27 DEC | 28 DEC | 29 DEC | 30 DEC |
|---|---|---|---|---|
| 0800 | Mission Planning | F L Y I N G | Mission Planning | F L Y I N G |
| 1200 | LUNCH | | LUNCH | |
| 1300 | Briefing | | Briefing | |
| 1400 | Special Weapons Training BLDG 801 | | Special Weapons Training BLDG 801 | |
| 1700 | | | | |

AIRCRAFT COMMANDERS AND PILOT

| | 3 JAN | 4 JAN | 5 JAN | 6 JAN |
|---|---|---|---|---|
| 0800 | Hand Gun Qualification Base Ground Training BLDG LT Simmons | Special Weapons Training BLDG 801 | Special Weapons Training BLDG 801 | Special Weapons Training IFI/IFE BLDG 801 |
| 1200 | LUNCH | | | |
| 1300 | Hand Gun Qualification Range | T-1A Trainer (CAPT Harris) C-11 Trainer (CAPTS Evans & Tripp) | T-1A Trainer (CAPT Tripp) C-11 Trainer (CAPTS Austin & Harris) | Proficiency and Emergency PROC EXAM and -1 Review (WG Standboard) |
| 1500 | | T-1A Trainer (CAPT Tripp) C-11 Trainer (CAPTS Austin & Harris) | T-1A Trainer (CAPT Harris) C-11 Trainer (CAPTS Evans & Tripp) | |
| 1700 | DINNER | | | |
| 1830 | | Simulator (CAPTS Austin & Harris | Simulator (CAPTS Evans & Tripp) | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SES SCHOOL

OBSERVERS

| | 3 JAN | 4 JAN | 5 JAN | 6 JAN |
|---|---|---|---|---|
| 0800 | Hand Gun Qualification Base Ground Training BLDG LT Simmons | Special Weapons Training BLDG 801 | Special Weapons Training BLDG 801 | Special Weapons Training BLDG 801 |
| 1200 | LUNCH | | | |
| 1300 | Hand Gun Qualification Range | SES Routes, Route PROC, NAV Methods, RBS TGTS, Required ACCOMPL and Critical Items (Orientation & Study - WG OBSR) | Supervised Review of High Speed, Dead Reckoning PROC, Grid NAV, Normal & EMERG PROC (S/B OBSR) | Proficiency and EMERG PROC EXAM and -1 Review |
| 1700 | | | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 December 1955, 0001Z

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

WING STANDARDIZATION SCHEDULE

HQ 310BOMWG
APP "7", Annex "A"
OPORD 206-55
1 DEC 55



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 206-55

WING STANDARDIZATION SCHEDULE

HEADQ[illegible]RS
310TH [illegible]DMENT WING, MEDIUM
Smoky [illegible]ir Force Base, Kansas
1 Decem[illegible] 1955, 0001Z

1. B-47 CREW SCHEDULE: In accordance with 310[illegible]MWG SUPPL 1 to SUPPL II, SAC REG 51-4, 20 SEP 55, the following B-47 crews will be assigned to the Wing Standardization Section for standboard checks:

THURSDAY - 1 DEC 55

| REPT TIME | CREWS AND INDIVIDUALS | SCHEDULED REQUIREMENTS | PLACE | STANDBOARD CREW MEMBER |
|---|---|---|---|---|
| 0800 | Smith & Crew | Flight Planning and Mission Packet | 380th | |
| | Barnard & Crew | Complete (Turn in to SQ OBS by 1200) | 381st | |
| | Balch & Crew | Fly - STA 0825 T.O. 1055 RENDV 1200 | ACFT | Bruce |
| 1300 | Smith & Crew | Special Weapons Loading | ACFT | |
| 1430 | Barnard & Crew | Special Weapons Loading | ACFT | |
| | Smith & Crew | Attend SQ Briefing & OBS Target Study | 380th | |
| | Barnard & Crew | Attend SQ Briefing & OBS Target Study | 381st | |

HQ 310BOMWG
APP "7", Annex "A"
OPORD 206-55
1 DEC 55

1266

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FRIDAY - 2 DEC 55

| REPT TIME | CREWS AND INDIVIDUALS | SCHEDULED REQUIREMENTS | STA | T.O. | RENDV | PLACE | STANDBOARD CREW MEMBER |
|---|---|---|---|---|---|---|---|
| | Smith & Crew | Fly - | 0735 | 1005 | | ACFT | Hill |
| | Barnard & Crew | Fly - | 0825 | 1055 | 1200 | ACFT | Austin |

MONDAY - 5 DEC 55

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Hubbes & Crew | Fly - | 0825 | 1055 | 1200 | ACFT | Bruce |

MONDAY - 12 DEC 55

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 0730 | Craven (AC & P) | Simulator | | | | GRD TNG BLDG | Young |
| 0800 | Craven ( OBS) | Target Study (WED MSN) | | | | WG INTEL | |
| 0800 | LTCOL McDaniell | Report to WG Standboard | | | | | Hubbes |
| | LTCOL Stublarec | For Procedures Exam. | | | | | and |
| | MAJ Frarie | | | | | | Washington |
| | MAJ Clark | | | | | | |
| | MAJ Holder | | | | | | |
| | MAJ Maronde | | | | | | |
| | CAPT Eberhardt | | | | | | |
| 0930 | LTCOL McDaniells | Simulator | | | | GRD TNG BLDG | Young |
| | MAJ Frarie | Simulator | | | | " | " |
| 1000 | Craven & Crew | Special Weapons Exam | | | | BLDG 801 | |
| 1300 | Craven & Crew | Complete Proficiency & | | | | WG Standboard | Hubbes & |
| | All Staff PERS | Emergency PROC Exam | | | | | Washington |

TUESDAY - 13 DEC 55

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 0730 | Holder | Simulator | | | | GRD TNG BLDG | Young |
| | Maronde | Simulator | | | | " | " |



1267

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| REPT TIME | CREWS AND INDIVIDUALS | SCHEDULED REQUIREMENTS | PLACE | STANDBOARD CREW MEMBER |
|---|---|---|---|---|
| 0800 | Stublarec | Target Study | WG INTEL | |
| | Clark | Target Study | " " | |
| | Eberhardt | Target Study | " " | |
| | Craven (OBS) | Target Study | " " | |
| | McDaniells | Flight Planning & Mission | 380th | |
| | Frarie | Packet Complete (Turn in | 381st | |
| | Holder | to SQ OBS by 1200) | 381st | |
| | Maronde | | 381st | |
| | Craven | | 379th | |
| 1300 | Craven & Crew | Special Weapons Loading | ACFT | |
| | All Crews | OBS Target Study. Complete Mission Planning & Brief | Respective Squadron | |

WEDNESDAY 14 DEC 55

| | | STA | T.O. | RENDV | ACFT | |
|---|---|---|---|---|---|---|
| Porter | Fly - | 0825 | 1055 | 1200 | 52-146 | Austin |
| Maronde | Fly - | 0825 | 1055 | 1200 | " | " |
| Holder | Fly - | 0835 | 1105 | 1200 | 52-292 | Bruce |
| Eberhardt | Fly - | 0735 | 1005 | | 52-292 | Scott |
| Craven & Crew | Fly - | 0745 | 1015 | | 52-281 | Hill |

Re-ride scheduled for Neiman's crew - Observer ride. Standboard observer will ride on regular crew mission week of 12-16 DEC 55.

MONDAY - 19 DEC 55

| | | | | |
|---|---|---|---|---|
| 0730 | Wilke (AC & P) | Simulator | GRD TNG BLDG | Young |
| 0800 | Wilke (OBS) | Target Study | WG INTEL | |



— 1 2 6 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| REPT TIME | CREWS AND INDIVIDUALS | SCHEDULED REQUIREMENTS | PLACE | STANDBOARD CREW MEMBER |
|---|---|---|---|---|
| 0800 | VanLeeuwen & Crew | Special Weapons Exam | BLDG 801 | |
| | Savino | Proficiency & Emergency PROC Exam | WG Standboard | Washington |
| | Farley | " | " | Scott |
| 0930 | VanLeeuwen (AC & P) | Simulator | GRD TNG | Young |
| 1000 | Wilke & Crew | Special Weapons Exam | BLDG 801 | |
| | VanLeeuwen (OBS) | Target Study | WG INTEL | |
| 1300 | Wilke & Crew | PROF & EMERG PROC Exam | WG S/B | Bruce & Crew |
| | VanLeeuwen & Crew | " | " | Hubbes & Crew |

TUESDAY - 20 DEC 55

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 0800 | Wilke & Crew | MSN Packet to SQ OBS | | | | 381st | |
| | VanLeeuwen & Crew | by 1200, FLT Plan, | | | | 381st | |
| | Farley | Target Study | | | | 379th | |
| | Savino | | | | | 379th | |
| 1300 | All Crews & Individuals | Complete Mission Planning Target Study and Brief | | | | | |

WEDNESDAY - 21 DEC 55

| | | STA | T.O. | RENDV | ACFT | |
|---|---|---|---|---|---|---|
| Wilke & Crew | Fly - | 0825 | 1055 | 1200 | 52-112 | Bruce |
| VanLeeuwen & Crew | Fly - | 0835 | 1105 | 1200 | 52-146 | Hubbes |
| S. Smith )<br>) | | | | | | |
| Nickerson )<br>) | Fly - | 0735 | 1005 | | 52-300 | Hill |
| Farley ) | | | | | | |



1269

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THURSDAY - 22 DEC 55

| REPT TIME | CREWS AND INDIVIDUALS | SCHEDULED REQUIREMENTS | PLACE | STANDBOARD CREW MEMBER |
|---|---|---|---|---|
| 0800 | Wilke & Crew | Mission Packet to SQ OBS | 381st | |
| | VanLeeuwen & Crew | by 1200, Flight Plan & | 381st | |
| | Savino | Target Study | 379th | |
| 1300 | Wilke & Crew | Special Weapons Loading | ACFT | |
| 1430 | VanLeeuwen & Crew | Special Weapons Loading | ACFT | |
| | All Crews | Special Weapons Loa | ACFT | |

FRIDAY - 23 DEC 55

| | | STA | T.O. | RENDV | ACFT | |
|---|---|---|---|---|---|---|
| Wilke & Crew | Fly - | 0735 | 1005 | | 52-287 | Scott |
| VanLeeuwen & Crew | Fly - | 0745 | 1015 | | 52-305 | Washington |
| Lindquester )<br>) | | | | | | |
| Hinds ) | Fly - | 0755 | 1025 | | 52-306 | Hill |
| ) | | | | | | |
| Savino ) | | | | | | |

a. WEEK 27-30 DEC 55: This week will be used for make-up missions. In the event make-up missions are unnecessary then the aircraft will be used by the standboard crew for crew missions.

(1) Wednesday - 28 DEC

| | ACFT | STA | T.O. |
|---|---|---|---|
| Bruce | 52-300 | 0825 | 1055 |
| Austin | 52-146 | 0835 | 1105 |

(2) Friday - 30 DEC:

| | | | |
|---|---|---|---|
| Austin | 52-287 | 0825 | 1055 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. IAW SAC REG 51-4, SUPPL III, PARA 6c, the following crews will be assigned DS to the 310BOMWG Standardization Section, KC-97 Flight, for a period of five days on the dates indicated below:

a. 28 NOV thru 2 DEC 55:

(1) Crew T-18: CAPT Dunstan

(2) Crew T-19: 1STLT George.

b. 5 DEC thru 9 DEC 55:

(1) Crew IM-39: CAPT Pinkerton

c. 12 DEC thru 16 DEC 55:

(1) Crew IM-32: MAJ Braley

3. The following listed individual crew members are projected for standardization checks between 28 NOV and 16 DEC and will not be scheduled later than 15 DEC 55:

a. Aircraft Commander: 1STLT W. J. Bauer

b. Pilots:

(1) 1STLT A. K. Anderson.

(2) 1STLT J. Tewart.

(3) 2NDLT T. Watkins.

c. Navigators:

(1) 1ST B: R. Black.

(2) 1STLT S. L. Dolins.

(3) 1STLT B. G. Laux.

(4) 2NDLT W. T. French.

(5) 2NDLT M. G. Hastings.

(6) 2NDLT J. C. Knoph



1271

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) 2NDLT L. G. Holte.

(8) 2NDLT J. L. Sturman.

d. Boom Operators:

(1) SSGT E. E. Boutwell.

(2) SSGT K. E. Dahl.

(3) SSGT G. S. Henderson

(4) SSGT J. H. Hubbs.

(5) SSGT R. K. Richert.

(6) SSGT W. R. Sanders.

(7) A/1C J. L. Danielson.

(8) A/1C R. Eberling.

(9) A/1C M. R. Shay

(10) A/2C J. H. Bibeau.

(11) A/2C D. P. O'Gorman.

(12) A/3C P. F. Stout.

e. Radio Operators:

(1) SSGT B. G. Morris.

(2) A/1C R. T. Gardner.

(3) A/1C J. Larvis.

(4) A/2C J. O. Frasier.

(5) A/2C A. L. Hull.

(6) A/2C D. G. Vaughn.

(7) A/3C M. R. Pevrnec.

f. The individual crew members listed above need not be placed on



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DS orders to the Wing Standardization Section, KC-97 Flight. The flight date schedule for each of the above individuals will be coordinated thru 310AREFS operations officer, DOST and DOSB; where possible a pilot, navigator and as many boom operators as practicable will be checked on one flight.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

CONFIDENTIAL

310TH BOMBARDMENT WING, MEDIUM

OPERATIONS ORDER

SERIAL NR 343-55

(NICKNAME "SAINT NICK")

CONFIDENTIAL

HQ 310BOMWG
OPORD 343-55
17 DEC 55

C-310-839-C

1274

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

OPERATIONS ORDER SERIAL NR 343-55

CHART OR MAP REFERENCES: As required.

CONFIDENTIAL

TASK ORGANIZATION:

| | |
|---|---|
| 310AREFS | MAJ Jack N. Fancher |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310PMS | LTCOL James E. Jordan |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: The requirement exists to deploy the 310AREFS to Ernest Harmon AFB, Newfoundland for sixty days temporary duty IAW SAC rotational policy.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) MATS will provide normal AACS support and air rescue support.

(2) 15AF will provide three C-124 aircraft for cargo support.

(3) 802ABGRU will provide:

(a) Flight line and briefing room security.

(b) Necessary ground transportation.

(c) Necessary flight lunches and messing facilities.

(d) Required mobility personnel to deploy with the 310AREFS.

(e) Class CX Control Team to be in place and operational on X-1.



CONFIDENTIAL





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(4) Ernest Harmon AFB will provide processing at destination.

2. MISSION: The 310AREFS will deploy 20 KC-97 aircrews and aircraft to Ernest Harmon AFB for the purpose of providing continuing refueling capability in the NEAC area.

3. TASKS FOR SUBORDINATE UNITS:

a. The 310AREFS will provide:

(1) 20 aircrews and 20 KC-97 aircraft.

(2) Ground personnel necessary to accomplish this mission.

(3) Personnel to assist in the over-all preparation for departure.

b. 310A&E, 310FMS and 310PMS will provide:

(1) Maintenance specialists to prepare KC-97's for deployment.

(2) Personnel to deploy with 310AREFS to furnish maintenance support at temporary duty station.

c. 310HEDRON will provide:

(1) Briefing team to conduct deployment briefing.

(2) Personnel to deploy with 310AREFS for support.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt.

(2) X day for this mission is 28 DEC 55 ZULU.

(3) Route: See Annex "B".

(4) Time schedules: See Annex "B".

(5) Navigation phase:

(a) Individual crews will be responsible for navigation



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



over the complete route.

(b) All navigation legs will be accomplished IAW SAC REG 51-11.

(6) Flying Safety considerations are of paramount importance.

(a) No airspace restricted areas will be overflown.

(b) Aircraft will maintain altitude and time separation between aircraft as indicated in Annex "B".

(c) Aircraft will fly briefed true airspeeds throughout entire mission.

(d) All aircraft will use current point-to-point station altimeter settings during entire flight.

(e) Squadron commander will monitor all phases of mission preparation to insure that all crew members are afforded adequate crew rest prior to take-off.

(f) Qualified tower officer will be in place for this mission as required by SAC REGS 62-8 and 62-17.

(g) Weather minimums for take-off and landing will be IAW AFR 60-16.

(h) Minimum fuel reserve will be IAW AFR 60-16.

(7) Reports: See Annex "A".

4. ADMINISTRATION AND LOGISTICS: See Annex "D".

5. COMMAND AND COMMUNICATIONS:

a. Command: 310AREFS commander will assume command of all personnel deployed on this mission and retain command until return to Smoky Hill AFB.

b. Communications: See Annex "C".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Intelligence
"B" - Operations
"C" - Communications
"D" - Logistics

DISTRIBUTION:
COMAF 8 - 3 CYS
COMADIV 802 - 2 CYS
COMABGRU 802 - 6 CYS
COMBOMWG 310 - 2 CYS
310DO - 5 CYS
310DOI - 2 CYS
310AG - 2 CYS
310DM - 5 CYS
310FMS - 2 CYS
310PMS - 2 CYS
310A&E - 2 CYS
310HIST - 4 CYS
310AREFS - 10 CYS

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill AFB, Salina, Kansas
17 December 1955, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 146-55

INTELLIGENCE

THIS ANNEX CONSISTS OF 4 PAGES
Annex "A" to
310 BOMB WING
OPORD 146-55

310-839

CONFIDENTIAL

1279

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 146-55

INTELLIGENCE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
Salina, Kansas
17 December 1955, 0001Z

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) Significance of the Mission: A requirement exists for the rotation of the 310th AREFS to Ernest Harmon AFB, Newfoundland, to familiarize unit personnel with operating conditions in forward areas and to provide air refueling support for SAC aircraft operating in or thru the area.

(2) Political: The area of operation will be within the confines of NATO nations and no interference is expected.

b. Enemy Order of Battle: Omitted

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information (EEI):

(1) General: As required by 8th Air Force ICP, 1 July 1955.

b. Means of Obtaining Information: Instructions contained in 8th Air Force ICP, 1 July 1955 will be followed.

c. Means of Reporting EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded as expeditiously as possible, on Air Form 112.



CONFIDENTIAL

1280

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. INTELLIGENCE ACTIVITIES:

a. Maps and Charts: Navigational materials as required to perform the mission. Forward oblique pictures on approaches to HARMON, GOOSE BAY, ARGENTIA, and WESTOVER AIR FORCE BASE will be included in each crew folder.

b. Survival Intelligence:

(1) General: Procedures to be exercised in the event of forced landings in friendly territory will be in accordance with SAC Reg 200-8, subject, Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Aircrew Personnel, 29 October 1953.

(2) Specific:

(a) Newfoundland. The people of Newfoundland are an English speaking people of Irish-English stock with no tendencies toward communism. The cold climate will be the greatest hazard to survival since there is plenty of foliage and animal life for food. Travel cross country will be extremely difficult since there are no roads. One railroad crosses the island which could be used in the event of a forced landing or bailout. Assistance can be expected from the natives in all rescue activities.

(b) Quebec. The language encountered in the Province of Quebec will be French and English. Climate, food and shelter facilities for survival are the same as in Newfoundland. If forced down in this area and contact cannot be made for rescue, travel due south to the coast and follow the coast in a westerly direction. Villages can be found in this manner.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Labrador. Generally as in Quebec.

(d) Anticosti Island. Climate, food and shelter facilities as in Newfoundland. Villages can be found on all coasts. Streams and rivers can be followed successfully to the coast.

(e) Nova Scotia. People are of English and Irish stock primarily. The country is widely settled and contact can be made by a crew member without difficulty.

(f) Prince Edward Island. Contact with the local populace for survival and rescue can be accomplished with little or no difficulty.

(3) Special: A survival information booklet is in the inspection pocket of each parachute (AFMan 64-15). This manual lists 24 pages of emergency uses of the parachute.

4. REPORTS: The following reports will be submitted where applicable. SAC Manual 55-8 and 55-8M, October 1955, will apply.

a. Distribution A:

(1) M-2 and M-10 reports will be the responsibility of the 310th Bomb Wing Control Room.

(2) M-15 and M-36 reports will be the responsibility of the control team in place at destination.

(3) M-17 report will be the responsibility of the Aircraft Commander.

(4) Within 14 working days after return to home station, the 310th AREFS commander will submit the M-27 report for the TDY period. Distribution will be as follows: 16 copies to Headquarters 8th Air Force, and 3 copies to Headquarters SAC.

HQ 310BOMWG
OPORD 146-55
17 DEC 55

JAMES V. FARLEY
Major, USAF
Intelligence Officer

310-839



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

ANNEX B

TO

OPERATIONAL ORDER

SERIAL NR 343-55

OPERATIONS

HQ 310BOMWG
Annex "B"
OPORD 343-55
17 DEC 55

CONFIDENTIAL

C-310-389-C



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 343-55

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

1. TACTICS:

a. Twenty KC-97 aircraft and crews will be scheduled for this mission to take off in the following order. All times are local (CST) except landing, which is in Harmon local time.

| PSN | ACFT COMDR | ACFT NR | BRACER CALL | STA TIME 27 DEC | START ENG 27 DEC | TAXI 27 DEC | TAKE OFF 27 DEC | HARMON LAND 28 DEC | ALT |
|---|---|---|---|---|---|---|---|---|---|
| 1 | FANCHER | 345 | 23 | 1830 | 2030 | 2040 | 2100 | 0700L | 18M |
| 2 | DEAM | 115 | 19 | 1850 | 2050 | 2100 | 2120 | 0720L | 19M |
| 3 | PORRITT | 344 | 22 | 1910 | 2110 | 2120 | 2140 | 0740L | 18M |
| 4 | KINDLESPARGER | 107 | 11 | 1930 | 2130 | 2140 | 2200 | 0800L | 19M |
| 5 | CANNON | 258 | 30 | 1950 | 2150 | 2200 | 2220 | 0820L | 18M |
| 6 | WILES | 106 | 10 | 2010 | 2210 | 2220 | 2240 | 0840L | 19M |
| 7 | WEAVER | 342 | 20 | 2030 | 2230 | 2240 | 2300 | 0900L | 18M |
| 8 | WORLE | 114 | 18 | 2050 | 2250 | 2300 | 2320 | 0920L | 19M |
| 9 | MILLER | 113 | 17 | 2130 | 2330 | 2340 | 28 DEC 0000 | 1000L | 18M |
| 10 | WILLIS | 112 | 16 | 2150 | 2350 | 28 DEC 0000 | 0020 | 1020L | 19M |
| 11 | PINKERTON | 108 | 12 | 2210 | 28 DEC 0010 | 0020 | 0040 | 1040L | 18M |
| 12 | HAUCK | 109 | 13 | 2230 | 0030 | 0040 | 0100 | 1100L | 19M |
| 13 | DUNSTAN | 352 | 27 | 2300 | 0100 | 0110 | 0130 | 1130L | 18M |
| 14 | GEORGE | 116 | 31 | 28 DEC 0000 | 0200 | 0210 | 0230 | 1230L | 18M |

HQ 310BOMWG
Annex "B"
OPORD 343-55
17 DEC 55

CONFIDENTIAL

C-310-389-C

1284

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| PSN | ACFT COMDR | ACFT NR | BRACER CALL | STA TIME 28 DEC | START ENG 28 DEC | TAXI 28 DEC | TAKE OFF 28 DEC | HARMON LAND 28 DEC | ALT |
|---|---|---|---|---|---|---|---|---|---|
| 15 | DUNBAR | 111 | 15 | 0100 | 0300 | 0310 | 0330 | 1330L | 18M |
| 16 | LOVELL | 349 | 26 | 0200 | 0400 | 0410 | 0430 | 1430L | 18M |
| 17 | GILES | 343 | 21 | 0500 | 0700 | 0710 | 0730 | 1730L | 18M |
| 18 | ROSE | 346 | 24 | 0900 | 1100 | 1110 | 1130 | 2130L | 18M |
| 19 | NEWMAN | 355 | 29 | 1900 | 2100 | 2110 | 2130 | 29 DEC 0730L | 18M |
| 20 | SCHOLZ | 348 | 25 | 1930 | 2130 | 2140 | 2200 | 0800L | 18M |

b. Each aircraft will fly route, TAS and altitude as briefed. The first thirteen aircraft will depart Smoky Hill on a block altitude clearance and will conduct the flight using bomber stream tactics. The remaining aircraft will depart on individual clearances. All aircraft in the stream will monitor interplane frequency. Station altimeter settings will be used throughout the mission.

2. ROUTE:

a. Route is as follows:

| POSITION | COURSE | VAR | BASE ALT | DIST | TIME | REMARKS |
|---|---|---|---|---|---|---|
| RTTO | | | | | | START NAVIGATION LEG |
| LEVEL OFF | 081 | -9 | 18M | 104<br>104 | :31<br>:31 | |
| SPRINGFIELD | 081 | -7 | 18M | 281<br>385 | 1:13<br>1:44 | |
| 40-25N<br>85-25W | 081 | -2 | 18M | 195<br>580 | :51<br>2:35 | END FIRST NAVIGATION. START SECOND NAVIGATION. |
| CANTON, OHIO | 081 | -1 | 18M | 188<br>768 | :49<br>3:24 | |
| ALBANY, N.Y. | 072 | -8 | 18M | 362<br>1130 | 1:32<br>4:56 | END SECOND NAVIGATION. START THIRD NAVIGATION |
| POINT MISCOU | 050 | -19 | 18M | 506<br>1636 | 2:08<br>7:04 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

-CONFIDENTIAL-

| POSITION | COURSE | VAR | BASE ALT | DIST | TIME | REMARKS |
|---|---|---|---|---|---|---|
| | | | | 236 | 1:03 | END THIRD NAVIGATION |
| HARMON | 082 | /22 | 18W | 1872 | 8:07 | DESTINATION |

b. Highest terrain enroute is 6288 feet 60NM northwest of Portland, ME.

c. Airspace restric[illegible] areas are:

| | | |
|---|---|---|
| R-196 | BROOKVILLE, KANS | UNL - UNL |
| R-197 | MANHATTAN, KANS | 30M - UNL |
| R-109 | WILMINGTON, OHIO | UNL - UNL |
| R-80 | PRESQUE IS, ME | UNL - UNL |
| R-397 | DE BLOIS, ME | 50M - VFR |
| PC-8 | FREDERICKTON, N.B. | UNL - UNL |
| DC-41 | GULF OF ST LAWRENCE, N.B. | 45M - UNL |

d. Alternates enroute are Forbes AFB, Whiteman AFB, Lockbourne AFB, Westover AFB, Loring AFB and Goose AB. Weather alternate will be announced at pre-take off meetings.

3. SCHEDULED ACCOMPLISHMENTS:

a. One take-off.

b. Three navigation legs.

c. One radar monitored approach.

d. One GCA.

e. One landing.

4. BRIEFING AND MISSION PLANNING: See APP "1", this Annex.

5. AIRCRAFT CALL SIGNS: See Annex "C".

6. AIRCRAFT PERFORMANCE: As briefed.

7. FLIGHT CLEARANCES: Flight clearance packages will be brought to the general briefing for signature of the Wing Commander.

S. W. WELLS
Colonel, USAF
Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



APPENDICES:
"1" - SKED of Events

DISTRIBUTION:
Same as Basic OPORD

OFFICIAL:

for Charles E. Barnett Maj
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 343-55

SCHEDULE OF EVENTS

HQ 310BOMWG
APP "1", Annex "B"
OPORD 343-55
17 DEC 55

CONFIDENTIAL

310-639

1288

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 343-55

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| Artic Indoctrination and Intelligence | All Personnel | Base Theater | 0730-1230 23 DEC 55 |
| General Briefing | All Crews | GRND TNG Auditorium | 1330-1430 23 DEC 55 |
| EWP Briefing and Testing | All ACFT COMDRS & Navigators | GRND TNG Auditorium | 1430-1830 23 DEC 55 |
| Pre T.O. Meeting | Crews 1-4 | Base Operations | 1830 - 27 DEC |
| | Crews 5-8 | " " | 1950 - 27 DEC |
| | Crews 9-12 | " " | 2130 - 27 DEC |
| | Crew 13 | " " | 2300 - 27 DEC |
| | Crew 14 | " " | 0000 - 28 DEC |
| | Crew 15 | " " | 0100 - 28 DEC |
| | Crew 16 | " " | 0200 - 28 DEC |
| | Crew 17 | " " | 0500 - 28 DEC |
| | Crew 18 | " " | 0900 - 28 DEC |
| | Crew 19 | " " | 1900 - 28 DEC |
| | Crew 20 | " " | 1930 - 28 DEC |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310th BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955

ANNEX C
TO
OPERATIONS ORDER

SERIAL NR 343-55

COMMUNICATIONS

HQ 310BOMWG
ANNEX C
OPORD 343-55
17 DEC 55

310-839

CONFIDENTIAL

1290

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS 310th BOMB WING (M)
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

ANNEX C TO OPERATIONS PLAN 343-55

COMMUNICATIONS

1. General:

a. Applicable CEIs, appropriate ACPs, SAC Manual 55-8 and 55-8G, JANAPs, Radio Facility Charts, Supplementary Flight Information Documents, and ICAO Documents apply unless modified herein.

b. ZULU time will be used.

2. Administrative Communications:

a. Point-to-point communications will be conducted over the following facilities in the priority listed:

(1) SOCS (for command and operational traffic only).

(2) SACCOMNET.

(3) AIRCOMNET.

(4) Commercial Facilities:

(a) TWX.

(b) Long Distance Telephone.

b. Those on-call circuits and/or patch-through, on-line teletype circuits required in support of this operation will be activated by stations concerned as required to transmit operational traffic; however, it will be the responsibility of control teams participating in this operation to insure necessary on-call circuits are activated during all periods while operational traffic is being originated in their area of responsibility.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. All Task Force Commanders and/or Senior Controllers will coordinate with the AACS Commander to alert their facilities and insure SAC operational traffic is given expeditious and preferential handling and to activate circuits as required.

3. Airborne Communications:

a. Identification and recognition will be in accordance with ACP 158( ).

b. IFF will be in accordance with latest revision to SAC Reg 55-23 or the CEI of the command having jurisdition of the area being overflown.

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

d. Emergency procedures will be in accordance with ACP 130, 135 and JANAP 300, current radio facility charts and Supplementary Flight Information Documents.

e. VHF frequencies and channelization will be in accordance with SACCEI, current radio facility charts and applicable frequency directives for area being overflown.

f. HF back up for VHF/UHF air-to-air communications will be in accordance with SACCEI, Figure 11-14.

g. UHF frequencies and channelization will be in accordance with SACCEI, current radio facility charts applicable frequency directives for area being overflown, and/or as prescribed by unit commander.

h. HF frequencies will be in accordance with current radio facility charts and/or as prescribed by unit commander.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



i. Call Signs:

(1) Aircraft/air/ground - SAC Tactical Call Sign (Bracer)

(2) Aircraft air/air - SAC Tactical Call Sign (Bracer)

(3) Ground Station - Appropriate radio facility charts.

j. Position reporting will be accomplished in accordance with SAC Manual 55-8M. Procedure ALFA will be utilized within the ZI. Procedure BRAVO will apply outside the continental limits of the United States. In addition, AACS Operations Order 403-55 will be complied with. SAC addressees will be Stormtrooper and Granville. Normal CAA/ADIZ/ICAO and UK reporting will be adhered to.

(1) Cross band reporting as outlined in Procedure ALFA, SAC Manual 55-8M, and as supplemented by Eighth AF message ODC1 23269, 3 September 1955, will be utilized for ARTC reporting when crossing Canadian territory.

4. Communications Control Stations: For HF communications, control stations will be as follows, within the Zone of Interior:

(a) West of 90 degrees West

OFFUTT - Primary CARSWELL - Secondary

(b) East of 90 degrees West

ANDREWS - Primary HARMON - Secondary

(2) The control stations for initial contact with the HF air/ground station (see AACS Operations Order 403-55) will be as directed by unit commanders. Listing of OATC/Fir stations are contained in Appendix A, Tab 1, SAC Manual 55-8G, and applicable facility charts.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) Navigational aids will be in accordance with appropriate radio facility charts.

(4) Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122b applies.

(5) The transmit-receive-guard (TR/G) position of the UHF radio will be utilized at all times, except when necessary to discontinue the monitor of guard channel while actually communicating on another frequency.

5. Unit Communications Officer will prepare a communication route flimsey for organization in sufficient copies to allow two (2) per-crew. These flimseys will include:

(1) Specific check points.

(2) Specific frequencies.

(3) Example of procedure "ALPHA & BRAVO", HF reports.

(4) Specific ground stations (HF) to be worked by radio/operator.

a. Radio logs will be maintained.

Charles E. Barnett Maj

for DAVID M. LINDQUESTER, Major, USAF
Director of Operations

CONFIDENTIAL

310-839

1294

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS 310th BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
17 December 1955, 0001Z

ANNEX D

TO

OPERATIONS PLAN

SERIAL NR 343-55

ADMINISTRATION AND LOGISTICS



CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS 310th BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
17 December 1955, 0001Z

ANNEX D

TO

OPERATIONS PLAN

SERIAL NR 343-55

ADMINISTRATION AND LOGISTICS

1. PURPOSE: To provide administrative and logistic instructions to support the requirements of Operations Plan 343-55.

2. APPLICABILITY: These instructions are applicable to all personnel of the 310th Air Refueling Squadron and supporting personnel of the 310th Bombardment Wing and the 902d Air Base Group, assigned duties with the 310th Air Refueling Squadron separate deployment plan.

3. GENERAL: Personnel and materiel will deploy as outlined in the 310th Bombardment Wing Mobility plan for separate Air Refueling Squadron deployment, except as changed by the requirements of the Survey Team in accordance with SAC Regulation 55-41. Critical areas of personnel and materiel which will be detrimental to the successful accomplishment of the mission will be brought to the immediate attention of the Wing Director of Materiel and/or Logistics Officer.

4. SUPPLY:

a. Commands and agencies responsible for logistical support of Harmon Air Force Base, Newfoundland, will furnish supplies and service support required by the 310th Air Refueling Squadron to the extent available.

b. Flyaway Kit and UMR will be deployed as indicated in the Wing Mobility Plan.



CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Supply support enroute will be from the flyaway kit.

d. Supply support during TDY will be from the flyaway kit with resupply in accordance with proposed volume XVI, Air Force Manual 67-1.

e. Recording and reporting of all issues from the flyaway kits will be accomplished in accordance with paragraph 11, SAC Manual 65-1, and forwarded to Headquarters Eighth Air Force, ATTN: MDS, not later than 15 working days after return to home station. Any needed changes to the flyaway kits listing indicated by the maneuver experienced will be initiated and forwarded in accordance with the provisions of SAC Regulation 400-7, not later than 30 working days after return to the home station.

f. Sufficient maintenance bench stock items and BGE will be deployed to permit the establishment of an engine build-up line at the forward base in accordance with the provisions of SAC Regulation 400-4.

g. The 310th Air Refueling Squadron will deploy eight (8) built-up R-4360 power packs and two (2) raw R-4360 engines in cans as required by SAC Regulation 400-4. Resupply of raw engines will be in accordance with proposed volume XVI, Air Force Manual 67-1. When installed power packs are damaged by fire or in any other manner which renders the OEC kit unserviceable, a completely built-up power pack will be requisitioned in accordance with volume XVI, Air Force Manual 67-1: Resupply will be from the home station.

h. Commander, 310th Air Refueling Squadron, is responsible for expeditious movement of reparable power pack-ups generated enroute as follows:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) When FAK power pack-ups are used to accomplish change, repairable power packs will be carried to destination.

i. Evacuation of reparables other than power packs will be in accordance with proposed volume XVI, Air Force Manual 67-1. Damaged power packs will be evacuated to the MATS air freight terminal as soon as possible after removal from the aircraft for return to home station.

j. Control point for effecting resupply is OCAMA, Tinker AFB, Oklahoma.

k. Project number Big Tin-67 is assigned to 310th Air Refueling Squadron. All communications regarding resupply, materiel, or logistics will refer to the Big Tin project number.

l. Parts I, II, and III of the RCS AF S62(SAC-1) AOCP/ANPE reports will be submitted Monday through Thursday of each week. Parts I through V will be submitted on Friday of each week. Part I will be classified "CONFIDENTIAL" in accordance with SAC Regulation 67-25. Reports will be submitted direct to Headquarters, SAC with Headquarters Eighth Air Force and 802nd Air Division included as information addressees.

m. In the event of implementation of the EWP the balance of built-up engines, raw engines, bench stocks and UME remaining at Smoky Hill Air Force Base will be deployed by support airlift allocated for this purpose.

n. SAC Regulation 67-31 will be complied with.

o. Daily power pack status report, RCS: SAC-S17 will be submitted in accordance with SAC Regulation 67-20.



1298

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CAK SAFETY FILM

CONFIDENTIAL

p. Information copies of reports generated by proposed volume XVI, Air Force Manual 67-1, will be forwarded to Headquarters Eighth Air Force, ATTN: MDS. Headquarters SAC will not be included as information addressee.

q. All personnel will deploy with mess kits and canteens. Flight lunches will consist of food packet, individual, combat, in-flight, or precooked frozen meal, individual, as applicable. Flight lunches will be provided by the home or TDY station in sufficient quantities to provision personnel moving in military aircraft to final destination.

r. All personnel will carry one gas mask, M9A1, each, their authorized weapon, and one basic load as prescribed in SAC Regulation 136-9. Basic load ammunition will remain boxed, to retain lot number identification.

s. All authorized radiological indication and computation equipment and necessary maintenance equipment will be carried.

t. Kit of cables and connectors will be deployed in order to provide power, from any power source likely to be available, for minimum essential maintenance bench sets, in the event Harmon Air Force Base, A&E facilities are untenable and bench sets are required for performance of the mission.

u. FAK items required for A&E maintenance will be serviceable and compatible with aircraft involved in the movement.

v. '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 standards.

CONFIDENTIAL



1299

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

5. MAINTENANCE:

a. Maintenance support required enroute will be provided from the resources of the organization as determined by the organization commander.

b. Maintenance support required at bases used for staging will be provided from resources of SAC 'staging teams' (prestrike, postrike or turn-around). Staging teams will be dispatched as directed in SAC Operations Orders. In the absence of a Headquarters SAC or numbered air force directive, these teams will be dispatched as determined by the unit commander.

c. Maintenance support required and which is beyond the combined capabilities of SAC and local forces at Harmon Air Force Base, will be organized and operated as prescribed in SAC Regulation 66-12.

e. 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.

f. Necessary action will be taken to assure that pre-positioned equipment at Harmon Air Force 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 Harmon Air Force Base.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

6. TRANSPORTATION:

a. Total personnel and cargo involved will not exceed the quantity authorized herein without prior approval of Headquarters Eighth Air Force.

(1) Personnel authorized (including crews) 650.

(2) Cargo authorized: 79.1 tons.

b. Fifteenth Air Force will furnish three C-124 aircraft to provide airlift for six (6) persons and forty (40) tons of cargo from Smoky Hill Air Force Base to Harmon Air Force Base on 27 December 1955. Cargo includes 8 built-up power packs and 2 raw R-4360 engines in cans.

c. Reference paragraph 3L(16) Part V, Section B, Wing Mobility Plan. Headquarters Eighth Air Force, ATTN: MDL, will be included as information addressee on all reports submitted in compliance with referenced paragraph.

d. Special orders concerning this movement will contain the following: "Transportation of dependents and temporary storage at point of origin and/or shipment of household goods is not authorized in connection with this temporary duty."

e. Specific loading lists will be published separate from this operations order.

7. MEDICAL:

a. Medical personnel and equipment will deploy as indicated in the Wing Mobility plan for separate Air Refueling Squadron Deployment.

8. PERSONNEL: Wing Mobility Plan applies.



CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



9. ADJUTANT:

a. Orders covering movement of individuals will indicate TDY and will be prepared in accordance with paragraph 18, Chapter 3, AFM 30-3, 1 April 1953. CIPAP will be included in the travel orders. Orders will be unclassified.

b. Orders published in support of this operation will quote the following statement verbatim: "Purpose - SAC Rotational Movement".

c. Per Diem is payable in the same manner as for ordinary TDY.

d. MAIL: Applicable parts of AFR 192-4 will apply. Mailing address is APO 864, New York, New York.

10. COMPTROLLER:

a. All personnel will be given a thorough briefing on the following matters:

(1) Responsibility of personnel concerned for delivering military pay records to the finance officer at destination.

b. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2, and 171-4.

c. Expense summary reports will be prepared and submitted in accordance with paragraph 3106, Section III, SAC Manual 172-1, July 1951, as amended, and AFL 172-4.

d. SAC funding serial number CM-187 applies.

11. SECURITY:

a. The SAC Security Intelligence Digest, Volume I, Number 1, 25 January 1954, and all subsequent issues will be used as a guide in determining the subversive situation at Harmon Air Force Base.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Unit security officers will monitor unit security procedures during the movement to and from forward areas in accordance with SAC Regulation 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6 as amended.

c. SAC restricted area badges will be used by participating SAC personnel in conjunction with the badge system in effect at Harmon Air Force Base.

d. Deployed personnel who maintain the flyaway kits will be responsible for access to and internal security of the kits during working hours.

e. Guards for the aircraft will be furnished by the using organization during normal duty or working hours.

f. The base will be responsible for security of aircraft during non-duty hours, area security for flyaway kits and all other internal security and law enforcement functions.

g. The Provost Marshal of Harmon Air Force Base will have operational control of the security forces and provide the services indicated in revised section II, BOP 2, 1954. These services include:

(1) Guards for the close in protection of deployed aircraft and radio vehicular patrols.

(2) Area security for flyaway kits.

(3) Administrative and logistical support for the attached security personnel.

(4) Rigid control pass system.

(5) All other internal security, air base defense, massive defense and law enforcement functions.

h. The requirements for access to SAC aircraft and flyaway kits will be established by the Commander, 310th Air Refueling Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 1 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | 7 | 8 | 9 | 10 | | | | | | | | 11 | | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | NIGHT CELESTIAL | | | | | | | | OTHER LEGS | | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | CIRCULAR ERRORS | | | | | | | | GRID | | | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (MSL) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN | | | |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 14-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | | |
| S08 | B047E | 03 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| S19 | B047E | 02 | 06 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L37 | B047E | 04 | 26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L43 | B047E | 04 | 18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| SQ STED SUB TOT | B047E | 10 | 50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L06 | B047E | 05 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L09 | B047E | 02 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L18 | B047E | 05 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L20 | B047E | 02 | 09 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L27 | B047E | 02 | 14 | DISBANDED 12 DECEMBER 1955, AC REASGD 8AF HQ, OBS ASGD STAFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L32 | B047E | 02 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L35 | B047E | 02 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L36 | B047E | 04 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L47 | B047E | 05 | 28 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| L52 | B047E | 08 | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |

SAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt 0-464(35) (When Filled In) **CONFIDENTIAL**

1304

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | | | |
| | | | | | | | | | | | | | | | RADAR | | VISUAL | | | | CIRCULAR ERRORS | | | | | | | | | | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | GRID CEL. | GRID RADAR | PRESSURE PATTERN | | | | |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | | | | |
| L61 | B047E | 05 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L29 | B047E | 03 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| LD CR SUB TOT | B047E | 45 | 240 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-29 | B047E | 02 | 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R07 | B047E | 02 | 11 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R10 | B047E | 04 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R12 | B047E | 03 | 16 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R13 | B047E | 04 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R22 | B047E | 04 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R25 | B047E | 06 | 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R31 | B047E | 02 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R39 | B047E | 02 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R40 | B047E | 04 | 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R41 | B047E | 03 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R42 | B047E | 03 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| R44 | B047E | 05 | 34 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |

310-010

SAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE. Air Force - SAC, Offutt 0-454(55) *(When Filled In)* **CONFIDENTIAL**

1305

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART I**

UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 3 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | CIRCULAR ERRORS | | | | | NO. OF LEGS | DAY CEL. | GRID | | PRESSURE PATTERN |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | | | | | 1 | 2 | 3 | 4 | 5 | | | CEL. | RADAR | |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| R45 | B047E | 03 | 19 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| R46 | B047E | 04 | 18 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| R50 | B047E | 06 | 38 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| R55 | B047E | 06 | 24 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| R57 | B047E | 02 | 14 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| CBR CR SUB TOT | B047E | 64 | 366 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| N04 | B047E | 03 | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NONCBR CR SUB TOT | B047E | 03 | 17 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| WING TOTAL | & B047E | 125 | 687 | * | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| IN11 | | AC | X | 40 | | P | X | 21 | | 0 | 75% | 27 | | | | | | | | | | | | | | | | | | |
| IN28 | | AC | 50% | 20 | | P | X | 41 | | 0 | 40% | 28 | | | | | | | | | | | | | | | | | | |
| IN59 | | AC | 85% | 24 | | P | X | 35 | | 0 | X | 43 | | | | | | | | | | | | | | | | | | |
| IN60 | | AC | 65% | 5 | | P | 10% | 8 | | 0 | 20% | 11 | | | | | | | | | | | | | | | | | | |
| IN65 | | CREW DISBANDED, 12 DECEMBER 1955, AC ASGD TO LEAD CREW | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

310-010

SAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt 0-454(55) *(When Filled In)* **CONFIDENTIAL**

1306

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART I**

UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | | | |
| | | | | | | | | | | | | | | | RADAR | | VISUAL | | | | CIRCULAR ERRORS | | | | | | | | GRID | | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN | | | | |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | | | | |
| IN67 | | AC | 95% | 28 | | P | 30% | 30 | | 0 | X | 26 | | | | | | | | | | | | | | | | | | | | | | |
| IN68 | | AC | X | 18 | | P | 35% | 15 | | 0 | 30% | 17 | | | | | | | | | | | | | | | | | | | | | | |
| IN69 | | AC | X | 24 | | P | 65% | 0 | | 0 | X | 12 | | | | | | | | | | | | | | | | | | | | | | |
| IN70 | | CREW DISBANDED 12 DECEMBER 1955, CREW RE-ALIGNMENT, NEW CREW FORMED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN71 | | AC | 0 | 0 | | P | 10% | 18 | | 0 | 10% | 8 | | | | | | | | | | | | | | | | | | | | | | |
| IN72 | | AC | X | 12 | | P | 20% | 11 | | 0 | X | 7 | | | | | | | | | | | | | | | | | | | | | | |
| IN73 | | AC | 0 | 0 | | P | 10% | 23 | | 0 | 10% | 21 | | | | | | | | | | | | | | | | | | | | | | |
| IN74 | | AC | X | 13 | | P | 10% | 8 | | 0 | 10% | 6 | | | | | | | | | | | | | | | | | | | | | | |
| IN75 | | AC | 0 | 0 | | P | 10% | 26 | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | |
| IN76 | | AC | X | 33 | | P | 50% | 0 | | 0 | 75% | 6 | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | AC | X | 13 | | P | 0 | 0 | | 0 | 20% | 8 | | | | | | | | | | | | | | | | | | | | | | |
| XXXXX | B047E | 66 | 337 | - | - | - | - | - | - | - | - | - | - | - | 07 | - | 06 | - | - | - | - | - | - | - | - | - | 02 | 04 | 04 | - | | | | |
| CBR CR PRACT | B047E | - | - | - | - | - | - | - | - | - | - | - | - | - | 29 | - | 01 | 04 | 12 | - | - | - | - | - | - | - | 10 | 08 | 42 | 07 | - | | | |
| NONCBR PRACT | B047E | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | - | - | 01 | 01 | - | - | | | | |

310-010

SAC FORM 18, NOV 54 184 PREVIOUS EDITION IS OBSOLETE. Air Force - SAC, Offset 0-464(55) *(When Filled In)* **CONFIDENTIAL**

1307

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART I**

UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NO.: 5 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3=SAC=T12

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 VISUAL RELEASES | | | | | | | | | | | 6 PHOTO-SCORED ATTACKS | | | 7 | 8 | 9 | 10 NIGHT CELESTIAL | | | | | | 11 OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (MVT) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | GRID CEL. | GRID RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 14-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| | 1 CHIEF OF STANDBOARD, 3 ASSISTANT STANDBOARD CREWS, 10 LEAD CREW 18 COMBAT READY CREWS, 1 NON-COMBAT READY CREW, 14 IN CREWS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

310-010

SAC FORM 184 15 NOV 54 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset O-454(55) *(When Filled In)* **CONFIDENTIAL**

1308

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

| JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 1 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CR SE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | 16 | | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| CREW NUMBER | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | NO. OF FIGHTER ATTACKS | GG GUNNERY | PERFORMANCE INDEX | | | | MISSIONS | | | | SIMULATOR COURSE |
| | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIRE-OUT | | | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER LONG RANGE | NON-LONG RANGE SUPER. | |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 36-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| S08 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| S19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L37 | 01 | 01 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L43 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SQ STDBD SUB TOT | 02 | 02 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L06 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L09 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L18 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L27 | CREW DISBANDED 12 DECEMBER 1955 - AC ASSIGNED 8AF HEADQUARTERS - OBSERVERS ASSIGNED STAFF - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L32 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L36 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L52 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SAC FORM 18 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-465(53) *(When Filled In)* **CONFIDENTIAL**

1309

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART II**

UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 RENDEZVOUS | | | | 14 REFUELINGS | | | | | | | | | | | | 15 MAXIMUM LOAD | | | 16 MAXIMUM LOAD TOTALS | | | | 17 | 18 | 19 PERFORMANCE INDEX | | | | 20 MISSIONS | | | | 21 |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVERALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | GO GUNNERY | | | | | | | | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 36-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| L61 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | X |
| LD CR SUB TOT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R29 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | X |
| R07 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | X |
| R22 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R31 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R39 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | - | - | - | - | X |
| R41 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | - | - |
| R42 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - | - |
| R44 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-485(55) *(When Filled In)* **CONFIDENTIAL**

1310

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 3 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 RENDEZVOUS | | | | 14 REFUELINGS | | | | | | | | | | | | 15 MAXIMUM LOAD | | | 16 MAXIMUM LOAD TOTALS | | | | 17 | 18 | 19 PERFORMANCE INDEX | | | | 20 MISSIONS | | | | 21 |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | DD GUNNERY | | | | | TOTAL NUMBER | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | 1 | 2 | 3 | 4 | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 35-37 | 39-40 | 41-44 | 45-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| R45 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R46 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R55 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R57 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | - | - |
| CBR CR SUB TOT | 02 | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | 01 | - | - | - | - | 01 | 01 | - | - | - |
| NO4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NONCBR CR SUB TOT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| WING TOTALS | 04 | 04 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | 01 | - | - | - | - | 01 | 01 | - | - | - |

310-010

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| IN11 | AC | X | 40 | P | X | 21 | 0 | 75% | 27 |
| IN 28 | AC | 50% | 20 | P | X | 41 | 0 | 40% | 28 |
| IN 59 | AC | 85% | 24 | P | X | 35 | 0 | X | 43 |
| IN 60 | AC | 65% | 5 | P | 10% | 8 | 0 | 20% | 11 |

IN 65 CREW DISBANDED 12 DECEMBER 1955 - AC ASSIGNED TO LEAD CREW

SAC FORM 15 NOV 54 184e PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset O-465(55) *(When Filled In)* **CONFIDENTIAL**

1311

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 RENDEZVOUS | | | | 14 REFUELINGS | | | | | | | | | | 15 MAXIMUM LOAD | | | 16 MAXIMUM LOAD TOTALS | | | | 17 | 18 | 19 PERFORMANCE INDEX | | | | 20 MISSIONS | | | | 21 |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | QQ GUNNERY | | | | | | | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 35-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 71 |
| IN 67 | | AC | 95% | 28 | | P | 30% | 30 | | 0 | X | 26 | | | | | | | | | | | | | | | | | | | | | |
| IN 68 | | AC | X | 18 | | P | 35% | 15 | | 0 | 30% | 17 | | | | | | | | | | | | | | | | | | | | | |
| IN 69 | | AC | X | 24 | | P | 65% | 0 | | 0 | X | 12 | | | | | | | | | | | | | | | | | | | | | |
| IN 70 | CEW DISBANDED 12 DECEMBER 1955 - CREW REALIGNMENT - NEW CREW FORMED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN 71 | | AC | 0 | 0 | | P | 10% | 18 | | 0 | 10% | 8 | | | | | | | | | | | | | | | | | | | | | |
| IN 72 | | AC | X | 12 | | P | 20% | 11 | | 0 | X | 7 | | | | | | | | | | | | | | | | | | | | | |
| IN 73 | | AC | 0 | 0 | | P | 10% | 23 | | 0 | 10% | 21 | | | | | | | | | | | | | | | | | | | | | |
| IN 74 | | AC | X | 13 | | P | 10% | 8 | | 0 | 10% | 6 | | | | | | | | | | | | | | | | | | | | | |
| IN 75 | | AC | 0 | 0 | | P | 10% | 26 | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | |
| IN 76 | | AC | X | 33 | | P | 50% | 0 | | 0 | 75% | 6 | | | | | | | | | | | | | | | | | | | | | |
| IN 77 | | AC | X | 13 | | P | 0 | 0 | | 0 | 20% | 8 | | | | | | | | | | | | | | | | | | | | | |
| XXXXX | 04 | 04 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | - |
| CBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NONCBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

310-010



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

| JET CREW AIR TRAINING REPORT - PART II | UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|---|
| | 310th Bombardment Wing (Medium) | December 1955 | 5 | 5 | 3-SAC-T12 |

| D. GENERAL | E. REFUELING | | | | | | | | | | | | F. GUNNERY | | | | | | | G. CRUISE CONTROL | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | 15 | | | 16 | | | 17 | 18 | 19 | | | | 20 | | 21 |
| CREW NUMBER | RENDEZVOUS | | | | REFUELINGS | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | | PERFORMANCE INDEX | | | | MISSIONS | | |
| | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | PER CENT FIRE-OUT | | | TOTAL NO. MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIREOUT | NO. OF FIGHTER ATTACKS | NO. GUNNERY | | | | | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 13-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 35-37 | 39-40 | 43-46 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 56-67 | 58-69 | 71 |
| | 1 CHIEF OF STAND BOARD, 3 ASSISTANT STAND BOARD, 10 LEAD CREWS, 18 COMBAT READY CREWS, 1 NON-READY CREW, 14 IN CREW. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

310-010

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset O-455(55) *(When Filled In)* **CONFIDENTIAL**

1313

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NR | LARGE SCALE | | TRI-METROGON | | ATT. | ACC. | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RDS RUNS | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | | | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| S08 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| S19 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| L37 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | - | - | - | JUL |
| L43 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |
| SQ STBD SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | - | - | - | - |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L06 | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | - | - | - | - | - | - | MAY |
| L09 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | MAY |
| L18 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | - | - | - | SEP |
| L20 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | APR |
| L27 | | NEGATIVE CREW DISBANDED 12 DECEMBER 1955, AC REASGD 8AF HQ, OBS ASGD STAFF | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L32 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| L35 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| L36 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| C7 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| L52 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |

AC 1 AUG 56 FORM 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) (When Filled In) CONFIDENTIAL

1314

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NR: 2 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | ATT. | ACC. | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | | | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| L61 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUN |
| L29 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | DEC |
| LD CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 003 | - | - | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R29 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |
| R07 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| R10 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| R12 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| R13 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | SEP |
| R22 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | DEC |
| R25 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |
| R31 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| R39 | | | | | | | | | | | | | | | | | | | | | | - | C01 | - | - | - | - | MAY |
| R40 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |
| R41 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| R42 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| R44 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |

NOT APPLICABLE

NOT APPLICABLE

SAC 1 FORM AUG 58 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) (When Filled In) CONFIDENTIAL

1315

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART III**

UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NR: 3 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | ATT. | ACC. | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKEOFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | | | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| R45 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | JUL |
| R46 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | - | - | - | OCT |
| R50 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | OCT |
| R55 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | AUG |
| R57 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | NOV |
| CBR CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 006 | - | - | - | - | - |
| NO4 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| NON CBR CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| WING TOTALS | | | | | | | | | | | | | | | | | | | | | | - | 011 | - | - | - | - | - |
| IN11 | | AC | X | 40 | | | P | X | 21 | | | 0 | 75% | 27 | | | | | | | | | | | | | | |
| IN28 | | AC | 50% | 20 | | | P | X | 41 | | | 0 | 40% | 28 | | | | | | | | | | | | | | |
| IN59 | | AC | 85% | 24 | | | P | X | 35 | | | 0 | X | 43 | | | | | | | | | | | | | | |
| IN60 | | AC | 65% | 5 | | | P | 10% | 8 | | | 0 | 20% | 11 | | | | | | | | | | | | | | |
| IN65 | | CREW | DISBANDED | 12 DECEMBER 1955, AC ASGD TO LEAD CREW | | | | | | | | | | | | | | | | | | | | | | | | |

NON APPLICABLE

NON APPLICABLE

SAC : FORM AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) *(When Filled In)* **CONFIDENTIAL**



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART III**

UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NR: 4 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| IN67 | | AC | 95% | 28 | | P | 30% | 30 | | 0 | X | 26 | | | | | | | | | | | | | | | | |
| IN68 | | AC | X | 18 | | P | 35% | 15 | | 0 | 30% | 17 | | | | | | | | | | | | | | | | |
| IN69 | | AC | X | 24 | | P | 65% | 0 | | 0 | X | 12 | | | | | | | | | | | | | | | | |
| IN70 | CREW DISHANDED 12 DECEMBER 1955, CREW RE-ALIGNMENT, NEW CREW FORMED | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN71 | | AC | 0 | 0 | | P | 10% | 18 | | 0 | 10% | 8 | | | | | | | | | | | | | | | | |
| IN72 | | AC | X | 12 | | P | 20% | 11 | | 0 | X | 7 | | | | | | | | | | | | | | | | |
| IN73 | | AC | 0 | 0 | | P | 10% | 23 | | 0 | 10% | 21 | | | | | | | | | | | | | | | | |
| IN74 | | AC | X | 13 | | P | 10% | 8 | | 0 | 10% | 6 | | | | | | | | | | | | | | | | |
| IN75 | | AC | 0 | 0 | | P | 10% | 26 | | 0 | 0 | 0 | | | | | | | | | | | | | | | | |
| IN76 | | AC | X | 33 | | P | 50% | 0 | | 0 | 75% | 6 | | | | | | | | | | | | | | | | |
| IN77 | | AC | X | 13 | | P | 0 | 0 | | 0 | 20% | 8 | | | | | | | | | | | | | | | | |
| XXXXX | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | - | 008 | - | - | - | - | - |
| CBR CR PRACT | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| NON CBR CR PRACTICE | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |

SAC 1 FORM AUG 55 1846 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) *(When Filled In)* **CONFIDENTIAL**

1317

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

| JET CREW AIR TRAINING REPORT - PART III | UNIT: 310th Bombardment Wing, Medium | MONTH: December 1955 | PAGE NR: 5 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RDS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

1 CHIEF OF STANDBOARD, 3 ASSISTANT STANDBOARD CREWS, 10 LEAD CREWS, 18 COMBAT READY CREWS, 1 NON-COMBAT READY CREW, 14 IN CREWS.

SAC 1 FORM AUG 56 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) *(When Filled In)* **CONFIDENTIAL**

1318

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART IV**

UNIT: 310th Bombardment Wing (Medium)

MONTH: December 1955

PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3=SAC-112

| C. GENERAL R. | | | PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | |
| S08 | - | - | 003 | - | 03 | - | 03 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| S19 | - | - | - | 001 | - | - | - | 01 | - | 01 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L37 | - | - | 003 | 001 | 04 | 05 | 09 | 01 | - | 01 | 02 | - | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L43 | - | - | 003 | - | 03 | 03 | 06 | - | 03 | 03 | 01 | 01 | 02 | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | | | | |
| SQ STBD SUB TOT | - | - | 006 | 002 | 07 | 08 | 15 | 02 | 03 | 05 | 03 | 01 | 04 | 01 | - | 01 | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | | | | |
| L06 | - | - | 004 | - | 03 | - | 03 | 01 | - | 01 | - | - | - | - | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L09 | - | - | 002 | - | 02 | - | 02 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L18 | - | - | 003 | - | 01 | - | 01 | 02 | - | 02 | 01 | - | 01 | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L20 | - | - | 001 | 001 | 01 | - | 01 | 01 | - | 01 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L27 | NEGATIVE CREW DISBANDED 12 DECEMBER 1955, AC ASGD 8AF HQ, OBS ASGD STAFF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L32 | - | - | 001 | 001 | 01 | - | 01 | 01 | - | 01 | 01 | - | 01 | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | | | | |
| L35 | - | - | 002 | - | 01 | 02 | 03 | - | - | - | 01 | - | 01 | - | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L36 | - | - | 004 | - | 04 | 08 | 12 | - | - | - | 03 | 02 | 05 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L[illegible] | - | - | 005 | - | 05 | - | 05 | - | - | - | 03 | 02 | 05 | - | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| L52 | - | - | 005 | 002 | 05 | - | 05 | 02 | - | 02 | 01 | 01 | 02 | - | - | - | - | - | - | - | 01 | 01 | - | - | - | - | - | - | - | - | | | | |

3/0-01 C

SAC 1 FORM AUG 55 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1319

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART IV | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NR: 2 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL R. | PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | | |
| L61 | - | - | 004 | 001 | 04 | - | 04 | 01 | 03 | 04 | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| L29 | - | - | 003 | - | 02 | 01 | 03 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - | - | - | - | | | | | |
| LD CR SUB TOT | - | - | 034 | 005 | 29 | 11 | 40 | 08 | 03 | 11 | 14 | 05 | 19 | 02 | 03 | 05 | - | - | - | - | 01 | 01 | 01 | 01 | 01 | - | - | - | - | - | | | | | |
| R29 | - | - | 001 | - | 01 | - | 01 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| R07 | - | - | 002 | - | 02 | 01 | 03 | - | - | - | 01 | 01 | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| R10 | - | - | 003 | - | 03 | - | 03 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| R12 | - | - | 001 | 002 | 02 | - | 02 | 01 | - | 01 | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| R13 | - | - | 004 | - | 03 | - | 03 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | - | - | | | | | |
| R22 | - | - | 004 | - | 04 | 01 | 05 | - | - | - | 03 | 01 | 04 | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | | | | | |
| R25 | - | - | 003 | - | 03 | - | 03 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | | | | | |
| R31 | - | - | 002 | - | 02 | - | 02 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| R39 | - | - | 001 | 001 | 01 | 04 | 05 | 01 | 06 | 07 | 01 | - | 01 | - | - | - | - | - | - | - | 01 | 01 | - | - | - | - | - | - | - | - | | | | | |
| R40 | - | - | 004 | - | 04 | - | 04 | - | - | - | 03 | - | 03 | - | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | 001 | | | | | |
| R41 | - | - | 003 | - | 03 | - | 03 | - | - | - | 03 | - | 03 | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - | - | - | - | - | | | | | |
| R[illegible] | - | - | 003 | - | 03 | - | 03 | - | - | - | 03 | - | 03 | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - | - | - | - | - | | | | | |
| R44 | - | - | 005 | - | 05 | - | 05 | - | - | - | 03 | 04 | 07 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |

3/0-0/3

SAC 1 FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1320

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART IV**

UNIT: 310th Bombardment Wing (Medium)

MONTH: December 1955

PAGE NR: 3

NR OF PAGES: 5

REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | | | | | 45 | | | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | | | | | GCA | | | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | | | | | ACFT COMDR | | | CO-PILOT | | | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | | | | | |
| R45 | - | - | 002 | 001 | 03 | - | 03 | - | - | - | 03 | 01 | 04 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | |
| R46 | - | - | 004 | 001 | 05 | - | 05 | - | - | - | 03 | - | 03 | 01 | - | 01 | - | - | - | - | - | - | 01 | - | - | - | - | - | - | | | | | | | | |
| R50 | - | - | 006 | - | 06 | - | 06 | - | 01 | 01 | 03 | 02 | 05 | - | 02 | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | |
| R55 | - | - | 003 | - | 03 | 02 | 05 | - | - | - | 02 | 01 | 03 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | |
| R57 | - | - | 002 | - | 02 | - | 02 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 001 | | | | | | | | |
| CBR CR SUB TOT | - | - | 053 | 005 | 55 | 08 | 63 | 02 | 07 | 09 | 40 | 10 | 50 | 01 | 02 | 03 | - | - | - | - | 01 | 01 | 07 | 04 | - | - | - | - | 002 | | | | | | | | |
| NON CBR CR SUB TOT | - | - | 003 | - | 03 | - | 03 | - | - | - | 02 | 02 | 04 | - | 02 | 02 | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | | | | |
| WING TOTAL | - | - | 099 | 012 | 97 | [illegible] | 124 | 12 | 13 | 25 | 60 | 18 | 78 | 04 | 07 | 11 | - | - | - | - | 02 | 02 | 09 | 05 | 01 | - | - | - | 002 | | | | | | | | |
| IN11 | | AC | X | 40 | | P | X | 21 | | 0 | 75% | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | | AC | 50% | 20 | | P | X | 41 | | 0 | 40% | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN59 | | AC | 85% | 24 | | P | X | 35 | | 0 | X | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN[illegible] | | AC | 65% | 5 | | P | 10% | 8 | | 0 | 20% | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN65 | | XX | CREW DISBANDED, 12 DECEMBER 1955, AC ASGD LEAD CREW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SAC 1 FORM AUG 56 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1321

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART IV | UNIT: 310th Bombardment Wing (Medium) | MONTH: December 1955 | PAGE NR: 4 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | | |
| IN67 | | AC | 95% | 28 | | P | 30% | 30 | | 0 | X | 26 | | | | | | | | | | | | | | | | | | | | | | |
| IN68 | | AC | X | 18 | | P | 35% | 15 | | 0 | 30% | 17 | | | | | | | | | | | | | | | | | | | | | | |
| IN69 | | AC | X | 24 | | P | 65% | 0 | | 0 | X | 12 | | | | | | | | | | | | | | | | | | | | | | |
| IN70 | | CREW DISBANDED, 12 DECEMBER 1955, CREW RE-ALIGNMENT, NEW CREW FORMED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN71 | | AC | 0 | 0 | | P | 10% | 18 | | 0 | 10% | 8 | | | | | | | | | | | | | | | | | | | | | | |
| IN72 | | AC | X | 12 | | P | 20% | 11 | | 0 | X | 7 | | | | | | | | | | | | | | | | | | | | | | |
| IN73 | | AC | 0 | 0 | | P | 10% | 23 | | 0 | 10% | 21 | | | | | | | | | | | | | | | | | | | | | | |
| IN74 | | AC | X | 13 | | P | 10% | 8 | | 0 | 10% | 6 | | | | | | | | | | | | | | | | | | | | | | |
| IN75 | | AC | 0 | 0 | | P | 10% | 26 | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | |
| IN76 | | AC | X | 33 | | P | 50% | 0 | | 0 | 75% | 6 | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | AC | X | 13 | | P | 0 | 0 | | 0 | 20% | 8 | | | | | | | | | | | | | | | | | | | | | | |
| XXXXX | - | - | 061 | 006 | 63 | 68 | 131 | 06 | 62 | 68 | 21 | 42 | 63 | 04 | 45 | 49 | - | 04 | 04 | 03 | 06 | 09 | 07 | 01 | - | - | - | 009 | 009 | - | | | | | |
| CBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |
| NON CBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | | |

2/0-0/0

SAC FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset O-93(56) (When Filled In) **CONFIDENTIAL**

1,3 2 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

| JET CREW AIR TRAINING REPORT - PART IV | UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|---|
| | 310th Bombardment Wing (Medium) | December 1955 | 5 | 5 | 3-SAC-T12 |

| Q. GENERAL R. | PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-29 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 33-55 | 56-58 | 59-61 | | | | | |

1 CHIEF OF STANDBOARD, 3 ASSISTANT STANDBOARD CREWS, 10 LEAD CREWS, 18 COMBAT READY CREWS, 1 NON-READY CREW, 14 IN CREWS.

310-0107

SAC 1 FORM AUG 55 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1323

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 December through 31 December 1955

PART VII. Division Commander's Remarks

Concur.

SW Wells

"For and in the absence of"
JOHN R. SUTHERLAND
Brigadier General, USAF
Commander



CONFIDENTIAL

1 3 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 December through 31 December 1955

SECTION I

PART VI. Wing Commander's Remarks

a. Hours flown performing missions ordered by:

1. Higher Headquarters:

| Committment | Hours Programmed | Hours Accomplished |
|---|---|---|
| "Honest John" | None | 3:00 |

2. Eighth Air Force Training Priorities: (NOTE: Since December is designated a Special Training Month, information as to training priorities is reported under Section II.)

b. Weather or local conditions:

1. None.

c. Restrictive Directives:

1. None.

d. Combat Crew Member Gains and Losses:

1. Crew Members gained:

(a) Two observers PCS from AOB school

(b) Three pilots PCS this Hq, two from AOB school, one from 3515th STS.

(c) One observer from Wing Staff.

(d) One aircom from Wing Staff.

2. Crew Members lost:

(a) One aircom to Headquarters USAF on classified movement.

(b) One observer to Wing Staff.

e. Crew Member Changes.

1. Eight aircoms - 1 Lead crew, 2 Ready crews, 5 IN crews.

310-010

CONFIDENTIAL

1325

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





2. Five pilots - 1 Lead crew, 1 Ready crew, 2 IN crews, 1 Non-ready crew.

3. Three observers - 1 Lead crew, 2 IN crews.

f. New Crews:

1. IN-73, IN-74 and IN-75 formed 5 December 1955.

2. IN-76 and IN-77 formed 12 December 1955.

g. Crew Status Changes:

1. Crew L-27 disbanded 12 December 1955 - aircom transferred PCS; observer transferred to Wing Staff; pilot to form new IN crew.

2. L-29 downgraded to R-29 12 December 1955 - crew failed SES.

h. Standardization Crews:

1. Chief of Standardization Crews: S-08

2. Assistant Standardization Crews: S-19, L-37, L-43

i. Materiel and Personnel Problems:

1. Materiel: There were no major problem areas during December which adversely affected training accomplishments.

2. Personnel:

(a) General: The shortage of support officers and skilled airmen continue to adversely affect the training accomplishments of the 310th Bombardment Wing. While the officer shortage has been lessened during the past few months through imput, the airmen's field continues to pose a personnel problem. In spite of our attempts to raise the skill

310-010



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





level of our assigned airmen through "On The Job Training", losses and time required for upgrading to seven level AFSCs, combine to keep our skill level low. Specific officer and airmen deficiencies which affect the Wing's progress are recorded in the following paragraphs:

(b) Officers Field: The Wing has a body manning of 72.8% in the Support Officer Field. 41.7% of our officers who are performing duty in support positions are fully qualified in the specialty. Officer shortages most detrimental to the Wing's accomplishments are as follows:

(1) Shortage of Four Personal Equipment Officers (AFSC 1435): The Wing does not have a Personal Equipment Officer assigned as a full time duty although we have an authorization of four (4). Personal equipment duties within the tactical squadrons and Air Refueling Squadron are handled by crew personnel in addition to their primary flying duties. These officers are able to spend but a small portion of their time supervising the Personal Equipment Sections. As a consequence, the affected accounts are not properly maintained, and the officers performing the function are overworked thus affecting their flying proficiency. Each tactical squadron





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



account is valued at $100,000 and should have a full time officer in charge of the account. The lack of Personal Equipment Officers is accentuated by the fact the Wing is also lacking qualified Personal Equipment Airmen.

(2) Shortage of Three Supply Officers (AFSC 6424): The lack of three Supply Officers has necessitated assigning these duties to crew members as an additional duty. This condition is unsatisfactory, resulting in marginal supply accountability, and reducing operational effectiveness due to an inadequate staff.

(c) Airmen's Field: The Wing is manned 95% in the Airmen's Field of whom 70.9% are effective. Not only is the Wing deficient in body manning in certain fields but the lack of seven level supervisors and technicians add additional stress on our operational ability.

(1) Shortage of Eleven Instrument Repairmen (AFSC 42230/50/70): The Wing has a shortage of eleven Instrument Repairmen in the Field Maintenance Electrical Shop. This shortage has necessitated working some airmen twenty hours at a time without a rest. The section worked three hundred and ninety man hours overtime during the month of December. This excessive overtime creates low morale, poor

310-010



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





workmanship and is not conducive to reenlistment.

(2) Shortage of Twelve Electricians: (AFSC 42330/50/70): The shortage of twelve electricians in the Field Maintenance Squadron Electrical Shop has resulted in five hundred and eighty man hours overtime being expended during the month of December. Not only is the electrical field short twelve total, but there is a serious shortage of skill at the five level (Auth: 45, Asgd: 9).

(3) Shortage of Four Welders (AFSC 53230/50): The Field Maintenance Squadron Welding Shop has been required to work fifty man hours overtime due to their having only two welders against an authorization of six. This is an abnormal amount of overtime for only two airmen to expend during a thirty day period and adversely affects both their workmanship and morale.

(4) Shortage of Eight Parachute Riggers (AFSC 58130/50/70): This shortage in the Field Maintenance Squadron Parachute Shops has created a back log of three hundred man hours. This unit worked one hundred and eighty five man hours overtime during the month of December.

(5) Shortage of Thirteen Radar Navigational Equipment Repairmen: (AFSC 30130/50/70/ A, B and C): While this body shortage of thirteen airmen has decreased

310-010



1329

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





the operation efficiency of the Armament and Electronics Radar Shop, the most critical area is the lack of ten (10) seven level airmen in this field. This serious shortage of skill has reduced the supervisory capability, technical skill, and ability to train the semi-skilled airmen.

(6) Shortage of Twenty Five-Level K System Technicians (AFSC 32170E): While the Wing has an overage of thirty-seven three level airmen and six five level airmen, this shortage of top skilled airmen, has materially affected the quality of our K series maintenance. The K sets are an intricate and highly sensitive piece of equipment whose maintenance requires highly skilled seven level airmen. There is but one airman (AFSC 32150E) within the Wing possessing sufficient rank to OJT for the seven level AFSC and this airman is on OJT.

(7) Shortage of Six Seven Level Turret System Mechanics (AFSC 32370C): The Wing has only three seven level Turret System Technicians assigned against an authorization of nine. The lack of technical and supervisory skill has reduced the training of lower skilled airmen, limited the supervisory capability and lowered quality of

310-010



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





work. There is an overage of seven five-level airmen (Auth: 45, Asgd: 52), however only two of these airmen possess the rank to OJT for the seven level of their specialty. Both airmen have been entered into training.

(d) A breakdown, including all skill levels, of those deficient areas mentioned in paragraph three above is as follows:

| AFSC | TITLE | AUTH | ASGD BY UAFSC |
|---|---|---|---|
| 30130A/B/C | Radar & Nav Equip Repairman | 11 | 18 |
| 30150A/B/C | Radar & Nav Equip Repairman | 28 | 18 |
| 30170 | Radar & Nav Equip Repairman | 16 | 5 |
| 32130E | K Series Mechanic | 9 | 46 |
| 32150E | K Series Mechanic | 39 | 54 |
| 32170E | K Series Mechanic | 35 | 10 |
| 32330C | Turret Systems Mechanic | 6 | 3 |
| 32350C | Turret Systems Mechanic | 45 | 52 |
| 32370C | Turret Systems Mechanic | 12 | 3 |
| 42230 | Instrument Repairman | 7 | 6 |
| 42250 | Instrument Repairman | 23 | 19* (See Below) |
| 42270 | Instrument Repairman | 1 | 2 |
| 42330 | Electrical Repairman | 5 | 21 |
| 42350 | Electrical Repairman | 45 | 19 |
| 42370 | Electrical Repairman | 6 | 4 |
| 53230 | Metals Processing Specialist | 2 | 0 |
| 53250 | Metals Processing Specialist | 3 | 1 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

| AFSC (CONT.) | TITLE | AUTH | ASGD BY UAFSC |
|---|---|---|---|
| 53270 | Metals Processing Specialist | 1 | 1 |
| 58130 | Parachute Rigger | 6 | 7 |
| 58150 | Parachute Rigger | 13 | 4 |
| 58170 | Parachute Rigger | 4 | 4 |

*NOTE: There are seven Instrument Repairmen performing duty as Auto Pilot Technicians (AFSC 42350) in the A&E Squadron. These airmen have not passed the proficiency test for conversion to the Electricians AFSC.

j. SAC Minimum Training Requirements: Not Applicable.

k. Non-Ready Crews Capable of Deploying:

1. N-04

l. Non-Ready Crew Training:

1. Comparison of available ready and non-ready crew flying time:

| CREWS AVAILABLE | AVERAGE TIME PROGRAMMED | AVERAGE TIME ACCOMPLISHED |
|---|---|---|
| 32 Ready | 28:00 | 25:00 |
| 5 Non-Ready | 30:00 | 31:00 |

2. The Non-Ready crews listed below did not receive a proportionate share of programmed flying time:

(a) Crew N-04, AC Stewart:

Programmed 30:00 Accomplished 10:45

This crew had one ground abort and one air abort during the month, and were concentrating on completing SAC Reg 51-19 combative measures requirement, having completed all flying requirements necessary for upgrading to ready status.

310-010





1332

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(b) Crew IN-11, AC Wayman:

Programmed 30:00 Accomplished 11:50

The aircraft commander on this crew was occupied with checking out as an IP, and had three flights with other than his own crew. The pilot has additional duty as squadron supply officer, and has been serving as investigating officer in a supply investigation ordered by division headquarters. Crew members received individual flight training as indicated in 1, (3), below.

(c) IN-28, AC Horsky:

Programmed 30:00 Accomplished 6:55

The aircraft commander on this crew at the time of programming was assigned to a ready crew earlier in the month, and individual crew member requirements were changed. New aircraft commander was occupied with duties as Wing Flight Test AC until late in the month. Crew members received indivisual flight training as reflected in 1, (3), below.

(d) IN-59, AC King:

Programmed 30:00 Accomplished 28:30

This crew ground aborted one scheduled sortie.

(e) IN-60, AC Balch:

Programmed: None Accomplished: None

310-010

This crew is not checked out and is unable to fly



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

as a crew. Early in the month the aircraft commander was assigned to wing operations for a temporary duty of approximately ninety days. Individual crew members received flight training as indicated in 1, (3), below.

(f) IN-67, AC Armstrong:

Programmed: 30:00 Accomplished 20:30

The observer on this crew was DNIF the latter two weeks of the month. Individual flight training was accomplished as indicated in 1, (3), below.

(g) IN-68, AC Johnson:

Programmed: None Accomplished 7:15

This crew does not have crew members checked out under SAC Reg 51-19, and of course can not fly solo. Crew did not fly more due to shortage of IVOs at critical times. Individual members received flight training as indicated in 1, (3), below.

(h) IN-71, AC Thomas:

Programmed: None Accomplished: None

This crew could not be programmed, as the crew members are not checked out as a crew; the aircraft commander is not yet on the station. The pilot and observer did receive individual flight training as indicated in 1, (3), below.

310-010



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





(i) IN-73, AC Westling:

Programmed: None Accomplished: None

Aircraft commander is assigned but has not yet reported for duty. No time could be programmed. Individual crew members received training as indicated in 1, (3), below.

(j) Crews IN-74, IN-75, IN-76 and IN-77 were formed during the month, and not included in programming.

3. Individual Crew Member Training:

| Crew Member | AC | Pilot | Observer |
|---|---|---|---|
| IN-11 | 40:20 | 20:35 | 27:10 |
| IN-28 | 19:45 | 40:30 | 28:25 |
| IN-60 | 5:00 | 8:15 | 11:00 |
| IN-67 | 27:40 | 29:40 | 26:20 |
| IN-68 | 18:00 | 15:25 | 10:35 |
| IN-73 | ____ | 23:00 | 21:20 |

* m. Deleted.

* n. Field Training Operations: None

* o. Special Training Month Remarks: Included as Section II, as directed by Inclosure I to 8AF Letter (Confidential), Subject: "December Training for the 310th Bomb Wing", 28 November 1955.

p. Comments or recommendations of the Wing Commander:

Emphasis during this special training month was, early in the month, on operation "Pace Setter", and later on non-combat ready crew training, new techniques, and ground training. "Pace Setter" was won by this Wing, in a manner indicating that our concentration in the area of

310-010







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

A & E maintenance during the past quarter is paying dividends. Bombing results on this mission, however, were unsatisfactory.

The w ng is still low on combat crew strength, having only thirty-two combat ready crews as of the end of December. We will continue our efforts in January and February toward upgrading presently non-combat ready crews to ready status, and we can expect this effort to adversely affect our percentage of 50-8 accomplishment during the coming quarter.

The crews took advantage of the 'practice' month to experiment with new techniques and to become more familiar with strange targets. Runs have been made this month in 'Polar' in an effort to reduce the northerly turning error inherent in the equipment; tentative results are encouraging. Use of the B-Scope has been stressed by the Wing Observer. Weather prevented our making the desired number of Visual RBS runs.

The quality of our maintenance continues to show a slight, steady upward trend.

Our ground training program for the month proved generally satisfactory. Eight pilots and eight observers completed our on-the-base 51-19 school.

FORECAST FOR UPGRADING

1. Number of crew assigned: Combat Ready: 32. Non-Ready: 15.
2. Crew Numbers: NO4, L06, R07, S08, L09, R10, IN11, R12, R13, L18, S19, L20, R22, R25, IN28, R29, R31, L32, L35, L36, L37,

310-010





1336

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

R39, R40, R41, R42, L43, R44, R45, R46, L47, R50, L52, R55, R57, IN59, IN60, L61, IN67, IN68, IN69, IN71, IN72, IN73, IN74, IN75, IN76, IN77.

3. a. Forecast dates of Combat Ready crews to be upgraded to Lead Status:

| | | |
|---|---|---|
| Crew Number | 7 | 1 May 56 |
| " " | 10 | 13 Feb 56 |
| " " | 12 | 1 Jan 56 |
| " " | 13 | 9 Jan 56 |
| " " | 22 | 1 May 56 |
| " " | 25 | 6 Feb 56 |
| " " | 29 | 13 Feb 56 |
| " " | 31 | 13 Feb 56 |
| " " | 39 | 1 Apr 56 |
| " " | 40 | 1 Jan 56 |
| " " | 41 | 13 Feb 56 |
| " " | 42 | Indefinite |
| " " | 44 | 15 Jan 56 |
| " " | 45 | 1 May 56 |
| " " | 46 | 1 Apr 56 |
| " " | 50 | 13 Feb 56 |
| " " | 55 | 1 May 56 |
| " " | 57 | 5 Mar 56 |

4. Forecast date of Non-Ready crews to be upgraded to Ready Status:

Note: Forecast of upgrading to "Ready" status is dependent on timely receipt of advanced survival school quotas,

310-010



1337

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





or waivers of survival requirement for a stipulated period.

| | | |
|---|---|---|
| Crew Number | NO4 | 23 Jan 56 |
| " " | IN11 | 1 Feb 56 |
| " " | IN28 | 2 Apr 56 |
| " " | IN59 | 6 Feb 56 |
| " " | IN60 | 5 Mar 56 |
| " " | IN67 | 1 Jan 56 |
| " " | IN68 | 5 Mar 56 |
| " " | IN69 | 12 Mar 56 |
| " " | IN71 | No Projection |
| " " | IN72 | No Projection |
| " " | IN73 | No Projection |
| " " | IN74 | No Projection |
| " " | IN75 | No Projection |
| " " | IN76 | No Projection |
| " " | IN77 | No Projection |

5. a. Explanations as to why upgrading not accomplished on date forecast:

| | | |
|---|---|---|
| Crew Number | 13 | Desires of previous squadron commander. |
| " " | 22 | Not recommended by Standboard. |
| " " | 25 | Could not accomplish Stand-board; ground aborted twice |
| " " | 57 | Need more time to observe. |

310-010







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





Crew Number 04 Could not accomplish combative measures; also crew change late in month.

b. Explanation as to why date for upgrading advanced or retarded:

Crew Number 10 New commander desires to observe crew capability.

" " 31 New commander desires to observe crew capability.

" " 41 New commander desires to observe crew capability.

" " 50 New commander desires to observe crew capability.

" " 28 Change of Aircraft Commander.

" " 59 Failed Standboard ride; no tanker second attempt; ground abort third attempt.

310-01D







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

HI JINK

| CR NO | GRD CHK | AIR CHK | RBS DEC | RBS TO DATE | CAM RUNS DEC | CAM RUNS TO DATE | DT OR EXPECTED DT OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| L06 | | | | | | | 12 Jan 56 |
| R07 | Yes | Yes | 2 | 2 | 0 | 0 | |
| S08 | | | | | | | |
| L09 | | | | | | | 27 Jan 56 |
| R10 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R12 | | | | | | | |
| R13 | Yes | Yes | 2 | 2 | 0 | 0 | |
| L18 | Yes | Yes | 0 | 2 | 0 | 0 | 16 Nov 55 |
| S19 | Yes | Yes | 0 | 2 | 0 | 0 | 7 Oct 55 |
| L20 | | | | | | | |
| R22 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R25 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R29 | | | | | | | |
| R31 | | | | | | | |
| L32 | | | | | | | 18 Jan 56 |
| L35 | | | | | | | 26 Jan 56 |
| L36 | Yes | Yes | 2 | 2 | 0 | 0 | |
| L37 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R39 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R40 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R41 | | | | | | | 31 Jan 56 |
| R42 | | | | | | | |
| L43 | Yes | Yes | 2 | 2 | 0 | 0 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

| CR NO | GRD CHK | AIR CHK | RBS DEC | RBS TO DATE | CAM RUNS DEC | CAM RUNS TO DATE | DT OR EXPECTED DT OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| R44 | | | | | | | |
| R45 | | | | | | | |
| R46 | | | | | | | |
| L47 | | | | | | | |
| R50 | Yes | Yes | 0 | 3 | 1 | 3 | 7 Oct 55 |
| L52 | | | | | | | 27 Jan 56 |
| R55 | Yes | Yes | 2 | 2 | 0 | 0 | |
| R57 | | | | | | | |
| L61 | Yes | Yes | 2 | 2 | 0 | 0 | |
| NO4 | | | | | | | |
| IN11 | Yes | Yes | 2 | 2 | 0 | 0 | |
| IN28 | | | | | | | |
| IN59 | Yes | Yes | 2 | 2 | 0 | 0 | |
| IN60 | | | | | | | |
| IN67 | | | | | | | |
| IN68 | | | | | | | |
| IN69 | | | | | | | |
| IN71 | | | | | | | |
| IN72 | | | | | | | |
| IN73 | | | | | | | |
| IN74 | | | | | | | |
| IN75 | | | | | | | |

310-010



1341

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 December through 31 December 1955

| CR NO | GRD CHK | AIR CHK | RBS DEC | RBS TO DATE | CAM RUNS DEC | CAM RUNS TO DATE | DT OR EXPECTED DT OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| IN76 | | | | | | | |
| IN77 | | | | | | | |

S. W. WELLS
COL, USAF
Commander

310-010



CONFIDENTIAL

1342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





SECTION II

1. Flying Training Program:

(a) The 310th Bomb Wing flying training program for the Special Training Month of December 1955 had the following general objectives:

(1) Concentration on known areas of weakness.

(2) Emphasis on training and upgrading noncombat ready crews.

(3) Emphasis on training in seasonal tactics.

(4) Experimentation with new tactics and equipment.

(5) Continuation of proficiency training under the principles outlined in SAC Reg 50-8.

(6) Reduction of 15.5 per cent of the normal training month's flying commitments.

(b) The program was based on the following data:

| | Projected | Actual |
|---|---|---|
| (1) Aircraft available: | 44 | 41 |
| (2) Average flying time available: | 27.3 | 25.6 |
| (3) Flying time reduction: | 220 | 365 |

(c) In order to attain the general objectives indicated above, the following requirements are listed in the order of priority established for their accomplishment. The projected and actual flying time for accomplishment is indicated below:





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

| | Projected | Actual | % Accomp. |
|---|---|---|---|
| (1) Air Force Reg 60-2 | See Note Below * | | |
| (2) SES | 36 | 33:35 | 93% |
| (3) "Hi-Jinks" | 75 | 43:05 | 57.3% |
| (4) "Fancy Runs", Springfield RBS | 9 | 4:00 | 45% |
| (5) "Pace Setter" | 185 | 181:30 | 98% |
| (6) Non-Combat Ready Crew Training | 180 | 99:10 | 55.2% |
| (7) 51-19 Upgrading Training | 100 | 244:45 | 100% |
| (8) Combat Ready Crew Training | 520 | 374:45 | 72% |
| (9) Lead Crew Training | 65 | 192:10 | 100% |
| (10) Test Hops | 30 | 31:15 | 100% |

* NOTE: 60-2 requirements accomplished in conjunction with other type training.

(d) Any difference between the projected and actual flying time for each item in paragraph 1(c) above is explained below:

Actually, such explanation can not be very precise. It is impossible to predict with a great deal of accuracy how much training of a certain type will be accomplished, because many of the accomplishments overlap, as, for instance, two members of a Standboard Crew (Lead type) on board the same aircraft with two Non-Ready crew members--how will the time be credited? Or a Lead Crew which accomplishes one 'Hi-Jinks' on an eight-hour mission--how much time to 'Hi-Jinks' and how much to Lead Crew training? There are innumerable such situations. With the rules of interpretation set up in this wing, 'Pace Setter'



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

was flown almost exactly as projected, Lead Crew training and 51-J9 Upgrading Training were greatly overflown, and 'Hi-Jinks' and Non-Combat Ready Crew Training were considerably underflown. Other items were flown reasonably close to projections. Great emphasis was maintained all month on non-combat ready crew training. Several of our airplanes scheduled for "Black Magic" encountered difficulty in getting on the range.

2. Ground Training Program:

(a) The 310th Bomb Wing ground training program for the special training month of December 1955 had the following general objectives:

(1) An effective aircrew ground training program.

(2) An effective maintenance ground training program.

(b) To attain the general objectives outlined above, and effectively utilize the time resulting from a reduction of flying time, the following ground training requirements were established for the 310th Bomb Wing During December 1955:

(1) Six co-pilots to attend OQ Gunnery Training.

(2) Twenty-three individuals to attend altitude indoctrination. (Seventeen crew members and six maintenance personnel.)

(3) Three crews to participate in Annual Special Weapons inspection.

(4) Pilots to accomplish 291 hours of instrument training.

(5) Combat crews to accomplish 900 hours of target study.

310-010



1345

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





(6) Combat crews to accomplish 68 hours of EWP study.

(7) Air crew refresher training in systems and emergency procedures - 60 hours.

(8) Strategic Air Command Regulation 51-19 training for newly-assigned co-pilots--- 90 hours.

(9) Aircrew personnel will accomplish 960 hours of training in accordance with SAC Reg 50-24.

(10) Maintenance technicians and ground crews will accomplish 1500 hours of classroom training and 44,200 hours on-the-job training.

(11) C-15 camera and C-1A magazine instruction as required by SAF Message ODT3A, 52375, 23 November 1955.

(12) All available combat ready crews will accomplish EWP examinations; reference SAF Letter ODT3A, 1 November 1955, same subject.

(13) Emphasis will be placed on T.O. compliance. Special attention will be given:

(a) To reducing the man hour backlog for which kits or materials were available at the beginning of the month.

(b) Accomplishment of T.O. compliance for new technical orders received during the month, for which new kits or materials were provided or available during December 1955.

c. Each ground training requirement listed in paragraph 2(b) above was accomplished as indicated below:

310-010







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 December through 31 December 1955

(1) Two co-pilots received credit for [illegible] gunnery training.

(2) Fifty-four individuals attended altitude indoctrination (forty-five crew members and nine maintenance personnel).

(3) Three crews participated in annual Special Weapons Inspection.

(4) Pilots accomplished 241 hours of instrument training.

(5) Combat crews accomplished 474 hours of target study.

(6) Crews accomplished 69 periods of SAC target study, for a total of 828 hours.

(7) No aircrew refresher training in systems and emergency systems was accomplished.

(8) Ninety-six hours of SAC Reg 51-19 training for newly-assigned co-pilots was accomplished.

(9) Twelve-hundred and ninety-six hours of training in accordance with SAC Reg 50-24 were accomplished.

(10) Maintenance technicians and ground crews accomplished 2,330 hours of classroom training and 58,200 hours on-the-job training.

(11) All observers completed the K-15 and K-1A camera instruction required by 8AF Message ODT3A, 52375, 23 November 1955.

(12) Sixty-nine ENT exams were administered in accordance with 8AF Letter ODT3A, 1 November 1955.

310-010



CONFIDENTIAL

1347

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



*(13) (a) 320 hours backlog at beginning of month reduced to 70 at end of month; 200 T.O. compliances at beginning of month reduced to 30.

(b) 94 T.O. compliances received and complied with during month of December.

d. Any difference between a requirement of paragraph 2b and its accomplishments indicated in paragraph 2c is explained in detail below:

(1) Reference O; gunnery, trainer was out for three periods, and one officer scheduled failed to attend.

(2) Reference instrument training, the T-1A trainer was inoperative the entire month of December, with a resultant loss of eighty hours.

(3) Reference domestic target study, this was an error in projection. Impossible to accomplish the projected 900 hours without slighting other training.

(4) Reference EWP target study, this is an administrative error - the word 'hours' should have read 'periods'.

(5) Reference aircrew refresher training in systems and emergency procedures, a "Quick Strike" alert 22 December involved all the crews scheduled for this training.

* Maintenance recommends that T.O. compliance record part of Special Training Month report be adjusted to conform with requirements of SAC U-10 report, which runs from the middle of one month to the middle of the next month.



1348

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 December through 31 December 1955

e. , Discussions with Post Flight Chiefs were held in an attempt to improve quality of post flight inspections and submission of AF T.O. Forms 26C.

Weekly PRT meetings are being held with publications personnel of all activities to insure completeness, standardization and timely submission.

An inspector was assigned to assist activities in preparation of URs, AF T.O. Forms 33 and DD Forms 787-1.

Gear malfunctions were investigated, procedures established and tests conducted to determine most efficient methods to combat this type of malfunction.

Check lists were drawn up for jacking officers.

The system of using "flip card" type pre-flight cards was investigated to increase quality of pre-flights.

Project was established to re-stencil all ground power equipment with caution signs and operating instructions.

Investigation was conducted on an aircraft going through periodic inspection in an attempt to locate deficient areas and to reduce work stoppages.

S. W. WELLS
COL., USAF
Commander

310-010





1349

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 55-41)

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

14 December 1955

OPERATIONS

KC-97 Fuel Off Loading

1. PURPOSE: To incorporate, in one publication, the methods of servicing and procedures for transferring fuel from KC-97F and G tankers.

2. SCOPE: The provisions of this regulation are applicable to all personnel planning or executing KC-97 refueling missions.

3. GENERAL: In consideration of routine air refueling operations in relation to Emergency War Plan mission fuel off load requirements, the following fuel management procedures will be used during all air refueling operations.

4. PROCEDURES:

a. KC-97F Aircraft:

(1) When the off load requirement is 6000 gallons or less, sufficient fuel will be loaded in the deck tanks to service the receiver. JP fuel only will be off loaded. Main tanks will be serviced with aviation gasoline as required.

(2) When the off load requirement is greater than 6000 gallons, a minimum of ten percent and a maximum of 21 percent of the off load fuel will be aviation gasoline from the main wing tanks. In all cases, the maximum amount of JP fuel will be off loaded consistent with the following procedures:

(a) Servicing:

1. Deck tanks: Service as required with JP fuel to a maximum of 90 per cent and a minimum of 79 percent of the total off load.

2. Main wing tanks: Service with aviation gasoline as required for the planned mission usage and reserve, plus a minimum of 10 percent and a maximum of 21 percent of the total off load. Do not exceed 175,000 pounds equivalent gross weight.

1350

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. Center wing tank: Not required.

(b) Procedures:

1. Prior to contact: Based on the estimated amount of aviation gasoline that will be in the wing tanks at start of refueling, a determination will be made of the aviation gasoline remaining after refueling. With a grease pencil, mark each wing tank fuel gauge at the point indicating one fourth of this value. For example: Fuel in wing tanks at initial contact 16,800 pounds; less 6600 pounds to be off loaded = 10,200 pounds, less 2520 pounds to be used by tanker engines during refueling = 7680 pounds to remain at end of refueling. Therefore, a grease pencil mark would be placed at the 1920 pound point (7680 ÷ 4) on each wing tank fuel gauge.

2. At contact: One booster pump switch for each tank will be in "Normal" position and one booster pump switch will be in "Emergency" position. Open the manual shutoff and air refueling transfer valves. Position fuel selector switches "Tank-Engine-Manifold". Center wing line valve will be closed. WARNING: This operation may cause pump inlet pressure. If this occurs, close air refueling transfer valves immediately. Also prolonged operation of main wing tank boost pumps in "Emergency" position may result in circuit breakers popping. If an extra crew member is aboard the aircraft, this crew member should be stationed at the fuel boost pump circuit breaker panel, on interphone. In the event of any boost pump circuit breaker opening the extra crew member will immediately inform the engineer, who will position the affected tank fuel selector to "Tank-Engine". When the "popped" circuit breaker can be reset, the fuel selector may be repositioned to "Tank-Engine-Manifold" and transfer continued if necessary.

3. During refueling: As each wing tank's fuel gauge indicator reaches the grease pencil mark, position the fuel selector switch to "Tank-Engine" and booster pump switch to "Normal".



1351

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



After this operation has been completed for all four wing tanks, close the manual shut-off and air refueling transfer valves. Fuel transfer from the deck tanks to the receiver will be started at contact. The recommended rate of fuel flow to the receiver is 2,500 pounds per minute during maximum off load; however, the rate may be governed by the requirements of the mission.

4. End refueling: Two hundred gallons will be the absolute minimum amount of fuel remaining in each wing tank at the end of refueling.

b. KC-97G Aircraft:

(1) When the off load requirement is 6000 gallons or less, sufficient fuel will be loaded in the deck tanks and external tanks to service the receiver. JP fuel only will be loaded. Main wing tanks will be serviced with aviation gasoline as required.

(2) When the off load requirement is greater than 6000 gallons, a minimum of ten percent and a maximum of 35 percent of the off load fuel will be aviation gasoline from the main and center wing tanks. In all cases, the maximum amount of JP fuel will be off loaded consistent with the following procedures:

(a) Servicing:

1. External tanks: Full service (1,382 gallons) with JP fuel.

2. Deck tanks: Service as required with JP fuel so that the combined quantities in the external and deck tanks is no greater than 90 percent nor less than 65 percent of the total off load. In no event will the combined quantities in the external and deck tanks exceed the 5,921 gallon capacity of the deck tanks.

3. Main wing tanks: Service with aviation gasoline as required for the planned mission usage and reserve, plus a minimum of ten percent and a maximum of 35 percent of the total off load.



1352

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. Center wing tank: If the main wing tanks are fully serviced, service center wing tank with aviation gasoline to obtain 175,000 pounds actual gross weight, providing 184,000 pounds equivalent gross weight is not exceeded.

(b) Procedures:

1. Immediately after initial climb-out: Insure that number two manual shut-off valve is closed, open IFR transfer/secondary valves and transfer external tank fuel to the deck tanks. Use emergency boost pump switch position. After tanks are empty, turn boost pump switches off and close IFR transfer/secondary valves.

2. Enroute to orbit point: Use center wing tank fuel during climb, cruise and orbit, if necessary, to empty center wing tank prior to contact. Boost pumps off and number one manual shut-off valve closed after tank is empty.

3. Prior to contact: Determine and mark the common minimum fuel level on wing tank fuel gauges following the procedures of paragraph 4a(2)(b)2 herein.

4. At contact: Same as paragraph 4a(2)(b)2 herein.

5. During refueling: Same as paragraph 4a(2)(b)3 herein.

6. End refueling: Same as paragraph 4a(2)(b)4 herein.

(c) The only exception to the servicing instructions contained in paragraphs 4a(2)(a) and 4b(2)(a) herein is that aircraft scheduled as spares will be serviced with sufficient aviation gasoline to fly the briefed route andland without dumping fuel if the aircraft is not utilized as a primary tanker.

(d) Fuel tank gauges will be calibrated (T.O. 10-97(K)E (C)-2) (preferred procedure with tanks empty) at each periodic inspection or after any maintenance which may affect the calibration of the indicating system and when suspected inaccuracies are reported by the flight crew.



1353

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



5. RESPONSIBILITY: The squadron commander, 310th Air Refueling Squadron, will be responsible for compliance with the provisions of this regulation. A copy of this regulation will be placed in each aircraft commander, pilot and flight engineer's information file.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "T"
1 CPY EA KC-97 A/C,
PLT and FLT Engineer
INFO file





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310th Wing History

WING REGULATION)
NUMBER 55-32A)

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

21 December 1955

OPERATIONS

Standards of Acceptability for B-47 and KC-97 Aircraft

310BOMWG REG 55-32, 10 OCT 55, is changed as follows:

3. PROCEDURE:

a. B-47 Aircraft:

* * * * * *

(3) Aircraft may be flown with normal in-flight refueling system inoperative on other than refueling missions provided the emergency system is operational.

* * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner
FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G" "T"

[redacted]

1355

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

310DCO

1 December 1955

MEMORANDUM FOR: COMMANDER, 379th Bombardment Squadron
COMMANDER, 380th Bombardment Squadron
COMMANDER, 381st Bombardment Squadron

SUBJECT: Bombing Policy for December 1955

1. Please post this letter so that all combat crew people are aware of this policy.

2. No record runs will be made during December.

3. All bomb runs will be completed regardless of condition of equipment.

4. Every effort will be made to make direct runs whenever possible and depending on the type of aircraft.

5. All offset runs will be made with the maximum use of "B" scope.

6. Once a crew is on a bombsite it will stay there until other mission requirements or fuel dictate departure.

7. Boondockers will not be held against observers in any way whatsoever. This is the observers month and a good opportunity to build up reliability data on each piece of bombing equipment with our wing.

8. Gross Error Boards will continue; however, the purpose will be to determine the reliability of procedures, equipment, target materials and axis of attack.

9. The only reason for an abort is NO PICTURE WHATSOEVER.

D.P. WOOD
Colonel, USAF
Deputy Commander



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

[redacted]

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

31CCO

15 December 1955

SUBJECT: Distinctive Uniforms for Maintenance Personnel at SAC Annual Bombing Competition

TO: Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. It is recommended that funds be made available to the 310th and 40th Bombardment Wings for the purpose of procuring distinctive uniforms for our maintenance people during the next SAC Annual Bombing Competition.

2. The observers from the two wings and the 802d Air Division noted, during the last competition, many different types of distinctive uniforms. Some men had white coveralls with wing insignia, some had flourescent flight jackets, some had distinctive articles of clothing purchased from civilian sources. All wings with these fancy uniforms maintained standardization to avoid nondescript appearance.

3. This sort of "flash" and "tiger" is encouraged by SAC for the Bombing Competitions and does much to the morale of the mechanics sweating out their flight crews. The uniforms could be purchased, issued just prior to departure to the competition site and turned in upon return.

4. The following is a suggested uniform:

a. White G.I. coveralls with a large embroidered 802d Air Division insignia on the back and the wing insignia on the left breast.

b. Light jackets with knitted cuffs and collars (similar to the old L-2 jacket) in the basic color of each wing or blue body with gold sleeves, the wing insignia on left breast and 802d insignia on the right breast. On the back of the jacket should be sewn in felt letters: 802d Air Division with 310th Bombardment Wing or 40th Bombardment Wing.

1357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY TRUE COPY

HQ 310BOMWG 310CO SUBJ: Distinctive Uniforms for Maintenance Personnel at SAC Annual Bombing Competition

c. Blue and gold baseball caps with enameled metal insignia of rank.

5. Sufficient sets should be purchased to rig every maintenance support airman into this regalia. It's flashy, but everything that will squeeze extra effort from our people will help insure that an 802d crew wins the next competition.

s/t/ S. W. WELLS
Colonel, USAF
Commander

TRUE COPY TRUE COPY

1358

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

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

[redacted]

310CO

1 December 1955

MEMORANDUM FOR: Commander, 379th Bombardment Squadron
Commander, 380th Bombardment Squadron
Commander, 381st Bombardment Squadron
Commander, 310th Air Refueling Squadron
Director of Materiel
Chief of Maintenance

SUBJECT: Herman Nelson Heaters

1. It was brought to my attention that ground heaters HAVE been operated extremely close to the aircrft without a fire guard.

2. To prevent the possibility of a fire caused by the ground heaters, they will be positioned as far away from the aircraft as the air ducts will permit and the fire guard assigned to the power unit will also guard the ground heater.

S.W. WELLS
Colonel, USAF
Commander

TRUE COPY

1359

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Photostats of newspaper articles and photographs of fire damage.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SALINA ADVERTISER-SUN

# Blast Damages A B-47 At SHAFB

## No Crewmen Injured In Unexplained Explosion

No one was injured the night of December 1 when explosions ripped a parked B-47 airplane at Smoky Hill Air Force Base.

But the blast shook homes in the south part of Salina and brought worried telephone calls from residents who feared a plane had crashed, and two maintenance men who had been working on the plane were only about 100 yards from the plane when the explosion occurred.

Damage to the plane, which was attached to the 310th Bomb Wing, was confined to the fuselage between the cockpit and the wing. Unofficially estimated, the damage amounted to more than a million dollars.

Firemen stationed nearby quickly covered the plane with foam used by firefighters and prevented the fire from spreading to nearby parked planes.

McPHERSON DAILY REPUB

# Blast Rips B47 On SHAFB Runway

SALINA (AP)—An explosion, heard two miles away, tore out the mid-section of a B47 bomber at Smoky Hill AFB last night.

Two maintenance men standing nearby were not hurt.

Base officials said the bomber was parked on an apron off the flight line.

Cause of thee xplosion was not determined.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Salina Journal

**AFTER THE BLAST**—Smoky Hill Air Force base crash crew members swarm over wrecked section of B-17 after explosion Thursday night. Plane is covered with foam used by fire-fighters. Left to right are T-Sgt. Charles E. Robbins, Lt. John L. Jablonsky, A-3c Kenneth A. Mellen. (AF Photo)

1362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# No One Injured In Plane Explosion

No one was injured by an explosion in a parked B-47 at Smoky Hill Air Force base Thursday night.

The blast shook homes in parts of Salina and brought a deluge of telephone calls from worried and curious residents.

Damage to the plane was concentrated in the fuselage between the cockpit and the wing.

The rest of the plane remained intact.

**Close Shave**

Two maintenance men who reportedly were within 100 yards of the craft escaped unhurt.

The unexplained blast apparently occurred in the plane's fuel chamber, the SHAFB Information Services Office reported.

An AF board is investigating. The plane was attached to the 310th Bomb Wing.

Damage was unofficially estimated as well over $1 million.

The explosion occurred at 7:44 o'clock.

**Working On It**

The plane, parked on an apron, was undergoing maintenance work, the Air Force said.

The blaze, seen miles away, was extinguished by the base fire department; Quick action by firemen prevented flames from spreading to nearby planes.

A second blast occurred while firemen were at the scene, but it was described as "confined".

Residents in Indian Village and Kraft Manor, nearest the base, were startled by the explosion. Many at first feared a plane had crashed.

**Many 'Phone Calls**

Radio Station KSAL and the police department received many calls.

Mrs. James R. Kanar, 1312 Kiowa wife of a SHAFB officer, said she and her husband felt the jar.

"It wasn't too bad," she said, "but it was enough to bring the neighbors out on their front porches to see what had happened."

Some residents reported the blast was felt as far away as north Salina.

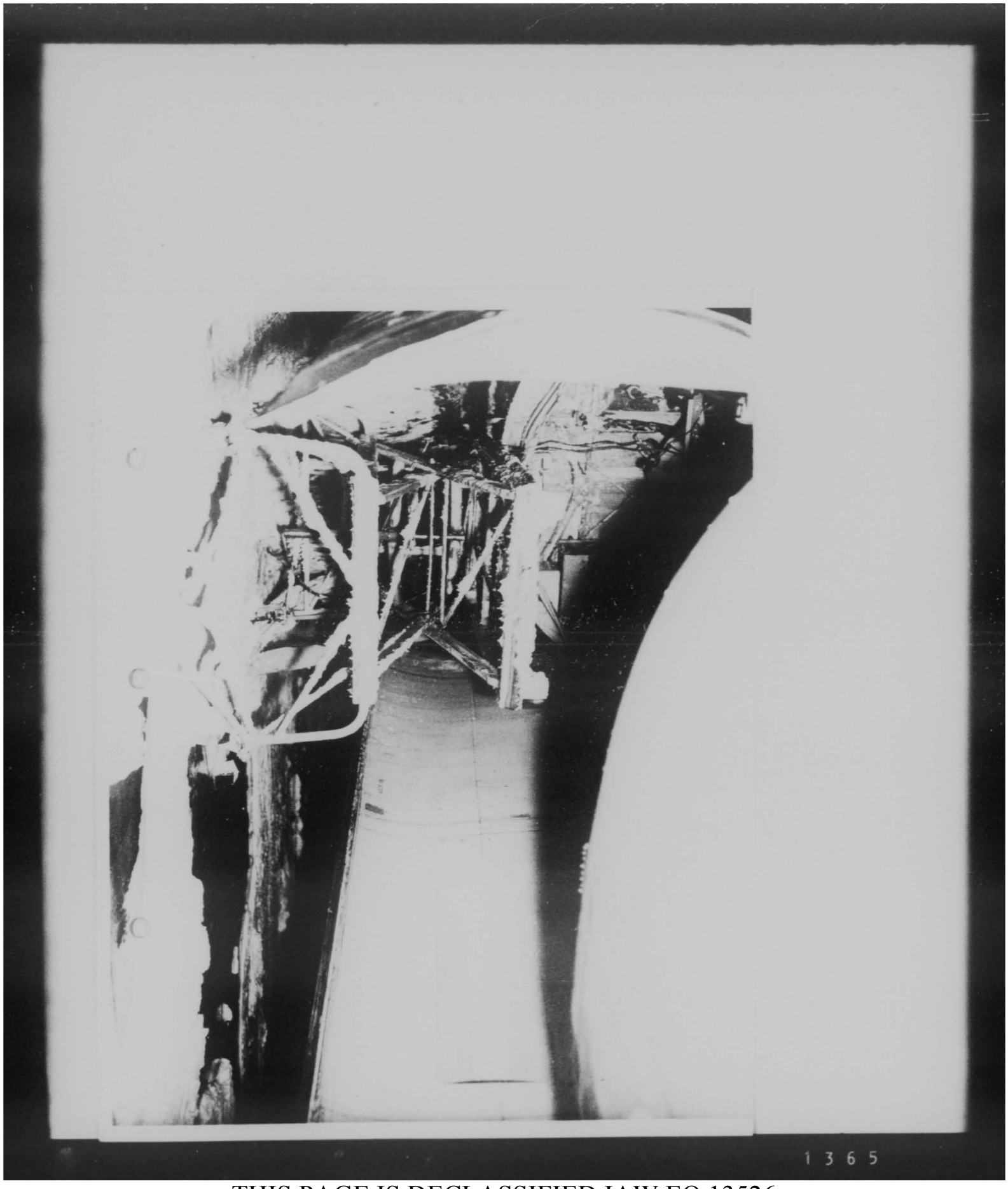
1 3 6 3

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

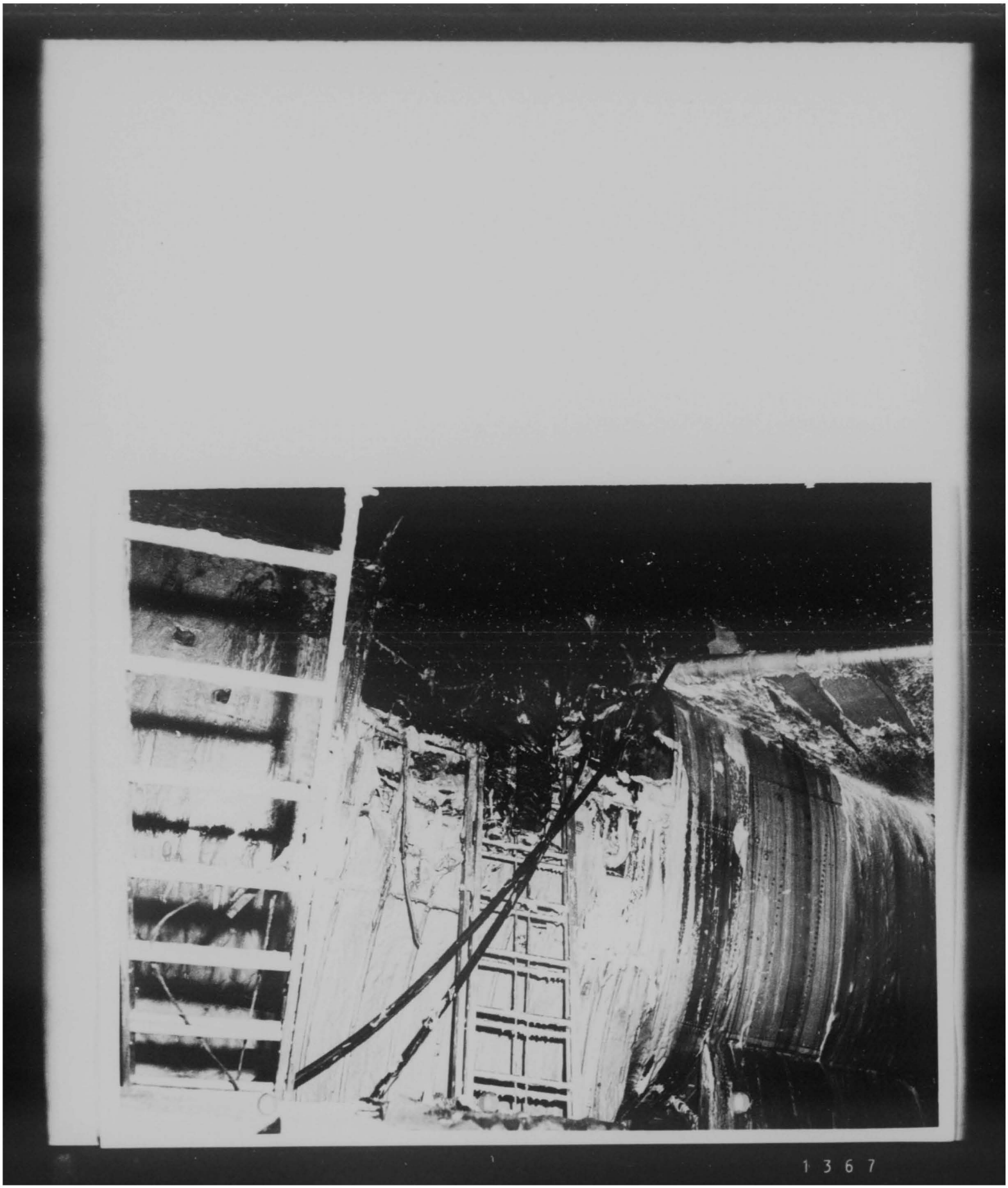



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

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

310DMMC

1 December 1955

SUBJECT: Information on Prop Shop

MEMORANDUM FOR: Colonel Wells

1. Personnel Authorized: 9
   Military: 7
   Civilian: 2

2. Personnel assigned: 5 (310th) vs 7 (40th)
   Military: 3 (310th) vs 7 (40th)
   Civilian: 2 (310th)
   Note: Civilian personnel have been absent 11½ days in the past two months, but have worked overtime when the funds were approved.

3. Work accomplished in October and November:
   a. 73 work orders on Base Flight and 310th ARS aircraft in October.
   b. Overtime for October - 88 manhours.
   c. Periodic Inspections for October - 5, each periodic inspection requires 10 manhours for prop shop.
   d. 68 work orders for Base Flight and 310th ARS aircraft in November.
   e. Overtime for November - 151 manhours.
   f. Periodic Inspections in November - 5
   note: In addition to these work orders and inspections, the Prop Shop assisted in 11 engine changes during October and November - 9 on KC-97, 1 on C-124 and 1 on C-47.

4. Man hours available during October and November: 1748 manhours.
   Man hours expended during October and November: 1987 manhours.

TRUE COPY

1370

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

HEADQUARTERS, 310TH BOMBARDMENT WING, (M), Smoky Hill Air Force Base
Salina, Kansas, 310DMMC, Subject: Information on Prop Shop.

5. Manhours expended by Prop Shop:
   a. On TOC -801
   b. On Work Orders - Dock Inspections - Engine Changes - 1186
      TOTAL: 1987 M/H/

6. Modified blades received to date: 80 Blades.
   Props built up to date: 60 Blades (15 props)
   Balance of blades on hand to build up: 20 blades
   Blades due in: 20 from OCAMA - 1 December blades due in:
   9 from SAAMA - when transport is available.
   Blades required to complete modification (less than those on hand and due in): 225, which will include FAK spares.

7. Man hours required to remove, tear down, build up and install a new prop is - 52 manhours.

| | |
|---|---|
| Removal Time (2 men) | 3 M/H |
| Tear down (3 men) | 12 M/H |
| Clean and magnaflux (1 man) | 1 M/H |
| Assembel and balance @ 2 men) | 30 M/H |
| Installation (2 men) | 6 M/H |
| TOTAL: | 52 M/H |

8. Man power requirements to complete this modification:
   a. Manpower available daily in the 310th Prop Shop - 40 M/H
   b. Man power required to ready each prop: - 52 M/H
   c. Manpower required to complete this project: - 3590 M/H
      or approximately 90 days with present manpower.

OCAMA is sending 5 people here on 1 December to assist in this project. The 40th Bomb Wing has been providing support, but have been asked for 2 airmen daily. Of these people, all are available plus eight Jet Mechanics for tear down purposes, the following factors bear on the problem:

| | |
|---|---|
| 310th Prop Shop: | 40 M/H |
| OCAMA Support: | 40 M/H |
| 40th Prop Shop: | 16 M/H |
| Jet Mechanics assistance | 64 M/H |
| TOTAL daily support | 160 M/H |



TRUE COPY



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

HEADQUARTERS, 310TH BOMBARDMENT WING, (M), Smoky Hill Air Force Base
Salina, Kansas, 310DMC, SUBJECT: Information on Prop Shop

Man hour requirement to complete prop modification:
3590 M/H vs

160 manhours available or approximately 23 days work which does not include daily support of Docks, Base Flight, ARS or Transients.

9. We have approximately 20 working days this month to complete this prop project. If we work every day, there would be 23 working days. If the program is stepped up to turn out four props each day, we will need seven (7) more skilled prop mechanics. This would mean a test hop each day or whenever more than one (1) prop is installed per aircraft. We have 17 aircraft requiring Prop Modification Compliance. Test hop for Engine Changes could be accomplished at the same time.

s/ HARRY N. GRIFFIN
HARRY N. GRIFFIN
t/ LT COL, USAF
Chief of Maintenance

1372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONAL AND STATISTICAL REPORT
310TH BOMB[illegible] AT [illegible], ARIZ.

Date AS OF 31 DEC 55

a. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed Aircraft) |
|---|---|---|---|
| 379BS | 376:50 | 16 | 23:33 |
| 380BS | 303:40 | 13 | 23:22 |
| 381BS | 374:20 | 15 | 24:57 |
| 310th BOMB Total | 1054:50 | 44 | 23:58 |
| 310th AIR Total | 536:55 | 21 | 25:34 |
| Combined Total | 1591:45 | 65 | 24:29 |

| | | B-47 | KC-97 |
|---|---|---|---|
| b. | Number of Aircraft Assigned: | 47 | 21 |
| c. | Average number of Aircraft Possessed: | 44 | 21 |
| d. | Number of Periodic Inspections Scheduled: | 5 | 0 |
| | Number of Periodic Inspections Completed: | 5 | 3 |
| e. | Number of Engine Changes: | 13 | 7 |
| | Average Time at Engine Change: | 365:37 | 821:51 |
| f. | Number of Cylinder Changes: | | 0 |
| g. | Number of Turbo Changes: | | 5 |
| h. | In Condition - Rates and Figures: | | |
| | (1) Wing Percentage In Condition: | 75.35 | 72.72 |
| | (2) Number Hours Aircraft In Condition: | 16,784 | 7,644 |
| | (3) Average Hours In Condition per Possessed Aircraft: | 381:27 | 364 |
| i. | NOCR - Rates and Figures: | | |
| | (1) Wing Percentage NOCR: | 22.29 | 24.80 |
| | (2) Number Hours Aircraft NOCR: | 4,967 | 2,607 |
| | (3) Average Hours NOCR per Possessed Aircraft: | 112:53 | 124:09 |

1373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Production and Statistical Summary - Continued

j. AOCP Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Ming Percentage AOCP: | B-47 | 2.36 | KC-97 | 2.48 |
| (2) Number Hours Aircraft AOCP: | B-47 | 523 | KC-97 | 261 |
| (3) Average Hours AOCP per Possessed Acft | B-47 | 11:53 | KC-97 | 12:26 |
| (4) Items AOCP at present: | B-47 | 0 | KC-97 | 0 |
| (5) Number Items AOCP this month: | B-47 | 5 | KC-97 | 4 |
| (6) Number items received this month: | B-47 | 5 | KC-97 | 4 |

k. AMFT Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Total items AMFT requisitioned this month: | B-47 | 0 | KC-97 | 3 |
| (2) Number items AMFT received this month: | B-47 | 0 | KC-97 | 3 |
| (3) Total items AMFT at present: | B-47 | 0 | KC-97 | 0 |
| (4) Number Aircraft AMFT on this date: | B-47 | 0 | KC-97 | 0 |

l. Number Aircraft Items Cannibalized this month: B-47 25 KC-97 12

m. Technical Order Compliance Status Data:

| | | | | |
|---|---|---|---|---|
| (1) TOC Percentage Rate: | B-47 | .395 | KC-97 | .50 |
| (2) TOC Total Man-hours Accomplished: | B-47 | 980 | KC-97 | 274 |

n. Number of Field Maintenance Work-Orders Requested: 1047

o. Number of Armament & Electronics Work-Orders Requested: 614

Valentine S Kudrikoff

VALENTINE S KUDRIKOFF
CWO, USAF
Reports and Analysis Officer

SECRET

1374

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans
5-5612
mar

SECRET

K-WG-310-HI
JAN 1956

# 310TH BOMBARDMENT WING — MEDIUM

## SMOKY HILL AIR FORCE BASE

# HISTORY

ASI Draft Doc
S 15606

JAN 1956

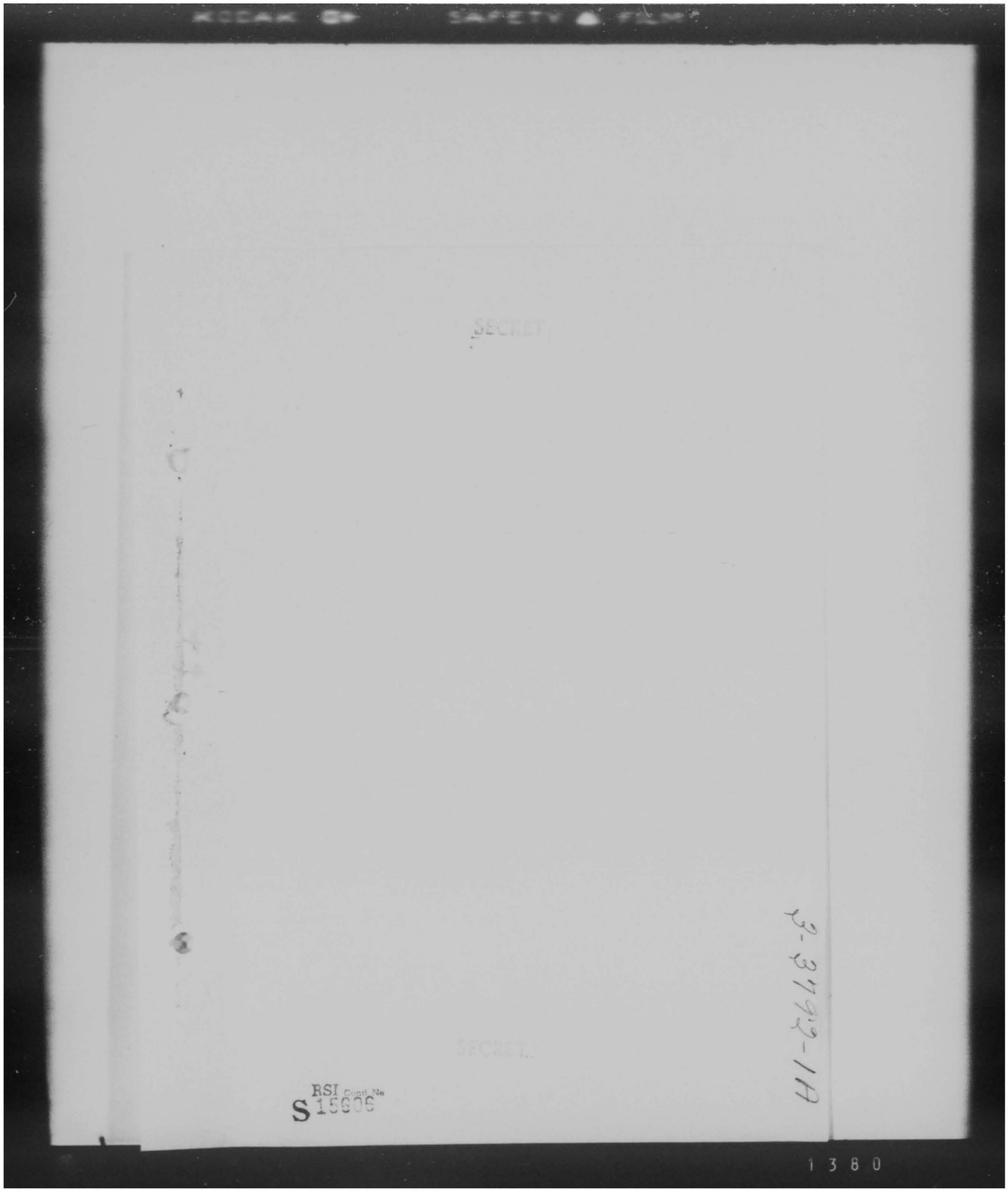
SECRET

K-3792-HI

1379

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

1381

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

JANUARY 1956

Smoky Hill Air Force Base, Kansas

**********

This documsnt is prepared by A/2C Thomas A. Quinn, under the supervision of 2nd Lt. Robert L. Wilson, Historical Officer.

D.P. Wood Col

For and in the Absence of:

SELMON W. WELLS
Colonel USAF
Commander

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

SECRET

1383

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of the 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 4 |
| Inspector | 6 |
| Comptroller | 7 |
| Chapter II Personnel | 8 |
| Command | 8 |
| Staff | 9 |
| Critical Shortages | 9 |
| Administration | 9 |
| Manning: Officers | 10 |
| Manning: Airmen | 10 |
| Reenlistment Rate | 10 |
| Promotions | 10 |
| Morale, Welfare and Discipline | 11 |
| Discipline | 12 |
| On-The-Job Training | 12 |


SECRET

1 3 8 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Chapter III Operations and Training 13
Flying Training 13
Accomplishments 13
Combat Crew Strength 18
Operational Problems 18
New Regulations 19
379th Bombardment Squadron 19
380th Bombardment Squadron 20
381st Bombardment Squadron 21
310th Air Refueling Squadron 22
Chapter IV Materiel and Maintenance 24
Materiel 24
Logistics 24
Supply 25
Maintenance 25
New Construction 28
Roster of Key Personnel 29
Bibliography 30
Appendix 32
List of Exhibits 33
Exhibits



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 17 January 1956 | Major General Walter C. Sweeney, Jr. arrived at Smoky Hill Air Force Base. The purpose of the Eighth Air Force Commander's visit was to be the guest of honor at a Command Party at the Officers Club. At the party, General Sweeney presented awards to 310th crews which distinguished themselves in the Pace Setter I operation. |
| 19 January 1956 | Colonel Delmore P. Wood, the Deputy Commander of the 310th Bombardment Wing, departed Smoky Hill Air Force Base for Westover Air Force Base, Massachusetts, to attend a briefing by the Commander of the Eighth Air Force. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Symbol |
| RBS | Radar Bomb Scoring |
| OJT | On The Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| AOCP | Aircraft Out of Commission Due to Parts |
| SAC | Strategic Air Command |
| MIL | Maintenance Information Letter |
| CEA | Circular Error Average |
| ADC | Air Defense Command |
| EWP | Emergency War Plan |
| IFI | In-Flight-Instruction |
| TOC | Technical Order Compliance |
| UR | Unsatisfactory Report |
| IP | Instructor Pilot |
| USCM | Unit Simulated Combat Mission |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month of January 1956.

Throughout the month the main efforts of all the members of the 310th Bombardment Wing were directed toward the preparation and support of all forthcoming missions, and to maintain the high state of proficiency displayed by its crews in the recent Pace Setter I mission.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of January 1956. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 January 1956 the wing had assigned the Command and Adjutant sections and the Directorates of Operations, Materiel, Personnel and Comptroller. The other units assigned were the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other unit assigned was the 310th Tactical Hospital. While all unit structures remained constant, key personnel changes were numerous throughout the wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATION:

The 310th Bombardment Wing had no major administrative problems for the month of January 1956. 1/

SPECIAL EVENTS:

On 17 January, at a party at the Officers Club, Major General Walter C. Sweeney presented silver cigarette lighters to all the members of the nine 310th crews who distinguished themselves in the Pace Setter I mission. 2/ A bronze plaque was presented by General Sweeney to Lieutenant Colonel Thomas W. Hopfenspirger, Commander of the 380th Bombardment Squadron, in recognition of his unit scoring 936.7 out of a possible 1000 points in this mission. 3/

Following the presentations, Lieutenant Colonel Hopfenspirger and Colonel Wood, the Wing Deputy Commander were called front and center to fasten the first leg to the PACE SETTER milk stool. 4/

The guest speakers for the colorful occasion were Colonel Selmon W. Wells, the 310th Commander, and Lieutenant Colonel Micheal Stublarec, the former 310th Wing Observer. 5/

---

1/ Interview by 310th Historian with Adjutant, 310th Bombardment Wing.

2/ Photographs of the presentation of awards to nine 310th crews. Exh. 1

3/ Photo of LTCOL Hopfenspirger and bronze plaque. Exh. 2

4/ Photo of LTCOL Hopfenspirger and Colonel Wood fixing stool. Exh. 3

5/ Photographs of Colonel Wells and LTCOL Stublarec addressing the audience at the party. Exh. 4



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On 28 January, the 310th Bombardment Wing was given the go-ahead signal to put the second leg on the Pace Setter stool when a message to Brigadier General John R. Sutherland proclaimed them the winner of the Pace Setter II competition.

The message, which was received late Saturday evening by General Sutherland, the 802nd Air Division Commander, announced that the 310th Wing had once again bested the more than 200 B-47's and B-36's entered in the race for permanent possession of the Brigadier General Jack Roberts Memorial Trophy for competitive bombing missions.

Shortly after the announcement, General Sweeney relayed his congratulations to the wing, but he also added that "next time its going to be harder", and that it wont be easy for the 310th to win the trophy "for keeps". 6/

On 10 January, Brigadier General John R. Sutherland, the 802nd Air Division Commander was informed that he would be transferred to March Air Force Base, California, at the beginning of February. General Sutherland's new assignment will be that of Chief of Staff of the Fifteenth Air Force. Colonel James W. Wilson, the Commander of the 305th Bombardment Wing at Macdill Air Force Base, Florida, has been named as the new Division Commander. Colonel Wilson will assume his duties on 23 February 1956. 7/

Before he left for California, General Sutherland congratulated the members of the 310th Bombardment Wing for their splendid work, stating that he could not have been given a finer going away present than the wing's winning the second leg of the Brigadier General Jack

---

6/ Photostat of newspaper article of 310th's second victory. Exh. 5

7/ Newspaper articles concerning Gen. Sutherland's transfer. Exh. 6



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Roberts Memorial Trophy.

So that the rest of Smoky Hill Air Force Base could see where they were on the Bombing Totem Pole, three members of the 380th Bombardment Squadron constructed their own eye-catching version of the wing Bombing Totem Pole. The pole was erected in front of the squadron operations building, and lingers as a reminder that they are the best in the 310th Bombardment Wing. 8/

In a letter to the members of his squadron, Captain David L. McCracken, Jr. kicked off the collections within his unit for the 1956 "March of Dimes". By explaining to his personnel what the drive was for, and the role they played in fighting the dread disease, Captain McCracken set the example for other Squadron Commanders throughout the 310th Wing. Collections for the campaign lasted the entire month. 9/

INSPECTOR:

On 25 January 1956, Lieutenant Colonel John E. Miller assumed the duties of Inspector for the 310th Bombardment Wing. Colonel Miller replaced Lieutenant Colonel Bruce E. Hart, who was reassigned as the Director of Personnel for the 310th Bombardment Wing.

With this key change, the main aim of the Inspector for the month of January was adjustment to his new position.

Only routine duties were performed by the Inspector during January, with no major inspections scheduled for the month.

---

8/ Photograph of 380th Bombardment Squadron totem pole. Exh. 7

9/ Letter fm. 310th Hq. Sq. C.O. to all Sq. personnel. Exh. 8



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COMPTROLLER:

During the month of January, the Directorate of Comptroller performed routine duties such as posting the Management Control Systems Handbook, preparing and posting related charts, posting the reports control system log and preparing and distributing an RCS reports calendar.

On 12 January 1956, an Operational Readiness Change Report, RCS: 2-AF-V2 was submitted by this section, along with the Monthly Management Analysis for January.

The Conservation Report, RCS: SAD-C1, which is submitted by all the squadrons in the wing was consolidated by the Comptroller Section.

Charts for the Wing Conference Room are presently being prepared by the Drafting Section of Wing Operations. The estimated date of completion of these charts is 29 February 1956.10/

Master Sergeant Robert N. Talbott was nominated for reassignment to Westover Air Force Base, Massachusetts, while Master Sergeant Earl H. Kretz was selected to attend the NCO Academy at Westover Air Force Base. The temporary loss of Sergeant Kretz, combined with the permanent loss of Sergeant Talbott has brought about a terriffic work load for two officers and one airman remaining in the section.11/

10/ 310th Bombardment Wing Directorate of Comptroller Historical Report for January 1956.

11/ Interview by 310th Historian with 310th Director of Comptroller.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER II

PERSONNEL

CHAPTER II

The greatest problem affecting the field of personnel continued to be the 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 against five and seven level authorizations.

To prescribe the criteria governing intra wing transfers, the 310th Bombardment Wing published regulation number 39-8. The new regulation states that airmen assigned to a squadron within the 310th Bombardment Wing will not be reassigned to a squadron within the wing without prior approval of this headquarters if their current records reflect any action taken under the provisions of Article 15, UCMJ, or conviction by Court-Martial within six months prior to effective date of transfer. The regulation also states that approval must come from headquarters if their records reflect two or more convictions by Court-Martial and/or actions under Article 15, UCMJ during their current enlistment.12/

COMMAND:

There were no changes in the Command of the 310th Bombardment Wing during the month of January 1956. Colonel Selmon W. Wells remained as Commander of the 310th Bombardment Wing, while Colonel Delmore P. Wood remained as Deputy Commander.

---

12/ 310th Bomb Wing Regulation 39-8, "Intra-Wing Transfers", 20 January 1956. Exh. 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



STAFF:

Lieutenant Colonel John E. Miller was assigned as the new Wing Inspector. Colonel Miller replaced Lieutenant Colonel Bruce E. Hart, who was reassigned as the Director of Personnel for the 310th Bombardment Wing.[13/]

There were no other staff appointments or changes during January.

CRITICAL SHORTAGES:

As is reflected in the January T-12 Report, there was a critical shortage of four Personal Equipment Officers, AFSC 1435; three Aircraft Maintenance Officers, AFSC 4344; and a total shortage of 86 airmen within the wing.[14/]

ADMINISTRATION:

In January, Service Records for approximately 500 airmen assigned to the wing were transcribed to the new Air Force Form 7. This left a remainder of 300 records still to be transcribed.

A 1500 card Suspense File has been established within the Airmens Records Section to facilitate the annual individual records' check required by Air Force Regulation 31-9. Central files have been established within the directorate as required by Air Force Regulation 5-4 and Air Force Manual 181-4.

Staff visits to all organizations of the wing were conducted during the month of January 1956.[15/]

13/ 310th Bomb Wing General Orders Number 2, para 1. Exh. 10

14/ Extract of January T-12 Report, 310th BOMWG. Exh. 11

15/ 310BW Directorate of Personnel Historical Report for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MANNING: OFFICERS

The 310th Bombardment Wing was authorized 436 officers for the month of January. There were 364 officers assigned as of 1 January, and 369 assigned as of 31 January 1956.[16]

MANNING: AIRMEN

The wing had an authorization for 1625 airmen as of the first and thirty-first of January. There were 1356 airmen assigned on 1 January and 1370 assigned as of 31 January 1956.[17]

REENLISTMENT RATE:

The 310th wing had 49 airmen eligible for reenlistment, with 15 reenlisting. This gave the wing a Reenlistment Rate of 30.6, which is a four percent increase over the December rate.[18]

PROMOTIONS:

Fifteen officers were promoted during January. Two of these promotions were to the rank of Major, while four were to Captain and nine to First Lieutenant.

A total of 28 Officer Effectiveness Reports were processed during January; of these, none were submitted late.[19]

---

16/ Info obtained from Unit Manning Documents and Manning Reports.

17/ Ibid.

18/ Interview by Wing Historian with 310th Comptroller.

19/ 310th Directorate of Personnel Historical Report for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE, WELFARE AND DISCIPLINE:

The morale of the 310th Bombardment Wing remained good during January 1956. One of the reasons why the wing's morale was good throughout the month was the improvement in the 310th dining facilities. Extensive interior decorating was completed which did much to improve the overall appearance of the building. Both the quality and quantity of the food has shown considerable progress. The better attitudes shown by many of the cooks and mess attendants has created a much better place to eat. The constant supervision and checking on the part of 310th Wing and Squadron Commanders has paid dividends. By their continuous efforts they have removed a stumbling block to good morale. They have also shown, by means of daily inspections, that they plan to keep it that way.

The honor of being the "Airman of the Month" of the 310th Bombardment Wing for January went to Airman First Class Konrad D. Kannenberg of the 310th Armament and Electronics Squadron. The "Maintenance Man of the Month" for the 310th Bombardment Wing was Staff Sergeant Richard T. Garlock, of the 310th Air Refueling Squadron.

The crew of aircraft 52-261 was selected as the "Ground Maintenance Crew of the Month" for the 310th Bombardment Wing for the month of January 1956. The crew consists of Airman First Class Donald L. Lass, Crew Chief, 381st Bombardment Squadron, Airman First Class J.L. Burnistine, 381st Bombardment Squadron, and Airman Second Class Paul Robinson, 310th Armament and Electronics Squadron.

All these outstanding airmen received rewards from the wing for achieving these honors.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



On 16 January, the Wing published two new regulations, 39-2 and 39-7 which prescribed the general procedures for the selection of the Airmen, Maintenance Man and Maintenance Ground Crew of the month.[20]

DISCIPLINE:

The 310th Bombardment Wing had a total of three men AWOL for the month of January 1956.

During the reporting period, nine Summary Courts-Martial and nine Article 15's were given to members of the 310th Bombardment Wing.[21]

ON-THE-JOB TRAINING:

The problem of the proper administration and supervision of on-the-job training came to a head this month when the Base OJT Officer conducted an inspection of the 310th Headquarters Squadron. The results of the inspection pointed out discrepancies which also existed in other squadrons in the wing. One of the most valuable suggestions in the report was that of appointing NCO on-the-job training supervisors for each building used by the squadron. It was also suggested that these NCO's hold frequent conferences at which training problems could be resolved. Many of the other squadrons in the wing have profited by the suggestions in this report by incorporating them into their own OJT programs.[22]

---

20/ Wing Regulations 39-2 and 39-7, 16 January 1956. Exh. 12

21/ Interview by Wing Historian with 310th Director of Comptroller.

22/ Ltr. Fm. 310DP to 310AG, "Unsatisfactory OJT Program". Exh. 13



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

During January, the 310th Bombardment Wing continued to maintain a high peak of operational activity. Special emphasis was placed on the flying of the Pace Setter II mission, and on the preparation and planning of the forthcoming Swan Dive operation scheduled for February.

Throughout the month, the training and upgrading of non-combat ready crews was another big objective. The accomplishment of SAC regulation 50-8 training was also strived for.

The Pace Setter II mission was scheduled for 23 and 24 January. All 310th crews competing spent considerable time studying and reviewing targets in an all-out effort to win the second leg of the Brigadier General Jack Roberts Memorial Trophy for competitive bomber stream missions.

### ACCOMPLISHMENTS:

The following is a list of the flying training accomplishments of the 310th Bombardment Wing for the month of January 1956:

Hours flown performing missions ordered by:

1. Higher Headquarters:

| COMMITTMENT | HOURS PROGRAMMED | HOURS ACCOMPLISHED |
|---|---|---|
| Ferrying Aircraft | none | 135 |

2. Eighth Air Force Training Priorities:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| Priority | Committment | Hours Prog. | Hrs. Accomp. |
|---|---|---|---|
| 1 | Air Force Regulation 60-2 | 0 | 0 |
| 2 | Non-Ready Crew Training | 174 | 83 |
| 3 | Ready Crew Training | 336 | 436 |
| 4 | Lead and Select Crew Training | 297 | 364 |
| 5 | Pace Setter II | 210 | 229 |
| | TOTAL | 1017 | 1112 |
| | Test | 0 | 24 |
| | GRAND TOTAL | 1017 | 1136 |

| | |
|---|---|
| Number of Sorties | 203 |
| Flying Time B-47 | 1162 |
| Total Releases | 03 |
| Photo Scored Attacks | |
| Radar | |
| Total | 61 |
| Visual | 26 |
| IBDA Runs | 39 |
| Night Celestial Legs | 37 |
| Day Celestial | 29 |
| Grid | 54 |
| Radar Grid | 13 |
| Pressure Pattern | 15 |
| Rendezvous-Total | |
| Attempted | 18 |
| Succeeded | 18 |
| In Darkness: | |
| Attempted | 11 |
| Succeeded | 11 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| **Refuelings:** | |
| Total Attempted | 15 |
| Total Succeeded | 15 |
| Radio Silent attempted | 13 |
| Radio Silent Succeeded | 13 |
| In Darkness Attempted | 10 |
| In Darkness Succeeded | 10 |
| Internal Gross Weight Attempted | 13 |
| Internal Gross Weight Succeeded | 13 |
| Maximum Gross Weight Attempted | 1 |
| Maximum Gross Weight Succeeded | 1 |
| **Maximum Load Totals:** | |
| Total Number of Missions | 5 |
| Total Rounds Fired | 3500 |
| Overall Percent Fire-Out | 100 |
| Number of Fighter Attacks | 69 |
| OQ Gunnery | 1 |
| **Air Weapons:** | |
| Air Missions Accomplished | 6 |
| **Crew Proficiency:** | |
| Emergency Procedure Drills | 73 |
| Night Cell Missions | 06 |
| Depressurized Flying | 90 |
| **Pilot Proficiency:** | |
| Pilot Proficiency Missions | 13 |
| Pilot Proficiency Hours | 53 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | |
|---|---|
| | 16 |
| Take-Offs: | |
| Aircraft Commander | 157 |
| Copilot | 25 |
| Landings: | |
| Full Stop | 153 |
| Touch-and-Go | 41 |
| Total | 194 |
| Copilot: | |
| Full Stop | 27 |
| Touch-and-Go | 37 |
| Total | 64 |
| GCA: | |
| Aircraft Commander: | |
| Full Stop | 67 |
| Touch-and-Go | 31 |
| Total | 98 |
| Copilot: | |
| Full Stop | 13 |
| Touch-and-Go | 32 |
| Total | 45 |
| Approaches: | |
| Airborne Radar | 83 |
| PPI | 37 |
| Gyro Out | 24 |
| Formation: | |
| Total Time | 18 |
| High Altitude | 13 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| Miscellaneous: | |
| Dry contacts attempted | 38 |
| Dry contacts succeeded | 38 |
| Fighter Attacks | 30 |
| Special Weapons Simulated Missions | 6 |

On 27 January 1956, Annex "D" to Operations Order 16-56 was published. This annex concerned the administrative and logistical support necessary for the successful deployment of 310th personnel and aircraft to Lakenheath Air Force Base in the United Kingdom for operation Swandive. Planning continued throughout the month on the Swandive TDY.[23] This mission will be a special weapons exercise and a subsequent USCM Emergency War Plan profile mission with post-strike staging at Lakenheath, and redeployment to Smoky Hill.[24]

Pace Setter II, the second in a series of triple bomber stream missions with selected GZ's at Vincennes, Indiana; Springfield, Massachusetts and Montreal, Quebec, was flown on 23 January.[25] On 28 January, official notification was received at Smoky Hill that the 310th Bombardment Wing had won the competition for the second time. There were seven other strategic and reconnaissance wings entered in the race for the permanent possession of the Brigadier General Jack Roberts Trophy.

There were 135 hours expended flying aircraft to Marietta, Georgia. This ferry time resulted primarily from the wing-tank installation program conducted there during the month. No ferry time was programmed in this

---

23/ Annex D to Ops Order 16-56, Administration and Logistics. Exh. 14

24/ 310BW Ops Order 16-56, "Swan Dive". Exh. 15

25/ 310BW Ops Order 213-56, "Pace Setter II". Exh. 16



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



connection, as the plan was to fly SAC Regulation 50-8 requirements both to and from Marietta.

COMBAT CREW STRENGTH:

The 310th Bombardment Wing had one Chief of Standardization Board, three assistant standardization Board Crews, 11 Lead Crews, 18 Combat Ready, two Non-Combat Ready and 13 "IN" crews flying during January.

In January, three aircraft commanders and one pilot were assigned to the wing from Pilot AOB School at James Connally Air Force Base.

The wing lost one aircraft commander through reassignment to Bolling Air Force Base. Two more crew members (pilots) were lost through reassignments, and two more through death.[26/]

OPERATIONAL PROBLEMS:

A higher percentage of completion under SAC Regulation 50-8 was prevented by the wing-tank installation made to assigned tactical aircraft at Marietta, Georgia. The large majority of ferry time was due to this program, as it was impossible to get 50-8 accomplishments on the way to and from Marietta. Lack of SOCS facilities at the Lockheed plant and lack of funds at that end to make long-distance telephone calls were contributing factors. Being unable to predict accurately the date of return made flight planning on the return route virtually impossible; consequently many return trips were merely ferry flights and not training missions.

---

26/ 310BW SAC T-12 Report for January 1956. Exh. 17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



NEW REGULATIONS:

Only one new regulation concerning operations was published this month. This was 92-1, which concerned fire protection and aircraft crash rescue. The regulation outlines the responsibilities of the Tactical, Periodic and Field Maintenance Squadrons in carrying out the procedures of the emergency flight line plan. Also included is a diagram for placement of aircrafton the flight line in the case of a fire. 27/

379TH BOMBARDMENT SQUADRON:

The 379th Bombardment Squadron completed 511:55 hours of flying time during the month of January. 28/ There was a total of 87 sorties compared to their scheduled 80 for the month. Out of this 87 the 379th had one air abort, two ground aborts and six late take-offs. Of the 511:55 hours logged, 218:55 hours by the combat ready crews went toward the completion of SAC 50-8 Quarterly Training Requirements. The goal of accomplishing one-half of the 50-8 training requirements by the end of the first month was closely approached by completing 48 percent of the required items. One non-ready crew flew 28:55 hours in the 51-19 training. Miscellaneous flying time such as 51-4 standardization, 60-2 minimum flying time requirements, test and tango missions totaled 293:40 hours.

During January the 379th participated in the Pace Setter II mission and finished as the top squadron in the 310th Bombardment Wing. The 379th also furnished two aircraft to act as spares for the Pace Setter II mission. Of the number of 379th aircraft assigned to the Pace Setter operation, all

---

27/ 310BW Regulation 92-1, "Fire Protection and Aircraft Crash Rescue".Exh 18

28/ 310BW Production and Statistical Summary for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



were airborne on time with no delays encountered.

The modification of twelve 379th aircraft took place during January. The combat range of the aircraft was increased approximately ten percent under normal conditions by the installation of external wing tanks.[29]

380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron flew a total of 475:15 hours of their scheduled 484 hours with 84 sorties recorded.[30] Although the 380th scored the lowest total points in the 310th for the Pace Setter II mission, the Squadron recorded the lowest Circular Error Average in the Wing.

The squadron ECM Officer, Lieutenant Edelberg, was transferred to Wing level where ECM activities were consolidated. Captain Salminen was assigned the additional duty of Communications Officer. Upon his return from his present TDY at McConnell Air Force Base, Captain Casey will assume duties at the ECM post.

Newly constructed bins in the Communications Office will be utilized by crews to return jet let-down books after each flight. The books will be kept up to date by the Communications Office.

The Squadron Supply Section continued its fine job by keeping the Supply account over the SAC average. At present they have 99 percent of the authorized USE equipment.

---

29/ 379th Bomb Sq. Historical Report for January 1956.

30/ 310th BW Production and Statistical Summary for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



All aircraft of the 380th Bombardment Squadron underwent wing tank modification at Marietta, Georgia.

The personnel strength of the 380th Bombardment Squadron on 31 January 1956 was:

| | ASSIGNED | AUTHORIZED |
|---|---|---|
| Enlisted | 83 | 100 |
| Officer | 64 | 77 31/ |

381ST BOMBARDMENT SQUADRON:

The 381st Bombardment Squadron flew 421:25 of a scheduled 422 hours flying time during the reporting period.32/ This was accomplished in 74 sorties, nine of which were in connection with flights to Marietta, Georgia, for wing tank installation and four to Davis-Monthan AFB for drag angle change. Nine test hops which resulted from periodic inspections or tango radar sets are also included in this total figure.

The squadron placed second within the wing on the Pace Setter II. Captain R.U. Crowley's crew, with Captain Robert S. Bennett and Captain Samual F. Bertic was judged as the most outstanding crew on this operation.

In an effort to meet the requirements of the first month of the current 50-8 quarter, the 381st completed 45 record radar RBS runs with a reliability factor of 84.2 percent. Three record visual RBS runs were flown with a reliability factor of 100 percent.

January's abundant snow and extremely cold weather complicated pre and post flight inspections. The additional projects of wing-tank modifi-

---

31/ 310BW Production and Statistical Summary for January 1956.

32/ 381st Bombardment Squadron Historical Report for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



cation and drag angle replacement caused the maintenance personnel to work many hours overtime.

310TH AIR REFUELING SQUADRON:

The operational capabilities of the 310th Air Refueling Squadron were given the test in January when, with two and one-half hours notice, they were called upon to furnish 15 tankers to refuel aircraft of the 305th Bombardment Wing. The success of this emergency mission proved their high degree of professional. Congratulatory messages were relayed to them by the SAC Director of Operations and the Commander of the 310th Bombardment Wing. 33/

The following is a list of the flying training accomplishments for the month of January:

1. Missions ordered by higher headquarters

| COMMITTMENT | HRS. PGD. | HRS. ACCOMP. |
|---|---|---|
| a. Second Air Force Ops. Ord. 11-56 "Sword Play" | 60:00 | 91:30 |
| b. Eighth Air Force Ops. Ord. 13-56 "White Oak" | 00:00 | 122:10 |
| c. Eighth Air Force TWX ODOI 36439 SECRET | 5:00 | 8:00 |
| d. Eighth Air Force TWX ODOI 36439 SECRET | 3:00 | 3:10 |

In reference to operation Swordplay, the weather conditions in the NEAC area caused this organization to fly 13 sorties that were scheduled for other bases. These sorties were flown on the first two days of the mission in addition to the 15 scheduled. This organization was releaved

---

33/ Congratulatory messages to the 310th Air Refueling Squadron. Exh. 19



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



on the third day of this operation. This organization was originally scheduled as "Back Up" on operation White Oak, but once again weather conditions caused them to fly 25 sorties for 122 hours on the mission.

The following summarizes the 50-8 accomplishments for combat ready crews for January 1956:

| | | Attempted | Succeeded |
|---|---|---|---|
| a. | 50-8 Air Refuelings | | |
| | 1. Total | — | — |
| | 2. With Bomber | 47 | 47 |
| | 3. Radio Silent | 47 | 47 |
| | 4. In Darkness | 18 | 18 |
| | 5. To Gross Weight of Receiver | 43 | 43 |
| | 6. Dry Hookups | — | — |
| b. | Navigation | | |
| | 1. Rendezvous APN 12/76, APN-11 | 10,13 | 10,13 |
| | 2. Day Celestial | | 18 Legs |
| | 3. Night Celestial | | 7 Legs |
| | 4. Grid | | 4 Legs |
| | 5. Radar | | 17 Legs |
| | 6. Pressure Pattern | | 14 Legs |
| c. | Pilot Proficiency | | |
| | 1. Pilot Proficiency Missions | 7 | |
| | 2. Take-Offs | AC78 | CP23 |
| | 3. Landings | AC69 | CP32 |
| | 4. GCA | AC50 | CP22 |
| d. | Cruise Control | | |
| | 1. Emergency Drill | 40 | |
| | 2. Loading Passengers | 1 | |
| | 3. Precomputations | 65 | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The Maintenance section continued to be critically undermanned during the month of January. This section had authorization for 107 men, but only 70 were present for duty, with 29 percent of its authorized skill level assigned.

The Supply section of the 310th Air Refueling Squadron was plagued with problems throughout the month. To begin with, the SAC Supply Laisson Team was virtually inaccessable, making the procurement of housekeeping necessities extremely difficult. In contrast, the Base Supply personnel were extremely helpful in solving many of the problems which developed. Another difficulty encountered at the deployment station was the lack of transportation. This hampered timely requisitioning of Supplies. Another problem was the lack of funds with which to purchase expendable parts and supplies.[34/]

34/ 310th Air Refueling Squadron Historical Report for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

### MATERIEL:

The chief objectives of the Directorate of Materiel during January was to monitor the materiel planning for all wing missions, with special emphasis placed on the Swan Dive and Pace Setter II missions.

During the reporting period the Materiel Office coordinated the supervisory visit of Colonel Cobeaga and his team from the Eighth Air Force Directorate of Materiel office. This section also accompanied the Briefing Team to Eighth Air Force Headquarters to assist on the briefing of the Swan Dive mission.

The Directorate of Materiel spent considerable time monitoring the B-47 drop tank modification program. The Directorate coordinated the Base Master Planning as affecting the wing, and then briefed the Wing Commander and his Staff on the results of this coordination. 35/

### LOGISTICS:

Routine duties were performed by the Logistics section in January, with special emphasis being placed on the preparation of logistical annexes for the Swan Dive and Pace Setter II missions.

---

35/ 310th Bomb Wing Directorate of Materiel Historical Report for January 1956.

CHAPTER IV



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SUPPLY:

During the reporting period, six Reports of Survey were submitted to the Base. Four of these reports were approved and the persons involved were relieved of the pecuniary liability for lost property amounting to $177.24. The two other reports are still pending further investigation.

A SAC Form 310 inspection was completed this month which placed the 310th Headquarters Squadron Unit Supply in the standard category with a rating of 512 points. The previous rating for this account was 434 points, which placed it in the "Fair" category.

The Wing Supply Officer also effected the transfer of the Supply Account of 310th Field Maintenance from First Lieutenant Theodore C. Wood to First Lieutenant Donald L. Farlow. A Board of Officers Inventory was completed prior to the transfer.

All the items of the A-1 Survival Kits (modified) were placed on requisition by the three tactical squadrons. Also completed during the month were five 802nd Air Base Group Form 105's. These were Supply Difficulty Action Requests, which were processed for items causing work stoppages.[36/]

MAINTENANCE:

The Reports and Analysis Branch reported that preparations were completed to combine the Aircraft Records section with the Reports and Analysis section. This action was as a result of the requirements of SAC Manual 66-12.

---

36/ Wing Supply Office Historical Report for January, 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The new Job Control room was completed during the latter part of the reporting period. The room was completely soundproofed, with tiled floors and excellent lighting included. Adjacent to the main control room are two smaller rooms. One is for the Chief of Maintenance, and the other for the Maintenance Control Officer. These rooms will be occupied early in February.

The Aircraft Records Unit processed records for nine J-47 engine changes. The unit also completed the conversion of Air Force Forms 60A to DD Forms 829-1. DD Forms 829 and 829-1 were initiated for 10 sets of drop tanks.

The Aircraft Records Unit reported the monthly B-47 TOC percentage rate as 50 percentage points. The monthly B-47 manhour accomplishment was 857, while the KC-97 manhour accomplishment was 397. The KC-97 TOC percentage rate was 35 percent.

The inspection Sub Unit of Quality Control completed six periodic inspections on B-47 aircraft and four periodic inspections on Base Flight aircraft.

During the month, the following inspections were completed by the Inspection Sub Unit:

1. Seventeen J-47 engines were inspected on the line for damage.
2. Three 263 books for B-47 aircraft were inspected.
3. Nine 25 percent quality inspections were completed on B-47's.
4. Three B-47 aircraft were weighed.
5. Thirteen aircraft were inspected for drag angle cracks.
6. Fifteen aircraft jacket files were inspected on B-47 aircraft.
7. Sixteen aircraft were test flown.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



8. Technical Orders were screened, filed and indexed and 26 messages were reproduced and distributed.
9. Sixteen unsatisfactory reports were processed.
10. Twenty-one Unsatisfactory Report replies were received and the information was forwarded to the originating organization.
11. Two hundred seventy nine electronic failure reports were received, logged and mailed to the prime depot.
12. One hundred thirty nine aircraft and engine component failure reports were received, logged and mailed to the prime depot.
13. All B-47 aircraft battery compartments were inspected for corrosion.

The Aircraft Maintenance Standardization Team conducted instructions on the preparation of the DD form 781 series. The standardization team also prepared a fuel cell safety precaution check list in accordance with Safe Maintenance Message 66-15. Another check list was prepared for the jacking of aircraft, along with a study guide which was submitted to MTD for use with the Ground Power Operators' School. Two Maintenance Information Letters were published this month, along with the wing stanine on WEMP tests which were submitted to the 802nd Air Division. In addition, WEMP tests were administered by this office to 31 persons. The SAC PRT tests were given to 118 persons in accordance with SAC Regulation 66-29.[37/]

---

37/ 310th Bomb Wing Directorate of Materiel Historical Report for January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In summary, the 310th Bombardment Wing flew a total of 1408:35 hours in B-47 aircraft during January. There were 42 aircraft possessed, and a wing percentage in-commission rate of 82.88 percent. 38/

NEW CONSTRUCTION:

The construction of 535 housing units at Smoky Hill Air Force Base was approved on 18 January by the Federal Housing Administration.

The units, which will be built by private contractors beginning in early spring, will definitely be a big improvement to the base and will definitely benifit the entire community. When completed, the units should greatly help to reduce a morale problem which every so often pops up among 310th personnel contemplating the big step - and that is, "where can I find a place to live??" 39/

38/ 310th Bomb Wing Production and Statistical Summary for January. Exh 20

39/ News Clipping concerning 535 new housing units. Exh 21



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# 310TH BOMBARDMENT WING, MEDIUM

## ROSTER OF KEY PERSONNEL

(As of 31 January 1956)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Major Donald M. Lindquister | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Lt. Col. Bruce E. Hart | Director of Personnel |
| Lt. Col. John E. Miller | Inspector |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Thomas W. Hopfenspirger | Comdr, 380th Bomb. Sq. |
| Major Wayne M. Frarie, Jr. | Comdr, 381st Bomb. Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling |
| Lt. Col. James E. Jordan | 310th Periodic Maint. Sq. |
| Major William H. Prince | 310th Armament and Electronics |
| Lt. Col. Weldon S. Deck | 310th Field Maintenance Sq. |
| Captain George Bennett | 310th Flying Safety Officer |

* * * * * * * * * * * * * * * * * *



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# BIBLIOGRAPHY

## Source Material

### Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Special Orders:

Headquarters, 310th Bombardment Wing.

#### Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

#### Decimal Letters:

Headquarters, 310th Bombardment Wing.

#### Operations Memorandums:

Headquarters, 310th Bombardment Wing.

#### Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Kansas. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Sections Historical Reports.

Directorate of Operations.

Directorate of Personnel.

Directorate of Materiel.

Directorate of Comptroller.

Inspector.

310th Bombardment Wing Historical Reports.

379th Bombardment.

380th Bombardment.

381st Bombardment.

310th Air Refueling.

310th Field Maintenance.

310th Periodic Maintenance.

310th Armament and Electronics.

310th Headquarters Section.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. Photographs of presentation of awards to nine 310th crews.
2. Photographs of LTCOL Hopfenspirger receiving bronze plaque.
3. Photograph of LTCOL Hopfenspirger and Colonel Wood fixing stool.
4. Photographs of Colonel Wells and LTCOL Stublarec addressing the audience at Awards Party.
5. Photostat of news article concerning Pace Setter II victory.
6. Newspaper articles on General Sutherland's transfer.
7. Photograph of 380th Bomb. Squadron's Totem Pole.
8. Letter from 310th Headquarters Squadron C.O. to all Sq. personnel.
9. 310th Bomb Wing Regulation 39-8, "Intra-Wing Transfers".
10. 310th Bomb Wing General Orders Number 2, paragraph 1.
11. Extract of January T-12 Report for the 310th Bomb Wing.
12. Wing Regulations 39-2 and 39-7, 16 January 1956.
13. Ltr. fm. 310DP to 310AG, "Unsatisfactory OJT Program".
14. Annex D to Ops Order 16-56, Administration and Logistics.
15. 310th Bomb Wing Operations Order 16-56, "Swan Dive".
16. 310th Bomb Wing Operations Order 213-56, "Pace Setter II".
17. 310th Bomb Wing SAC T-12 Report for January 1956.
18. 310th Bomb Wing Regulation 92-1, Fire Protection.
19. Congratulatory messages to the 310th Air Refueling Squadron.
20. 310th Bomb Wing Production and Statistical Summary for January.
21. News clipping concerning the 535 new housing units.

**********



THIS PAGE IS DECLASSIFIED IAW EO 13526

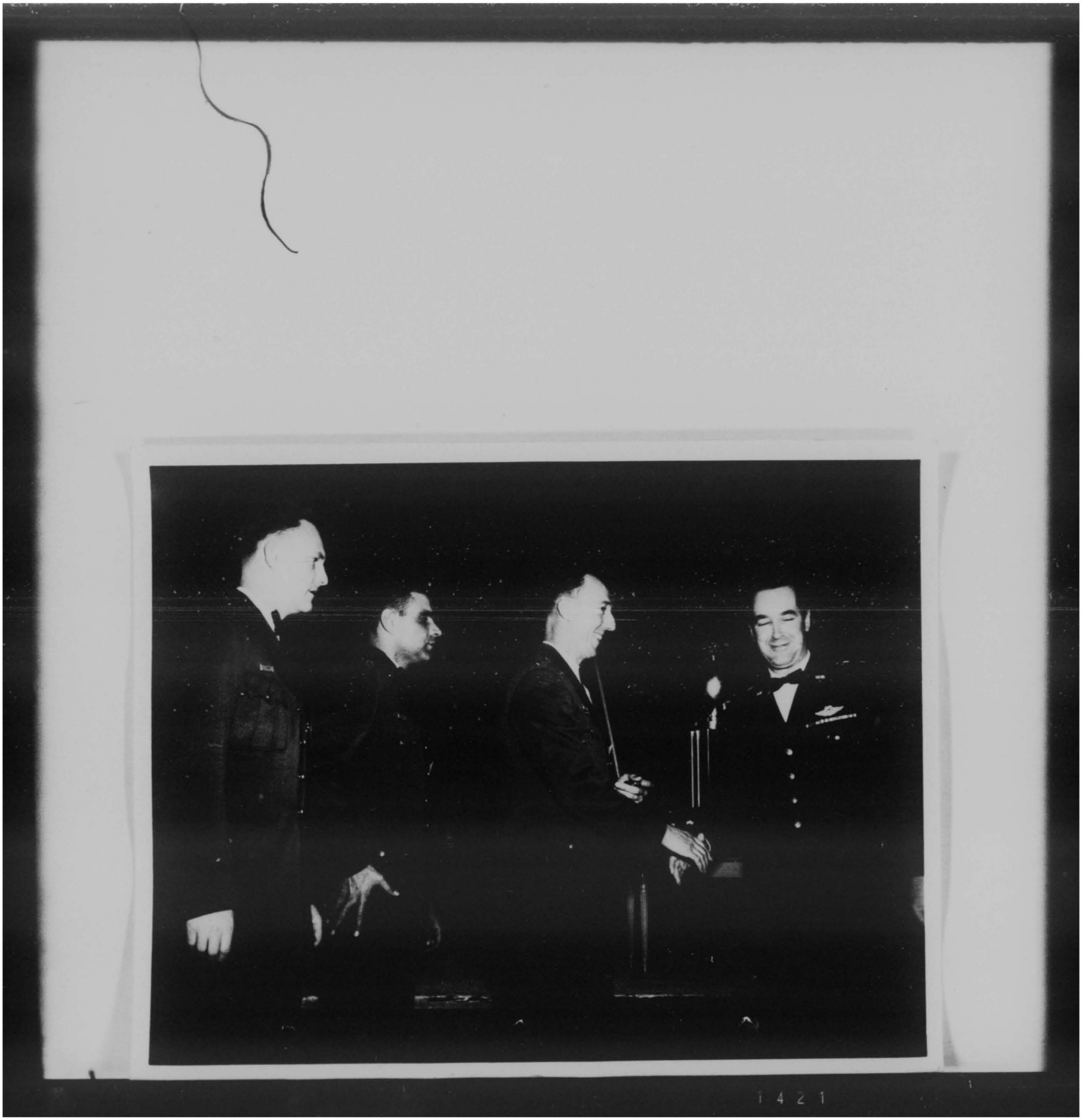
THIS PAGE IS DECLASSIFIED IAW EO 13526

An awards dinner was held at the SHAFB Officer's Club on January 17 at which time Major General Walter C. Sweeney, Jr. presented silver cigarette lighters as commendation awards to the outstanding crews in the recent Pacesetter #1 competition. Seen receiving their awards are from the left Captain Roger E. Wahlborg, Lieutentant Armond H. Beford, and Major Ralph Renfro of the 379th Bombardment Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Shown receiving silver cigarette lighters as commendation awards for their outstanding performance in recent Pacesetter # 1 Mission are from the left Captain Bruce Armstrong and Captain Arthur Rossler representing one of the crews from the 379th Bombardment Squadron. Presenting the awards is Major General Walter C. Sweeney, Jr., 8th AF commander. An awards dinner was held at the SHAFB Officer's Club on January 17 when the awards were presented.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

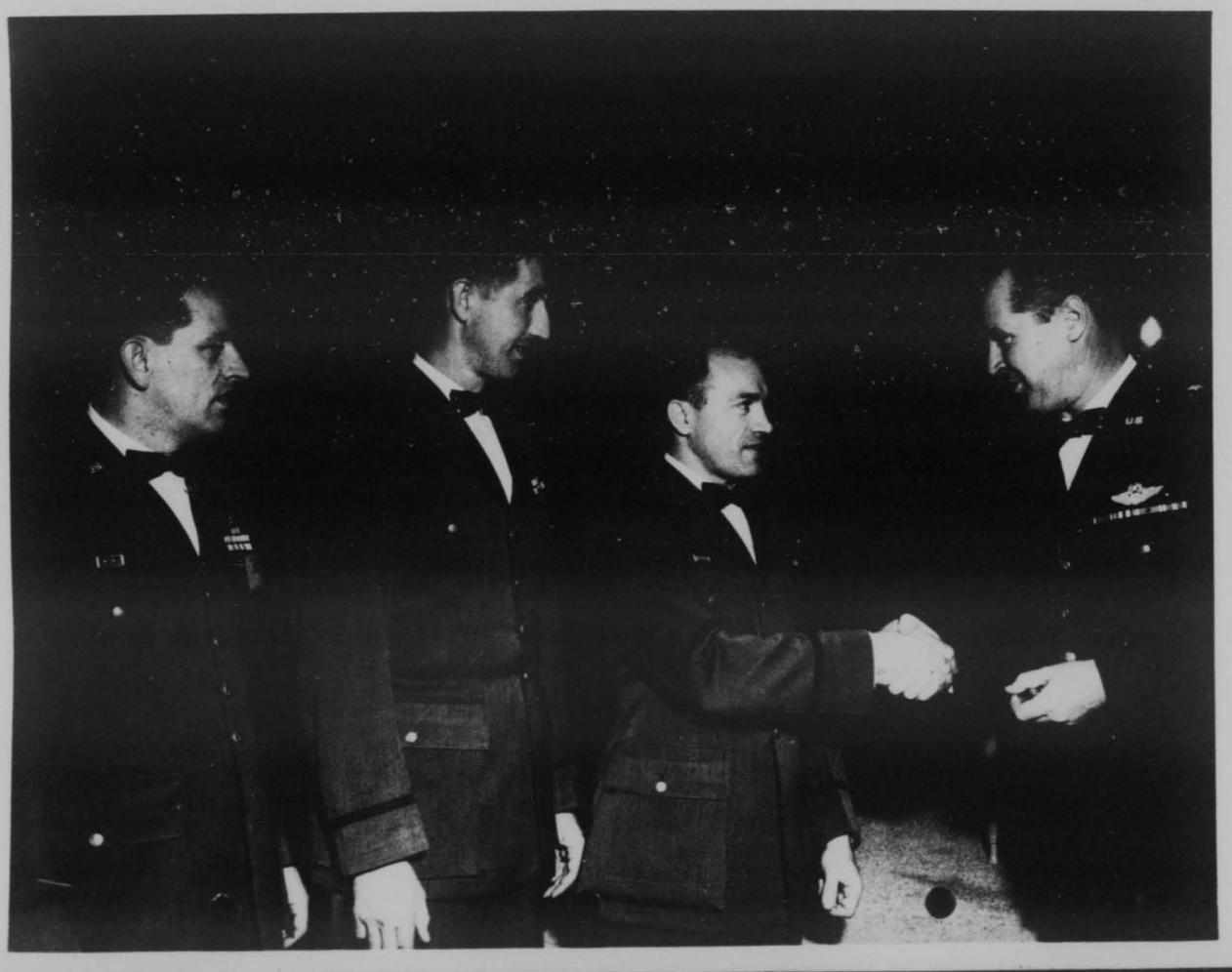
THIS PAGE IS DECLASSIFIED IAW EO 13526

Major General Walter C. Sweeney, Jr., presents silver cigarette lighters to of of the outstanding crews of the 380th Bombardment Squadron at an awards dinner held in the Smoky Hill AFB Officer's Club January 17. Seen receiving the commendation awards from the left are Captain Albert Kantor, Captain Albert Weber, and Captain L. C. Byers. The crews were awarded for their outstanding performance in Pacesetter #1 competition.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1425

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Captain Chester Wojciechowski and Captain Charles Stewart are shown receiving the awards for their crew which was judged as one of the outstanding in the Pacesetter #1 Mission. Presenting the awards at a banquet held in the SHAFB Officer's Club on January 17 is Major General Walter C. Sweeney, Jr. This crew represents the 380th Bombardment Squadron.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

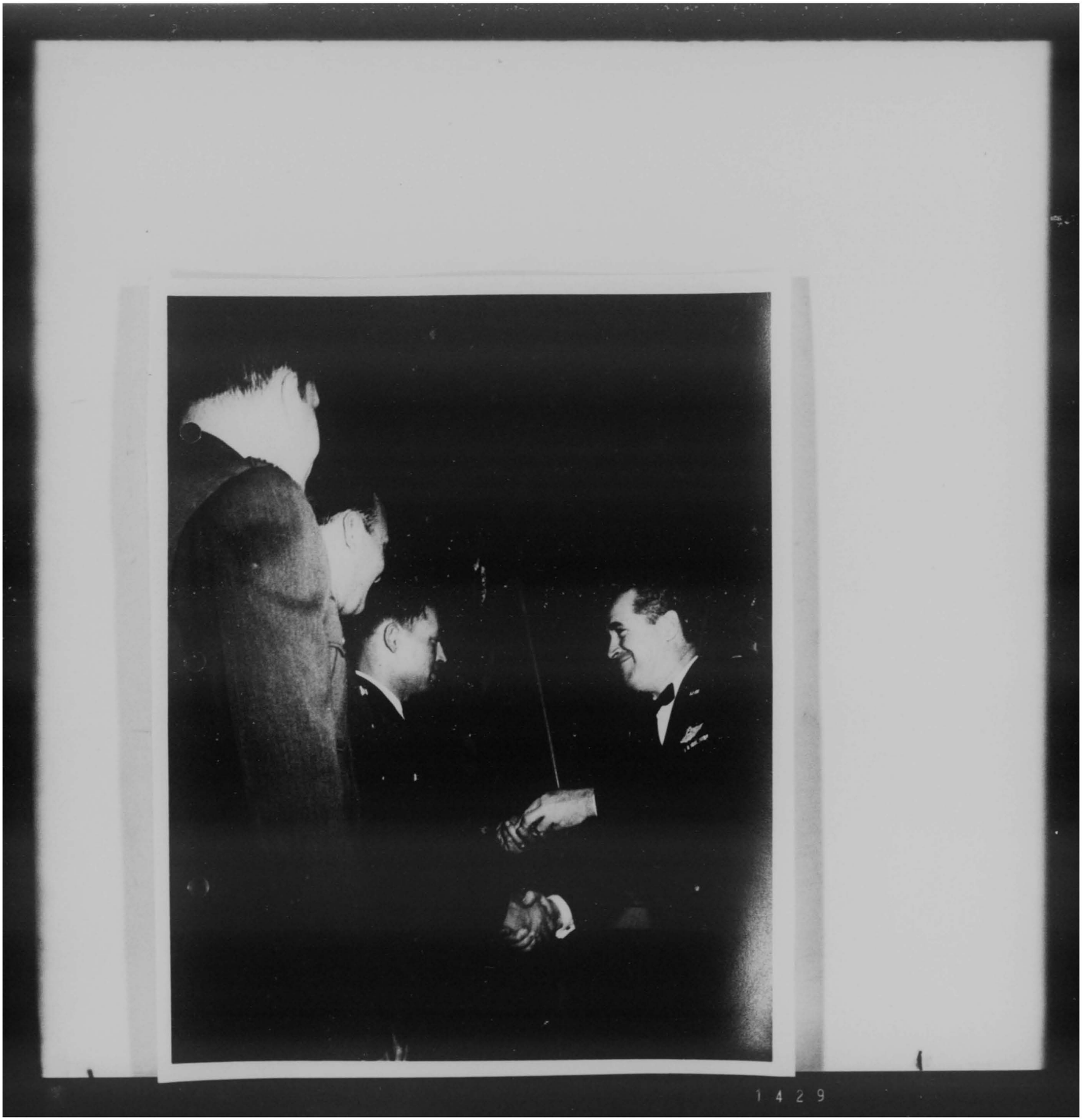
THIS PAGE IS DECLASSIFIED IAW EO 13526

Representing one of the crews from the 380th Bombardment Squadron are from the left Captain Charles Waple, Captain George Wright, and Captain Morriss R. Smith who are shown receiving silver cigarette lighters from Major General Walter C. Sweeney, Jr. The lighters were given as commendation awards for their outstanding performance in the recent Pacesetter #1 competition.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

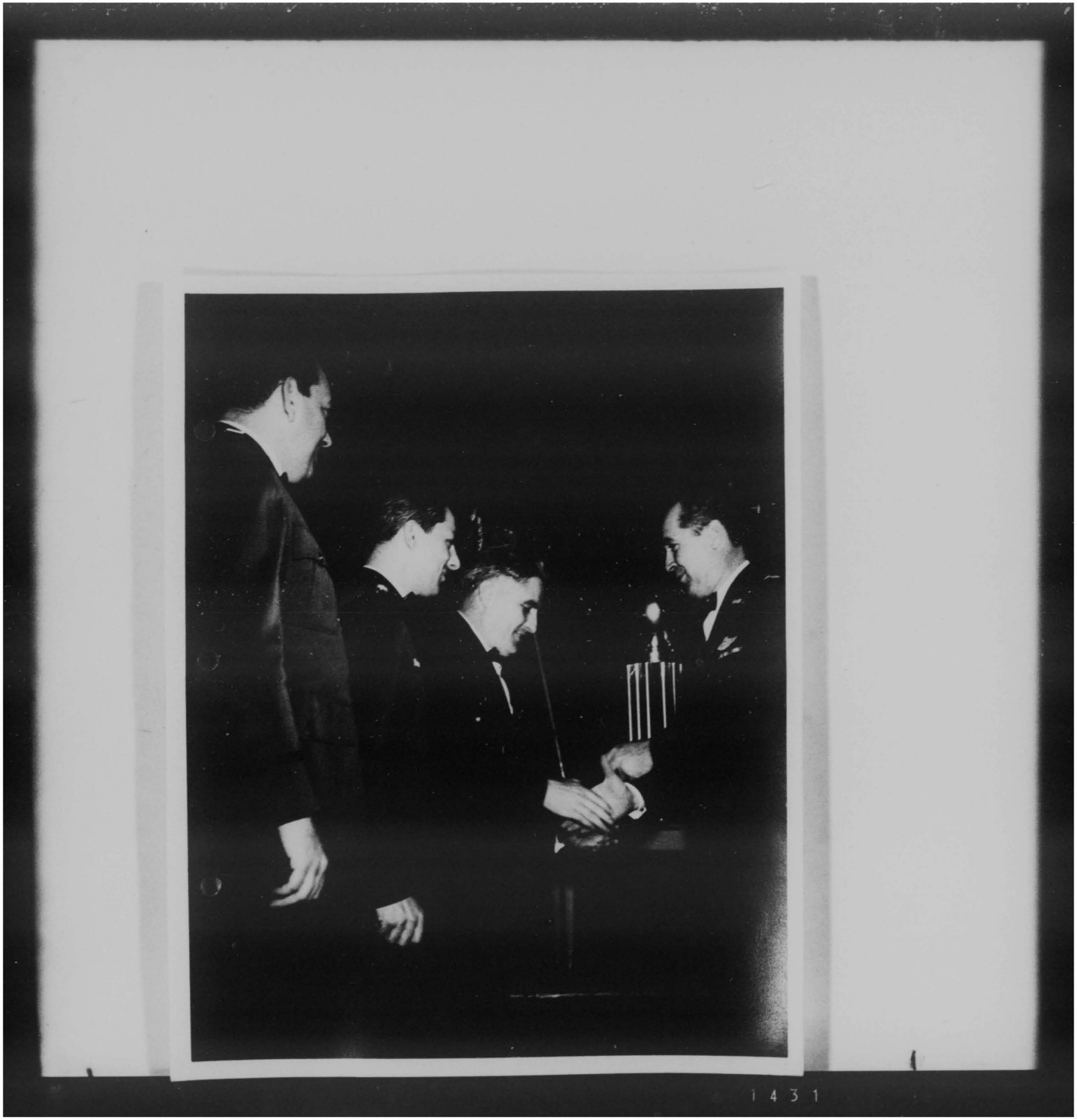
THIS PAGE IS DECLASSIFIED IAW EO 13526

Major General Walter C. Sweeney, Jr. is shown presenting the commendation awards for outstanding performance in Pacesetter #1 to one of the crews from the 381st Bombardment Squadron. The crew composed of from the left Captain Samuel H. Allison, Captain Warren C. Stromberg, and Captain Cloyd L. Porter was honored at a dinner January 17 at the SHAFB Officer's Club.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Receiving silver cigarette lighters from Major General Walter C. Sweeney, Jr. are from the left Lieutentant Robert R. Brennanstuhl, Captain Roy S. Huffman, and Major Lester T. Bernard. The lighters were given at an awards dinner January 17 at the SHAFB Officer's Club to honor the members of the outstanding crews in the Pacesetter #1 competition.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

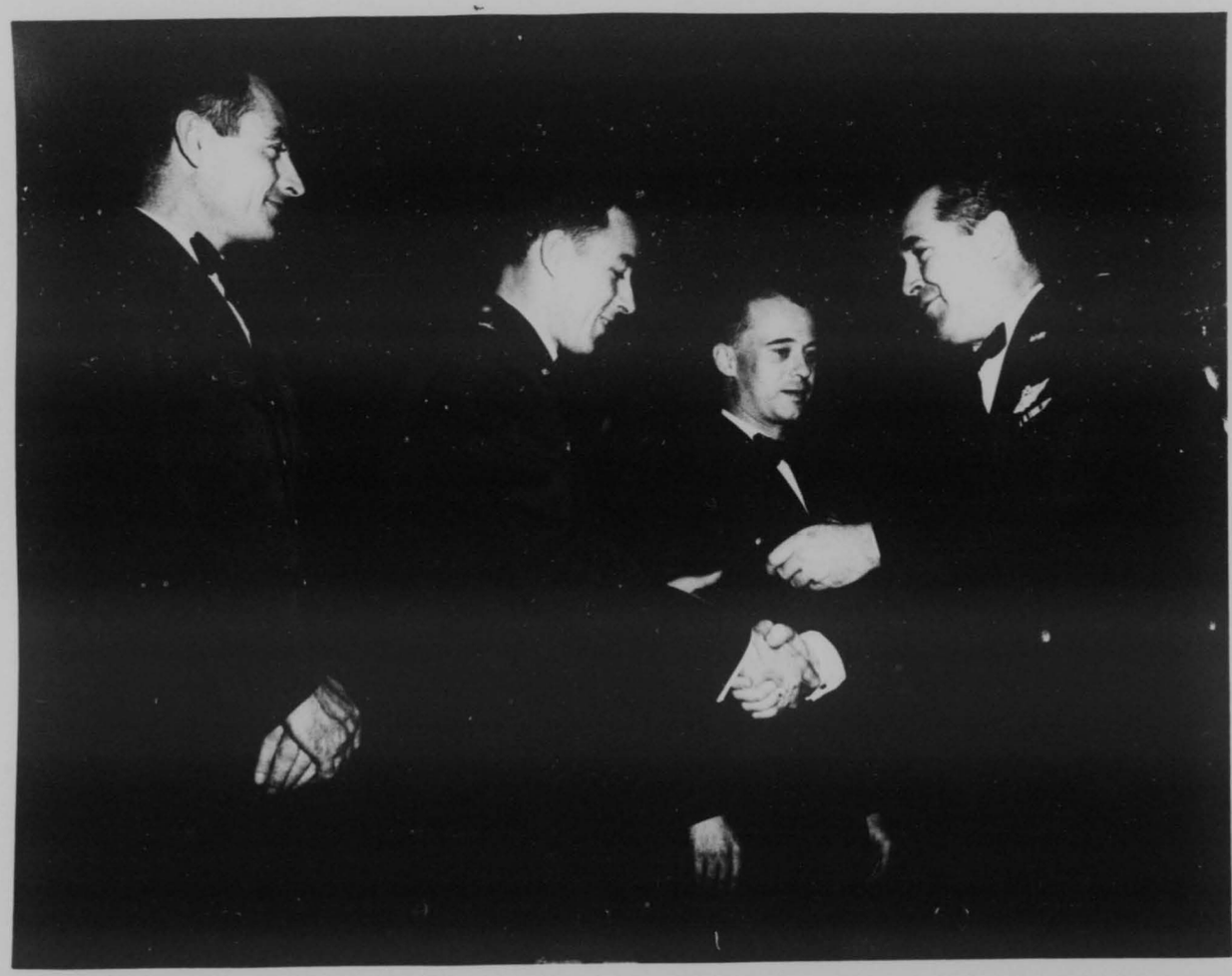
THIS PAGE IS DECLASSIFIED IAW EO 13526

Captain Durer Dishman, Captain Howard G. Tripp, and Captain Richard T. Evans from the left are seen accepting commendation awards from Major General General Walter C. Sweeney, Jr. for their outstanding performance in the Pacesetter #1 competition. The awards, silver cigarette lighters, were given at a dinner held in the SHAPE Officer's Club January 17.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1435

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The outstanding crew in the 8th AF Pacesetter #1 competition are from the left Captain Keith E. Hoye, Lieutentant George P. Tourtellot, and Captain John H. Mann seen here receiving commendation awards from 8th AF commander, Major General Walter C. Sweeney, Jr. The awards, silver cigarette lighters, were presented at a dinner held in the SHAFB Officer's Club January 17.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt. Colonel Hopfenspirger is all smiles as he displays the bronze plaque that the 380th Bombardment Squadron received in recognization of their outstanding performance in Pacesetter #1 within the 310th Bomb Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Colonel Wood seems very pleased as he watches Lieutentant Colonel Hopfenspirger attach the first leg to the Pacesetter milk stool which represents the first win by the 310th Bomb Wing. Two more wins and two legs later the 310th may retain the stool and the trophy shown in the background. The 380th Bombardment Squadron coped the first win for the 310th Bomb Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Colonel Wells and Lieutenant Colonel Stublarec respectively are shown as they addressed the Pacesetter Awards Party at the SHAPE Officer's Club January 17.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# 310th Gains 2nd Leg On Trophy

The 310th Bomb Wing at Smoky Hill AFB Saturday was a step nearer permanent possession of the Brig. Gen. Jack Roberts Memorial trophy. Col. Selmon Wells is the wing commander.

The trophy is offered by the 8th Air Force for outstanding performance in practice bombing missions.

Brig. Gen. John R. Sutherland, 802nd Air Division, was notified Saturday night that the 310th had won the competition a second time.

The announcement was made by Gen. Walter C. Sweeney, 8th AF commander.

**Going Away Present**

"I couldn't have had a finer going-away present," said Gen. Sutherland.

He will leave in February to become chief of staff at 15th Air Force headquarters, March AFB.

The 310th won the first leg of competition for the trophy in December. They must win a third time to receive permanent possession.

Five bombardment and three reconnaissance wings of the 8th Air Force are competing.

**They are represented in the bombing missions by more than 200 B47 and B36 bombers.**

The trophy was awarded to the 310th in December for the first time. It honors the former chief of staff of 8th Air Force, who died last spring.

The 310th was also informed that it will not be easy to win the trophy "for keeps."

General Sweeney relayed the following message:

**"Next time it's going to be harder."**

The competitive bombing missions are carried out at citi throughout the nation.

1445

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# Reassigment for SHAFB General

## General Sutherland to Pilot Fifteenth USAF

Reassignment of Brig. Gen. John Sutherand, commander, 802nd Air Division, was announced Monday at Smoky Hill Air Force Base.

Gen. Sutherland, who came to Smoky Hill in April, 1954, has been named to succeed Brig. Gen. W. E. Arnold as Chief of Staff of the Fifteenth Air Force with headquarters at March Air Force Base, Calif. The Fifteenth is one of three numbered Air Forces under the Strategic Air Command.

No replacement for General Sutherland at SHAFB has been named.

Prior to Sutherland's assignment at Smoky Hill he was deputy assistant for guided missiles to the deputy chief of staff for operations at Headquarters, USAF.

**Highlight of his tenure as commander of the 802nd Air Division was the transition of the 310th and 40th Bomb Wings from propeller-driven B-29's to today's B-47 jet bombers.**

The first stratojet arrived at SHAFB June 2, 1954, and was assigned to the 310th Bomb Wing. The 40th Bomb Wing received the last B-47 seven months later. Under Gen. Sutherland's command the air division has won honors for performance on flying missions, and SHAFB has taken on a "new look" with extended ru ays, new buildings, and oth vements.

General Sutherland, 46, is a native of New York state, attended Dartmouth college a year before entering West Point, and was graduated from the academy in 1932.

World War II assignments included service in the China-Burma- India theater with the Tenth Air Force, appointment of Chief of Staff, Headquarters, at Karachi, India, and appointment as Deputy Chief of Staff for operations of the 73rd Bomb Wing with headquarters on Saipan. Returning to the states with the wing a year later he became its Deputy Commanding Officer, at MacDill Field, Fla. He organized and directed the drop of supplies to POW camps in Japan, Korea, China and Manchuria, and shortly after his return to the states was named Air Force representative on the technical staff of Crossroads Project at Los Alamos Laboratories.

He received his permanent grade of colonel on April 2, 1948, and was promoted to temporary brigadier general on October 9, 1953. His decorations include the Legion of Merit with one oak leaf cluster, the Distinguished Flying Cross, and the Air Medal. He is a command pilot.

Gen. and Mrs. Sutherland have one adughter, Anna H Sutherland, 14, and a son, Jo 19.

DATELINE: Salina Advertiser-Sun, 12 January 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# New 802nd Commander Visits SHAFB

Col. James W. Wilson, 38, who will take command of the 802nd Air Division at Smoky Hill AFB in mid-February, flew in from Florida Wednesday for an overnight visit and his first look at the multi-million dollar base.

He described it as only a "leisurely visit."

He won't get down to the serious b as until next month when he wi "ease in" as SHAFB's head man.

His host Wednesday and Thursday was Brig. Gen. John R. Sutherland, who is turning his command over to Colonel Wilson.

**To March AFB**

The general will become chief of staff at 15th Air Force headquarters, March AFB, Calif.

There will be no change-of-command ceremony because the general will be leaving before Colonel Wilson comes back to stay.

Colonel Wilson said he will drive from Florida between Feb. 15 and 20. General Sutherland will leave SHAFB Feb. 8, reporting for duty Feb. 22.

Berton Burns, 40th Bomb W commander, will take over the division reins until Colonel Wilson arrives.

**Golfing Partner**

Colonel Burns, incidentally, is Colonel Wilson's old golfing partner.

The two won the 4-ball championship of Okinawa in the winter of 1953. Colonel Wilson was commanding the 307th Bomb Wing at that time.

"We had lots of fun," said Colonel Wilson, "despite the fact it took 5½ to 6 hours to play a round of golf."

He said the Okinawa course [illegible] s, sand greens) was always [illegible] because it was shared by all members of the Armed Forces.

GENERAL AND HIS SUCCESSOR—Col. James W. Wilson (right) will succeed Brig. Gen. John R. Sutherland (left) at Smoky Hill AFB. (JOURNAL PHOTO)

Colonel Wilson is looking forward to playing a little golf in Salina (golf is one of the two hobbies he admits to—the other is B-47s).

"I have heard a lot about your Salina Country Club and the fine course it has," he said.

Wednesday and Thursday Colonel Wilson did a little "visiting" and toured the base.

**Wyoming Native**

Colonel Wilson, a native of Rawlins, Wyo., is married and has a son, James Scott, 12.

Colonel Wilson and his wife, Maudemary, were high school sweethearts back in Bowling Green, Ohio.

His family will arrive in Salina about mid-March.

"I relish the opportunity of coming to Smoky Hill," said Colonel Wilson. "It is quite an advancement for me."

The colonel flew to SHAFB in a B-47. He left Thursday for Omaha, Strategic Air Command headquarters.

**Has Been To Kansas**

Colonel Wilson is no stranger to Kansas.

In 1952, he attended an Air Force training school at Wichita where he qualified as a B-47 pilot.

Colonel Wilson now commands the 805th Bomb Wing at MacDill AFB, Tampa, Fla.

He earned his wings in 1940, a year after he was graduated from West Point.

During World War 2 he served as commander of the 43rd Bomb Squadron in England.

Wounded during his 14th mission, he returned to the United States to convalesce. In August, 1944, he returned to England and flew nine more missions before the war ended.

Colonel Wilson was entertained Wednesday night by General and Mrs. Sutherland.

Cocktails at the Sutherlands' quarters on the base was followed by dinner at the officers' open mess.

Guests were Col. and Mrs. Jack L. Randolph, Col. and Mrs. Selmer Wells and Col. and Mrs. Berton Burns.

Article appeared in the Salina Journal, January 26, 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

So that the entire base may see where they stand on the bombing totem pole, members of the 380th Bombardment Squadron erected their own totem pole outside of the squadron's main building. The men shown who were responsible for putting up the pole are from the left, A/1C T. M. Tinsley, T/Sgt. Charles Leonard, and A/B Ronald Murphy.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY TRUE COPY

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

310HS 11 January 1956

SUBJECT: "March of Dimes"

TO: All Personnel Assigned and/ or Attached to Headquarters Squadron Section, 310th Bombardment Wing Medium

1. The annual campaign for the "March of Dimes" is underway once again stressing the importance of licking this dread disease of Polio, that attacks the young as well as the old.

2. We alone, cannot fight this disease with our strength or any force, but with dimes and dollars helping the "National Foundation for Infantile Paralysis" buy the vaccine that helps our kids walk again.

3. As an Airmen in the United States Air Force, one of our important duties is the safeguarding of America and it's people; lets all help lick this enemy called Polio by contributing our dimes and dollars in "Joining the March of Dimes".

s/t/ DAVID L. MCCRACKEN JR
Captain., USAF
Commander

TRUE COPY TRUE COPY

1450

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 39-8)

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

20 January 1956

ENLISTED PERSONNEL

Intra Wing Transfers

1. PURPOSE: To prescribe the criteria governing intra wing transfers.

2. SCOPE: This regulation is applicable to all organizations assigned to the 310th Bombardment Wing, Medium.

3. PROCEDURES: Airmen assigned to a squadron within the 310th Bombardment Wing will not be reassigned to another squadron within the wing without prior approval of this headquarters if their current records reflect one of the following:

a. Action taken under the provisions of Article 15, UCMJ, or conviction by Court-Martial within six months prior to effective date of transfer.

b. Two or more convictions by Court-Martial and/or actions under Article 15, UCMJ during current enlistment.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

1451

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 2)

27 January 1956

I. STAFF ASSIGNMENTS: 1. LIEUTENANT COLONEL JOHN E. MILLER 5016A, this headquarters, is assigned as Inspector General, VICE LIEUTENANT COLONEL BRUCE E. HART, AO405254, this headquarters, relieved. EFF 25 JAN 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

[redacted]

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus
10 CYS COMDR, SAC
10 CYS COMDR, 8AF
10 CYS COMDR, 802D ADIV

1452

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EXTRACT OF JANUARY T-12 Report, 310TH BOMWGM

* * * * * * *

4. Recapitulation of Affected Areas all Skill Levels:

| AFSC | TITLE | AUTH | ASGD | PERCENT OF BODY MANNING | PERCENT OF EFFECTIVE MANNING |
|---|---|---|---|---|---|
| 30130B | | 10 | 19 | 190 | |
| 30150B | ACFT RADIO RPMN, RADIO EQ | 19 | 9 | 47 | 73 |
| 30130C | | 1 | 5 | 500 | |
| 30150C | A/C RADIO RPMN, RAD NAV EQ | 9 | 3 | 33 | 66 |
| 30170 | | 16 | 7 | 43 | |
| 32130E | | 9 | 47 | 522 | |
| 32150E | BOMB NAV SYS MECH-"K" SER | 39 | 45 | 115 | 74 |
| 32170E | | 35 | 8 | 22 | |
| 42230 | | 7 | 8 | 114 | |
| 1.42250 | INSTRUMENT RPMN | 23 | 21 | 91 | 98 |
| 42270 | | 1 | 2 | 200 | |
| 2.42330 | | 7 | 39 | 557 | |
| 42350 | ACFT ELECTRICAL RPMN | 56 | 13 | 23 | 51 |
| 42370 | | 10 | 3 | 30 | |
| 58250 | RUBBER PRODUCTION RPMN | 2 | | | 0 |
| 58270 | | | | | |
| 92230 | | 2 | 6 | 300 | |
| 92250 | SURVIVAL TRAINING & PEREQ | 9 | 4 | 44 | 48 |
| 92270 | | 4 | | | |

1. Nineteen of these airmen are 42330 - in the A&E SQ (Auto Pilots)
2. Seven of these airmen are Auto Pilot Technicians in the A&E SQ awaiting change to AFSC 42330.

* * * * * * *

1453

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION )
)
NUMBER 39-2 )

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

16 January 1956

ENLISTED PERSONNEL

Airman of the Month
(Supersedes 310BOMWGM REG 39-2, 18 AUG 55)

1. PURPOSE: To prescribe general procedures for selection of the 310th Bombardment Wing Airman of the Month.

2. SCOPE: This regulation is applicable to all organizations assigned or attached to the 310th Bombardment Wing, Medium.

3. PROCEDURES: a. Squadron commanders will appoint a board of senior noncommissioned officers to select an outstanding airman of the lower four grades as Airman of the Month using the following factors as a guide:

(1) Individual effort or initiative

(2) Performance of duty

(3) Loyalty to unit

(4) Adherance to customs and courtesies of the service

(5) Acceptance of responsibility

(6) Appearance

(7) Accomplishment of squadron training and duties

(8) Off-duty conduct

b. The chairman of each squadron board will forward the correspondence pertaining to the airman selected to the Wing Commander through the squadron commander for comments, recommending the airman for consideration as Wing Airman of the Month.

c. Squadron commanders will insure recommendations are forwarded in sufficient time to arrive in this Headquarters not later than the 29th calendar day of each month concerning the award for that month.

d. The Wing Commander will appoint a board of senior noncommissioned officers to review squadron recommendations and recommend to the Commander a Wing Airman of the Month.

1454

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. RECOGNITION: The Wing Airman of the Month will be given the following considerations and awards:

a. Authorization for a flight in assigned tactical aircraft (to be coordinated with Wing Operations by squadron commander).

b. Placed in the "Exceptionally well qualified" category upon me ing the first Promotion Board upon becoming eligible for promotion.

c. A 3-day pass during a period of his choice.

d. Relief from all extra duties for a 30-day period following notification to the organization.

e. Publicity in the Base newspaper and hometown newspaper (to be coordinated with the Information Services Officer by the Wing Adjutant).

f. Letters will be prepared by the Wing Commander and sent to the airman, his wife and/or parents, informing them of the award and expressing the Commander's appreciation for outstanding performance. A copy of the letter to the airman will be placed in his Field Personnel Records File.

g. The Wing Adjutant will arrange for portraits of the airman to be sent with the above-mentioned letters and to be posted in the Wing Headquarters Building and the orderly room of the airman's squadron.

h. The Wing Commander will present the Airman of the Month with a Certificate of Achievement.

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION "A"



1455

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
)
NUMBER 39-7)

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

16 January 1956

ENLISTED PERSONNEL

Maintenance Man of the Month and Maintenance Ground Crew of the Month

1. PURPOSE: To establish procedures for the selections of the Maintenance Man of the Month and the Maintenance Ground Crew of the Month for the 310th Bombardment Wing, and to give recognition to the airmen selected.

2. SCOPE: The provisions of this Regulation are applicable to all organizations assigned or attached to the 310th Bombardment Wing, Medium.

3. GENERAL: The concept of this regulation is to give recognition to the one man in the Maintenance career field who has demonstrated outstanding capabilities and also to give recognition to the aircraft ground crew that has demonstrated outstanding capabilities in keeping their aircraft in a combat ready condition. It is possible that a tactical squadron might in any one month have selected both a Wing Maintenance Man of the Month and a Wing Ground Crew of the Month. Factors bearing on the selection of Ground Crew of the Month will be: number of hours or sorties flown without malfunction or abort, number of discrepancies noted on aircraft during Quality Control and periodic inspections, condition of the aircraft, general clean up on the parking ramp, and the general condition of the maintenance support equipment under their supervision. Factors bearing on the selection of the Maintenance Man of the Month will include, in addition to the above, such factors as time requirements and efficiency in completion of work orders, care in the execution of the work order time card, SAC Form #327, knowledge and compliance with directives pertinent to his specialty, and general condition of the tools and equipment under his supervision.

4. DEFINITIONS: For the purpose of this regulation, the following definitions apply:

a. Maintenance Man: Any military personnel, regardless of rank or skill level of AFSC, assigned to duty in any maintenance field outlined in AFM 35-1. Individual may be a supervisor, technician, specialist, mechanic, apprentice, or helper.

b. Ground Maintenance Crew: A group or team of two or more military personnel, possessing AFSC's in any maintenance career field, regardless of grade skill level, or unit of assignment, who work together to maintain a specific aircraft which is identified by serial number as the full-time responsibility of said team.

5. PROCEDURES: Each Squadron Commander will appoint a board of not less than three (3) senior noncommissioned officers and one (1) commissioned officer to assist him in the selection of candidates each month as the squadron representatives for the Maintenance Man of the Month and the Maintenance

1456

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Ground Crew of the Month awards. Squadron Commanders will assure that recommendations are forwarded in sufficient time to arrive at this headquarters not later than the 29th calendar day of each month concerning the awards for that month. The names of the airmen selected will be forwarded to this headquarters, attention: Wing Director of Materiel, with appropriate comments by the Squadron Commanders justifying the submission of the squadron representatives for Maintenance Man of the Month and Maintenance Ground Crew of the Month in narrative form.

a. Wing Director of Materiel will appoint a selection board of two (2) officers and three (3) senior noncommissioned officers as the Wing Selection Board for Maintenance Man of the Month and Maintenance Ground Crew of the Month. This board will review the selections received from the squadrons, select their choice of Wing Maintenance Man of the Month and Wing Maintenance Ground Crew of the Month and present their findings to the Wing Director of Materiel not later than 1700 hours of the last working day of the month.

b. The Wing Director of Materiel will then forward the names of the airmen selected as the Wing Maintenance Man of the Month and Wing Maintenance Ground Crew of the Month to the Wing Flying Safety officer, and verbally notify the Wing Commander of the selections made. The Wing Flying Safety officer will be responsible for forwarding the necessary data through the proper channels to Headquarters SAC as the 310th Bombardment Wing candidate for the SAC Maintenance Man of the Month award.

6. RECOGNITION: The Wing Adjutant will be responsible for the preparation of Certificates of Achievement as outlined below and making the arrangements with the Information Services office for the various recommendations as outlined below. The Wing Maintenance Man of the Month and Wing Maintenance Ground Crew of the Month will be given the following awards and considerations.

a. The Wing Commander will present the Maintenance Man of the Month and members of the Maintenance Ground Crew of the Month with Certificates of Achievement.

b. The Maintenance Man of the Month and members of the Maintenance Ground Crew of the Month will be authorized a flight in an assigned tactical aircraft (as coordinated with Wing Director of Operations by their Squadron Commander).

c. The Wing Maintenance Man of the Month and members of the Wing Maintenance Ground Crew of the Month will be placed in the "Exceptionally well qualified" category upon meeting the first Promotion Board after selection or upon becoming eligible for promotion, whichever is sooner, provided no disciplinary action has recently been taken or is pending.

d. The Wing Maintenance Man of the Month and members of the Wing Maintenance Ground Crew of the Month will be awarded 3-day passes during a period of their choice.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



e. The Wing Maintenance Man of the Month and members of the Wing Maintenance Ground Crew of the Month will be relieved from all extra duties for a 30-day period following notification to their organizations.

f. The Wing Maintenance Man of the Month and Wing Maintenance Ground Crew of the Month will receive publicity [illegible] the Base newspaper and in their home town newspaper (to be coordinated with the Information Services officer and the appropriate Squadron Commander [illegible] Wing Adjutant).

g. Letters will be prepared by the [illegible] commander and sent to the airmen, their wives, and/or parents, informing [illegible] of the award and expressing the Commander's appreciation for outstanding performance. A copy of the letters to the airmen will be placed in [illegible] field personnel records file.

h. The Wing Adjutant will arrange for [illegible] its of the airmen to be sent with the above mentioned publicity and [illegible] and letters, and to be posted in the Wing Headquarters Building and [illegible] ady room of the squadrons concerned.

BY ORDER OF THE COMMANDER:

[illegible] WAGNER
[illegible] AF

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION:

"A"



1458

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

310AG

Unsatisfactory OJT Program

3WP

12Jan56
Lt. Turner/8103/rh

1. The base OJT Officer conducted an OJT inspection of the 310th Headquarters Squadron on 9 Jan 56. The results of this inspection were unsatisfactory.

2. It appears that sections within the Headquarters Squadron are not maintaining AF Forms 623 (OJT record), failing to appoint trainers for trainees, and are not conducting a vigerous training program utilizing demonstrations, required reading of technical materials and package books, and spot measurement tests. In short we are doing very little toward training airmen for higher skills.

3. As a partial solution to this problem, the Wing OJT Officer has designated an OJT NCO for each building in the Headquarters Squadron. The OJT NCO will be responsible to the Wing OJT Officer for all training in his designated building and will include assuring that qualified trainers are designated for trainees and reported on a wing PAM, that all trainees are receiving maximum training, and that AF Forms 623 are properly maintained for all trainees. Airmen who have been selected as OJT NCO's are as follows:

| | |
|---|---|
| T/Sgt Homer L. Brock | Bldg 204 (Ops) |
| T/Sgt Clyde M. Smith | Bldg 220 (Orderly Rm) |
| T/Sgt Clifford E. Morriss | Bldg 936 (Intel) |
| S/Sgt Ronald L. Betts | Bldg 974 (Hq) |
| S/Sgt Wawsie L. Burkes | Hangar 6 (Maint) |

[redacted]

4. A meeting will be held at 1000 hours, 13 JAN 56(Friday) in the Wing Conference Room. The purpose of this meeting is to discuss the Headquarters Squadron OJT program. Request that all OJT NCO's attend.

s/t/ BRUCE E. HART, LT COL, USAF
Director of Personnel

1459

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956

ANNEX D

TO

OPERATIONS ORDER

SERIAL NR 16-56

ADMINISTRATION AND LOGISTICS

[redacted]

HQ 310BOMW
OPORD 16-56
27 JAN 56

SECRET

C-310-0818-S

1460

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956

ANNEX D

TO

OPERATIONS ORDER

SPECIAL NR 16-56

ADMINISTRATION AND LOGISTICS

1. GENERAL:

a. Instructions and procedures outlined in the 310th Bombardment Wing mobility plan, 15 August 1955, apply except as indicated herein.

2. SUPPLY:

a. The 310th Bombardment Wing will move with the post-strike flyaway kit and UEE indicated in Part III-B of the Wing Mobility Plan, augmented by certain items of the pre-strike kit and UTE as may be necessary to meet operational requirements for redeployment.

b. Supply support during the TDY will be from theater assets and from thirty (30) aircraft post-strike kit made up from the unit flyaway kits. Resupply will be to the home station in accordance with proposed Volume VIII, AFM 67-1, except for ACCP items, which will be shipped to the TDY station.

c. Four (4) J-47 power packs will be deployed in either tactical or support airlift as required.

d. Reparables generated in the post-strike flyaway kit will be returned to the home station. Reparables generated from other than the

HQ 310BOMBWG
CPORD 1-56
27 JAN 56

SECRET

1461

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



post-strike kit will be turned in to the activity from which the replacement was received.

e. All personnel will deploy with all mobility gear, field equipment including weapons and mandatory clothing all [illegible] (except khakis). Flight lunches will consist of the food packet, initial, combat, in-flight, or pre-cooked frozen meal, as applicable. Flight lunches will be provided by the home and TDY station in sufficient quantities to provision personnel moving in military aircraft to final destination. Flight lunches will be requisitioned by aircraft/troop commanders in sufficient time to allow preparation by the food service organization.

f. Any materiel or logistical communications will refer to "Big Tin 70" with control point at OCAMA.

g. Parts I, II, and III of the RCS: S-52[illegible] report will be submitted Monday through Thursday of each week; Parts IV through V will be submitted on Friday of each week. Part I will be classified "CONFIDENTIAL" for transmission only. Such messages will bear the abbreviation "RUUR" (Regrade unclassified upon receipt) as the last word in the message text. Reference SAC Regulation 67-25. Reports will be submitted direct to Headquarters SAC with Headquarters Eighth Air Force and Smoky Hill Air Force Base included as information addressees.

h. SAC Regulation 67-21 will be complied with.

i. SAC RCS: S-17 report is not required.

j. Headquarters Eighth Air Force, Attention: [illegible], will be included as information addressee on reports required by Volume XVI, AFM 67-1; Headquarters SAC will not be included as information addressee.



1462

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



3. MAINTENANCE:

a. Maintenance instructions are included in Maintenance Order 16-56, attached as inclosure 1 to this Annex.

b. Maintenance support required beyond the combined capabilities of SAC and local forces at any point will be reported to Headquarters Eighth Air Force.

4. TRANSPORTATION:

a. Total personnel and cargo involved will not exceed the quantity authorized herein without prior approval of Headquarters Eighth Air Force. Cargo and total personnel involved (including air crews) are authorized as follows:

(1) Cargo - - - 20.2 tons

(2) Personnel - 288

b. MATS will provide three (3) C-124 aircraft for airlift from Smoky Hill Air Force Base to Lakenheath, U.K., for 160 persons and 14.2 tons cargo on 4 February 1956. MATS will provide return airlift from Lakenheath to Smoky Hill Air Force Base on 13 February 1956.

c. Specific loading plans for MATS support airlift is indicated in Appendix I to this Annex. Redeployment will be in reverse order of that indicated for deployment, i.e. trip 1402 will redeploy on trip 1406; trip 1403 will redeploy on trip 1404; trip 1405 will redeploy on trip 1402.

d. Crew chiefs of aircraft concerned will deploy in fourth crew position.

e. The following will be submitted daily by priority (P) message to Headquarters SAC, Attention: DM5A, by the deploying and returning unit, with Headquarters Eighth Air Force, Attention MDL-3 as information addressee.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) The total number of personnel and cargo scheduled to move each successive date of deployment in support aircraft.

(2) The total number of personnel and weight of cargo actually departing daily at each station. This information will be as follows: type of support aircraft, trip number, number of personnel airlifted each trip, weight of cargo airlifted each trip, date of departure each trip, and total backlog remaining on station.

(a) The Commercial Transportation Officer at Smoky Hill Air Force Base will submit report outlined above from this station. The Task Force Commander will submit subject report from Lakenheath, U.K.

f. Special Orders covering this movement will contain the following: "Transportation of dependents and temporary storage at point of origin and/or shipment of household goods is not authorized in connection with this temporary duty."

5. MEDICAL:

a. 310th Bombardment Wing will deploy 1 times Part IIAD, AL, TO 1-0022 Medical Personnel and Equipment Equivalent.

6. ADJUTANT:

a. Orders published in support of this operation will quote the following statement verbatim: 'Purpose - SAC Air Operations'".

b. Per diem is payable in the same manner as for ordinary TDY.

c. Mail will be held at home station pending return of affected personnel from TDY.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



7. PERSONNEL:

a. Upon deployment, personnel to accompany the unit, will be those assigned to the thirty (30) aircraft post-strike staging team as augmented by operational requirements of this plan.

b. Section C, Part V, of the Mobility Plan applies as regards eligibility for this TDY, except that deferments will not be granted for airmen with pregnant wives, unless certified by a competent medical officer that such pregnancy is of a nature requiring the airman's presence.

c. Uniform Compliance. Personnel will conform to uniform regulations of the theater to which deployed. Task Force Commander may authorize the wearing of the suit, working, when the performance of tasks enroute, "for which Class 'A' uniform is not suitable," is necessary.

d. Personnel will be briefed concerning the following:

(1) Customs and courtesies of the country to which deployed.

(2) Prohibitions and penalties relative to illegal commercial and black-market activities.

e. Mobility vests will be worn in accordance with the provisions of SAC Regulation 66-18.

f. Personal affairs and casualty reporting will be in accordance with AFRs 30-11, as amended, and 34-43 and SAC Regulations 30-3 and 34-3.

g. No records other than immunization records will be deployed.

8. COMPTROLLER:

a. Finance records for all units will remain at home station.

b. SAC funding serial number OM-195 applies.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Personnel will be briefed on pertinent foreign currency data, including restrictions on use, import and export, and exchange procedures.

d. Expense summary reports will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, JUL 51, as amended and AFL 177-4.

9. JUDGE ADVOCATE:

a. Air Force personnel of Strategic Air Command units who are assigned or attached for temporary duty with the 7th Air Division, or any component thereof, are under the jurisdiction of the Commander, 7th Air Division, for purposes of courts-martial and UCMJ Article 15.

10. SECURITY:

a. Security will be provided in accordance with 7th Air Division Manual 65-2.

b. Flyaway kit personnel will be responsible for internal access to the flyaway kit.

11. MISCELLANEOUS:

a. Burial and grave registration will be in accordance with existing directives of the theater to which deployed. In the absence of theater directives, the provisions of AFRs 30-11, as amended, 35-21, as amended, and 143-6, as amended, and AFM 143-1, 1 NOV 53, will be followed.

b. Special Instructions:

(1) SPR panels deployed from 390th Bomb Squadron will be deployed in the first five (5) tactical aircraft departing Smoky Hill Air Force Base.

HQ 310BOMWG
OPORD 14-56
27 JAN 56



1466

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

OPERATIONS ORDER

SERIAL NR 16-56

"SWAN DIVE"

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

OPERATIONS ORDER NUMBER 16-56

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATION:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Thomas W. Hopfenspirger |
| 381BOMRON | MAJ Wayne M. Frarie |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310PMS | LTCOL James E. Jordan |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: The requirement exists to conduct a USCM and Special Weapons exercise for the 310BOMWG. Unclassified nickname is "SWAN DIVE". X day is 6 FEB 56.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) As listed in 8AF OPORD 16-56.

(2) 802ABGRU will provide:

(a) Briefing-interrogation room security and flight line security.

(b) Transportation, messing and ground refueling support as required.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Photographic developing support for briefing preparation and aerial camera film processing.

(d) Munitions support as required.

(e) Air evacuation service unit support on 24 hours basis until completion of operation.

(3) Smoky/Lincoln Tanker Task Force will provide air refueling support in "ONE STEP" refueling area.

(4) Harmon Tanker Task Force will provide air refueling support in "WILLIE" refueling area.

(5) Goose rotational tanker squadron will provide air refueling support in "GALE STORM" refueling area.

(6) Radar Bomb Scoring Detachments at Montreal, Quebec, London U.K., St Louis, MO and Kansas City, MO will provide scoring of all simulated bomb runs on designated targets in their complexes.

2. MISSION: To conduct a Special Weapons exercise and a subsequent USCM EWP profile mission with post strike staging at Lakenheath, U.K. and re-deployment to Smoky Hill.

3. TASKS FOR SUBORDINATE UNITS:

a. 379, 380 and 381BOMRONS will provide B-47 aircraft and combat ready crews.

b. 310A&E and 310FMS will provide specialist and equipment support to prepare aircraft and bombing equipment to a high state of readiness for this mission. They will also provide personnel for the post strike staging team.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. 310PMS will assist other maintenance agencies as directed.

d. 310HEDRON will provide:

(1) Planning, briefing and interrogation team personnel.

(2) Qualified tower officer to be in place during all take-offs and landings

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt for planning. X day for redeployment is 11 FEB 56.

(2) Routes, tactics and timing: See Annex "B".

(3) Bombardment phase:

(a) Bomb load for RBS scoring purposes only will be one simulated 1,000 pound GP bomb utilizing SHACK tables for ballistics information.

(b) Bomb load for camera attack purposes will be one simulated EWP assigned weapon using bomb tables designed therefor.

(c) Targets for USCM effectiveness will be:

| REF NR | NAME | DGZ | COORDINATES |
|---|---|---|---|
| 738 | DINARD/PLEURTUITAF | A | 48-35-04N 02-04-56W |
| 763 | LORIENT/LANN-BIHOUE AF | B | 47-45-37N 03-26-18W |
| 777 | NANTES/CHATEAU-BOUGON AF | E | 47-09-25N 01-36-29W |
| 811 | VANNES/MEUCON AF | A | 47-43-30N 02-42-56W |

(d) Method of aiming on all camera targets will be radar offset.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(e) Targets and method of aiming on RBS targets will be:

| RBS | TARGET | METHOD OF AIMING |
|---|---|---|
| LONDON | ECHO | RADAR DIRECT |
| | REDEPLOYMENT | |
| MONTREAL | COCA | RADAR DIRECT |
| ST LOUIS | HOTEL | RADAR OFFSET |
| KANSAS CITY | ALFA | RADAR DIRECT |

Any RBS target which can be made visual may be run as such.

(f) Detailed information on targets will be contained in target folders and crew flimsies.

(4) Navigation phase:

(a) Cell navigation tactics will be used until cell break up.

(b) After cell break up, individual crews will be responsible for navigation.

(c) Crews will utilize navigation technique commensurate with their take-off times and quarterly requirements on individual navigation legs.

(d) All navigation legs will be flown and scored IAW SAC REG 51-11.

(5) Air refueling phase:

(a) All air refueling will be conducted in cell using mass refueling tactics IAW SAC Manual 55-5 and 55-10.

(b) Only the lead aircraft will receive credit for the rendezvous of that cell.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Smoky refueling area is "ONE STEP". Rendezvous key coordinates are 44-22N 97-10W. The 310BOMWG will use orbit-rendezvous tracks "DORIS" and "PAT" with the first and third cells using "DORIS" and the second cell using "PAT".

(d) Harmon refueling area is "WILLIE" modified with the rendezvous key coordinates changed to 50-40N 58-42W. First and third cells will use "Pat" and second cell will use "Doris".

(e) Off load for first air refueling is scheduled to be 45,000 pounds. Off load for second air refueling is scheduled to be 55,000 pounds.

(f) Goose refueling area for redeployment is "GALE STORM" with rendezvous key coordinates 55-10N 62-28W. All cells will use orbit rendezvous track of "ANN". Scheduled off load is 55,000 pounds.

(6) Participating crews will complete SAC Form 284, Radar Scope Photo Log IAW provisions of SAC REG 95-11.

(7) Three waves of three cells will be launched. Waves will have 12:00 hour separation and cells will have 1:00 hour separation for deployment. Waves will have 24:00 hour separation and cells 1:00 hour for return.

(8) USCM effectiveness point is camera target bombed with operational radar and O-15 camera. Termination point of USCM will be Lakenheath VOR prior to RBS run on London.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(9) Aircraft will not fly within 75 miles of Rhinelander, WIS nor within 50 miles of EauClaire, WIS.

(10) No airspace restricted areas will be overflown except those cleared by 8AF.

(11) All aircraft will use altimeter setting of 29.92 for air refueling and over water portion of this mission. Station altimeter settings will be used at all other times.

(12) Aircraft will fly briefed TAS throughout the mission.

(13) Aircraft position and navigation lights will be used IAW AFR 60-16.

(14) Weather minima for Lakenheath will be IAW USAF Pilot's Handbook but not including GCA minimums. Alternate airfield minima will be IAW AFR 60-16.

(15) Decision fuels as listed in pilots flimsy will govern action at decision points.

(16) All aircraft commanders will perform an anti-sabotage inspection prior to flight.

(17) All crews will carry appropriate survival gear for over water and cold weather operation.

(18) Reports: See Annex "A".

(19) Aircraft forced to abort prior to end of second air refueling will turn right 90 degrees, descend to 2,000 feet below lowest aircraft in cell and contact ARTC for clearance to point of intended landing. Caution will be exercised when



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



performing this maneuver and during subsequent flight to avoid crossing routes of other wings or tankers operating on this mission. After second air refueling, turn may be made right or left as desired.

(20) Take-off will be adjusted on latest best available winds to make good H-HCT. After take-off no attempt need be made to make this time good.

(21) Radio silence will be maintained throughout the mission except when contacts are absolutely necessary as briefed or in emergency.

4. ADMINISTRATION AND LOGISTICS: See Annex "D".

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "C".

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Intelligence
"B" - Air Operations
"C" - Communications
"D" - Administration and Logistics

DISTRIBUTION:
CINCSAC - 3 CYS
COMAF 8 - 5 CYS
COMADIV 7 - 2 CYS
COMADIV 802 - 2 CYS
SH/LTTF - 3 CYS
EHTTF - 2 CYS
GOOSE TTF - 2 CYS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

COMAEGRU 802 - 2 CYS
COMBOMWG 40 - 1 CY
COMBOMWG 310 - 1 CY
DEPCOMORDNANCE 310 - 1 CY
310DM - 5 CYS
310DO - 5 CYS
310DOI - 2 CYS
310AG - 1 CY
310HIST - 4 CYS
379BOMRON - 2 CYS
380BOMRON - 2 CYS
381BOMRON - 2 CYS
310A&E - 1 CY
310FMS - 1 CY
310PMS - 1 CY

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 310TH BOMB WG (M)

SMOKY HILL AFB, KANSAS

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 16-56

INTELLIGENCE

THIS ANNEX CONSISTS OF ____PAGES

ANNEX A TO

310 BOMB WG OPORD 16-56

SECRET

1476

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 310TH BOMB WG (M)

SMOKY HILL AFB, KANSAS

ANNEX A TO 310TH BOMB WH OPERATIONS ORDER 16-56 INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. GENERAL SITUATION:

(1) The 310th Bomb Wing is directed to fly a Unit Simulated Combat Mission to include air refueling, camera attacks on targets in France and a radar attack on the London Bomb plot. Also radar attacks on Montreal, Springfield, Kansas City and St. Louis on the redeployment phase.

(2) Political, Economic and Psychological: (Omitted)

b. ENEMY ORDER OF BATTLE: (OMITTED)

c. CAPABILITIES OF ENEMY FORCES: (OMITTED)

2. INTELLIGENCE REPUIREMENTS:

a. ESSENTIAL ELEMENTS OF INFORMATION:

(1) General: As required by Eighth Air Force Intelligence Collection Procedures, 1 July 55

(2) Specific: (Omitted)

b. MEANS OF OBTAINING INFORMATION:

(1) All participating crew will be debriefed, after landing, in the designated debriefing center at the post strike base. Aborting crews landing at SAC bases will contact the control room for completion of appropriate reports.

SECRET

1477

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

c. MEANS OF REPORTING EEI :

In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forward as expeditiously as possible, on Air Force Form 112.

3. INTELLIGENCE ACTIVITIES

a. Maps and Charts: Maps and charts necessary for navigational purposes will be furnished by the Wing Intelligence Officer as required.

b. Target Materials:

(1) Each crew observer will be furnished a losse-leaf binder containing the best available target graphics, as well as radar and aerial photography, radar prediction drawings of OAP's and B-scope presentations, and flimsy material covering both the deployment and re-deployment missions. Target folders will be classified "SECRET" and issued to crew members on individual hand receipt.

(2) Folders containing pertinent operational and communication data will be issued to each aircraft commander and pilot. The folders will be classified as the contents require and will be controlled in a similar manner to the observers folders cited in (1) above.

c. Targets and IP's:

(1) Deplayment Phase

| IP | DGZ | REF NR | NAME | COORDS |
|---|---|---|---|---|
| Brest, France | A | 738 | Dinard/Pleurtit A/F, France | 48-35-40 N 02-04-56 W |
| Brest, France | B | 763 | Lann/Bihoue A/F Lorient, France | 47-45-37 N 03-26-18 W |

SECRET

1 4 7 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

| IP | DGZ | REF NR | NAME | COORDS |
|---|---|---|---|---|
| SW Tip of Island West of St Nazaire | E | 777 | Chateau/Bougon A/F Nantes, France | 47-09-25 N 01-36-29 W |
| Brest, France | A | 811 | Meucon A/F, Vannes, France | 47-43-30 N 02-42-56 W |
| Boulogne, France | E | N/A | London RBS "E" | 51-28-12 N 00-27-05 W |

(PART TWO) REDEPLOYMENT PHASE

| IP | DGZ | REF NR | NAME | COORDS |
|---|---|---|---|---|
| Three Rivers | C | N/A | Montreal RBS "C" | 45-30-12 N 73-29-43 W |
| Lebanon A/F | B | 7736 | Springfield RBS "B" | 42-09-22 N 72-28-52 W |
| Taylorville | H | 7776 | St. Louis RBS "H" | 38-38-41 N 90-15-50 W |
| Lexington | A | 3240 | Kansas City "A" | 39-08-41 N 94-33-32 W |

d. Photography

(1) Radar and aerial photography (where applicable) will be accomplished in accordance with the tactical doctrine and the provisions of SAC Manual 50-38. Every attempt will be made to obtain the best possible photo quality consistent with bombing accuracy.

(2) Accuracy and completeness of radar scope photo logs will be made a special part of this mission. The Wing Intelligence Officer will furnish each crew observer with a log containing all data which can be predetermined for both the deployment and redeployment phases of the mission. Logs will be reviewed at debriefing by target intelligence personnel prior to their submission to the B-51 scoring team. Special emphasis will be placed on proper completion of all entries on the reverse side of the log.

SECRET

1 4 7 9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) B-51 reports will be completed by Wing PI's after the initial reports have been submitted by a scoring team from the 3921st Reconnaissance Technical Squadron, Westover AFB, Mass., within ten (10) days after the mission has been completed.

e. Survival Intelligence:

(1) Crew members will be familar with SAC Regulation 200-8, subject, Forced Landing Precedures in Foreign Countries and Instructions for the Conduct of Aircrew Personnel, 29 Oct. 53.

(2) Crews will be briefed on basic survival techniques at the general briefing.

4. REPORTS:

a. Distribution A:

(1) B-2, B-9, B-10 reports will be the responsibility of the Wing Control Officer at SHAFB.

(2) B-11, B-17 (when applicable) reports will be the responsibility of the individual Aircraft Commander.

(3) B-15, B-21, B-81, M-36 reports and those required in accordance with paragraph 6a (1), SAC Manual 55-8 will be the responsibility of the Post Strike Team.

b. Distribution B:

(1) B-51 report - refer to Par. 3d (3) this annex.

(2) B-27 report (do not include Headquarters SAC as an addressee) will be the responsibility of the Wing Commander.

c. Units will submit for period of TDY (overseas) the M-27 report. Headquarters SAC will be an information addressee. The M-27 will be the responsibility of the Wing Commander.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. JANAP 146 (e), Communication Instructions for reporting Vital Intelligence Sightings from Aircraft, will be complied with on all missions.

e. Post mission reports on aircraft systems will be submitted in accordance with letter 8th Air Force Headquarters, File MEMI, Subject: "Maintenance Engineering, Evaluation and/or Special Missions" 28 Nov 55.

f. USCM Recap Sheets (SAC Forms 278, 278a, 278c) will include supplementary information showing bombing information (columns 61 through 65), point of effectiveness and method for determining effectiveness. Overlays will follow the provisions of Section VI, SAC Manual 55-8B. Actual fuel reserves in Column 31, SAC Form 278, will be reported. Fuel reserve may be defined as fuel remaining over destination or terminal let-down facility.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 16-56

AIR OPERATIONS

HQ 310BOMWG
ANNEX B
OPORD 16-56
27 JAN 56

310-081-S

SECRET

1 4 8 2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL 16-56

... OPERATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
... January 1956, 0001Z

1. TACTICS: (Deployment)

a. This mission will be flown in three waves each composed of three cells. Aircraft within a cell will take off at one minute intervals with cells in each wave being separated by one hour. Waves will be separated by twelve hours. Wave and cell composition follows.

1ST WAVE

| POSITION | ACFT CMDR | CREW NR | ACFT NR | T. O. TIME | SQDN |
|---|---|---|---|---|---|
| | | | | 6Feb | |
| BLACK LEAD | HUBBES | L37 | 305 | 2243C | 381 |
| 2 | ROWLEY | L20 | 104 | 2244C | 381 |
| 3 | MANN | R12 | 271 | 2245C | 381 |
| 4 | VAN LEEUWEN | R40 | 146 | 2246C | 381 |
| | | | | 6Feb | |
| RED LEAD | BLAKE | L18 | 119 | 2343C | 379 |
| 2 | CRAVEN | R22 | 281 | 2344C | 379 |
| 3 | THOMAS | R45 | 306 | 2345C | 379 |
| | | | | 7Feb | |
| PURPLE LEAD | PRESTON | 308 | 116 | 0043C | 380 |

HQ 310BOMWG
ANNEX B
OPORD 16-56
27 JAN 56

SECRET 310-081-S

1483

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

| POSITION | ACFT CMDR | CREW NR | ACFT NR | T. O. TIME | SQDN |
|---|---|---|---|---|---|
| PURPLE 2 | KRUSE | L32 | 110 | 0044C | 380 |
| 3 | KANTOR | R13 | 120 | 0045C | 380 |
| 4 | STEWART | R04 | 290 | 0046C | 380 |
| | | 2ND WAVE | | | |
| | | | | 7Feb | |
| ORANGE LEAD | COLLADAY | L61 | 304 | 1043C | 381 |
| 2 | WILKE | L52 | 114 | 1044C | 381 |
| 3 | FORY | L47 | 297 | 1045C | 381 |
| 4 | BARNARD | R44 | 287 | 1046C | 381 |
| | | | | 7Feb | |
| LIME LEAD | NIEMANN | L06 | 302 | 1143C | 379 |
| 2 | SWENSON | R25 | 102 | 1144C | 379 |
| 3 | HOPKINS | R39 | 289 | 1145C | 379 |
| | | | | 7Feb | |
| GREEN LEAD | SMITH | L09 | 101 | 1243C | 380 |
| 2 | HART | R50 | 117 | 1244C | 380 |
| 3 | GARBADE | R41 | 283 | 1245C | 380 |
| 4 | SIGLIN | R31 | 299 | 1246C | 380 |
| | | 3RD WAVE | | | |
| | | | | 7Feb | |
| ROSE LEAD | AUSTIN | L43 | 108 | 2243C | 379 |
| 2 | WOLFE | R07 | 115 | 2244C | 379 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

| POSITION | ACFT CMDR | CREW NR | ACFT NR | T. O. TIME | SQDN |
|---|---|---|---|---|---|
| ROSE 3 | RENFRO | R46 | 284 | 2245C | 379 |
| 4 | ROLEFSON | R55 | 113 | 2246C | 379 |
| | | | | 7Feb | |
| PINK LEAD | EVANS | L35 | 046 | 2343C | 381 |
| 2 | MAYS | R29 | 286 | 2344C | 380 |
| 3 | WAYMAN | R11 | 147 | 2345C | 380 |
| | | | | 8Feb | |
| CHERRY LEAD | PORTER | L36 | 111 | 0043C | 381 |
| 2 | BLENIS | R57 | 105 | 0044C | 381 |
| 3 | MAC DONOUGH | R10 | 279 | 0045C | 380 |

b. Aircraft will take off at one minute intervals climbing to refueling base altitude of 14,500 feet and formating in trial stacked up 500 feet. At the last turn prior to refueling the formation will be echeloned to the right 10 degrees into refueling formation and proceed to first air refueling. After refueling aircraft will accelerate and climb on course to base altitude of 28,000 feet assuming trail cell or visual formation whichever is applicable.

c. After turn point cell celestial grid navigation leg will be flown to next turning point then terminated at refueling IP of 47-47N 61-47W.

d. Refueling formation will be assumed at IP in preparation for second air refueling.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

e. At level off after refueling, formation will be visual or trial as applicable. Cell celestrial day or night navigation leg will be flown to terminate at a point off the east of Ireland. Gunnery will be fired on this leg.

f. At 52-06N 15-00W, 450 NM from HHCP at Brest a penetration cell will be formed to continue until cell break up at Brest.

g. Acceleration to .81 each will begin 200 NM from Brest and be maintained until 10 minutes beyond target.

h. Cell break-up and all bomb runs commence at Brest. At completion of bomb run all aircraft will work briefed control problem and proceed im bomber stream with 3000 feet and 10 minute separation to U. K. entry point at St. Eval. Route Coca as outlined in 7th AD Reg 55-28, dated 21 July 1955. Route only applies since altitude will be maintained for subsequent flight. Lakenheath VOR will be termination of USCM.

i. Bomber stream will be continued after Lakenheath through the RBS run at London. After bomb run aircraft will descend to arrive over Upper Heyford VOR at 25,000 feet and arrive over Lakenheath at 20,000 feet for jet penetration, GCA, and landing.

2. TACTICS: (Redeployment)

a. This mission will be flown in three waves each composed of three cells. Aircraft within cell take offf at one minute interval with cells separated by one hour. Waves will be separated by 24 hours. Wave and



SECRET

1486

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

cell composition will be the same as for deployment but crews may be rearranged in cells to afford more crews the opportunity of obtaining rendezvous.

b. Return flight will occur on 11, 12, and 13 February 1956. First cell take off each day will approximately 1630Z. Second cell will take off at 1730Z and third cell will take off at 1830Z.

c. Aircraft will take off at one minute intervals climbing to 10,000 feet base altitude for formate in trial cell. After formate climb to 32,000 feet base.

d. At Prestwick a cell night celestial navigation leg will begin. Termination of leg will be at coast in point in Labrador.

e. When the cell leader makes his last correction to terminal point, he will echelon his cell to the right into refueling formation. The rendezvous point is only 82 NM from coast in.

f. After level off from refueling cell will assume trail formation to cell break up.

g. Cell break up will be accomplished by a dog leg type method to obtain ten minute separation bomber stream. As each aircraft leaves the formation stream altitude will be assumed. Number one and three will be at base altitude 33,000 feet while number two and foru will be at 36,000 feet.

h. All aircraft will bomb Montreal, St Louis, and Kansas City. All aircraft will accomplish a radar navigation leg from Montreal to terminate on Chanute AFB, Ill.



SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. SCHEDULED ACCOMPLISHMENTS: Accomplishments vary per individual aircraft, but will be scheduled by squadron commanders to the best advantage for fulfilling the requirements of SAC Reg 50-8 as nearly as possible.

4. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

a. Fuel: SHAFB 94,090#; LAKENHEATH 98,139#.

b. Bombs: None.

c. Ammunition: SHAFB: 700 rds; LAKENHEATH: None.

d. Cameras: O-15, O-23, and designated K-38.

e. Survival Equipment: Standard cold weather clothing and over-water equipment. At least two URC-4 radios per aircraft.

f. Radar: Radar and visual bombing capability.

5. BRIEFING, MISSION PLANNING AND DEBRIEFING: See Appendix "I", this Annex.

6. ROUTES: See Appendix II, this Annex.

7. AIRCRAFT PERFORMANCE: As briefed.

8. FLIGHT CLEARANCES:

a. Commanders of each bomb squadron will prepare following forms for each assigned scheduled crew:

(1) 802 ABGRU Form 47.

(2) Flight orders.

(3) Loading list.

(4) Form F.

HQ 310BOMWG
ANNEX B
OPORD 16-56
27 JAN 56

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(5) 310 BOMWG Test Form 93 or 8AF Form 369 (Mission Accomplishment Form).

(6) DD Form 175 (Route will be indicated as GRANVILLE SWAN DIVE).

b. Flight clearance packages will be turned in at pre take off meeting for approval by Wing Operations Offic[illegible]ng Commander. Applicable portion will be pulled for filing at Base Operations.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:
I Schedule of Events
II Routes

DISTRIBUTION: SAME AS BASIC OPORD

OFFICIAL:

DAVID M. LINDQUESTER
MAJOR, USAF
Director of Operations

HQ 310BOMWG
Annex B
OPORD 16-56
27 Jan 56

SECRET



310-061-S



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

APPENDIX "I"

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 16-56

SCHEDULE OF EVENTS

HQ 310BOMWG
( ) "I", ANNEX "B"
O/ORD 16-56
27 JAN 56

SECRET

310-081-S



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX "I"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 16-56

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

All times are local. (SHAFB-CST) (LAKENHEATH-GMT)

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| Tgt. Study | All Observers | Wing Tgt. Study Sect. | Completed |
| Mission Planning | All Crews | Grnd. Trng. Audit. | 0900 1 & 2 Feb. |
| General Briefing | All Crews | Grnd. Trng. Audit. | 1330 3 Feb. |
| S[illegible] Briefing | AC's & Plt's | Grnd. Trng. Audit. | 1400 3 Feb. |
| Spec. Briefing | Observers | Grnd. Trng. Bldg. | 1400 3 Feb. |
| Pre Take Off | Wave 1 | 381st Brief. Rm. | 1900-2000 2100 6 Feb |
| Pre Take Off | Wave 2 | 381st Brief. Rm. | 0700-0800 0900 7 Feb |
| Pre Take Off | Wave 3 | 381st Brief. Rm. | 1900-2000 2100 7 Feb |
| Debriefing | All Crews | Lakenheath | After Land |
| Pre Take Off | Wave 1 | Lakenheath | 1300-1400 1500 11 Feb |
| Pre Take Off | Wave 2 | Lakenheath | 1300-1400 1500 12 Feb |
| Pre Take Off | Wave 3 | Lakenheath | 1300-1400 1500 13 Feb |
| Debriefing | All Crews | Grnd. Trng. Audit. | After Land |
| Critique | All Personnel | Grnd. Trng. Audit. | 1600 17 Feb |

HQ 310BOMWG
APP "I", Annex "B"
OPORD 16-56
27 Jan 56

SECRET

310-081-S

1491

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
27 January 1956, 0001Z

APPENDIX "II"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 16-56

ROUTES

310BOMWG
"II", Annex "B"
OPORD 16-56
27 JAN 56

SECRET

310-081-S



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON: 1 & 3 CELL NCA | WING: 310TH | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER: ALL WAVES | ACFT COMDR (Name and Grade): SWAN DIVE | OBSERVER (Name and Grade): DORIS - PAT |
|---|---|---|---|---|---|---|

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHAFB | | | | | | | | | | | | | | | 94090 | 179451 |
| SE.T.TO.ACC | | | | | | | | | | | | :03 | 10 | | 89290 | 174651 |
| L/O | C1 | | | | -10 | | 14.5 | 55 | 350 | 360 | 45 / 45 | :07½ / :10½ | 44 / 54 | | 3400 / 85890 | 3400 / 171251 |
| FALLS CITY | CR | 051 | | | -9 | | ✓ | 48 | 300 | 316 | 77 / 122 | :14½ / :25 | 73 / 127 | | 3040 / 82850 | 3040 / 168211 |
| END FORMATE | ✓ | 051 | | | -9 | | ✓ | ✓ | ✓ | ✓ | 29 / 151 | :05½ / :30½ | 28 / 155 | | 1160 / 81690 | 1160 / 167051 |
| ACC TO 310 | ✓ | 051 | | | -9 | | ✓ | ✓ | ✓ | ✓ | 10 / 161 | :02 / :32½ | 10 / 165 | | 500 / 81190 | 500 / 166551 |
| 42-46N 96-30W | ✓ | 346 | | | -9 | | ✓ | 61 | 380 | 400 | 128 / 289 | :19 / :51½ | 121 / 286 | | 4210 / 76980 | 4210 / 162341 |
| DORIS RDU 44-00N 95-50W | ✓ | 021 | | | -9 | | ✓ | ✓ | ✓ | ✓ | 78 / 367 | :11½ / 1:03 | 73 / 359 | | 2480 / 74500 | 2480 / 159861 |
| END AR 46-18N 94-30W | ✓ | | | | -8 | | 15 | | 264 | 300 | 150 / 517 | :30 / 1:33 | 140 / 488 | | 9000 / 65500 | 9000 / 150861 |
| ON LOAD | ✓ | | | | | | ✓ | | | | | | | | 45000 / 110500 | 45000 / 195861 |
| ACC 46-28N 94-25W | ✓ | 021 | | | -7 | | ✓ | | | | 13 / 530 | :03 / 1:36 | 13 / 501 | | 1200 / 109300 | 1200 / 194661 |
| 47-44N 92-33W L/O | C1 | 047 | | | -6 | | 28 | | 415 | 400 | 107 / 637 | :16 / 1:52 | 110 / 611 | | 5200 / 104100 | 5200 / 189461 |
| TP START GRID 51-00N 87-00W | CR | 048 | | | -1 | | ✓ | 74 | 435 | 400 | 294 / 931 | :43 / 2:35 | 312 / 923 | | 9876 / 94224 | 9876 / 179585 |
| STEP CLIMB 48-00N 75-30W | ✓ | 112 | | | +12 | | ✓ | ✓ | ✓ | ✓ | 485 / 1416 | 1:12½ / 3:47½ | 525 / 1448 | | 14273 / 79951 | 14273 / 165312 |
| 45-35N 69-00W | ✓ | 119 | | | +18 | | 31 | ✓ | 430 | 480 | 305 / 1721 | :38 / 4:25½ | 272 / 1720 | | 7437 / 72514 | 7437 / 157875 |
| END GRID REF IP 47-47N 61-47W | ✓ | 066 | | | +24 | | ✓ | ✓ | ✓ | ✓ | 325 / 2046 | :40½ / 5:06 | 290 / 2010 | | 7615 / 64899 | 7615 / 150260 |
| PAT ORBIT 50-00N 58-04W | ✓ | 047 | | | +27 | | ✓ | ✓ | ✓ | ✓ | 196 / 2242 | :24½ / 5:30½ | 176 / 2186 | | 4480 / 60419 | 4480 / 145780 |
| PAT REND. 50-30N 56-42W | DS | 060 | | | +30 | | 14.5 | ✓ | 445 | 495 | 60 / 2302 | :07 / 5:37½ | 58 / 2244 | | 1000 / 59419 | 1000 / 144780 |
| END AR 51-41N 53-13W | CR | 060 | | | +32 | | 15 | ✓ | 264 | 295 | 150 / 2452 | :30 / 6:07½ | 132 / 2376 | | 9000 / 50419 | 9000 / 135780 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | 1 & 3 CELL NCA | 310TH | B-47E | ALL WAVES | SWAN DIVE | DORIS - PAT |

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ° | | | | | | | | 50419 | 135780 |
| | | | | | | | ° | | | | | | | | 55000 | 55000 |
| ON LOAD | ✓ | | | | | | | | | | | | | | 105419 | 190780 |
| ACC | | | | | | | ° | | | | 13 | :03 | 12 | | 1200 | 1200 |
| 52-45N 52-55W | ✓ | 060 | | | +32 | | 15 | | | | 2465 | 6:10½ | 2388 | | 104219 | 189580 |
| L/O START DAY CEL | | | | | | | ° | | | | 107 | :16 | 110 | | 5200 | 5200 |
| 52-14N 50-07W | C1 | | | | +33 | | 28 | | 415 | 400 | 2572 | 6:26½ | 2498 | | 99019 | 184380 |
| STEP CLIMB | | | | | | | ° | | | | 301 | :38 | 276 | | 8590 | 8590 |
| 53-08N 42-00W | CR | | | | +33 | | 28 | 74 | 435 | 475 | 2873 | 7:04½ | 2774 | | 90429 | 175790 |
| STEP CLIMB | | | | | | | ° | | | | 646 | 1:22 | 594 | | 15555 | 15555 |
| 53-08N 24-00W | CR | 090 | | | +28 | | 29.5 | ✓ | 434 | 474 | 3519 | 8:26½ | 3368 | | 74874 | 160235 |
| START PEN CELL | | | | | | | ° | | | | 332 | :42½ | 305 | | 8130 | 8130 |
| 52-06N 15-00W | ✓ | 101 | | | +20 | | 31.5 | ✓ | 430 | 470 | 3851 | 9:09 | 3673 | | 66744 | 152105 |
| END NAV LEG; STEP CLIMB | | | | | | | ° | | | | 196 | :25 | 180 | | 4665 | 4665 |
| 51-10N 10-00W | ✓ | 106 | | | +16 | | ✓ | ✓ | ✓ | ✓ | 4047 | 9:34 | 3853 | | 62077 | 147440 |
| 50-28N 08-30W | | | | | | | ° | | | | 70 | :09 | 64 | | 1595 | 1595 |
| START 81 | ✓ | 128 | | | +13 | | 33.0 | ✓ | 426 | 466 | 4117 | 9:43 | 3917 | | 60480 | 145845 |
| 50-13N 08-00W | | | | | | | ° | | | | 25 | :03 | 23 | | 1200 | 1200 |
| ACC TO 81 | CR | 128 | | | +13 | | ✓ | 81 | 416.5 | 505 | 4142 | 9:46 | 3940 | | 59284 | 144645 |
| HHCP | C1 | | | | | | ° | | | | 175 | :21 | 172 | | 4805 | 4805 |
| BREST | CR | 128 | | | +11 | | 37.0 | -81 | 465 | 505 | 4317 | 10:07 | 4112 | | 54479 | 139840 |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |

1494

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | 2 CELL NCA | 310TH | B-47E | ALL WAVES | SWAN DIVE | PAT - DORIS |

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SHAFB | | | | | | | | | | | | | | | 94090 | 177451 |
| SE.T.TO.ACC. | | | | | | | | | | | | :03 | 10 | | 4800 | 4800 |
| | | | | | | | | | | | | | | | 89290 | 174651 |
| L/O | C1 | | | | -10 | | 14.5 | 55 | 350 | 360 | 45 | :07½ | 44 | | 3400 | 3400 |
| | | | | | | | | | | | 45 | :10½ | 54 | | 85890 | 171251 |
| FALLS CITY | CR | 051 | | | -9 | | ✓ | 48 | 300 | 316 | 77 | :14½ | 73 | | 3040 | 3040 |
| | | | | | | | | | | | 122 | :25 | 127 | | 82850 | 168211 |
| END FORMATE | ✓ | 346 | | | -9 | | ✓ | ✓ | ✓ | ✓ | 29 | :05½ | 28 | | 1160 | 1160 |
| | | | | | | | | | | | 151 | :30½ | 155 | | 81690 | 167051 |
| ACC TO 310 | ✓ | 346 | | | -9 | | ✓ | ✓ | ✓ | ✓ | 10 | :02 | 10 | | 500 | 500 |
| | | | | | | | | | | | 161 | :32½ | 165 | | 81190 | 166551 |
| 43-12N 96-35W | ✓ | ✓ | | | -9 | | ✓ | 61 | 380 | 400 | 157 | :23½ | 149 | | 5125 | 5125 |
| | | | | | | | | | | | 318 | :56 | 314 | | 76065 | 161425 |
| 44-07N 96-12W | | | | | | | | | | | 56 | :08½ | 54 | | 1745 | 1745 |
| ORBIT PAT | ✓ | 021 | | | -9 | | ✓ | 61 | 380 | 400 | 374 | 1:04½ | 368 | | 74320 | 159681 |
| 45-03N 95-42W | | | | | | | | | | | 60 | :09 | 57 | | 1960 | 1960 |
| RONDEZ PAT | ✓ | 021 | | | -8 | | ✓ | ✓ | ✓ | ✓ | 434 | 1:13½ | 425 | | 72360 | 157721 |
| 47-20N 94-15W | | | | | | | | | | | 150 | :30 | 140 | | 9000 | 9000 |
| END AR | ✓ | 021 | | | -8 | | 15 | | 264 | 300 | 584 | 1:43½ | 565 | | 63360 | 148721 |
| | | | | | | | | | | | | | | | 45000 | 45000 |
| ON LOAD | ✓ | | | | | | 15 | | | | | | | | 108360 | 193721 |
| 47-31N 94-08W | | | | | | | | | | | 13 | :03 | 13 | | 1200 | 1200 |
| ACC | ✓ | 021 | | | -8 | | 15 | | ✓ | ✓ | 597 | 1:46½ | 578 | | 107160 | 192521 |
| 48-37N 92-03W | | | | | | | | | | | 107 | :16 | 110 | | 5200 | 5200 |
| L.O. | C1 | 054 | | | -5 | | 28 | | 415 | 400 | 704 | 2:02½ | 688 | | 101960 | 187321 |
| 51-00N 87-00W | | | | | | | | | | | 245 | :37 | 268 | | 8415 | 8415 |
| START GRID LEG | CR | 055 | | | 0 | | 28 | 74 | 435 | 400 | 949 | 2:39½ | 956 | | 93545 | 178906 |
| STEP CLIMB | | | | | | | | | | | 485 | 1:12½ | 525 | | 14273 | 14273 |
| 48-00N 75-30W | ✓ | 112 | | | +12 | | ✓ | ✓ | ✓ | ✓ | 1434 | 3:52 | 1481 | | 79272 | 164633 |
| | | | | | | | | | | | 305 | :38 | 272 | | 7437 | 7437 |
| 45-35N 69-00W | ✓ | 119 | | | +18 | | 31 | ✓ | 430 | 480 | 1739 | 4:30 | 1753 | | 71835 | 157196 |
| END GRID | | | | | | | | | | | 325 | :40½ | 290 | | 7615 | 7615 |
| 47-47N 61-47W | ✓ | 066 | | | +24 | | ✓ | ✓ | ✓ | ✓ | 2064 | 5:10½ | 2043 | | 64220 | 149581 |
| ORBIT | | | | | | | | | | | 136 | :17 | 122 | | 3075 | 3075 |
| 49-17N 59-11W | ✓ | 049 | | | +27 | | ✓ | ✓ | ✓ | ✓ | 2200 | 5:27½ | 2165 | | 61145 | 146506 |
| DORIS REND | | | | | | | | | | | 60 | :07 | 58 | | 1000 | 1000 |
| 49-47N 57-30W | DS | 060 | | | +30 | | 14.5 | ✓ | 445 | 495 | 2260 | 5:34½ | 2223 | | 60145 | 145506 |
| | | | | | | | | | | | | | | | | |

1495

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | 2 CELL NCA | 310TH | B-47E | ALL WAVES | SWAN DIVE | PAT - DORIS |

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 60145 | 145506 |
| END AR | | | | | | | ° | | | | 150 | :30 | 132 | | 9000 | 9000 |
| 51-02N 54-30W | CR | 060 | | | +30 | | 15 | ✓ | 264 | 295 | 2410 | 6:04½ | 2355 | | 51145 | 136506 |
| | | | | | | | ° | | | | | | | | 55000 | 55000 |
| ON LOAD | ✓ | | | | | | 15 | | | | | | | | 106145 | 191506 |
| ACCEL | | | | | | | ° | | | | 13 | :03 | 12 | | 1200 | 1200 |
| 51-08N 54-13W | ✓ | 060 | | | +32 | | 15 | | | | 2423 | 6:07½ | 2367 | | 104945 | 190306 |
| L/O 52-01N 51-45W | | | | | | | ° | | | | 107 | :16 | 110 | | 5200 | 5200 |
| ST NAV LEG | C1 | 060 | | | +33 | | 28 | ✓ | 415 | 400 | 2530 | 6:23½ | 2477 | | 99745 | 185106 |
| STEP CLIMB | | | | | | | ° | | | | 361 | :45½ | 330 | | 10120 | 10120 |
| 53-08N 42-00W | CR | 079 | | | +33 | | 28 | 74 | 435 | 475 | 2891 | 7:09 | 2807 | | 89625 | 174986 |
| STEP CLIMB | | | | | | | ° | | | | 646 | 1:22 | 594 | | 15555 | 15555 |
| 53-08N 24-00W | ✓ | 090 | | | +28 | | 29.5 | ✓ | 434 | 474 | 3537 | 8:31 | 3401 | | 74070 | 159431 |
| START PEN CELL | | | | | | | ° | | | | 332 | :42½ | 305 | | 8130 | 8130 |
| 52-06N 15-00W | ✓ | 101 | | | +20 | | 31.5 | ✓ | 430 | 470 | 3869 | 9:13½ | 3706 | | 65940 | 151301 |
| END NAV LEG STEP CLIMB | | | | | | | ° | | | | 196 | :25 | 180 | | 4665 | 4665 |
| 51-10N 10-00W | ✓ | 106 | | | +16 | | ✓ | ✓ | ✓ | ✓ | 4065 | 9:38½ | 3886 | | 61275 | 146635 |
| START 81 | | | | | | | ° | | | | 70 | :09 | 64 | | 1595 | 1595 |
| 50-28N 08-30W | CR | 128 | | | +13 | | 33.0 | 74 | 426 | 466 | 4135 | 9:47½ | 3950 | | 53680 | 140047 |
| ACC TO 81 | | | | | | | ° | | | | 25 | :03 | 23 | | 1200 | 1200 |
| 50-13N 08-00W | ✓ | 128 | | | +13 | | ✓ | 81 | 465 | 505 | 4160 | 9:50½ | 3973 | | 58480 | 143821 |
| HHCP | C1 | | | | | | ° | | | | 175 | :21 | 172 | | 4805 | 4805 |
| BREST | CR | 128 | | | +13 | | 37 | 82 | 465 | 505 | 4335 | 10:33½ | 4145 | | 53675 | 139035 |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | 2 CELL NCA | 310TH | B-47E | ALL WAVES | SWAN DIVE | PAT - DORIS |

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS ACC. GRD DIS | TIME ACC. TIME | AIR DIS ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 60145 | 145506 |
| END AR | | | | | | | ° | | | | 150 | :30 | 132 | | 9000 | 9000 |
| 51-02N 54-30W | CR | 060 | | | +30 | | 15 | ✓ | 264 | 295 | 2410 | 6:04½ | 2355 | | 51145 | 136506 |
| | | | | | | | ° | | | | | | | | 55000 | 55000 |
| ON LOAD | ✓ | | | | | | 15 | | | | | | | | 106145 | 191506 |
| ACCEL | | | | | | | ° | | | | 13 | :03 | 12 | | 1200 | 1200 |
| 51-08N 54-13W | ✓ | 060 | | | +32 | | 15 | | | | 2423 | 6:07½ | 2367 | | 104945 | 190306 |
| L/O 52-01N 51-45W | | | | | | | ° | | | | 107 | :16 | 110 | | 5200 | 5200 |
| ST NAV LEG | C1 | 060 | | | +33 | | 28 | ✓ | 435 | 400 | 2530 | 6:23½ | 2477 | | 99745 | 185106 |
| STEP CLIMB | | | | | | | ° | | | | 361 | :45½ | 330 | | 10120 | 10120 |
| 53-08N 42-00W | CR | 079 | | | +33 | | 28 | 74 | 435 | 475 | 2891 | 7:09 | 2807 | | 89625 | 174986 |
| STEP CLIMB | | | | | | | ° | | | | 646 | 1:22 | 594 | | 15555 | 15555 |
| 53-08N 24-00W | ✓ | 090 | | | +28 | | 29.5 | ✓ | 434 | 474 | 3537 | 8:31 | 3401 | | 74070 | 159431 |
| START PEN CELL | | | | | | | ° | | | | 332 | :42½ | 305 | | 8130 | 8130 |
| 52-06N 15-00W | ✓ | 101 | | | +20 | | 31.5 | ✓ | 430 | 470 | 3869 | 9:13½ | 3706 | | 65940 | 151301 |
| END NAV LEG STEP CLIMB | | | | | | | ° | | | | 196 | :25 | 180 | | 4665 | 4665 |
| 51-10N 10-00W | ✓ | 106 | | | +16 | | ✓ | ✓ | ✓ | ✓ | 4065 | 9:38½ | 3886 | | 61275 | 146636 |
| START 81 | | | | | | | ° | | | | 70 | :09 | 64 | | 1595 | 1595 |
| 50-28N 08-30W | CR | 128 | | | +13 | | 33.0 | 74 | 426 | 466 | 4135 | 9:47½ | 3950 | | 59680 | 145041 |
| ACC TO 81 | | | | | | | ° | | | | 25 | :03 | 23 | | 1200 | 1200 |
| 50-13N 08-00W | ✓ | 128 | | | +13 | | ✓ | 81 | 465 | 505 | 4160 | 9:50½ | 3973 | | 58480 | 143841 |
| HHCP | C1 | | | | | | ° | | | | 175 | :21 | 172 | | 4805 | 4805 |
| BREST | CR | 128 | | | +17 | | 37 | 81 | 465 | 505 | 4335 | 10:11½ | 4145 | | 53675 | 139036 |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |
| | | | | | | | ° | | | | | | | | | |

1497

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and G |
|---|---|---|---|---|---|---|
| | | 310 | B-47E | All Waves | SWAN DIVE | BREAK-UP, ENTR RBS RUN LONDON |

I. PRE-FLIGHT PLAN

| FROM HHCP BREST / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 53675 | 139,036 |
| TARGET #1 DINARD-PLEURTUIT | CR | 083 | | | +9½ | | 37 | 81 | 465 | 505 | 96 / 4431 | 11½ / 10:23 | 89 / 4234 | | 2525 / 51150 | 2525 / 136,511 |
| 48-40N 01-28W | | 083 | | | +9 | | 37 | 81 | 465 | 505 | 30 / 4461 | 3½ / 10:26½ | 27 / 4261 | 15 | 765 / 50385 | 765 / 135,746 |
| ISLES OF SCILLY | | 285 | | | +10 | | 35 | 74 | 430 | 400 | 220 / 4681 | 30 / 10:56 | 215 / 4476 | 45 | 5015 / 45370 | 5015 / 130,731 |
| ST. EVAL | | 064 | | | +11 | | 35 | | 425 | 425 | 70 / 4751 | ±10 / 11:06 | 70 / 4546 | | 1650 / 43720 | 1650 / 129,081 |
| BRISTOL RANGE | | 055 | | | +10 | | 35 | | | | 109 / 4860 | ±15½ / 11:21½ | 109 / 4655 | | 2570 / 41150 | 2570 / 126,511 |
| UPPER HEYFORD VOR | | 062 | | | +10 | | 35 | | | | 57 / 4917 | ±08 / 11:29½ | 57 / 4712 | | 1200 / 39950 | 1200 / 125,311 |
| LAKENHEATH VOR | | 066 | | | +9 | | 35 | | | | 73 / 4990 | ±10 / 11:39½ | 73 / 4785 | | 1525 / 38425 | 1525 / 123,786 |
| BOULOGNE | | 161 | | | +8 | | 35 | | | | 112 / 5102 | ±16 / 11:55½ | 112 / 4897 | | 2470 / 35955 | 2470 / 121,316 |
| LONDON RBS "E" | | 300 | | | +8½ | | 35 | | | | 89 / 5191 | ±12½ / 12:08 | 89 / 4986 | | 1960 / 33995 | 1960 / 119,356 |
| LAKENHEATH | DS CR | 044 | | | +8½ | | 20 | 67 / 310IAS | | 410 | 75 / 5266 | ±11 / 12:19 | 75 / 5061 | | 2245 / 31750 | 2245 / 117,111 |
| | | | | | | | | | | | | | | | | |
| TARGET #2 VANNES | CR | 120 | | | +9½ | | 37.5 | 81 | 465 | 505 | 81 / 4416 | 9½ / 10:21 | 74 / 4219 | | 2090 / 51585 | 2090 / 136,946 |
| 48-40N 01-21W | | 037 | | | +9 | | 38 | 81 | 465 | 470 | 82 / 4498 | 10 / 10:31 | 77 / 4296 | 19 | 2210 / 49375 | 2210 / 134,736 |
| ISLES OF SCILLY | | 285 | | | +10 | | 38 | | | | 220 / 4718 | # 35½ / 11:06½ | | 55 | 5220 / 44155 | 5220 / 129,516 |
| | | | | | | | | | | | | | | | | |
| TARGET #3 LORIENT | CR | 125 | | | +10 | | 37 | 81 | 465 | 505 | 60 / 4395 | 07 / 10:18½ | 54 / 4199 | | 1435 / 52240 | 1435 / 137,601 |
| 47-26N 02-27W | | 118 | | | +9 | | 37 | 81 | 465 | 505 | 43 / 4438 | 05 / 10:23½ | 39 / 4238 | | 1025 / 51215 | 1025 / 136,576 |
| 47-37N 01-30W | | 070 | | | +9 | | 37 | 81 | 465 | 505 | 42 / 4480 | 05 / 10:28½ | 39 / 4277 | | 1010 / 50205 | 1010 / 135,566 |
| 48-40N 01-21W | | 360 | | | +9 | | 35 | | 440 | 470 | 66 / 4546 | 08½ / 10:37 | 6 / 4340 | 25½ | 1585 / 48620 | 1585 / 133,981 |

1498

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and |
|---|---|---|---|---|---|---|

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS ACC. GRD DIS | TIME ACC. TIME | AIR DIS ACC. AIR DIS | ETA | FUEL FLIGHT PLAN PRED. FUEL REMAIN. | FUEL FLIGHT PLAN GROSS WEI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48-40N 01-21W | | | | | | | ° | | | | 220 | * 39½ | | | 6350 | 6350 |
| ISLES OF SCILLY | | 285 | | | +10 | | 35 | | | | 4766 | 11:16½ | | 1:05 | 42270 | 127,631 |
| | | | | | | | ° | | | | | | | | | |
| TARGET #4 IP | | | | | | | ° | | | | 81 | 09½ | 74 | | 2090 | 2090 |
| 47-18N 03-14W | C R | 139 | | | +10 | | 37.5 | 81 | 465 | 505 | 4416 | 11:26 | 4219 | | 51585 | 136,946 |
| TARGET NANTES | | 096 | | | +9 | | ° 37.5 | 81 | 465 | 505 | 65 4481 | 07½ 11:33½ | 58 4277 | | 1525 50060 | 1525 135,421 |
| 47-04N 00-35W | | 096 | | | +9 | | ° 37.5 | 81 | 465 | 505 | 43 4524 | 05 11:38½ | 39 4316 | | 1020 49040 | 1020 134,401 |
| 48-40N 01-21W | | 335 | | | +9 | | ° 38 | | 440 | 465 | 111 4635 | 14½ 11:53 | 106 4422 | 36½ | 2505 46535 | 2505 131,896 |
| | | | | | | | ° | | | | 220 | * 38½ | | | 5400 | 5400 |
| ISLES OF SCILLY | | 285 | | | +10 | | 38 | 74 | | | 4855 | 12:31½ | | 1:25 | 41135 | 126,496 |
| | | | | | | | ° | | | | | | | | | |

* Denotes time required in leg for proper spacing

2nd Cell time & fuel computations. 1st ~~& 3rd Cell~~ subtract 10½ ~~minutes from time~~ shown.

Fuel approximately the same or more.

1499

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | All Cells | 310 | B-47E | All Waves | SWAN DIVE<br>Redeployment | Gale Storm |

1. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND D/V. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lakenheath | | | | | | | | | | | | | | | 98,139 | 183,500 |
| RTTO | | | | | | | ° | | | | 0 | 03 | 10 | | 4800<br>93,339 | 4800<br>178,700 |
| LO | CL | 297 | | | +10 | | ° CL | | 390 | 370 | 25<br>25 | 04<br>07 | 26<br>36 | | 2500<br>90839 | 2500<br>176,200 |
| Formate | CR | 297 | | | +10 | | ° 10 | | 274 | 254 | 85<br>110 | 20<br>27 | 91<br>127 | | 4200<br>86639 | 4200<br>172,000 |
| ACC | CR | 297 | | | +10 | | ° 10 | | | | 10<br>120 | 2<br>29 | 10<br>137 | | 500<br>86,139 | 500<br>171,500 |
| Burtonwood | CL | 297 | | | +10 | | ° CL | | 310 | 290 | 10<br>130 | 2<br>:31 | 10<br>147 | | | |
| LO | CL | 333 | | | +11 | | ° 32 | | 420 | 380 | 82<br>212 | 13<br>44 | 95<br>242 | | 5200<br>80939 | 5200<br>166,300 |
| Preswick | CR | 333 | | | +11 | | ° 32 | 74 | 430 | 390 | 59<br>271 | 09<br>:53 | 64<br>306 | | 1855<br>79084 | 1855<br>164,445 |
| 55:35N 06:20W | ✓ | 275 | | | +12 | | ° 32 | 74 | 430 | 390 | 60<br>331 | 09<br>1:02 | 64<br>370 | | 1845<br>77239 | 1845<br>162,600 |
| 57:50N 21:00W | ✓ | 285 | | | +17 | | ° 34 | 74 | 430 | 390 | 500<br>831 | 1:17<br>2:19 | 552<br>922 | | 14700<br>62539 | 14700<br>147,900 |
| 58:23N 36:00W | ✓ | 274 | | | +28 | | ° 36 | 74 | 425 | 385 | 476<br>1307 | 1:14<br>3:33 | 525<br>1447 | | 12750<br>49789 | 12750<br>135,150 |
| 57:39N 48:00W | ✓ | 263 | | | +35 | | ° 37.5 | 74 | 425 | 385 | 374<br>1681 | 58<br>4:31 | 410<br>1857 | | 9265<br>40524 | 9265<br>125,885 |
| End Cel<br>55:45N 60:16W | ✓ | 253 | | | +38 | | ° 39.0 | 74 | 425 | 385 | 420<br>2101 | 1:05<br>5:36 | 460<br>2317 | | 9575<br>30949 | 9575<br>116,310 |
| 55:34N 60:51W<br>Orbit | ✓ | 245 | | | +36 | | ° ✓ | 74 | 425 | 385 | 22<br>2123 | 03<br>5:39 | 22<br>2339 | | 450<br>30499 | 450<br>115,860 |
| 55:09N 62:29W<br>Rendez | DS | 245 | | | +33 | | ° 15 | 76 | 440 | 390 | 60<br>2183 | 09<br>5:48 | 66<br>2405 | | 495<br>30004 | 495<br>115,365 |
| 54:22N 65:25W<br>End AR | CR | 245 | | | +32 | | ° ✓ | | 264 | 224 | 112<br>2295 | 30<br>6:18 | 132<br>2537 | | 9000<br>21004 | 9000<br>106,365 |
| On Load | | | | | | | ° | | | | | | | | 55000<br>76004 | 55000<br>161,365 |
| 54:04N 66:27W<br>Formate | CR | 245 | | | +33 | | ° 15 | | 300 | 250 | 42<br>2337 | 10<br>6:28 | 50<br>2587 | | 1850<br>74154 | 1850<br>159,515 |
| 53:58N 66:45W<br>ACCell | CR | 245 | | | +31 | | ° 15 | | 310 | 260 | 12<br>2349 | 3<br>6:31 | 13<br>2600 | | 1200<br>72954 | 1200<br>158,315 |
| 53:18N 68:43W<br>L.O. | CI | 245 | | | +30 | | ° 33 | | 415 | 365 | 80<br>2429 | 13<br>6:44 | 90<br>2690 | | 4100<br>68854 | 4100<br>154,215 |

1500

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) |
|---|---|---|---|---|---|---|
| | | | | | | |

I. PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T.C. | WIND DIV. / DRIFT | T.H. | VAR. | M.H. | TEMP. / ALT | MACH | T.A.S. | G.S. | GRD DIS / ACC. GRD DIS | TIME / ACC. TIME | AIR DIS / ACC. AIR DIS | ETA | FUEL FLIGHT PLAN: PRED. FUEL REMAIN. | FUEL FLIGHT PLAN: GROSS WEIGHT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cell Breakup | Step | Climb | | | | | ° | | | | 209 | 31 | 220 | | 5765 | 5765 |
| Seven Islands | CR | 152 | | | +28 | | 33 | 74 | 427 | 400 | 2638 | 7:15 | 2910 | | 63089 | 148,450 |
| PIP Abeam | | | | | | | ° | | | | 284 | 45 | 320 | | 8015 | 8015 |
| Quebec | CR | 228 | | | +24 | | 33/36 | 74 | 426 | 376 | 2922 | 8:00 | 3230 | | 55074 | 140,435 |
| IP | | | | | | | ° | | | | 58 | 09 | 64 | | 1525 | 1525 |
| Three Rivers | CR | 226 | | | +19 | | 33/36 | 74 | 425 | 375 | 2980 | 8:09 | 3294 | | 53549 | 138,910 |
| | | | | | | | ° | | | | 67 | 11 | 78 | | 1825 | 1825 |
| Montreal | CR | 224 | | | +17 | | 33/36 | 74 | 425 | 375 | 3047 | 8:20 | 3372 | | 51724 | 137,085 |
| | | | | | | | ° | | | | 185 | 29 | 206 | | 4860 | 4860 |
| Syracuse | CR | 217 | | | +14 | | 33/36 | 74 | 425 | 375 | 3232 | 8:49 | 3578 | | 46864 | 132,225 |
| Step Climb | | | | | | | ° | | | | 265 | 42 | 298 | | 6630 | 6630 |
| Cleveland | ✓ | 249 | | | +7 | | 35/38 | ✓ | ✓ | ✓ | 3497 | 9:31 | 3876 | | 40234 | 125,595 |
| End Rad Leg | | | | | | | ° | | | | 306 | :49 | 345 | | 7335 | 7335 |
| PIP Chanute | ✓ | 256 | | | 0 | | ✓ | ✓ | ✓ | ✓ | 3803 | 10:20 | 4221 | | 32899 | 118,260 |
| I.P. | | | | | | | ° | | | | 72 | :1½ | 81 | | 1640 | 1640 |
| Taylorville | ✓ | 228 | | | -3 | | ✓ | ✓ | ✓ | ✓ | 3875 | 1031½ | 4302 | | 31259 | 116,620 |
| | | | | | | | ° | | | | 72 | :11½ | 156 | | 3110 | 3110 |
| St. Louis | ✓ | 216 | | | -4 | | ✓ | ✓ | ✓ | ✓ | 3947 | 10:43 | 4458 | | 28149 | 113,510 |
| | | | | | | | ° | | | | 88 | :14 | 100 | | 1965 | 1965 |
| PIP Mexico, Mo. | ✓ | 300 | | | -5 | | ✓ | ✓ | ✓ | ✓ | 4035 | 10:57 | 4558 | | 26184 | 111,545 |
| | | | | | | | ° | | | | 45 | :07 | 50 | | 965 | 965 |
| Glascow | ✓ | 273 | | | -6 | | ✓ | ✓ | ✓ | ✓ | 4080 | 11:04 | 4608 | | 25219 | 110,580 |
| | | | | | | | ° | | | | 82 | :13 | 93 | | 1790 | 1790 |
| Kansas City | ✓ | 265 | | | -7 | | ✓ | ✓ | ✓ | ✓ | 4162 | 11:17 | 4701 | | 23429 | 108,790 |
| | | | | | | | ° | | | | 144 | :23 | 163 | | 3110 | 3110 |
| SHAFB | ✓ | 262 | | | -9 | | ✓ | ✓ | 425 | ✓ | 4306 | 11:40 | 4864 | | 20319 | 105,680 |

1501

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 310TH BOMB WING (M)
SMOKY HILL AIR FORCE BASE, KANS
27 January 1956

ANNEX C

TO

OPERATIONS ORDER

NUMBER 16-56

COMMUNICATIONS

This Annex consists of____pages.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS 310TH BOMB WING,(M)
SMOKY HILL AIR FORCE BASE, KANS
27 January 1956

ANNEX C TO OPERATIONS ORDER 16-56 - COMMUNICATIONS

1. GENERAL:

a. Applicable CEI's, appropriate ACP's, appropriate SAC Manuals of the 55-8 Series, JANAP's, Radio Facility Charts, Supplementary Flight Information Documents and ICAO Documents apply unless modified herein.

2. ADMINISTRATIVE COMMUNICATIONS:

a. Point-to-point communications will be conducted over the following facilities in the priority listed.

(1) SOCS (for command and operational traffic only).

(2) SACCOMNET

(3) AIRCOMNET

(4) Commercial Facilities

(a) TWX

(b) Long distance telephone

(5) Radioteletype and CW Manual radio (to be used only in event of failure or non-availability of landline.

b. Those on-call circuits allocated to support SAC (T-Listings) and/or patch-through "on line" teletype circuits required in



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM



support of the operation will be activated by stations concerned or required to transmit operational traffic; however, it will be the responsibility of control teams participating in this operation to insure necessary on-call circuits are activated during all periods while operational traffic is being orginated in their area of responsibility. Control teams will make necessary arrangements with OIC of Communications Center at their home bases to activate circuits sufficiently in advance to prevent delay of operational traffic. This headquarters will be advised not later than X-5 of additional circuits required that can be activated only by Headquarters SAC. Headquarters Eight Air Force will ascertain that the UK voice circuit is available in sufficient time to support the mission.

c. Message handling procedures outlined in appropriate ACP's, JANAP's, SACCEI and appropriate SAC Manuals of the 55-8 Series apply except as modified below.

(1) Direct "on-line" circuits will be used where available for primary routing.

(2) Under conditions where alternate routing is required, direct patch-through will be accomplished.

(3) Next alternate will be "on-line" rapid relay with "off-line" rapid relay on last alternate.



1504

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. AIRBORNE COMMUNICATIONS:

a. Identification and recognition will be in accordance with ACP 156 ( ) and ACP 158 ( ).

b. IFF will be in accordance with SAC Regulation 55-23 as amended by Eight Air Force message, ODC1 33564, dated 29 NOV 55, and/or CEI of the command having jurisdiction of the area being over flown. IFF not operational in the UK area.

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

d. Emergency procedures will be in accordance with ACP's 130 and 135, current Radio Facility Charts and Supplementary Flight Information Documents.

e. HF back-up frequency for VHF/UHF within NEAC, Canada and Atlantic areas west of 40 degrees west longitude is 4724.5 KCS.

f. UHF frequencies and channelization will be in accordance with SACCEI, current radio facility charts, applicable frequency directives for area being overflown, as prescribed in the Refueling Section of this Operations Order and/or as prescribed by the Unit Commander. Frequencies and Channelization enroute to and while station in the UK will be in accordance with Seventh Air Division Brochure, Subject - "European Air/Ground Reporting", dated 17 October 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



While based at lakenheath frequencies and channelization will be as follows:

| CHAN | LAKENHEATH | FAIRFORD | UPPER HEYFORD | GREENHAM COMMON |
|---|---|---|---|---|
| 2 | 352.2 | 350.8 | 357.8 | 352.4 |
| 11 | 281.0 | 282.4 | 282.4 | 282.4 |
| 12 | 362.3 | 304.8 | 296.4 | 284.0 |
| 13 | 272.0 | 304.0 | 301.6 | 255.2 |
| 14 | 379.4 | 399.3 | 317.1 | 343.2 |

Note: 282.4 installed in channel 11 for Fairford, Upper Heyford and Greenham Common is the Brize Norton Rapcon pickup frequency.

g. HF frequencies will be in accordance with current Radio Facility Charts and/or as prescribed by the Unit Commander.

h. All UHF equipped aircraft crossing a Canadian ADIZ will monitor joint and combined air interception control common frequency 364.2 MCS. Contact is to be made after penetration by calling "Fly Catcher" and monitored continuously thereafter. IFF will be operated as requested by ground stations. In flights of more than one aircraft, the above monitor responsibility will be assigned to number 2 aircraft.

i. Call Sign:

(1) Aircraft/air-ground - Aircraft Tactical Call Sign

(2) Aircraft/air-air - B-47: Wing Tactical call sign plus flight color plus position in cell: Example "Granville red leader.

KC-97: Refueling point nick-name plus color of cell being refueled plus position in cell: Example: Edna red leader;



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Ground Station - Appropriate Radio Facility Charts.

j. Navigational aids will be in accordance with appropriate Radio Facility Charts.

k. Communications security will be observed and no clear text transmissions will be made that would reveal unit disignation, location, aircraft type or the nature of the mission. ACP 122 (B) applies.

l. The transmit-receive-guard (TR/G) position of the UHF radio will be utilized at all times except when necessary to discontinue the monitor of guard channel while actually communicating on another frequency.

m. Position reports:

(1) UHF: The first and last aircraft will make ARTC position reports on UHF/VHF frequencies.

(2) HF: OAC/ICAO reports will be made by all aircraft. SAC Manual 55-8M applies.

(3) Aircraft will use tactical call sign with two digit suffixes for military reporting and the mission nickname as the first word of the text for civil reporting.

(4) For position reporting, Procedure "COCA" will be used while overflying ZI and Canada or outside an OAC area of jurisdiction. Procedure "BRAVO" will be employed while flying within an OAC area of jurisdiction. An exception to these rules is within area from east coast of Greenland west and north of 59 degrees north latitude where procedure "BRAVO" applies. Procedures "BRAVO" and "COCA" are outlined in SAC Manual 55-8M.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(5) All ATC position reports transmitted to INSAC (CAA) stations will have the following statement included in the remarks section. "Pass this position report to OLMSTED Military Flight Service Center".

(6) In addition to the Refueling/Timing (M-11) report requirements are outlined in paragraph (p), this information will be included in remarks of hourly tactical position reports. This will be in effect until last refueling is accomplished.

(7) Position reporting procedures for UK area are contained in 7th Air Division Brochure, Subject: European Air/ ground reporting dated 17 October, 1955.

n. For HF communications other than strike reports, the Air/Ground stations will be as indicated below.

(1) East of 45 degrees West Longitude:

Croughton - Primary

Lajes - Secondary

Keflavik - Tertiary

If the above stations cannot be contacted, any USAF air ground station with which contact can be established will be utilized.

(2) West of 45 degrees West Longitude.

While flying in an OAC or Canadian FIR area the following stations in sequence listed will be utilized:



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(a) Harmon

(b) Goose

(c) Canadian Department of Transport (DOT) INSAC air ground stations employing cross band reporting procedure are outlined in SACCEI 2101.4a (7). In employing this procedure the aircraft will call on 3023.5 and receive on the VHF or low frequency listed in facility chart. The VOR receiver can be utilized in receiving VHF and the radio compass can be utilized to receive the low frequency.

(d) GCI stations employing 364.2 MCS.

(3) While overflying zone of Interior:

Andrews - Primary

Loring - Secondary

If neither Andrews or Loring can be contacted, every effort will be made to communicate with one of the followings stations: Offutt, Carswell, or MacDill. These air ground stations have voice circuit to Eighth Air Force Control.

(4) Simulated strike reports will be transmitted to the following HF air ground station as listed:

Lajes - Primary

Keflavik - Secondary

o. The following addressees are mandatory. Additional addresses may be included at the discretion of the unit commander.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(1) For tactical position reports: "CURFES", LANCER", and "FRANKLIN BRAVO". (SACADS for headquarters 8TH AF, Headquarters Seventh Air Division, 310th BW respectively)

(2) For Strike reports: "IRON GATE" & FRANKLIN BRAVO". (SACADS for Headquarters SAC, Headquarters 8AF, Headquarters &AD and 310BW).

p. For forces refueling in the Lincoln-Smoky Hill area the following instructions apply for transmitting refueling/timing (M-11) reports. The Cell leader will contact one of the following GCI stations and advise ETA to next refueling Rendezvous point, and request GCI station to pass to 8th Air Force Control Room:

| | | | |
|---|---|---|---|
| (1) | Wadena, Minn. (Origin) | 351.0 MCS | 364.2 MCS |
| (2) | Finland, Minn. (Galahad) | " | " |
| (3) | Sioux, Lookout | " | " |
| (4) | Beasejour, Manitoba | " | " |
| (5) | Osceola, Wisconsin (Kidskin) | " | " |

Back-Up: If you cannot contact none of the above Call:

Duluth, Minn. 257.8; 255.4; or 305.4 MCS.

Fargo S.D. 255.4 MCS.

Example Granville___ Yellow will arrive etc.

Upon completion of refueling in the NEAC area the M-11 report will be transmitted to one of the following stations in the sequence listed below:

(1) Selfridge AFB, Control Tower utilizing UHF

(2) Andrews AFB, HF air/ground station



1510

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(3) Loring , HF Air/ground station

(4) Offutt AFB, HF Air/ground station

(5) MacDill AFB, HF Air/ground station

It is an absolute operational requirement that these M-11 reports be transmitted to 8th Air Force Control by most expeditious communications available immediately after first refueling is completed.

q. Headquarters Eight Air Force will alert Coast Guard to provide necessary communications facilities for all aircraft while in vicinity of ocean Vessels "BRAVO" and "CHARLIE". Ocean stations vessels transmit on 243.0 MCS UHF, 3023.5 HF and 127.9 MCS VHF, and provides beacon service on frequencies as listed in current radio facility charts.

r. AACS operations order 403-55 is in effect and will be utilized to the fullest extent possible.

s. Request compliance with paragraph 2101.4a (17) (e) of SACCRI.

4. AIR REFUELING COMMUNICATIONS:

a. Operating frequencies will be obtained from radio facility charts for facilities other than control rooms. SAC tactical frequencies will be employed in communications with Control Rooms. Air / Air frequencies for air refueling will be as directed by the Task Force Commander and/or as prescribed in SAC Manual 100-1.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Rendezvous settings and frequencies will be in accordance with SAC Manual 100-3.

c. Recall Word: "BEER KEY".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

OPERATIONS ORDER

SERIAL NR 213-56

(NICKNAME "PACE SETTER II")

[redacted]



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

OPERATIONS ORDER SERIAL NR 213-56

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATION:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Thomas W. Hopfenspirger |
| 381BOMRON | MAJ Wayne M. Frarie |
| 310A&E | MAJ William H. Prince |
| 310FMS | LTCOL Weldon S. Deck |
| 310HEDRON | CAPT David L. McCracken |

1. GENERAL SITUATION: The requirement exists per 8AF OPLAN 213-56 dated 1 DEC 55 for the 310BOMWG to conduct a bomber stream mission making simulated bombing attacks on three target complexes. Unclassified nickname for this operation is "PACE SETTER II". X-day is 23 JAN 56.

a. Intelligence: See Annex "A" (U).

b. Friendly Forces:

(1) As listed in 8AF OPLAN 213-56.

(2) 802ABGRU will provide: (U)

(a) Briefing-interrogation room security and flight line security.

(b) Transportation, messing and ground refueling support as required.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(c) Photographic developing support for briefing preparation and aerial camera film processing.

2. MISSION: To conduct a simulated bombing mission against selected GZ's at Vincennes, IND; Springfield, MASS and Montreal, Quebec.

3. TASKS FOR SUBORDINATE UNITS:

a. The 379th, 380th and 381BOMRONS will provide B-47 aircraft and combat ready crews.

b. The 310A&E and 310FMS will provide specialist and equipment support to prepare aircraft and bombing equipment to a high state of readiness for this mission.

c. The 310HEDRON will provide: (U)

(1) Planning, briefing and interrogation team personnel.

(2) One officer in grade of MAJ in Kansas City ARTC Center to coordinate flight plans per SAC REG 55-3.

(3) Qualified tower officer to be in place during all take-offs and landings.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt for planning. (U)

(2) Non combat ready crews are authorized to participate in this mission. IN, 5X and staff crews will not participate. (U)

(3) Route: See Annex "B". (U)

(4) Time schedules, control point data and altitude assignments: See Annex "B". (U)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(5) Bombardment phase:

(a) Bomb load for RBS scoring purposes is one simulated 1,000 pound GP bomb utilizing SHACK tables for ballistics information. (U)

(b) Targets and method of aiming will be:

1. Vincennes DGZ ECHO radar record offset.

2. Springfield DGZ BRAVO radar record offset.

3. Montreal DGZ GOLF radar record offset.

(c) Detailed information on targets will be contained in target folders and crew flimsies.

(6) Navigation phase. (U)

(a) The scheduled navigation leg will be celestial grid flown and scored IAW SAC REG 51-11.

(b) Individual crews will be responsible for navigation over the entire route.

(7) Participating crews will complete SAC Form 284, Radar Scope Photo Log, IAW provisions of SAC REG 95-11.

(8) Reports:

(a) See Annex "A" for SAC MAN 55-8 reports. (U)

(b) Special Maintenance-Engineering Report: Pre and post mission reports on aircraft systems will be submitted IAW proposed 8AFR, File MDM1, Subject: Evaluation and/or Special Mission Report, dated 28 NOV 55.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(9) H-Hour control point times as scheduled in Annex "B", this OPORD, will be made good within plus or minus two minutes. Time at second control point will be established by ATA of lead aircraft and interval will be adjusted accordingly by succeeding aircraft. Bomber stream integrity will be maintained at all times. (U)

(10) Aircraft forced to abort will turn right or left 90 degrees, descend to 2,000 feet below lowest aircraft in stream and contact ARTC for clearance to destination. Caution will be exercised when performing this procedure to avoid violations of Eastern ADIZ or airspace restricted areas. Route from abort point to destination will be planned so as not to cross through the bomber stream within 2,000 feet of the stream altitude. Active RBS sites will be circumnavigated by at least 60 NM. (U)

(11) Malfunction runs will be considered radar aborts. (U)

(12) Individual scores will not be requested from the RBS sites. (U)

(13) An abbreviated RBS call-in will be used for this mission. (U)

(14) Weather minimums for take-off and landing will be IAW AFR 60-16. (U)

(15) Minimum fuel reserve over Smoky Hill will be 12,000 pounds plus fuel to selected alternate. (U)

(16) All active airspace restricted areas will be circumnavigated. (U)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(17) Scoring and Awards: (U)

(a) Unit scoring and 8AF trophy award will be IAW 8AFR 51-31.

(b) Outstanding crew awards will be presented by this unit IAW 8AFR 51-32.

(18) All aircraft will have the optics masked throughout the mission. (U)

(19) Appropriate survival equipment for artic use will be carried by all aircraft.

5. ADMINISTRATION AND LOGISTICS: See Annex "D". (U)

6. COMMAND AND COMMUNICATIONS: (U)

a. Command: Normal.

b. Communications: See Annex "C".

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Intelligence
"B" - Operations
"C" - Communications
"D" - Administration and Logistics

DISTRIBUTION:
COMAF 8, 5 CYS
COMADIV 802, 2 CYS
COMABGRU 802, 6 CYS
COMBOMWG 310, 1 CY
310DO, 5 CYS
310DOI, 2 CYS
310AG, 2 CYS



T 5 1 8

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310DM, 5 CYS
310FMS, 2 CYS
310PMS, 1 CY
310A&E, 2 CYS
310HIST, 4 CYS
379BOMRON, 3 CYS
380BOMRON, 3 CYS
381BOMRON, 3 CYS

OFFICIAL:

David M. Lindquester

DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS 310TH BOMB WING
SMOKY HILL AIR FORCE BASE, KANS
16 January 1956
0001Z

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 213-56

INTELLIGENCE

This Annex consists of 6 pages



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS 310TH BOMB WING
SMOKY HILL AIR FORCE BASE, KANS
16 JANUARY 1956

ANNEX A TO 310TH BOMB WING OPS ORDER 213-56 - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) A simulated bombing mission has been directed against selected GZ's at Mt. Carmel, Ill.; Springfield, Mass.; and Montreal, Quebec.

b. Enemy Order of Battle: As stated in SAC Intelligence Brief #158, 4 Dec 1954.

c. Capabilities of Enemy Forces: As stated in SAC Intelligence Brief # 158, 4 Dec 1954.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by JANAP 146(c) and AFR 200-2.

(2) Specific: Omitted

b. Means of Obtaining Information: All participating crews will be debriefed after landing, in the Base Ground Training Auditorium. Aborting crews will debrief.

c. Means of Reporting EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded as expeditiously as possible, on Air Force Form 112.

3. INTELLIGENCE ACTIVITIES:

a. Maps ans Charts: Maps and charts necessary for navigational purposes will be furnished by the Wing Intelligence Officer as required.

b. Target Materials:

(1) Each crew observer will be furnished a loose-leaf binder containing the best available target graphics and radar scope photography,



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



including "B" scope predictions. Security classification of these folders will be SECRET, and they will be issued to each observer on an individual hand receipt. Folders will be returned to representatives of the Wing Intelligence Officer at debriefing in order to provide maximum safeguard for this material.

(2) Crew folders containing pertinent operational and communication data for the mission will be issued to each Aircraft Commander and Pilot. The folders will be classified as the contents require and will be controlled in a similar manner to the observers' folders cited in above.

c. Targets and IP's for this mission are as follows:

MOUNT CARMEL, ILL.

| IP | TGT | CLASS | DESCRIPTION | COORDINATES | ELEV. |
|---|---|---|---|---|---|
| Effingham, Ill | E | IIIA | Set of coordinates approx 5 NM SW of Vincennes, Ind. | 38-37-00 N 87-36-00 W | 400' |

SPRINGFIELD, MASS.

| | | | | | |
|---|---|---|---|---|---|
| Derby, Conn. | B | IIA | Ludlow Manufacturing & Sales Co. A/P: Center of tower of NW corner of bldg. | 42-09-22.730 N 72-28-52.660 W | 248' |

MONTREAL, CANADA

| | | | | | |
|---|---|---|---|---|---|
| Burlington, Vt. | G | IIB | Canadian Pacific RR. A/P: Top corner of the most northerly part of the round-house building. | 45-31-34.1 N 73-37-04.5 W | 219' |



1522

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. Photography:

(1) Radar and aerial photography (where applicable)will be accomplished in accordance with the tactical doctrine and the provisions of SAC Manual 50-38. Every attempt will be made to obtain the best possible photo quality consistent with bombing accuracy.

(2) In order to obtain a more accurate analysis of cross-hair drift and synchronization effectiveness, off-set will not be switched out after bomb release, and the O-15 camera will be kept on for a minimum of two (2) minutes in order to obtain cross-over photos.

e. Radar Scope Photo Logs:

(1) Accuracy and completeness of radar scope photo logs will be made a special part of this mission. The Wing Intelligence Officer will furnish each crew observer with a log containing all data which can be predetermined, including grid coordinates of direct and offset aiming points with applicable chart references.

(2) Radar scope photo logs will be reviewed at debriefing by target intelligence personnel prior to their submission to the B-51 scoring team. Special emphasis will be placed on proper completion of all entries on the reverse side of the log.

f. Survival Intelligence: Basic survival techniques as contained in Consolidated Block Training Program will be used. Clothing and footgear for temperatures as low as $0^{\circ}$F will be worn.

4. REPORTS:

a. The following reports will be submitted in compliance with SAC Manuals 55-8B, and 55-8M, October 1955.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Distribution A: Confidential

(a) M-12, M-20 reports will be the responsibility of the Wing Operational Intelligence Officer.

(b) M-14 report will be the responsibility of any airborne aircraft involved.

(c) M-35 report will be the responsibility of the Wing ECM Officer.

(2) Distribution B:

(a) B-2, B-10, B-15 reports will be the responsibility of the Wing Control Officer.

B-17 report will be the responsibility of the Aircraft Commander.

B-21 report will be the responsibility of the Weather Officer.

B-27 report will be the responsibility of the Wing Commander.

M-36 report will be the responsibility of the Wing ECM Officer.

(b) Reports with special instructions:

1. B-11 report will be the responsibility of the Aircraft Commander. Targets in the report will be identified by the following numbers:

a. Mt. Carmel, Ill. - 222.

b. Springfield, Mass. - 333

c. Montreal, Quebec - 444

2. B-25 report will be the responsibility of the Wing Operational Intelligence Officer. Negative reports will be submitted.

3. B-30 report will be the responsibility of the Wing ECM Officer. Negative reports will be submitted.

4. B-51 report will be the responsibility of the Wing Target Intelligence Officer. Reports will be submitted on the Springfield target only.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

5. B-81 report will be the responsibility of the Wing Director of Operations.

6. Final mission summary will be submitted to this headquarters within 10 days after mission execution, ATTN. ODT, in accordance with message from 8AF, ODT, Subject: "Interim Reporting Procedures for 8AF Ordered Bomber Stream Missions", dated 7 Dec 55.

7. Photo scored navigation results, by crew, will be forwarded to arrive 8AF not later than seven days subsequent to mission execution. Cause for each score of over 20 NM will be included.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

OPERATIONS



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

1. TACTICS:

a. This entire mission will be flown in bomber stream at ten minute intervals with 3,000 foot altitude separation. Odd aircraft in the stream will fly base altitude. Even aircraft will maintain base plus 3,000 feet. Stream integrity will be maintained throughout the mission. No attempt will be made to fill up space ahead should it be vacated once the mission is airborne. The mission will take place on two successive nights with take-off order in accordance with the following schedule. All times are local (CST)



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

23 JAN 56

| PSN | AIRCRAFT COMMANDER | CREW NR | ACFT NR | GRAN CALL | STA | START ENG | TAXI | T.O. | H-HCT SPRING-FIELD | CON TIME FRED, MD | LAND SHAFB | ALT | SQDN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | PRESTON | S-08 | 116 | 30 | 1910 | 2145 | 2155 | 2210 | 2310 | 0019 | 0458 | BASE | 380 |
| 2 | MAYS | R-29 | 286 | 38 | 1920 | 2155 | 2205 | 2220 | 2320 | 0029 | 0508 | PLUS 3M | 380 |
| 3 | BARNARD | R-44 | 287 | 52 | 1930 | 2205 | 2215 | 2230 | 2330 | 0039 | 0518 | BASE | 381 |
| 4 | COLLADAY | L-61 | 307 | 58 | 1940 | 2215 | 2225 | 2240 | 2340 | 0049 | 0528 | PLUS 3M | 381 |
| 5 | RENFRO | R-46 | 284 | 19 | 1950 | 2225 | 2235 | 2250 | 2350 | 0059 | 0538 | BASE | 379 |
| 6 | NIEMANN | L-06 | 108 | 45 | 2000 | 2235 | 2245 | 2300 | 0000 | 0109 | 0548 | PLUS 3M | 379 |
| 7 | MACDONOUGH | R-10 | 279 | 35 | 2010 | 2245 | 2255 | 2310 | 0010 | 0119 | 0558 | BASE | 380 |
| 8 | HART | R-50 | 237 | 34 | 2020 | 2255 | 2305 | 2320 | 0020 | 0129 | 0608 | PLUS 3M | 380 |
| 9 | AUSTIN | L-43 | 304 | 56 | 2030 | 2305 | 2315 | 2330 | 0030 | 0139 | 0618 | BASE | 381 |
| 10 | ROWLEY | L-20 | 111 | 46 | 2040 | 2315 | 2325 | 2340 | 0040 | 0149 | 0628 | PLUS 3M | 381 |
| 11 | THOMAS | R-45 | 306 | 25 | 2050 | 2325 | 2335 | 2350 | 0050 | 0159 | 0638 | BASE | 379 |
| 12 | ROLEFSON | R-55 | 113 | 12 | 2100 | 2335 | 2345 | 0000 | 0100 | 0209 | 0648 | PLUS 3M | 379 |
| 13 | GARBADE | R-41 | 283 | 37 | 2110 | 2345 | 2355 | 0010 | 0110 | 0219 | 0658 | BASE | 380 |
| 14 | BLENIS | R-57 | 105 | 44 | 2120 | 2355 | 0005 | 0020 | 0120 | 0229 | 0708 | PLUS 3M | 381 |
| 15 | CRAVEN | R-22 | 281 | 18 | 2130 | 0005 | 0015 | 0030 | 0130 | 0239 | 0718 | BASE | 379 |
| 16 | STEWART | R-04 | 290 | 39 | 2140 | 0015 | 0025 | 0040 | 0140 | 0249 | 0728 | PLUS 3M | 380 |
| 17 | | | | | | | | 0050 | 0150 | 0259 | 0738 | BASE | |

CONFIDENTIAL

HQ 310BOMWG
Annex "B"
OPORD 213-56
16 JAN 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

24 JAN 56

| PSN | AIRCRAFT COMMANDER | CREW NR | ACFT NR | GRAN CALL | STA | START ENG | TAXI | T.O. | H-HCT SPRING-FIELD | CON TIME FRED, MD | LAND SHAFB | ALT | SQDN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | BRUCE | S-19 | 293 | 21 | 1910 | 2145 | 2155 | 2210 | 2310 | 0019 | 0458 | BASE | 379 |
| 2 | SWENSON | R-25 | 102 | 10 | 1920 | 2155 | 2205 | 2220 | 2320 | 0029 | 0508 | PLUS 3M | 379 |
| 3 | PORTER | L-36 | 292 | 53 | 1930 | 2205 | 2215 | 2230 | 2330 | 0039 | 0518 | BASE | 381 |
| 4 | HUBBES | L-37 | 261 | 50 | 1940 | 2215 | 2225 | 2240 | 2340 | 0049 | 0528 | PLUS 3M | 381 |
| 5 | WAYMAN | R-11 | 117 | 31 | 1950 | 2225 | 2235 | 2250 | 2350 | 0059 | 0538 | BASE | 380 |
| 6 | KANTOR | R-13 | 120 | 32 | 2000 | 2235 | 2245 | 2300 | 0000 | 0109 | 0548 | PLUS 3M | 380 |
| 7 | BLAKE | L-18 | 118 | 14 | 2010 | 2245 | 2255 | 2310 | 0010 | 0119 | 0558 | BASE | 379 |
| 8 | WOLFE | R-07 | 302 | 24 | 2020 | 2255 | 2305 | 2320 | 0020 | 0129 | 0608 | PLUS 3M | 379 |
| 9 | EVANS | L-35 | 096 | 42 | 2030 | 2305 | 2315 | 2330 | 0030 | 0139 | 0618 | BASE | 381 |
| 10 | FORY | L-47 | 146 | 49 | 2040 | 2315 | 2325 | 2340 | 0040 | 0149 | 0628 | PLUS 3M | 381 |
| 11 | KRUSE | L-32 | 110 | 29 | 2050 | 2325 | 2335 | 2350 | 0050 | 0159 | 0638 | BASE | 380 |
| 12 | SIGLIN | R-31 | 299 | 40 | 2100 | 2335 | 2345 | 0000 | 0100 | 0209 | 0648 | PLUS 3M | 380 |
| 13 | WILKE | L-52 | 114 | 48 | 2110 | 2345 | 2355 | 0010 | 0110 | 0219 | 0658 | BASE | 381 |
| 14 | MANN | R-12 | 271 | 51 | 2120 | 2355 | 0005 | 0020 | 0120 | 0229 | 0708 | PLUS 3M | 381 |
| 15 | SMITH | L-09 | 101 | 26 | 2130 | 0005 | 0015 | 0030 | 0130 | 0239 | 0718 | BASE | 380 |
| 16 | BALCH | N-42 | 147 | 33 | 2140 | 0015 | 0025 | 0040 | 0140 | 0249 | 0728 | PLUS 3M | 380 |
| 17 | | | | | | | | 0050 | 0150 | 0259 | 0738 | BASE | |

CONFIDENTIAL

CONFIDENTIAL

HQ 310BOMWG
Annex "B"
OPORD 213-56
16 JAN 56



C-310-038-C

1529

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. The 40BOMWG will precede the 310BOMWG on each night. If the 40th goes as scheduled, there will be a thirty minute interval between their last aircraft and the first aircraft of the 310th on the first night and a forty minute interval the second night. However, if the 40th uses all of its spare spaces there will be only a ten minute interval. In this case the last 40th aircraft will be at base altitude plus 3,000 feet and will announce his control time at Frederick, Maryland so that the 310th leader may adjust accordingly.

c. All aircraft will fly point to point altimeter settings from take off to landing.

d. All aircraft will use the briefed offset aiming point for each bomb run. Offset coordinates and components are as follows:

(1) Vincennes - Coordinates: 38-42N 87-42W.
Components: N 33729' W 28522'

(2) Springfield - Coordinates: 42-10-37N 72-33-13W
Components: N 7537' W 19677'

(3) Montreal - Coordinates: 45-31-16N 73-32-09W
S 1822' E 21037'

2. SCHEDULED ACCOMPLISHMENTS:

a. One night take off.

b. Three radar offset RBS runs. The run at Vincennes will be practice. The other runs will be record.

c. One celestial grid navigation leg.

d. One fighter intercept mission with radar tracking.



1530

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



e. One radar monitored letdown and approach.

f. One ground controlled approach.

g. One emergency procedure drill.

h. One landing.

3. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

a. Fuel: 90,000 pounds.

b. Bombs: None.

c. Ammunition: None.

d. Cameras: O-15 and O-23.

e. Survival Equipment: Standard cold weather clothing. (No over-water equipment required).

f. Radar: Radar bombing capability with optics obscured.

4. BRIEFING, MISSION PLANNING AND DEBRIEFING: See Appendinx "I", this Annex.

5. ROUTE: See Appendix "II", this Annex.

6. AIRCRAFT PERFORMANCE: As briefed.

7. FLIGHT CLEARANCES:

a. Commander's of each bomb squadron will prepare following forms for each assigned scheduled crew.

(1) 802ABGRU Form 47.

(2) Flight orders.

(3) Loading list.

(4) Form F (May be filed in squadron).



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(5) 310BOMWG Test Form 93.

(6) DD Form 175 (Route will be indicated "PACE SETTER II").

b. Flight clearance packages will be turned in at the first pre-take off meeting each day for approval by Wing Operations Officer and Wing Commander. Applicable portion will be pulled for filing at Base Operations.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:
"I" - Schedule of Events
"II" - Route

DISTRIBUTION: Same as Basic OPORD

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

APPENDIX "I"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

SCHEDULE OF EVENTS

HQ 310BOMWG
APP "I", Annex "B"
OPORD 213-56
16 JAN 56

CONFIDENTIAL

C-310-038-C

1533

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "I"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

SCHEDULE OF EVENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

All times are local (CST).

| WHAT | WHO | WHERE | WHEN |
|---|---|---|---|
| TGT Study | All Observers | WG TGT Study Section | Completed |
| Flight Planning | All Crews | GRD TNG Auditorium | 0900<br>18 & 19 JAN |
| General Briefing | All Crews | GRD TNG Auditorium | 1300<br>20 JAN |
| Specialized Briefing | ACFT COMDRS & Pilots | GRD TNG Auditorium | 1330<br>20 JAN |
| Specialized Briefing | Observers | GRD TNG BLDG | 1330<br>20 JAN |
| Pre Take Off Meeting | Crews 1 Thru 5 | 381st Briefing Room | 1845<br>23 & 24 JAN |
| Pre Take Off Meeting | Crews 6 Thru 10 | 381st Briefing Room | 1935<br>23 & 24 JAN |
| Pre Take Off Meeting | Crews 11 Thru 16 | 381st Briefing Room | 2025<br>23 & 24 JAN |
| Debriefing | All Crews | GRD TNG Auditorium | On Landing |
| Critique | All Crews | GRD TNG Auditorium | 1600<br>27 JAN |

HQ 310BOMWG
APP "I", Annex "B"
OPORD 213-56
16 JAN 56

CONFIDENTIAL C-310-038-C

1534

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

APPENDIX "II"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

ROUTE

HQ 310BOMWG
APP "II, Annex "B"
OPORD 213-56
16 JAN 56

CONFIDENTIAL

C-310-038-C



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

APPENDIX "II"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 213-56

ROUTE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

"PACE SETTER II"

| FROM<br>TO | FORE CAST WIND | T.C. | AVG VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 90105 | |
| RTTO-ACC | | | | | | | :03<br>:03 | 85305 | |
| FALLS CITY, NEBRASKA | 300/50 | 051 | -10 | ↗ | 415 | 122<br>122 | :17½<br>:20½ | | |
| LEVEL OFF | ↓ | 089 | - 8 | 31-34 | 415 | 15<br>137 | :02<br>:22½ | 78005 | |
| TRENTON, MO | 260/85 | 089 | - 7 | " | 425 | 78<br>215 | :09<br>:31½ | 76260 | |
| CENTERVILLE, IOWA | ↓ | 041 | - 7 | " | " | 49<br>264 | :06<br>:37½ | 75070 | |
| QUINCY, ILL | ↓ | 123 | - 6 | " | " | 83<br>347 | :10<br>:47½ | 73240 | |
| SPRINGFIELD, ILL | ↓ | 095 | - 5 | " | " | 82<br>429 | :10<br>:57½ | 71420 | H-HCP<br>PIP |

HQ 310BOMWG
APP "II", Annex "B"
OPORD 213-56
16 JAN 56

CONFIDENTIAL

C-310-038-C

1536

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

| FROM<br>TO | FORE CAST WIND | T.C. | AVG VAR | ALT | TAS | GRD DIST | ACC TIME | FUEL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| ABEAM<br>EFFINGHAM, ILL | 260/85 | 126 | - 4 | 31-34 | 425 | 65<br>494 | :08<br>1:05½ | 70005 | IP |
| VINCENNES,<br>IND | " | 126 | - 3 | " | " | 55<br>549 | :07<br>1:12½ | 68775 | TARGET |
| ASHLAND, KY | 270/85 | 092 | - 1 | " | " | 235<br>784 | :27½<br>1:40 | 64085 | STEP CLIMB |
| FREDERICK, MD | 260/100 | 077 | ≠ 4 | 33-36 | " | 253<br>1037 | :29<br>2:09 | 59355 | CONTROL POINT |
| ASBURY PARK,<br>N.J. | | 071 | ≠ 9 | " | " | 168<br>1205 | :19<br>2:28 | 56295 | PIP |
| DERBY, CONN | 260/100 | 032 | ≠12 | " | " | 75<br>1280 | :09<br>2:37 | 54880 | IP |
| SPRINGFIELD,<br>MASS | | 025 | ≠13 | " | " | 54<br>1334 | :07<br>2:44 | 53775 | TARGET |
| RUTLAND, VT. | 260/75 | 350 | ≠14 | " | " | 92<br>1426 | :13<br>2:57 | 51760 | PIP |
| BURLINGTON,<br>VERMONT | | 351 | ≠15 | " | " | 54<br>1480 | :08<br>3:05 | 50527 | IP |
| MONTREAL,<br>QUEBEC | | 344 | ≠15 | " | " | 60<br>1540 | :09<br>3:14 | 49077 | TARGET STEP CLIMB |
| OTTAWA,<br>QUEBEC | 270/60 | 260 | ≠14 | 36-39 | " | 98<br>1638 | :16<br>3:30 | 46567 | START GRID |
| 45-15N<br>86-00W | | 332<br>269 | ≠ 8 | " | " | 435<br>2073 | 1:12<br>4:42 | 35607 | |
| CHARITON, IA | 270/70 | 302<br>231 | - 4 | " | " | 410<br>2483 | 1:07<br>5:49 | 26727 | END GRID |
| SHAFB | 270/90 | 236 | - 9 | | | 238<br>2721 | :39<br>6:28 | 21987 | |
| DESCENT,<br>GCA, LAND | | | | | | | :20<br>6:48 | | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956

ANNEX C

TO

OPERATIONS PLAN

NUMBER 213-56

COMMUNICATIONS

This Annex consists of 5 pages.

(1) ANNEX C
310th Bomb Wing (M)
OPLAN 213-56
C-310-038-C

CONFIDENTIAL

1538

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956

ANNEX C TO OPERATIONAL PLAN 213-56

COMMUNICATIONS

1. GENERAL:

a. Applicable CEI's appropriate ACP's, SAC Manual 55-8, 55-8B and 55-8M, JANAP's, Radio Facility Charts, Supplementary Flight Information Documents, and ICAO Documents apply unless modified herein.

b. ZULU time will be used.

2. ADMINISTRATIVE COMMUNICATIONS:

a. Point-to-point communications will be conducted over the following facilities in the priority listed:

(1) SOCS (for command and operational traffic only).

(2) SACCOMNET.

(3) AIRCOMNET.

(4) Comercial Facilities:

(a) TWX.

(b) Long Distance Telephone.

(5) Radioteletype and CW manual radio (to be used only in event of failure or non-availability of landline).

3. AIRBORNE COMMUNICATIONS:

a. Identification and recognition will be in accordance with ACP 158 ( ), except B-47 aircraft, while in areas under



CONFIDENTIAL

1539

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADC control.

b. IFF will be in accordance with SAC Regulation 55-23 as amended by Eighth Air Force message, ODC1 33564, 29 November 1955.

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

d. Emergency procedures will be in accordance with ACP 130, 135, current Radio Facility Charts and Supplementary Flight Information Documents.

e. HF back-up for VHF/UHF air-to-air communications will be in accordance with SACCEI, Figure 11-33.

f. UHF frequencies and channelization will be in accordance with SACCEI, current Radio Facility Charts, applicable frequency directives for area being overflown, and/or as prescribed by unit commander.

g. HF frequencies will be in accordance with current Radio Facility Charts and/or as prescribed by unit commander.

h. Call Signs:

(1) Aircraft air/ground - Granville plus assigned suffix.

(2) Aircraft air/air - Granville plus assigned suffix.

(3) Ground Station - Appropriate Radio Facility Charts.

i. Position reporting will be accomplished in accordance with SAC Manual 55-8M, Procedure COCA applies. Normal CAA and ADIZ reporting will be adhered to. Aircraft elements responsible for reporting will be as directed in Communications Flimsey.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



j. Communications Control Stations:

(1) For HF communications other than strike reports, control stations will be as follows:

(a) West of 90 degrees West

Offutt - Primary

Carswell - Secondary

Any other AACS Air/Ground Station - Alternate

(b) East of 90 degrees West

Andrews - Primary

Loring - Secondary

Any other AACS Air/Ground Station - Alternate

(2) Control stations for simulated strike reports will be as directed by Communication Flimsey. Alternate stations selected should be a minimum of 1500 miles from the target.

(a) Reporting procedures as prescribed by paragraph 3, SAC Manual 55-8M apply.

(b) Aircraft elements responsible for reporting will be as directed by communication flimsey.

k. Addressees: Following are mandatory SACAD addressees. Additional addressees may be included at the discretion of unit commanders.

(1) Position Reports - Curfew and Granville

(2) Simulated Strike Reports - Storm Trooper and Granville

l. Navigational aids will be in accordance with appropriate Radio Facility Charts.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



m. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122b applies.

n. The transmit-receive guard (TR/G) position of UHF radio will be utilized at all times, except when necessary to discontinue the monitor of guard channel while actually communication on another frequency.

o. UHF equipped aircraft crossing a Canadian ADIZ will monitor Joint and combined Air Interception Control Command Frequency, (364.2 MC/S) . Contact is to be with Canadian ADC radar stations on this frequency and monitored continuously thereafter. IFF will be operated as requested by ground stations. In flights of more than one aircraft, the above monitor responsibility will be assigned to one aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

"PACESETTER II"

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 213-56

(NICKNAME "PACESETTER II")

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
Annex "D"
OPORD 213-56
16 JAN 56

C-310-038-C

Confidential



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 213-56

(NICKNAME "PACESETTER II")

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
16 January 1956, 0001Z

1. GENERAL:

a. Purpose of this Annex is to disseminate administrative and logistics instructions that will apply to 8th Air Force Operations Order serial number 213-56.

b. These instructions are applicable to all personnel of the 310th Bomb Wing and the 802nd Air Base Group.

2. SUPPLY:

a. Installations: omitted.

b. Class I:

(1) 802nd Food Service Squadron:

(a) Provide inflight rations as required, for approximately thirty-two (32) B-47 flight crews. Each tactical squadron will request the number of box and/or IP-5 rations necessary for each crew not later than twelve (12) hours in advance.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Class II and IIA:

(1) Crew members will have on their person individual authorized weapons as listed in applicable directives.

d. Class III and IIIA:

(1) Refueling pit requirements as directed in the Operations Annex.

(2) Pit assignments will be obtained from Granville Control.

e. Class IV and IVE:

(1) Supply support will be from station supplies at Smoky Hill Air Force Base.

(2) Maintenance Control will coordinate with Base Supply on any periods of operations other than normal to meet this mission's requirements.

(a) Delivery and repairable pickup service will be in accordance with SAC Manual 65-2, 66-12, and 66-14.

f. Class V and VA:

(1) Ammunition requirements: none.

g. Class VIA: omitted

3. TRANSPORTATION:

a. Ground: Each tactical and support unit will be furnished transportation in accordance with existing procedures. Requirements for periods of operation other than normal will be coordinated with BDM by 310DM.

4. SERVICES:

a. Medical: omitted.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



b. Maintenance:

(1) Chief of Maintenance:

(a) Insure that Base Supply Aircraft Service Unit will be operational during those periods required by flight line maintenance and service units.

(b) Monitor all maintenance requirements of OPS Order 213-56.

(2) Maintenance Control:

(a) Insure SAC Manual 66-12 is complied with.

(b) Insure all outstanding maintenance is performed and all work orders submitted are completed in sufficient time to allow adequate preflights and radar accentance checks.

(c) Submit Phase II report as required by letter MDM1 to arrive at 8th AF, ATTN: MDM1, not later than ten (10) days after completion of the mission.

(3) Periodic Maintenance:

(a) Complete work orders as directed by Maintenance Control.

(4) Armament and Electronics Squadron:

(a) Complete all work orders as directed by Maintenance Control to insure operational radar systems.

(b) Submit Phase I report as required by letter MDM1 by TWX to arrive at 8th AF, ATTN: MDM1, not later than ten (10) days prior to mission date.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KODAK SAFETY FILM



(5) Field Maintenance Squadron:

(a) Complete all work orders as directed by Maintenance Control.

(6) Flight Line Maintenance:

(a) Crew chiefs or their assistants will remain at the aircraft at all times maintenance is being accomplished.

(b) Insure work orders are completed.

(c) Aircraft, where possible, will be refueled twenty-four (24) hours prior to the mission or at the discretion of the maintenance officer.

1 Aircraft will be refueled upon return in accordance with SAC Regulation 66-28.

(d) Comply with existing directives as pertains to fire guards, fire extinguishers, chocks, grounding of aircraft, and ground powered equipment.

5. PERSONNEL: Omitted.

6. ADJUTANT: Omitted.

7. MISCELLANEOUS:

a. Security:

(1) Aircraft security will be the responsibility of the owning organization, except when relieved by the security guard of the Air Police Squadron.

S.W. MELIS
Colonel, USAF
Commander



1547

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



DISTRIBUTION:

Same as Basic OPORD

OFFICIAL:

SHADRACH E. DAVIS
LTCOL, USAF
Wing Director of Materiel



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 January through 31 January 1956

PART VII. Division Commander's Remarks:

Concur.

BERTON H. BURNS
Colonel USAF
Division Commander



1549

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



PART VI. Wing Commander's Remarks

a. Hours flown performing missions ordered by:

1. Higher Headquarters:

| COMMITMENT | HOURS PROGRAMMED | HOURS ACCOMPLISHED |
|---|---|---|
| *Ferrying Aircraft | None | 135 |

2. Eighth Air Force Training Priorities:

| PRIORITY | COMMITMENT | HOURS PROGRAMMED | HOURS ACCOMPLISHED |
|---|---|---|---|
| 1 | Air Force Regulation 60-2 | 0 | 0 |
| 2 | Non-Ready Crew Training | 174 | 83 |
| 3 | Ready Crew Training | 336 | 436 |
| 4 | Lead and Select Crew Training | 297 | 364 |
| 5 | Pace Setter II | 210 | 229 |
| | TOTAL | 1017 | 1112 |
| | Test | 0 | 24 |
| | ** GRAND TOTAL | 1017 | 1136 |

The following explanation is made of significant differences between programmed and accomplished flying time:

(a) Reference Priority 1: A proportionate share of AFR 60-2 was accomplished during the flying of other priorities.

(b) Reference Priority 2: Two of our Non-Ready crews were upgraded during the month, and so part of their flying time comes under the Combat Ready category. Crew member changes caused one of our Non-Ready crews to revert to IN status and thus be unable to fly solo.

* This ferry time resulted primarily from the wing-tank installation program conducted during the month at Marietta, Georgia. No ferry time was programmed in this connection, as the plan was to fly SAC Regulation 50-8 missions both to and from Marietta. In many cases this was not possible, as explained under paragraph 'k', SAC Minimum Training Re-

C-310-134-C

CONFIDENTIAL

1550

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



quirements.

** It is considered impracticable to report time flown as belonging to a certain type training, and thus have all the flying time accredited to certain categories equal the total time flown by the wing. Such a plan overlooks XXXXX time, crew members working under SAC Regulation 51-19 who fly with Lead or Ready crews, Standboard rides which must also be credited under Lead, Ready, or Non-Ready crew time, crews being upgraded during the month and thus changing time category, etc. Recommend the instructions contained in 8AF Pamphlet, 'Procedures for Reporting Air Training', August, 1955, be revised to permit of a more straightforward and accurate breakdown or projected and accomplished flying time, with ground rules to delimit the various categories.

b. Weather or local conditions:

1. None.

c. Restrictive Directives:

1. None

d. Combat Crew Member Gains and Losses:

1. Crew members gained:

(a) Three aircoms - Pilot AOB School James Connally AFB.

(b) One pilot - Pilot AOB School James Connally AFB.

2. Crew members lost:

(a) One aircom - assigned Bolling AFB for USAF Special Project.

(b) One pilot - Munitions Testing Project at Eglin AFB.

(c) One pilot - Headquarters 8th Air Force.

(d) One pilot - Deceased.

(e) One observer - Deceased.

C-310-134-C



1551

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



e. Crew member changes:

(1) Two aircoms - one Ready crew, one IN crew.

(2) Four observers - one Ready crew, one Non-Ready crew, one IN crew.

f. New crews:

(1) IN-78 - 3 Jan 56

(2) IN-79 - 18 Jan 56

(3) IN-80 - 30 Jan 56

g. Crew status changes:

(1) IN-11 upgraded to R-11, 16 Jan 56

(2) R-42 downgraded to N-42, 18 Jan 56

(3) N-04 upgraded to R-04, 23 Jan 56

(4) IN-71 disbanded, 18 Jan 56

(5) IN-76 upgraded to N-76, 23 Jan 56

(6) IN-59 upgraded to N-59, 23 Jan 56

(7) N-42 redesignated IN-80 30 Jan 56

(8) R-07 upgraded to L-07 30 Jan 56

h. Standardization crews:

(1) Chief of Standardization crews: S-08

(2) Assistant Standardization crews S-19, L-37, and L-43.

i. Materiel and Personnel Problems:

(1) Materiel: There were no major problem areas during January which adversely affected training accomplishments.

(2) Personnel:

(a) General: The primary personnel problem affecting the wing's January training accomplishment concerns shortages within two officer support specialties and eight airmen specialties. The airmen deficiency is primarily the lack of skill rather low body manning. January proved to be a bumper month for the imput of airmen, however, this imput did very little toward

C-310-134-C





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



raising the wing effective manning due to the fact that most of them are OIO's. These airmen will begin to make an impression on our effective manning in approximately six months when OJT has raised the level of their AFSC'S. Specific officer and airmen shortages which adversely affected the wing's monthly training accomplishments are recorded in the following paragraphs:

b. Shortage of Four Personal Equipment Officers (AFSC 1435): The wing still does not have a Personal Equipment Officer assigned although we are authorized four. These positions are filled by combat crew officers as an additional duty. As stated in prior T12 reports this practice cannot be conducive to good personal equipment sections.

(1) Shortage of Three Aircraft Maintenance Officers, AFSC 4344): The shortage of three tactical squadron maintenance officers has necessitated taking these B-47 pilots and placing them in the position. Two of these officers are performing full time maintenance duty; the other officer is performing maintenance supervision in addition to his crew duties. This arrangement is unsatisfactory since it denies the wing the services of two pilots and places a hardship on the other officer who is attempting dual duties. Furthermore, these three officers are not trained as maintenance officers; this factor lowers the quality of their supervision.

C-310-134-C





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



c. Airmen's Field: The wing is 89% body manned in the airmen's field, of whom 61.9% are effective. As stated in paragraph 1, this disparity is caused by a large number of low skilled airmen who cannot be effective against five and seven-level slots. The areas deemed most detrimental to the wing's training efforts are as follows:

(1) Shortage of Ten Radio Repairmen: Five and Seven-Level (AFSC 30170): The Armament and Electronics Squadron is experiencing difficulty in the radio maintenance field due to being only 38% body manned at the seven-level. The entire radio field is body manned 78% and effectively manned 55%. The average within the three-level will relieve the shortage of five-level airmen within a reasonably short period; however, it will require a great deal of training and time in order to penetrate the seven-level deficiencies. Until this shortage is alleviated, the maintenance of radios will be hindered as there are not enough top skilled airmen to train the lower skilled airmen, supervise, and to offer technical assistance as required.

(2) Shortage of Twenty Five (25) Seven-Level K Series Technicians (AFSC 32170E): The shortage of supervisors and top skilled airmen within the K Series field continues to keep the productivity of this shop low. Imput has resulted in the wing being well manned boy-wise (11[illegible]%); however, the lack of seven-level airmen keeps the effective manning low (74%). Only one of the five-level airmen has the rank to take the proficiency



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL



test and be upgraded to the seven-level AFSC. With only eight (8) seven-level airmen within the wing it is impossible to produce the supervision, technical assistance and training for which thirty five (35) airmen are authorized.

(3) Shortage of Nine (9) Instrument Repairmen AFSC 42230/20/70): The shortage of nine (9) instrument repairmen in the Field Maintenance Instrument shop has created a back log of six hundred and sixty eight man hours. While the total wing manning in the instrument field reflects a shortage of only two specialists, the figures are deceiving, since seven of the airmen are auto pilot specialists in the Armament and Electronic shops who are waiting to take the electrician's test in order to be converted.

(4) Shortage of Thirty Five (35) Five and Seven-Level Aircraft Electricians (AFSC 42350/70): This shortage of skilled airmen in the Field Maintenance Electrical shop has created a back-log of two hundred and seventy (270) man hours. The shop has nineteen (19) three-level airmen assigned; however, they are newly assigned and require a great deal of OJT to be effective within the shop. Even when these nineteen (19) airmen are trained the shop will be operating with a 54% body manning unless input is forthcoming.

(5) Shortage of one (1) Rubber Repairman (AFSC 58250): The Field Maintenance Squadron Rubber shop is authorized two rubber repairmen and have only one assigned. This shortage has created a back-

C-310-134-C

CONFIDENTIAL

1555

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





log of ninety-six (96) man hours; with only one airman assigned this back-log is insurmountable unless another airman is assigned.

(6) Shortage of Six (6) Personal Equipment Specialists (AFSC 92230/50/70): While the manning within the Personal Equipment field improved during the past thirty days the low skill level and comparatively low body manning continues to hinder the care of personal equipment. Until this situation is alleviated through input and CJT, the improper care of personal equipment will continue to be a flying safety factor within the wing.

d. Recapitulation of Affected Areas All Skill Levels:

| AFSC | TITLE | AUTH | ASGD | BODY MANNING | EFFECTIVE MANNING |
|---|---|---|---|---|---|
| 30130B | | 10 | 19 | 190 | |
| 30150B | Acft Radio Rpmn Radio Eqpt | 19 | 9 | 47 | 73 |
| 30130C | | 1 | 5 | 500 | |
| 30150C | A/C Radio Rpmn Rad Nav Eqpt | 9 | 3 | 33 | 66 |
| 30170 | | 16 | 7 | 43 | 43 |
| 32130E | | 9 | 47 | 522 | |
| 32150E | Bomb Nav Sys Mech "K" Series | 39 | 45 | 115 | 74 |
| 32170E | | 35 | 8 | 22 | |
| 42230 | | 7 | 8 | 114 | |
| 42250 | Instrument Rpmn | 23 | 21 | 91 | 98 |
| 42270 | | 1 | 2 | 200 | |
| 42330 | | 7 | 39 | 557 | |
| 42350 | Acft Electrical Rpmn | 56 | 13 | 23 | 51 |
| 52370 | | 10 | 3 | 30 | |
| 58250 | Rubber Production Rpmn | 2 | | | 0 |
| 58270 | | | | | |
| 92230 | | 2 | 6 | 300 | |
| 92250 | Surv Tng & Per Eq | 9 | 4 | 44 | 48 |
| 92270 | | 4 | | | |

1. Nineteen of these airmen are 42330 - in the A&E Sq (Auto Pilots)

2. Seven of these airmen are Auto Pilot Technicians in the A&E Sq awaiting change to AFSC 42330.









THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



j. SAC Minimum Training Requirements

The wing completed 40.3% of SAC Regulation 50-8 requirements during the month, against a goal of 50%. Notable low areas were: Visual RBS (10%), GPI Runs (8%), Visual Releases (4%), Combat Load Missions (7%), Air Refuelings (17%), Rendezvous (20%), Formation (23%), Nite Cell Tactics (23%), and Air Weapons (22%). A USCM scheduled for the month of February will allow accomplishment in most of these low areas. Adverse weather has hampered Visual RBS and Visual Release activity, and new GPI targets has resulted in low activity in that area. Concerning these new targets, there was considerable misunderstanding as to just when they would become effective as targets. Several crews were unable to bomb GPI because they were prepared to bomb the old GPI targets, but were advised by the RBS site that only the new type targets could be bombed.

A higher percentage of completion under SAC Regulation 50-8 was prevented by the wing-tank installation made to assigned tactical aircraft at Marietta, Georgia. The large majority of our ferry time (134:50) was due to this program, as it was impossible on many occasions to get 50-8 accomplishments on the way to and from Marietta. Lack of SOCS facilities at the Lockheed plant at Marietta and lack of funds for long-distance telephone calls were contributing factors. Planning early in the program was based on a projected time at Marietta of approximately one day; aircraft would fly down one day, have wing tank installation performed the following day and return home that night. This schedule could not be adhered to. Crews were briefed before leaving this base to fly either the planned return mission or directly to home base; this was necessary due to the policy of having each flight plan approved by the wing commander prior to flight. Being unable to predict accurately

C-310-134-C



1557

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



the date of return made flight planning on the return route virtually impossible; consequently many return trips were ferry flights.

In addition, five of our aircraft were lost to the wing while at the Douglas plant at Tucson for cracked drag-angle repair. This repair requires each aircraft to be away from home station approximately twenty days. Aircraft 52-282 was at Tinker AFB during the entire month for outrigger repair and tests.

An 8th AF alert on 3 January caused cancellation of ten sorties for a loss of 67 flying hours.

k. Deleted.

l. Non-Ready Crew Training: Not applicable.

m. Deleted.

n. Field Training Operations: None.

o. Special Training Month Remarks: Not Applicable.

p. Comments or recommendations of the wing commander:

During January the wing completed 40.3% of quarterly SAC Regulation 50-8 requirements, as against a goal of 50%. The percentage being lower than projected was due in large measure to the wing tank installation program, and to cracked drag-angle repair. In addition, practice missions flown on the Pace Setter route were very unproductive as to 50-8 accomplishment; due to target spacing very little could be done except the bomb runs and one navigation leg. The Pace Setter mission flown 23 and 24 January was won for the second straight time by this wing. This mission pointed up weaknesses in our operation, and has brought about a revamping of our A&E maintenance liaison and follow-up action. A Board of Analyzation to be set up will consist of experienced observers who will make certain recommendations to A&E, and will take positive follow-up action to



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



insure previous discrepancies are corrected. We feel some of the time spend on 'Tango' flights heretofore has been used unprofitably.

The wing currently has 33 combat ready crews, out of a total of 48 formed. Length of training time makes formation of ready crews difficult. Recommend that observers and pilots assigned to the wing from flying and/or AOB school complete CCTS at McConnell AFB before reporting here. Currently these people are reporting to this base and waiting for a quota at CCTS. This is time wasting.

The wing participated in the first 802nd Air Division Chemical, Biological, and Radiological Alert on 12 January. The alert tested all CBR plans and procedures. The wing's effort was hampered somewhat by the lack of a trained CBR officer.

FORECAST FOR UPGRADING

1. Number of crews assigned: Combat Ready 33, Non-Ready 15.
2. Crew Numbers: R04, L06, L07, S08, L09, R10, R11, R12, R13, L18, S19, L20, R22, R25, IN28, R29, R31, L32, L35, L36, L37, R39, R40, R41, L43, R44, R45, R46, L47, R50, L52, R55, R57, N59, IN60, L61, IN67, IN68, IN69, IN72, IN73, IN74, IN75, N76, IN77, IN78, IN79, IN80.
3. Forecast dates of Combat Ready crews to be upgraded to Lead Status:

Effective 30 January it is wing policy to consider crews for upgrading to Lead status on or about the 25th day of the third month of each quarter. Projections are no longer necessary or even possible, as decisions to upgrade will be made at that time only, and on the basis of current records.

C-310-134-C



1559

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL



4. Forecast date of Non-Ready crews to be upgraded to Ready Status:

NOTE: Forecast of upgrading to Ready status is dependent on timely receipt of advanced survival school quotas, or waivers of survival requirement for a stipulated period.

Crew Number N59 23 Mar 56

Crew Number N76 23 Mar 56

5. Explanations as to why upgrading not accomplished on date forecast:

a. R-07, upgraded to Lead 30 January 56: This crew had been forecast for upgrading 1 May at squadron level, but the decision to upgrade it was made at wing level after an examination of operational records.

Ready Crews 12, 13, 40, and 44 had been forecast for upgrading during January, but did not meet all criteria for upgrading at time of consideration.

Crews N-04 and IN-11 were upgraded to Ready status on the 23rd and 16th of the month, respectively, very close to forecast dates.

b. Not applicable.

HI JINK

| CR NO | GRD CHK | AIR CHK | RBS JAN | RBS TO DATE | CAM RUNS JAN | CAM RUNS TO DATE | DATE OR EXPECTED DATE OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| R04 | | | | | | | 29 Feb 56 |
| L06 | | | | | | | 17 Feb 56 |
| L07 | Yes | Yes | 0 | 2 | 0 | 0 | 16 Dec 55 |
| S08 | | | | | | | 22 Feb 56 |
| L09 | | | | | | | 28 Feb 56 |
| R10 | | | | | | | Mar 56 |
| R11 | Yes | Yes | 0 | 2 | 0 | 0 | 16 Dec 55 |
| R12 | | | | | | | 17 Feb 56 |
| R13 | | | | | | | 29 Feb 56 |
| L18 | Yes | Yes | 0 | 2 | 0 | 0 | 17 Oct 55 |

C-310-134-C

CONFIDENTIAL



1560

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL



.....cont'd.....

| CR NO | GRD CHK | AIR CHK | RBS JAN | RBS TO DATE | CAM RUNS JAN | CAM RUNS TO DATE | DATE OR EXPECTED DATE OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| S19 | | | | | | | 17 Oct 55 |
| L20 | | | | | | | Mar 56 |
| R22 | Yes | Yes | 0 | 2 | 0 | 0 | 21 Dec 55 |
| R25 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| R29 | | | | | | | 15 Mar 56 |
| R31 | | | | | | | 17 Mar 56 |
| L32 | | | | | | | 21 Mar 56 |
| L35 | | | | | | | Mar 56 |
| L36 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| L37 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| R39 | | | | | | | Mar 56 |
| R40 | Yes | Yes | 0 | 2 | 0 | 0 | 27 Dec 55 |
| R41 | | | | | | | 24 Feb 56 |
| L43 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| R44 | | | | | | | Mar 56 |
| R45 | | | | | | | 20 Feb 56 |
| R46 | | | | | | | 27 Feb 56 |
| L47 | | | | | | | 24 Feb 56 |
| R50 | Yes | Yes | 0 | 3 | 1 | 3 | 7 Oct 55 |
| L52 | | | | | | | 1 Mar 56 |
| R55 | Yes | Yes | 0 | 2 | 0 | 0 | 29 Dec 55 |
| R57 | | | | | | | Mar 56 |
| L61 | Yes | Yes | 0 | 2 | 0 | 0 | 19 Dec 55 |

D. P. Wood

D. P. WOOD
Colonel, USAF
Commander

C-310-134-C

CONFIDENTIAL



1561

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 1 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-29) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| S08 | B047E | 06 | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 08 | 18 | - | - | - | 02 | - | 01 | - | - |
| S19 | B047E | 03 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | 01 | 01 | 02 | 01 | - |
| L37 | B047E | 06 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 | - | - | - | - | 01 | 01 | - | - | - |
| L43 | B047E | 04 | 24 | - | - | - | - | - | - | - | - | - | - | - | 05 | - | - | - | - | - | 48 | - | - | - | - | 01 | 01 | 01 | - | - |
| SQ STBD SUB TOT | B047E | 13 | 68 | - | - | - | - | - | - | - | - | - | - | - | 05 | - | - | - | - | - | - | - | - | - | - | 01 | 01 | 03 | 01 | - |
| L06 | B047E | 07 | 28 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | 01 | - | - | 16 | - | - | - | - | 01 | - | 02 | - | - |
| L09 | B047E | 09 | 46 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | 16 | - | - | - | - | 01 | - | 01 | - | - |
| L13 | B047E | 05 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | 17 | - | - | - | 02 | - | 02 | - | - |
| L20 | B047E | 07 | 42 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | 10 | 11 | - | - | - | 02 | - | 01 | 01 | - |
| L32 | B047E | 07 | 48 | 00990 | 01010 | 01160 | - | - | - | - | - | - | - | 01 | 02 | - | 02 | 01 | - | - | 08 | - | - | - | - | 01 | - | 02 | - | - |
| L35 | B047E | 08 | 46 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | 02 | 02 | - | - | - | - | - | - | - | - | 01 | 03 | - | 01 |
| L36 | B047E | 04 | 28 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | 02 | - | - | - | 07 | - | - | - | - | 01 | 01 | 02 | - | - |
| L47 | B047E | 06 | 34 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | 01 | - | - | - | - | - | - | - | - | - | 01 | - | - |
| L52 | B047E | 05 | 35 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 01 | 02 | - | - | 06 | 09 | - | - | - | 02 | 01 | 03 | - | 01 |
| L61 | B047E | 06 | 35 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 02 | 01 | - | - | 12 | - | - | - | - | 01 | - | 02 | - | - |

C-310-134-C

SAC FORM 15 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-484(55) (When Filled In) **CONFIDENTIAL**

1562

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, Medida | MONTH: January 1956 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| L07 | B047E | 01 | 07 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - |
| LD CR SUB TOT | B047E | 55 | 379 | - | - | - | - | - | - | - | - | - | - | 02 | 18 | - | 09 | 12 | - | - | - | - | - | - | - | 11 | 03 | 19 | 04 | 02 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R07 | B047E | 05 | 33 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | 01 | - | - | 04 | 09 | 26 | - | - | 03 | - | 01 | 01 | 01 |
| R10 | B047E | 08 | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 09 | - | - | - | - | 01 | 01 | 01 | - | - |
| R11 | B047E | 06 | 39 | - | - | - | - | - | - | - | - | - | - | - | 06 | - | 03 | 03 | - | - | 25 | - | - | - | - | 01 | 03 | 03 | 01 | - |
| R13 | B047E | 04 | 35 | - | - | - | - | - | - | - | - | - | - | - | 05 | - | 03 | 02 | - | - | 06 | 11 | - | - | - | 02 | 01 | 02 | - | - |
| R22 | B047E | 09 | 65 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | 02 | 01 | - | - | 09 | 06 | 17 | - | - | 03 | 03 | 03 | - | 01 |
| R23 | B047E | 06 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | - | 00 | - | - | - | - | 01 | 01 | 01 | - | 01 |
| R29 | B047E | 06 | 38 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | 06 | - | - | - | - | - | - | 01 | - | 01 |
| R31 | B047E | 06 | 42 | - | - | - | - | - | - | - | - | - | - | - | 05 | - | - | 02 | - | - | 04 | 05 | - | - | - | 02 | - | 01 | 01 | - |
| R39 | B047E | 02 | [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R40 | B047E | 01 | 06 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| R41 | B047E | 06 | 28 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 | - | - | - | - | 01 | - | 02 | - | - |
| R44 | B047E | 06 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | - | 02 | 01 | 01 | 01 |
| R45 | B047E | 07 | 38 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | 02 | - | - | - | - | - | - | - | - | 01 | 02 | 01 | 01 |
| R46 | B047E | 09 | 49 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | 05 | - | - | 08 | - | - | - | - | 01 | 03 | 03 | - | 01 |

C-310-134-C

SAC FORM 15 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset O-454(55) (When Filled In) **CONFIDENTIAL**

1563

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

**JET CREW AIR TRAINING REPORT - PART I**

| UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| 310th Bombardment Wing, Medium | January 1956 | 3 | 5 | 3-SAC-T12 |

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 VISUAL RELEASES | | | | | | | | | | | 6 PHOTO-SCORED ATTACKS | | | 7 | 8 | 9 | 10 NIGHT CELESTIAL | | | | | | 11 OTHER LEGS | | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | RADAR TOTAL | RADAR GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | CIRCULAR ERRORS 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | GRID CEL. | GRID RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| R50 | B047E | 0[illegible] | 36 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 02 | 02 | - | - | 0[illegible] | 10 | - | - | - | 02 | 03 | 0[illegible] | 01 | 02 |
| R55 | B047E | 09 | 43 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | 01 | 02 | - | - | 05 | | - | - | - | 01 | 02 | 02 | - | 02 |
| R57 | B047E | 08 | 47 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 03 | 01 | - | - | 04 | - | - | - | - | 01 | - | 02 | - | - |
| R04 | B047E | 01 | 07 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - |
| R11 | B047E | 02 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | - | - | - | - | 0[illegible] | - | - | - | - |
| R42 | B047E | 0[illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | 05 | - | - | 01 | - | - | - | - | - | - | - | - | - | 02 | - | - |
| CBT CR SUB TOT | B047E | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | 38 | - | 27 | 2[illegible] | - | - | - | - | - | - | - | [illegible] | [illegible] | 30 | 07 | 1[illegible] |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N[illegible] | B047E | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | - | - | - | - | - | - | 02 | - | 01 | - |
| N[illegible] | B047E | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - |
| N[illegible] | B047E | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N76 | B047E | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N42 | B047E | [illegible]ATED N-80, 30 JANUARY 1956. TWO CREW CHANGES IN ONE MONTH. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON CBR SUB TOT | B047E | 09 | 44 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | - | - | - | - | - | - | 02 | 01 | 01 | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WING TOTAL | B047E | 203 | 1162 | - | - | - | - | - | - | - | - | - | - | [illegible] | 61 | - | 26 | 39 | - | - | - | - | - | - | - | 3[illegible] | 2[illegible] | 54 | 2[illegible] | 1[illegible] |

c-310-134-C

SAC FORM 184, 15 NOV 54 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-464(55) (When Filled In) **CONFIDENTIAL**

1564

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 VISUAL RELEASES | | | | | | | | | | | 6 PHOTO-SCORED ATTACKS | | | 7 | 8 | 9 | 10 NIGHT CELESTIAL | | | | | | 11 OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IRON RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M.I.F.) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| IN11 | | | UPGRADED TO COMBAT READY, 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | | | AC | 55% | 16 | | | P | X | 13 | | | 0 | 45% | | 14 | | | | | | | | | | | | | | | |
| IN62 | | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | | | AC | 10%-3JAN | | 10 | | P | 10% | 0 | | | 0 | 20% | | 0 | | | | | | | | | | | | | | | |
| IN67 | | | AC | 95% | 24 | | | P | 35% | 24 | | | 0 | X | | 11 | | | | | | | | | | | | | | | |
| IN68 | | | AC | X | 7 | | | P | 35% | 0 | | | 0 | 35% | | 5 | | | | | | | | | | | | | | | |
| IN69 | | | AC | X | 35 | | | P | 70% | 4 | | | 0 | X | | 6 | | | | | | | | | | | | | | | |
| IN72 | | | AC | X | 6 | | | P | 25% | 8 | | | 0 | X | | 10 | | | | | | | | | | | | | | | |
| IN73 | | | AC | 0-3JAN | | 0 | | P | 10% | 0 | | | 0 | 15% | | 9 | | | | | | | | | | | | | | | |
| IN74 | | | AC | X | 10 | | | P | 10% | 0 | | | 0 | 10% | | 0 | | | | | | | | | | | | | | | |
| IN75 | | | AC | 0-3JAN | | 0 | | P | 10% | 0 | | | 0 | 0 | | 0 | | | | | | | | | | | | | | | |
| IN76 | | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | | AC | X | 15 | | | P | 0-3JAN | | 0 | | 0 | 20% | | 0 | | | | | | | | | | | | | | | |
| IN78 | | | AC | 90% | 12 | | | P | 27% | 0 | | | 0 | 25% | | 0 | | | | | | | | | | | | | | | |
| IN79 | | | AC | 70% | 0 | | | P | 20%-3JAN | | 0 | | 0 | 20% | | 17 | | | | | | | | | | | | | | | |
| IN80 | | | AC | 90% | 31 | | | P | X | 20 | | | 0 | 50% | | 0 | | | | | | | | | | | | | | | |

C-310-134-C

SAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-464(55) (When Filled In) **CONFIDENTIAL**

1565

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 5 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| [illegible] | B047E | 42 | 225 | - | - | - | - | - | - | - | - | - | - | 04 | 15 | - | - | 01 | - | - | - | - | - | - | - | 04 | 04 | 04 | 01 | - |
| CBR CR PRACT | B047E | - | - | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 03 | 05 | - | - | - | - | - | - | - | 05 | - | 01 | 02 | - |
| NON CBR PRACT | B047E | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

1 [illegible] OF STANDARDIZATION BOARD, 3 ASSISTANT STANDARDIZATION BOARD CREWS, 11 LEAD CREWS, 18 COMBAT READY CREWS, 2 [illegible] COMBAT READY CREWS, AND 17 [illegible] CREWS.

0-310-134-C

SAC FORM 16 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-464(55) (When Filled In) **CONFIDENTIAL**

1566

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

| JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment [illegible]ng, Medium | MONTH: January 1956 | PAGE NO.: 1 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | | 16 | | | | 17 | 18 | 19 | | | | 20 | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | | MAXIMUM LOAD | | | | MAXIMUM LOAD TOTALS | | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. MISSIONS | TOTAL ROUNDS | | OVERALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | GO AROUND | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NONLONG RANGE SUPER. | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 36-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| 508 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 100 | – | – | 01 | 000700 | 000700 | 100 | – | – | 100 | – | – | – | 01 | 01 | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 519 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| 527 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| L43 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| SQ STRD SUB TOT | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L56 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| L59 | 01 | 01 | – | – | 01 | 01 | – | – | – | – | – | – | 01 | 01 | – | – | 100 | – | – | 01 | 000700 | 000700 | 100 | 09 | – | – | – | – | – | – | – | – | – | – |
| L 8 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| L20 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | 02 | – | 100 | – | – | – | 01 | 01 | – | – | – |
| L32 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 02 | – | 098 | 100 | – | – | 02 | 02 | – | – | X |
| L35 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 02 | – | – | – | – | – | – | – | – | – | – |
| L38 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | 03 | – | – | – | – | – | – | – | – | – | – |
| L47 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 05 | – | – | – | – | – | – | – | – | – | – |
| L52 | 02 | 02 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 100 | – | – | 01 | 000700 | 000700 | 100 | 06 | – | 100 | – | – | – | 01 | 01 | – | – | – |
| L61 | 01 | 01 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | – | – | – | – | – | – | – | 02 | – | – | – | – | – | – | – | – | – | – |

C-310-134-C

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-445(35) *(When Filled In)* **CONFIDENTIAL**

1567

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | G. CRUISE CONTROL | | | | | | | | M. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | 15 | | | 16 | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | PER CENT FIRE-OUT | | | TOTAL NO. SUCCESSFUL | TOTAL ROUNDS | | OVERALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | 03 GUNNERY | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | SIMULATED COMBAT COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | |
| 5-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 30-31 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 13-17 | 15-18 | 18-19 | 21-22 | 23-28 | 29-34 | 35-37 | 39-40 | 43-44 | 45-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| L07 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| LD CR SUB TOT | 06 | 06 | 03 | 03 | 05 | 05 | – | – | 03 | 03 | 03 | 03 | 05 | 05 | – | – | – | – | 02 | 001400 | 001400 | 100 | 32 | – | – | – | – | – | 04 | 04 | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 907 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | 100 | – | – | – | 01 | 01 | – | – | – |
| R10 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| R12 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 02 | – | – | – | – | – | – | – | – | – | – |
| R14 | 02 | 02 | 02 | 02 | 02 | 02 | – | – | 02 | 02 | 02 | 02 | 02 | 02 | – | – | 100 | 100 | – | 02 | 001400 | 001400 | 100 | 02 | – | 100 | 100 | – | – | 02 | 02 | – | – | – |
| R16 | 02 | 02 | 02 | 02 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | 098 | 099 | – | – | 02 | 02 | – | – | – |
| R18 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | 100 | – | – | – | 01 | 01 | – | – | – |
| R20 | – | – | – | – | 01 | 01 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | – | – | – | – | – | – | 02 | – | – | 099 | – | – | – | 02 | 02 | – | – | – |
| R22 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | 099 | 100 | 100 | – | 01 | 01 | – | – | – |
| 509 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R40 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R42 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| R44 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R45 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R46 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | 03 | – | – | – | – | – | – | – | – | – | – |

C-310-124-C

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE. Air Force - SAC, Offutt 0-465(58) (When Filled In) **CONFIDENTIAL**



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II

UNIT: 310th Bombardment Wing, Medium | MONTH: January 1958 | PAGE NO.: 3 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T-2

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | 15 | | | | 16 | | | | 17 | 18 | 19 | | | | | 20 | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | MAXIMUM LOAD | | | | MAXIMUM LOAD TOTALS | | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 30,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | MAXIMUM GROSS WEIGHT | PER CENT FIRED OUT | | | | NO. OF MISSIONS | TOTAL ROUNDS | | OVERALL PER CENT FIRED OUT | NO. OF ATTACKS | GO GUNNERY | 1 | 2 | 3 | 4 | TOTAL NUMBER | NIGHT OR INSTR. LONG RANGE | SUPER LONG RANGE | INTERCONT. RANGE SUPER. | |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | | LOADED | FIRED | | | | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 30-31 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 69-70 | 72-73 | 74-75 | 76-77 | 78-79 | 80-81 | 82-83 | 84-85 | 86-87 | 88-89 | 90-91 | 92-93 | 94-95 | 96-97 | 98-99 | 100 |
| R50 | 01 | 01 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | – | – | – | – | – | – | 03 | – | 100 | 100 | 100 | – | 03 | 03 | – | – | – |
| R55 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 08 | – | 099 | 099 | 100 | – | 03 | 03 | – | – | – |
| R57 | 02 | 02 | – | – | 01 | 01 | – | – | 01 | 01 | – | – | – | – | 01 | 01 | – | – | – | – | – | – | 03 | – | – | – | – | – | – | – | – | – | – |
| R04 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R11 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| R42 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| JBR OB SUB TOT | 11 | 11 | 07 | 07 | 09 | 09 | – | – | 09 | 09 | 06 | 06 | 09 | 09 | 01 | 01 | – | – | – | 02 | 001600 | 001400 | 100 | 24 | – | – | – | – | 16 | 16 | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R04 | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – |
| | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| R59 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| N70 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| N42 | REDESIGN TO IN-80, 30 JANUARY 1958, TWO CREW CHANGES IN THIS MONTH. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON CBR SUB TOT | 01 | 01 | 01 | 01 | 01 | 01 | – | – | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | 02 | 01 | – | – | – | – | – | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WING TOTAL | 18 | 18 | 12 | 11 | 16 | 15 | – | – | 13 | 13 | 10 | 10 | 13 | 13 | 01 | 01 | – | – | – | 04 | 003400 | 003500 | 100 | 69 | 01 | – | – | – | – | 21 | 21 | – | – | – |

SAC FORM 15 NOV 54 184c PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt (When Filled In) CONFIDENTIAL

C-310-124-C

1569

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 4 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | 16 | | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET ON ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | CO GUNNERY | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 65-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 36-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| IN11 | UPGRADED TO COMBAT READY, 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | | | AC | 55% | 16 | | | | | | P | | X | 13 | | | | | | 0 | 45% | 14 | | | | | | | | | | | | |
| IN59 | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | | | AC | 10%-3JAN | | | | 10 | | | P | | 10% | 0 | | | | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN67 | | | AC | 95% | 24 | | | | | | P | | 35% | 24 | | | | | | 0 | X | 31 | | | | | | | | | | | | |
| IN68 | | | AC | X | 7 | | | | | | P | | 35% | 0 | | | | | | 0 | 35% | 5 | | | | | | | | | | | | |
| IN69 | | | AC | X | 35 | | | | | | P | | 70% | 4 | | | | | | 0 | X | 6 | | | | | | | | | | | | |
| IN72 | | | AC | X | 6 | | | | | | P | | 25% | 8 | | | | | | 0 | X | 10 | | | | | | | | | | | | |
| IN73 | | | AC | 0-3JAN | | | | 0 | | | P | | 10% | 0 | | | | | | 0 | 15% | 9 | | | | | | | | | | | | |
| IN74 | | | AC | X | 10 | | | | | | P | | 10% | 0 | | | | | | 0 | 10% | 0 | | | | | | | | | | | | |
| IN75 | | | AC | 0-3JAN | | | | 0 | | | P | | 10% | 0 | | | | | | 0 | 0 | 0 | | | | | | | | | | | | |
| IN76 | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | | AC | X | 15 | | | | | | P | | 0-3JAN | | | 0 | | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN78 | | | AC | 90% | 12 | | | | | | P | | 27% | 0 | | | | | | 0 | 25% | 0 | | | | | | | | | | | | |
| IN79 | | | AC | 70% | 0 | | | | | | P | | 20%-3JAN | | | 0 | | | | 0 | 20% | 17 | | | | | | | | | | | | |
| IN80 | | | AC | 90% | 31 | | | | | | P | | X | 20 | | | | | | 0 | 50% | 0 | | | | | | | | | | | | |

C-310-134-C

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offset 0-455(55) (When Filled In) **CONFIDENTIAL**

1570

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART II | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NO.: 5 | NO. OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | 16 | | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVER-ALL PER CENT FIRE-OUT | NO. OF FIGHTER ATTACKS | OO GUNNERY | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | SIMULATOR COURSE |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | | |
| 6-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 23-28 | 29-34 | 36-37 | 39-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | 71 |
| XXXXX | 05 | 05 | 01 | 01 | 04 | 04 | - | - | 01 | 01 | 01 | 01 | 04 | 04 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - | - |
| CBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NON CBR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

1 CHIEF OF STANDARDIZATION BOARD, 3 ASSISTANT STANDARDIZATION BOARD CREWS, 11 LEAD CREWS, 18 COMBAT READY CREWS, 2 NON COMBAT READY CREWS, AND 15 "IN" CREWS.

C-310-134-C

SAC FORM 15 NOV 54 184a PREVIOUS EDITION IS OBSOLETE. Air Force - SAC, Offset 0-465(55) (When Filled In) **CONFIDENTIAL**

1571

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

**JET CREW AIR TRAINING REPORT - PART III**

UNIT: 310th Bombardment Wing (Medium)

MONTH: January 1956

PAGE NR: 1

NR OF PAGES: 5

REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKEOFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| CREW NUMBER | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| S08 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | NOV |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S19 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 001 | - | - | NOV |
| L37 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | JAN |
| L43 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | DEC |
| SQ STBD SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 004 | - | 003 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L06 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | JUL |
| L09 | | | | | | | | | | | | | | | | | | | | | | 0001 | 003 | 001 | 004 | - | - | JAN |
| L18 | | | | | | | | | | | | | | | | | | | | | | 0001 | 002 | 001 | 001 | - | - | SEP |
| L20 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 003 | - | - | OCT |
| L32 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 003 | - | - | NOV |
| L35 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 004 | - | - | JUL |
| L36 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | NOV |
| L[illegible] | | | | | | | | | | | | | | | | | | | | | | - | 003 | - | 002 | - | - | JUL |
| L52 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 003 | - | - | DEC |
| L61 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 003 | - | - | JUN |

NOT APPLICABLE

NOT APPLICABLE

C-310-134-C

SAC FORM 1 AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset O-92(56)

(When Filled In) **CONFIDENTIAL**

1572

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART III | UNIT: 310TH Bombardment Wing (Medium) | MONTH: January 1956 | PAGE NR: 2 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKEOFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| CREW NUMBER | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| LC7 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | JUL |
| LD CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | 0002 | 020 | 002 | 003 | - | - | - |
| R07 | | | | | | | | | | | | | | | | | | | | | | - | 0002 | - | 003 | - | - | JUL |
| R10 | | | | | | | | | | | | | | | | | | | | | | 0001 | 004 | 001 | 003 | - | - | NOV |
| R12 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 003 | - | - | NOV |
| [illegible] | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 003 | - | - | SEP |
| R22 | | | | | | | | | | | | | | | | | | | | | | - | 004 | - | 005 | - | - | DEC |
| R25 | | | | | | | | | | | | | | | | | | | | | | 0001 | 001 | 001 | 003 | - | - | DEC |
| R29 | | | | | | | | | | | | | | | | | | | | | | - | 004 | - | 003 | - | - | JAN |
| R31 | | | | | | | | | | | | | | | | | | | | | | - | 003 | - | 003 | - | - | JUL |
| R39 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 002 | - | - | MAY |
| R40 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 001 | - | - | DEC |
| R41 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | NOV |
| [illegible] | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 008 | - | - | DEC |
| R45 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | JUL |
| R46 | | | | | | | | | | | | | | | | | | | | | | - | 003 | - | 008 | - | - | OCT |

NOT APPLICABLE

NOT APPLICABLE

C-310-134-C

SAC FORM 1 AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) (When Filled In) **CONFIDENTIAL**

1573

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

**JET CREW AIR TRAINING REPORT - PART III**

| UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| 310th Bombardment Wing (Medium) | JANUARY 1956 | 3 | 5 | 3-SAC-T12 |

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| R50 | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | 0001 | 004 | 001 | 004 | - | - | OCT |
| R55 | | | | | | | | | | | | | | | | | | | | | | - | 005 | - | 004 | - | - | AUG |
| R57 | | | | | | | | | | | | | | | | | | | | | | 0001 | 001 | 001 | 003 | - | - | NOV |
| R04 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | NOV |
| R11 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | JAN |
| R42 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 001 | - | - | JUL |
| CBR CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | 0004 | 044 | 001 | 063 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | - | | | | | |
| N04 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | - | - | - | - |
| N42 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | - |
| N59 | | | | | | | | | | | | | | | | | | | | | | - | 00 | - | 001 | - | - | - |
| N76 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| N42 | REDESIGNATED IN-80, 30 JANUARY 1956, TWO CREW CHANGES IN ONE MONTH | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON CBR SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 004 | - | 001 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WING TOTAL | | | | | | | | | | | | | | | | | | | | | | 0006 | 073 | 006 | 090 | - | - | - |

C-310-134-C

SAC FORM 1 AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56) (When Filled In) **CONFIDENTIAL**

1574

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

**JET CREW AIR TRAINING REPORT - PART III**

| UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| 310th Bombardment Wing, Medium | January 1956 | 4 | 5 | 3-SAC-T12 |

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RBS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | | | | |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| IN11 | | UPGRADED TO COMBAT READY, 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | | AC | 55% | 16 | | | | P | X | 13 | | | | 0 | 45% | 11 | | | | | | | | | | | | |
| IN59 | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | | AC | 10%-3JAN | | 10 | | | P | 10% | 0 | | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN67 | | AC | 95% | 24 | | | | P | 35% | 24 | | | | 0 | X | 32 | | | | | | | | | | | | |
| IN68 | | AC | X | 7 | | | | P | 35% | 0 | | | | 0 | 35% | 5 | | | | | | | | | | | | |
| [illegible]9 | | AC | X | 35 | | | | P | 70% | 4 | | | | 0 | X | 6 | | | | | | | | | | | | |
| IN72 | | AC | X | 6 | | | | P | 25% | 8 | | | | 0 | X | 10 | | | | | | | | | | | | |
| IN73 | | AC | 0-3JAN | | 0 | | | P | 10% | 0 | | | | 0 | 15% | 9 | | | | | | | | | | | | |
| IN74 | | AC | X | 10 | | | | P | 10% | 0 | | | | 0 | 10% | 0 | | | | | | | | | | | | |
| IN75 | | AC | 0-3JAN | | 0 | | | P | 10% | 0 | | | | 0 | 0 | 0 | | | | | | | | | | | | |
| IN76 | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | AC | X | 15 | | | | P | 0-3JAN | | 0 | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN78 | | AC | 90% | 12 | | | | P | 27% | 0 | | | | 0 | 25% | 0 | | | | | | | | | | | | |
| [illegible]79 | | AC | 70% | 0 | | | | P | 20%-3JAN | | 0 | | | 0 | 20% | 17 | | | | | | | | | | | | |
| IN80 | | AC | 90% | 31 | | | | P | X | 20 | | | | 0 | 50% | 0 | | | | | | | | | | | | |

C-310-134-C

SAC FORM AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt (3-92)(55)

(When Filled In) **CONFIDENTIAL**



THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART III**

UNIT: 310th Bombardment Wing (Medium) | MONTH: January 1956 | PAGE NR: 5 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL 22 CREW NUMBER | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY 23 LARGE SCALE ATT. | 23 ACC. | 24 TRI-METROGON ATT. | 24 ACC. | K. LOW ALTITUDE DAYLIGHT PHOTO 25 ATT. | 25 ACC. | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY 26 ACTUAL PHOTO FLASH RUNS ATT. | 26 ACC. | 26 NR OF BOMBS | 27 SIM. PHOTO FLASH RUNS ATT. | 27 ACC. | 28 PHOTO FLASH 1105 RUNS ATT. | 28 ACC. | M. LOW ALTITUDE NIGHT PHOTOGRAPHY 29 ACTUAL PHOTO FLASH RUNS ATT. | 29 ACC. | 29 NR OF FLASH CART. | 30 SIM. PHOTO FLASH RUNS ATT. | 30 ACC. | N. RADAR SCOPE PHOTOGRAPHY 31 IP-TARGET RUNS ATT. | 31 ACC. | 32 NR OF RADAR ROUTE MISSIONS | O. AIR WEAPONS 33 AIR MISSIONS ACCOMP | P. CREW PROFICIENCY 34 EMERGENCY PROCEDURE DRILL | 35 NIGHT CELL MISSIONS | 36 DEPRESSURIZED FLYING | 37 ASSISTED TAKE-OFFS | 38 GLOBE TROTTER MISSIONS | 39 MONTH COMPLETED STANDARDIZATION CHECK |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| XXXXX | | | | | | | | | | | | | | | | | | | | | | - | 006 | - | 006 | - | - | - |
| CBR CR PRACT | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| NON CBR PRACT | | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | - | - | - | - | - | - | - |

1 CHIEF OF STANDARDIZATION BOARD, 3 ASSISTANT STANDARDIZATION BOARD CREWS, 11 LEAD CREWS, 18 COMBAT READY CREWS, 2 NON-COMBAT READY CREWS, AND 13 "IN" CREWS.

C-310-134-C

SAC FORM 184b AUG 55 PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offutt O-92(56) *(When Filled In)* **CONFIDENTIAL**

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART IV**

UNIT: 310th Bombardment Wing (Medium) | MONTH: January 1956 | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| CALL NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO GUT | TOTAL TIME | HIGH ALTITUDE | GRY CONTACTS ATTEMPTED | GRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | SPEC WEA | SIM MSN | NITE MASS REF ATT | NITE MASS REF SUCC | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-59 | 59-61 | 62-64 | | | | |
| S08 | -- | -- | 005 | 001 | 03 | 01 | 06 | 03 | 06 | 09 | 02 | -- | 02 | 02 | 01 | 03 | -- | -- | -- | -- | -- | -- | 02 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| S19 | -- | -- | -- | 001 | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | -- | 01 | 01 | -- | -- | -- | -- | -- | -- | 01 | -- | -- | -- | -- | -- | -- | 001 | -- | -- | -- | -- | |
| L37 | -- | -- | 005 | -- | 05 | -- | 05 | -- | -- | -- | 02 | 02 | 04 | -- | 02 | 02 | -- | -- | -- | -- | -- | -- | 02 | 01 | 01 | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| L43 | -- | -- | 004 | -- | 03 | 02 | 05 | 01 | -- | 01 | 01 | -- | 01 | -- | 01 | 01 | -- | -- | -- | -- | 01 | 01 | 01 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| SQ ATBS SUB TOT | -- | -- | 009 | 001 | 09 | 02 | 11 | 01 | -- | 01 | 03 | 02 | 05 | -- | 04 | 04 | -- | -- | -- | -- | 01 | 01 | 04 | 01 | 01 | -- | -- | -- | -- | 001 | -- | -- | -- | -- | |
| L06 | -- | -- | 005 | 001 | 06 | -- | 06 | -- | -- | -- | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 02 | -- | -- | -- | -- | -- | -- | 001 | -- | -- | -- | -- | |
| L09 | 001 | 004 | 008 | 001 | 07 | 08 | 15 | 02 | -- | 02 | 06 | 04 | 10 | 02 | -- | 02 | -- | -- | -- | -- | -- | -- | 05 | 02 | 02 | 03 | 03 | 003 | 003 | 001 | 001 | -- | -- | -- | -- | |
| L18 | 001 | 005 | 005 | -- | 04 | 03 | 07 | 01 | 06 | 07 | 02 | -- | 02 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 01 | -- | -- | 03 | 02 | -- | -- | -- | -- | -- | -- | -- | |
| L20 | 001 | 005 | 006 | 001 | 06 | -- | 06 | 01 | -- | 01 | 01 | -- | 01 | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | 02 | 01 | -- | -- | -- | 002 | 002 | 001 | -- | -- | -- | -- | |
| L32 | 001 | 003 | 005 | 002 | 06 | -- | 06 | 01 | -- | 01 | 04 | -- | 04 | -- | 01 | 01 | -- | -- | -- | -- | -- | -- | 06 | 02 | 03 | -- | -- | -- | -- | 002 | -- | -- | -- | -- | |
| L35 | 001 | 005 | 005 | 002 | 05 | 01 | 06 | 02 | 04 | 06 | 03 | -- | 03 | 02 | -- | 02 | -- | -- | -- | -- | -- | -- | 04 | 01 | 01 | -- | -- | -- | -- | 001 | -- | -- | -- | -- | |
| L36 | -- | -- | 002 | 002 | 02 | -- | 02 | 02 | -- | 02 | -- | -- | -- | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | 01 | -- | -- | -- | -- | 003 | 003 | 001 | -- | -- | -- | -- | |
| L[illegible] | 001 | 004 | 003 | 001 | 03 | -- | 03 | 01 | -- | 01 | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 02 | -- | -- | -- | -- | -- | -- | 001 | -- | -- | -- | -- | |
| L52 | 001 | 003 | 002 | 002 | 03 | -- | 03 | 01 | -- | 01 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 02 | 01 | 01 | -- | -- | 001 | 001 | 001 | 001 | -- | -- | -- | |
| L61 | 001 | 005 | 004 | 002 | 04 | 06 | 10 | 02 | 09 | 11 | 01 | 02 | 03 | -- | 01 | 01 | -- | -- | -- | -- | -- | -- | 02 | 01 | 01 | -- | -- | 002 | 002 | 001 | -- | -- | -- | -- | |

C-3/0-1374-C

SAC 1 FORM AUG 55 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1577

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART IV | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NR: 2 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | | |
| NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | SPEC WPN SIM MSN | TB MASS DEP ATT | NTE MASS DEP SUCC | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | 62-64 | 65 | 66 | | |
| L07 | – | – | 002 | – | 02 | – | 02 | – | – | – | 01 | – | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | | |
| LD OR SUB TOT | 008 | 034 | 047 | 014 | 48 | 18 | 66 | 13 | 19 | 32 | 20 | 06 | 26 | 06 | 02 | 08 | – | – | – | – | – | – | 27 | 08 | 08 | 06 | 05 | 011 | 011 | 010 | 002 | – | – | | |
| R07 | – | – | 004 | – | 04 | – | 04 | – | – | – | 01 | – | 01 | – | – | – | – | – | – | – | – | – | 02 | 01 | 01 | – | – | 004 | 004 | 001 | – | – | – | | |
| R10 | 001 | 004 | 007 | – | 07 | 07 | 14 | – | 06 | 06 | 03 | 03 | 06 | – | 03 | 03 | – | – | – | – | – | – | 03 | – | – | 03 | 02 | – | – | 001 | 001 | – | – | | |
| R12 | – | – | 004 | 001 | 04 | – | 04 | 01 | – | 01 | – | – | – | – | – | – | – | – | – | – | – | – | 02 | 02 | 01 | – | – | – | – | 001 | – | – | – | | |
| R03 | – | – | 003 | – | 01 | – | 01 | 02 | – | 02 | 01 | 02 | 03 | 02 | 02 | 04 | – | – | – | – | – | – | 03 | 01 | – | – | – | 004 | 004 | 001 | – | – | – | | |
| R22 | 001 | 004 | 005 | 001 | 07 | – | 07 | 02 | – | 02 | 03 | 03 | 06 | – | 04 | 04 | – | – | – | – | – | – | 04 | 04 | 02 | – | – | 004 | 004 | – | – | – | – | | |
| R25 | – | – | 004 | – | 03 | – | 03 | 01 | – | 01 | 02 | – | 02 | 01 | – | 01 | – | – | – | – | – | – | 01 | 01 | 01 | 03 | 02 | – | – | 001 | 001 | – | – | | |
| R29 | – | – | 005 | – | 05 | 12 | 17 | – | 01 | 01 | 02 | 01 | 03 | – | 01 | 01 | – | – | – | – | – | – | 03 | 01 | 02 | – | – | 002 | 002 | 001 | – | – | – | | |
| R31 | – | – | 006 | – | 06 | – | 06 | – | – | – | 05 | – | 05 | – | – | – | – | – | – | – | – | – | 03 | – | – | – | – | – | – | 001 | – | – | – | | |
| R39 | – | – | 002 | – | 01 | – | 01 | 01 | 02 | 03 | 01 | 03 | 04 | – | – | – | – | – | – | – | – | – | 01 | – | 01 | – | – | 003 | 003 | – | – | – | – | | |
| R40 | – | – | – | 001 | 01 | – | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – | | |
| R41 | 001 | 003 | 004 | 001 | 04 | – | 04 | 01 | – | 01 | 01 | 04 | 05 | – | 04 | 04 | – | – | – | – | – | – | 01 | 03 | 01 | – | – | – | – | 001 | – | – | – | | |
| R44 | – | – | 005 | – | 05 | – | 05 | – | – | – | 02 | – | 02 | – | – | – | – | – | – | – | – | – | 05 | 01 | 01 | – | – | – | – | – | 001 | – | – | | |
| R45 | – | – | 007 | – | 07 | 01 | 08 | – | – | – | 01 | – | 01 | – | 01 | 01 | – | – | – | – | – | – | 03 | 01 | – | – | – | – | – | – | 001 | – | – | | |
| R46 | 001 | 005 | 007 | 002 | 09 | – | 09 | – | – | – | 07 | 03 | 10 | – | 08 | 08 | – | – | – | – | – | – | 05 | 05 | 05 | – | – | – | – | 002 | – | – | – | | |

C-310-134-2

SAC 1 FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offset 0-93(56) *(When Filled In)* **CONFIDENTIAL**

1578

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV

UNIT: 310th Bombardment Wing (Medium)

MONTH: January 1956

PAGE NR: 3

NR OF PAGES: 5

REPORTS CONTROL SYMBOL: 3-SAC-712

| Q. GENERAL | P. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO-PLOT | TOTAL TIME | HIGH ALTITUDE | DAY CONTACTS ATTEMPTED | DAY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | [illegible] | [illegible] | [illegible] | [illegible] |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | |
| B30 | - | - | 004 | 002 | 03 | - | 03 | 01 | - | 01 | 02 | - | 02 | 01 | - | 01 | - | - | - | - | - | - | 03 | 02 | - | 03 | - | 001 | 002 | 003 | - | - | - | |
| B34 | 001 | 003 | 005 | 001 | 05 | - | 05 | 01 | - | 01 | 02 | - | 02 | 01 | - | 01 | - | - | - | - | - | - | 02 | 03 | - | - | - | - | - | 004 | - | - | - | |
| B37 | - | - | 008 | - | 08 | - | 08 | - | - | - | 02 | - | 02 | - | - | - | - | - | - | - | - | - | 02 | 01 | - | 01 | - | 003 | 001 | 002 | - | - | - | |
| B04 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | - | - | - | - | |
| B11 | - | - | 002 | - | 02 | - | 02 | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | 001 | - | - | - | - | |
| B41 | - | - | 004 | - | 04 | - | 04 | - | - | - | 02 | 01 | 03 | - | 01 | 01 | - | - | - | - | - | - | 01 | 02 | - | - | - | - | - | - | - | - | - | |
| CREW OR SUB TOT | 005 | 017 | 089 | 009 | 86 | 20 | 106 | 10 | 09 | 19 | 38 | 20 | 98 | 05 | 24 | 29 | - | - | - | - | - | - | 47 | 37 | 13 | 22 | 13 | 022 | 022 | 017 | 004 | - | - | |
| N04 | - | - | 004 | - | 04 | - | 04 | - | - | - | 01 | 01 | 02 | - | 01 | 01 | - | - | - | - | - | - | 01 | - | - | - | - | 005 | 006 | - | - | - | - | |
| N42 | - | - | 002 | - | 02 | - | 02 | - | - | - | 02 | 02 | 04 | - | - | - | - | - | - | - | - | - | 02 | - | - | - | - | - | - | 001 | - | - | - | |
| N59 | - | - | 001 | - | 01 | - | 1 | - | 03 | 03 | 01 | - | 01 | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | 001 | - | - | - | |
| N76 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| N42 | REDESIGNATED IN-80, 30 JANUARY 1956, TWO CREW CHANGES IN ONE MONTH. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON CREW SUB TOT | - | - | 007 | - | 07 | - | 07 | - | 03 | 03 | 04 | 03 | 07 | - | 01 | 01 | - | - | - | - | - | - | 03 | 01 | - | - | - | 006 | 006 | 002 | - | - | - | |
| WING TOTAL | 013 | 053 | 157 | 025 | 153 | 41 | 194 | 27 | 37 | 64 | 67 | 31 | 98 | 13 | 32 | 45 | - | - | - | - | 01 | 01 | 83 | 37 | 24 | 18 | 13 | 038 | 038 | 030 | 029 | - | - | |

SAC : FORM AUG 55 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset 0-93(56) (When Filled In) CONFIDENTIAL

3-SAC-712

1579

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

JET CREW AIR TRAINING REPORT - PART IV | UNIT: 310th Bombardment Wing, Medium | MONTH: January 1956 | PAGE NR: 4 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-702

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | 47 | | | 48 | | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | APPROACHES | | | FORMATION | | | | | | | | | |
| | | | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | CO-PILOT | | | ACFT COMDR | | | COPILOT | | | | | | | | | | | | | |
| CREW NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | | | | |
| 8-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 13-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 35-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | |
| IN11 | | UPGRADED TO COMBAT READY, 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | | AC | 55% | 16 | | | | P | X | 13 | | | | | | | | | | 0 | 45% | 24 | | | | | | | | | | | | |
| IN59 | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | | AC | 10%-3JAN | 10 | | | | P | 10% | 0 | | | | | | | | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN67 | | AC | 95% | 24 | | | | P | 35% | 24 | | | | | | | | | | 0 | X | 31 | | | | | | | | | | | | |
| IN68 | | AC | X | 7 | | | | P | 35% | 0 | | | | | | | | | | 0 | 35% | 5 | | | | | | | | | | | | |
| (9 | | AC | X | 35 | | | | P | 70% | 4 | | | | | | | | | | 0 | X | 6 | | | | | | | | | | | | |
| IN72 | | AC | X | 6 | | | | P | 25% | 8 | | | | | | | | | | 0 | X | 10 | | | | | | | | | | | | |
| IN73 | | AC | 0-3JAN | 0 | | | | P | 10% | 0 | | | | | | | | | | 0 | 15% | 9 | | | | | | | | | | | | |
| IN74 | | AC | X | 10 | | | | P | 10% | 0 | | | | | | | | | | 0 | 10% | 0 | | | | | | | | | | | | |
| IN75A | | AC | 0-3JAN | 0 | | | | P | 10% | 0 | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | |
| IN76 | | UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | | AC | X | 15 | | | | P | 0-3JAN | 0 | | | | | | | | | | 0 | 20% | 0 | | | | | | | | | | | | |
| IN78 | | AC | 90% | 12 | | | | P | 27% | 0 | | | | | | | | | | 0 | 25% | 0 | | | | | | | | | | | | |
| IN79 | | AC | 70% | 8 | | | | P | 20%-3JAN | 0 | | | | | | | | | | 0 | 20% | 17 | | | | | | | | | | | | |
| IN80 | | AC | 90% | 31 | | | | P | X | 20 | | | | | | | | | | 0 | 50% | 0 | | | | | | | | | | | | |

SAC : FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset O-9X56 *(When Filled In)* **CONFIDENTIAL**

1580

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

**JET CREW AIR TRAINING REPORT - PART IV**

UNIT: 310th Bombardment Wing (Medium) | MONTH: January 1956 | PAGE NR: 5 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| Q. GENERAL | R. PILOT PROFICIENCY | | | | | | | | | | | | | | | | | | | | | | S. MISCELLANEOUS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 41 | 42 | 43 | | 44 | | | | | | 45 | | | | | | 46 | | | | | | 47 | | 48 | | 49 | 50 | 51 | 52 |
| | | | TAKE-OFFS | | LANDINGS | | | | | | GCA | | | | | | ILAS | | | | | | APPROACHES | | | FORMATION | | | | |
| | | | | | ACFT COMDR | | | | CO-PILOT | | | | | | | | | | | | | | | | | | | | | |
| NUMBER | NR OF PILOT PROFICIENCY MISSIONS | NR OF PILOT PROFICIENCY HOURS | ACFT COMDR | CO-PILOT | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | FULL STOP | TOUCH AND GO | TOTAL | AIRBORNE RADAR | PPI | GYRO OUT | TOTAL TIME | HIGH ALTITUDE | DRY CONTACTS ATTEMPTED | DRY CONTACTS SUCCESSFUL | FIGHTER ATTACK MISSIONS | SYSTEMS WEAPONS SIM MSN |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 65-67 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | 62 |
| XXXXX | - | - | *044 | 008 | *50 | 27 | *77 | 04 | 12 | 16 | 28 | 15 | 43 | 02 | 15 | 18 | - | - | - | - | - | - | 08 | 03 | 02 | - | - | 077 | 077 | - | - |
| CBR CR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NON CBR PRACT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

1 CHIEF OF STANDARDIZATION BOARD, 3 ASSISTANT STANDARDIZATION BOARD CREWS, 11 LEAD CREWS, 14 COMBAT READY CREWS, 2 NON COMBAT READY CREWS, AND 13 "IN" CREWS.

* TWO TAKE-OFFS AND TWO FULL STOP LANDINGS MADE BY BRIGADIER GENERAL BURCHINAL, HEADQUARTERS EIGHTH AIR FORCE. NOT INCLUDED IN TOTALS.

C-310-134-C

SAC 1 FORM AUG 55 184C PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offutt O-93(56) *(When Filled In)* **CONFIDENTIAL**

1581

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 92-1)

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

6 January 1956

FIRE PROTECTION AND AIRCRAFT CRASH RESCUE

Emergency Flight Line Fire Plan

1. PURPOSE: To supplement the provisions of Base Regulation 92-4, 22 June 1954, subject: Fire Protection and Aircraft Crash Rescue.

2. SCOPE: This directive is applicable to the four Tactical Squadrons, Maintenance Control, and each Maintenance Squadron of the 310th Bombardment Wing.

3. RESPONSIBILITY: Commanders of squadrons concerned and the Chief of Maintenance are responsible for insuring compliance with this directive. Commanders will insure that all personnel concerned are fully aware of the provisions of T.O. 11A-1-33, Base Regulations 92-1 and 92-4, and this directive, and upon termination of the emergency, initiate recuperative action to regain operational conditions as soon as possible.

4. GENERAL: The Base Fire Marshal has full responsibility for, and authority over, all units of fire fighters while responding to and operating at fire and crash rescue operations, and will immediately direct the dispersal of aircraft in the fire or emergency area. To minimize the over-all damage or loss which may be created in case of fire, all units will insure that all wing aircraft are parked as directed by current parking plans. In event of a fire, all unit resources will be utilized to localize a line fire prior to the arrival of the Base Fire Fighting Equipment.

5. PROCEDURES:

a. Any individual discovering or observing a fire on the flight line, regardless of size or location, will take immediate action to turn in an alarm to the Fire Station and Maintenance Control, utilizing the most expeditious method.

b. Dispersal of aircraft will be as directed by the Fire Chief, Base Operations Officer, or Airdrome Officer; prior to their arrival, the Senior Officer, or Senior NCO present, will direct dispersal of aircraft or evacuation of facilities.

c. Precautions to be observed for bombs and/or ammunition:

(1) Ammunition and explosives present a fire hazard and explosive condition. Fires in which they are involved should be fought with first aid and mobile fire extinguisher equipment until the fire has been brought under control. Some hazards may be expected in fires of these materials, including JATO, solvents, oil, paint, gasoline, and compressed gasses.

1582

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(2) Bombs and fuses are subject to mass detonation when involved in a fire, therefore maintenance personnel will make no attempt to fight the fire, but will isolate the aircraft. Refer to inclosure #1 for minimum number of aircraft to be moved.

(a) Aircraft may be taxied from the immediate danger area by rated personnel only.

d. Tactical and Periodic Maintenance Squadrons will:

(1) Insure that their vehicular towing units are fully equipped with towing equipment, parking plan, and grid maps, as directed by Base Regulation 92-4.

(2) Establish a duty schedule of Coleman drivers to be "ON CALL" in the squadron area during off-duty periods. This schedule will be kept current daily in Job Control. A copy of this duty schedule and a roster of assigned drivers will be furnished the squadron C.O.'s to expedite the location of drivers during off-duty hours.

(3) Utilize warning signs for bombs and ammunition in accordance with T.O. 11A-1-33.

e. Field and Periodic Maintenance Squadrons will:

(1) Provide suitable cables, of sufficient length, with hooks attached, to be utilized in towing aircraft out of the hangars in event of a hangar fire.

f. Any organization experiencing a fire will:

(1) Insure that an alarm has been turned in, regardless of whether the first aid appliance being used appears to be effective or not.

(2) Utilize available fire fighting equipment to quench or control the fire.

(3) Insure that all unit assigned aircraft in the flight line area are immediately manned by fire guards, ground crew, and air crew personnel as determined necessary by the emergency.

(4) Protect and/or evacuate aircraft and facilities as necessary or as directed.

(5) Furnish information to the Base Fire Marshal, as to location of the fire in the aircraft, any personnel aboard, amount of fuel, bomb load and/or ammunition, if any.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(6) Maintain a continuous radio liaison, by the use of the radio vehicles (tactical units only).

g. Maintenance Control will:

(1) Upon notification of an emergency, establish radio communications with each tactical squadron radio vehicle and direct the dispatch of coleman drivers to the emergency area for aircraft evacuation.

(2) After dispatching colemans, a continuous radio listening watch will be established.

(3) Relay any information and direct such operations as necessary.

h. Other Tactical or Maintenance Squadrons will:

(1) Upon notification of an aircraft fire, explosion or emergency, form their personnel into task groups in their immediate maintenance area and stand by to assist the Base Fire Marshal, or Provost Marshal as required.

(a) Under no condition will personnel, other than Commanders, Operations Officers, or Maintenance Officers, proceed to the scene of the emergency, unless directed to do so by the Base Fire Marshal, Provost Marshal, or others in their chain of command, including Maintenance Control.

i. Emergencies during off-duty hours:

(1) In the event of an emergency during off-duty hours, the Maintenance Control Supervisor, or Charge of Quarters will contact all squadron C.O.'s and order the coleman tractor drivers to report to the scene of the emergency, for evacuation of the aircraft from the immediate danger area as required.

(2) Organizational C.O.'s will dispatch all available maintenance and flight personnel to their maintenance area. They will report to the senior Maintenance Supervisor there, and stand by for duty as directed.

(3) General procedures outlined in c, d, and e above will be followed.



1584

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

1 INCL
Aircraft Spacing Diagram

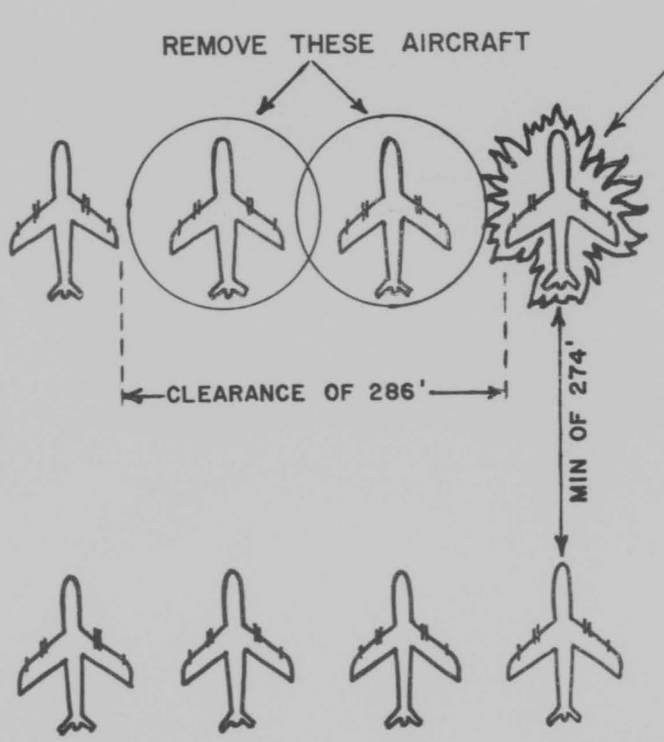
DISTRIBUTION: "A"



1585

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




B47 WING SPAN 116'
CLEARANCE BETWEEN
WING TIPS 18'
134'

INCL 1 to WG REG 92-1



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

OAL020

RR RJWFSY

DE RJEPEO 92

R 101930Z

FM COMAF 8 WESTOVER AFB MASS

TO COMAIDIV 802 SMOKY HILL AFB KANS

BT

/UNCLASSIFIED/ RADNOTE FOR COMDR 310TH WING WELLS FROM OPS HUMFELD.

SUBJECT: 8TH AF OPS ORDER 11-56 "SWORD PLAY". THIS HQ NOTES WITH PRIDE RESULTS OF 8TH AF REFUELING EFFICIENCY FOR OPERATION SWORD PLAY. ORIGINAL PLANS REQUIRED HARMON TF TO SUPPLY 5 TANKERS FOR SECOND CELL OF SECOND WAVE AND GOOSE TF TO SUPPLY 10 ACFT FOR FIRST AND THIRD WAVES. WITH 2½ HOURS NOTICE PRIOR TO TAKE OFF OF FIRST CELL, IT WAS DETERMINED THAT GOOSE TANKER COULD NOT BECOME AIRBORNE DUE TO FREEZING RAIN. HARMON TF WAS CALLED UPON TO FURNISH ALL 15 TANKERS. RESULTS OF THIS MISSION WERE COMPLETELY SUCCESSFUL AND RECEIVED COMMENDATION FROM 305TH BOMB WING ON A JOB WELL DONE. ABOVE RESULTS REVEAL HIGH PROFESSIONAL ABILITY AND STRONG DESIRE TO ACCOMPLISH MISSION ON PART OF 310TH AIR REFUELING SQUADRON. ABOVE INFO PASSED TO SAC TASK FORCE, HARMON.

BT

10/2043Z JAN RJEPEO

TRUE COPY

TRUE COPY

[redacted]

1587

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

COMAIRDIV 802 SMOKY HILL AFB KANS

UNCLASSIFIED

PRIORITY

x

COMDR ERNEST HARMON AFB, N.F.

x

/UNCLASSIFIED/310CO_____. FOR FANCHER, COMDR 310AREFS, FROM WELLS. PLEASE PASS MY CONGRATULATIONS TO YOUR PEOPLE FOR AN EXCEPTIONALLY FINE DEMONSTRATION OF AGGRESSIVE PERFORMANCE OF DUTY IN THE SUPPORT OF THE DEPLOYMENT OF THE 305TH BOMB WG. THE EFFORT OF YOUR PEOPLE IN PRODUCING TEN EXTRA SORTIES WITH TWO AND ONE-HALF HOURS NOTICE IS ESPECIALLY COMMENDABLE. THE FACT THAT ALL FIFTEEN OF THE AIRCRAFT SCHEDULED RESULTED IN EFFECTIVE SORTIES IS INDICATIVE OF A HIGH DEGREE OF OPERATIONAL SKILL ON THE PART OF THE COMBAT CREWS. YOUR RECENT ACHIEVEMENTS HAVE MADE THE ENTIRE WING AND EIGHTH AF EXTREMELY PROUD OF YOU.

UNCLASSIFIED 1 1

S.W. WELLS, COLONEL, USAF, COMMANDER

310CO 12 JAN 56 207

TRUE COPY

TRUE COPY

1588

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Date AS OF 31 JAN 56

a. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed A/C) |
|---|---|---|---|
| 379BS | 511:55 | 15 | 34:08 |
| 380BS | 475:15 | 14 | 33:57 |
| 381BS | 421:25 | 13 | 32:25 |
| 310th BOMB Total | 1408:35 | 42 | 33:32 |
| 310th REFS Total | | | |
| Combined Total | | | |

| | | | | |
|---|---|---|---|---|
| b. Number of Aircraft Assigned: | B-47 | 47 | KC-97 | |
| c. Average number of Aircraft Possessed: | B-47 | 42 | KC-97 | |
| d. Number of Periodic Inspections Scheduled: | B-47 | 7 | KC-97 | |
| Number of Periodic Inspections Completed: | B-47 | 6 | KC-97 | |
| e. Number of Engine Changes: | B-47 | 13 | KC-97 | |
| Average Time at Engine Change: | B-47 | 437:18 | KC-97 | |
| f. Number of Cylinder Changes: | | | KC-97 | |
| g. Number of Turbo Changes: | | | KC-97 | |
| h. In Condition - Status and Figures: | | | | |
| (1) Wing Percentage In Condition: | B-47 | 82.88% | KC-97 | |
| (2) Number Hours Aircraft In Condition: | B-47 | 25997 | KC-97 | |
| (3) Average Hours In Condition per Possessed Aircraft: | B-47 | 619:18 | KC-97 | |
| i. NOR - Status and Figures: | | | | |
| (1) Wing Percentage NOR: | B-47 | 16.43% | KC-97 | |
| (2) Number Hours Aircraft NOR: | B-47 | 5155 | KC-97 | |
| (3) Average Hours NOR per Possessed Aircraft: | B-47 | 122:44 | KC-97 | |

[redacted]

1589

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Control - Continued

j. AOCP Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Ring Percentage AOCP: | D-47 | .69% | KC-97 | |
| (2) Number Hours Aircraft AOCP: | D-47 | 216 | KC-97 | |
| (3) Average Hours AOCP per Possessed Acft | D-47 | 5:09 | KC-97 | |
| (4) Items AOCP at present: | D-47 | 1 | KC-97 | |
| (5) Number Items AOCP this month: | D-47 | 7 | KC-97 | |
| (6) Number Item received this month: | D-47 | 6 | KC-97 | |

k. AMFE Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Total items AMFE reconditioned this month: | D-47 | 0 | KC-97 | |
| (2) Number Items AMFE received this month: | D-47 | 0 | KC-97 | |
| (3) Total Items AMFE at present: | D-47 | 0 | KC-97 | |
| (4) Number Aircraft AMFE on this date: | D-47 | 0 | KC-97 | |

l. Number Aircraft Items Cannibalized this month: D-47 8 KC-97

m. Technical Order Compliance Status Data:

| | | | | |
|---|---|---|---|---|
| (1) TOC Percentage Rate: | D-47 | .5D | KC-97 | |
| (2) TOC Total Man-hours Accomplished: | D-47 | 857 | KC-97 | |

n. Number of Field Maintenance Work-Orders Processed: 945

o. Number of Accurest & Electronics Work-Orders Processed: 729

Valentine S. Kudrikoff

VALENTINE S, KUDRIKOFF
CWO, USAF
Reports and Analysis Officer

1590

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# FHA Okays 535 Base Housing Units

Construction of 535 housing units at the Smoky Hill AFB was approved Wednesday by the Federal Housing Administration.

Bids from private contractors are expected to be asked by the Air Force within a few weeks. No date has been set yet.

The units will be east of the base on newly-acquired land between Dry Creek and the main gate on both sides of the access road.

Army engineers already have acquired 190 acres for the development. An additional 110 acres will be obtained in the general area.

**Will Ask Bids**

"When the necessary land is acquired and final appraisals approved, the contracting officer at Smoky Hill will advertise for the bids," an Air Force spokesman said.

"However, it may take a month or two to obtain the additional land," he added.

Smoky Hill AFB officials Wednesday were awaiting instructions on bid advertising.

Col. Jack S. Randolph, base commander, said, "We are certainly well pleased by the FHA's approval of plans for construction of our housing units.

"It will be a big improvement to the base and will greatly benefit the entire community."

A FHA spokesman said the housing had been approved under the Capehart section of the housing act.

Under these provisions, the units are to be built by private contractors with private financing after competitive bids.

The Air Force will pay off the mortgages with funds deducted from military housing allowances and will own the buildings after the mortgages are liquidated.

The FHA spokesman said he understood FHA would insure the mortgages.

Plans for the Smoky Hill units include some two and three-bedroom duplexes and some three and four-bedroom single family homes.

Average cost of the units is estimated at about $13,500.

Article appeared in the Salina Journal, Wednesday, January 18, 1956

1591

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH BOMBARDMENT WING — MEDIUM

SMOKY HILL AIR FORCE BASE

# HISTORY

FEB 1956

RSI Cont No S16218

SECRET

1596

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

RSI Cont No
S10218

SECRET

1597

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



(C)

(C)

(C)





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

FEBRUARY 1956

Smoky Hill Air Force Base, Kansas

**********

This document is prepared by A/2C Thomas A. Quinn, under the supervision of 2nd Lt. Robert L. Wilson, Historical Officer.

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

Selmon W Wells

SELMON W. WELLS
Colonel USAF
Commander

SECRET

1600

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CONTENTS


| | Page No. |
|---|---|
| Title Page | |
| Contents | i |
| Chronology | 1 |
| Glossary of Irregular Abbreviations | 2 |
| Narrative History of the 310th Bombardment Wing, Medium | 3 |
| Chapter I Organization and Administration | 3 |
| Mission | 3 |
| Organization | 3 |
| Administration | 4 |
| Special Events | 4 |
| Inspector | 5 |
| Comptroller | 6 |
| Chapter II Personnel | 8 |
| Administration | 8 |
| Command | 9 |
| Staff | 9 |
| Critical Shortages | 9 |
| Manning: Officers | 10 |
| Manning: Airmen | 10 |
| Reenlistment Rate | 11 |
| Discipline | 11 |
| Promotions | 11 |
| Morale and Welfare | 12 |




THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Chapter III Operations and Training 13
Flying Training 13
Accomplishments 13
Combat Crew Strength 17
Operational Problems 17
New Regulations 19
379th Bombardment Squadron 20
380th Bombardment Squadron 21
381st Bombardment Squadron 21
310th Air Refueling Squadron 23
Flying Safety 26
Chapter IV Materiel and Maintenance 27
Materiel 27
Logistics 27
Supply 28
Maintenance 29
Roster of Key Personnel 30
Bibliography 31
Appendix 33
List of Exhibits 34
Exhibits



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHRONOLOGY

| | |
|---|---|
| 10 February 1956 | At 13:41 hours CST, B-47E aircraft 52-277A of the 379th Bombardment Squadron was destroyed in a crash four miles south southwest of Westmoreland, Kansas. All four crewmembers were killed in the crash. |
| 20 February 1956 | 310th Wing Commander Colonel Selmon W. Wells departed Smoky Hill Air Force Base for Eighth Air Force Headquarters at Westover AFB, Massachusetts. Colonel Wells briefed the staff on the 310th Wing's activities in the recent Pace Setter II mission.<br>While at Westover, Colonel Wells attended a briefing conducted by Eighth Air Force on the forthcoming Pace Setter III and Snowbank missions. |
| 27 February 1956 | Colonel Selmon W. Wells left Smoky Hill Air Force Base for Kindley AFB, Bermuda, to attend the Eighth Air Force Commanders Conference. |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



GLOSSARY OF IRREGULAR ABBREVIATIONS

| | |
|---|---|
| TDY | Temporary Duty |
| TWX | Message Via Teletype |
| SHAFB | Smoky Hill Air Force Base |
| IG | Inspector General |
| RCS | Reports Control Statement |
| RBS | Radar Bomb Scoring |
| OJT | On-The-Job Training |
| A&E | Armament and Electronics |
| IRS | In Required Specialty |
| AWOL | Absent Without Leave |
| AOCP | Aircraft out of Commission Due To Parts |
| SAC | Strategic Air Command |
| MIL | Maintenance Information Letter |
| CEA | Circular Error Average |
| EWP | Emergency War Plan |
| TOC | Technical Order Compliance |
| UR | Unsatisfactory Report |
| USCM | Unit Simulated Combat Mission |

* * * * * * * * * * *



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER I

## ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month of February 1956.

At the beginning of February, all operational efforts were directed toward preparing the wing for its SWAN DIVE deployment to the United Kingdom. The deployment was 100 percent effective, and the SWAN DIVE mission was a success.

On 26, 27 and 28 February, units of the 310th Air Refueling Squadron returned home to Smoky Hill following their two month deployment to Newfoundland. While at Newfoundland, the 310th's air refueling capabilities and accomplishments won for them the recognition of being one of the finest refueling outfits in the Eighth Air Force.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of February 1956. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 29 February 1956 the wing had assigned the Command and Adjutant sections and the Directorates of Operations, Materiel, Personnel and Comptroller. The other units assigned were the 379th, 380th and 381st Bombardment Squadrons, the 310th Air Refueling Squadron, 310th Armament and Electronics, 310th Field and 310th Periodic Maintenance Squadrons. The only other unit assigned was the 310th Tactical Hospital.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



ADMINISTRATION:

The 310th Bombardment Wing had no major administrative problems during the month of February 1956.[1/]

In February, the Adjutant section was responsible for the publishing of several new regulations concerning many different topics. One of these new regulations was Wing Regulation 9-1, a numerical index of 310th Bombardment Wing Forms. The purpose of this index was to provide all activities with a current list of 310th Bombardment Wing forms.[2/]

SPECIAL EVENTS:

The welcome mat was out on Saturday, 25 February for the first contingent of 310th Air Refueling Squadron personnel who redeployed to Smoky Hill following a two month TDY in Newfoundland.

To add a touch of glamour to the scene, a bevy of 1956 Cadillacs led the returning aircraft to their births in front of the Base Operations building.

Wives, dependents and well-wishers were on hand to greet the returnees, while humerous posters and decorations added to the occassion. A variety of refreshments were served to add spirit to the refueler's return.

The redeployment took three days to complete, and members of the Dependents Assistance Office, and 310th personnel as well were on hand to make the homecoming a good one.[3/]

---

1/ Interview by 310th Historian with Adjutant, 310th Bomb Wing.

2/ 310th Wing Regulation 9-1, 27 February 1956. Exh. 1

3/ Article which appeared in the Salina Journal, 26 February 1956. Exh. 2



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



INSPECTOR:

Lieutenant Colonel John E. Miller remained as Wing Inspector during the month of February.

Toward the latter part of the month, orders were published assigning Colonel Miller to B-47 Transition School beginning 26 February. 4/

The only major inspection completed in February was the Semi-Annual Inspection of the 381st Bombardment Squadron. This inspection was conducted from 20 through 24 February. 5/

The Wing Inspector coordinated with all squadrons and staff sections to insure that all discrepancies were corrected and that procedures were in order by the time the SAC Inspection team arrived at Smoky Hill. The Wing Commander first notified all sections of the visit on 21 February. 6/

On 8 February, Colonel Miller coordinated with the Base Provost Martial for help in processing DD Forms 398, a Request for Investigation. A great many of these forms sent in by the wing have been sent back due to errors . It was asked by Colonel Miller that the Provost Martial prepare a checklist of basic requirements which would facilitate the preparation of these forms. 7/

---

4/ 802d ADIV L.O. 176, 23 Feb 1956, paragraph 2. Exh. 3

5/ Interview by Wing Historian with 310th Wing Inspector.

6/ 310th Bomb Wing Staff Meeting Minutes of 21 February 1956.

7/ Disposition Form, 8 Feb 56, "Request For Aid in processing DD Forms 398". Exh. 4



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COMPTROLLER:

Master Sergeant Robert N. Talbott of the Comptroller Section was reassigned PCS to Westover Air Force Base, Massachusetts. Sergeant Talbott left the section on 17 February.

Master Sergeant Earl H. Kretz left this section on 10 February to attend the NCO Academy at Westover Air Force Base, Massachusetts.

During February, the Conservation Report, RCS: 8AD-C1, submitted by all squadrons in the wing was consolidated by the Comptroller section.

The Housing Reports, RCS: 1-8AD-Z1 and 2-8AD-Z1 required by Base Regulation 93-4, 25 January 1956, were submitted by all squadrons to the Comptroller section for completion.[8]

During February, seven charts were placed in the Wing Conference Room. The remainder of these charts will be installed in March.

A daily briefing on the Delinquency Report status of the wing and a weekly briefing on the RCS status was inaugurated for the Wing Commander. With referance to the wing's policy of eliminating late reports, the Director of Comptroller for the 310th forwarded to the Wing Commander a statement showing that only two RCS reports were received late during the month of February.[9] This figure represented a marked improvement over the January statement which showed that 11 RCS reports had been submitted late.[10] According to the policy concerning late reports, letters of explanation from the originators of the report were sent to the Wing Commander.[11]

---

8/ 310th Directorate of Comptroller Historical Report for February 1956.

9/ Status of Late Reports for February. Exh. 5

10/ Status of Late Reports for January. Exh. 6

11/ Memorandum to 310CO fm. 310DOM, "Late Reports". Exh. 7



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The 310th Comptroller coordinated with the Base Director of Comptroller to publish a quarterly Unit Expense Summary. The purpose of this report was to permit commanders to compare their unit cost with other organizations on the base and also note significant dollar fluctuations. 12/

12/ Unit Expense Summary, 15 Feb 56. Exh. 8



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER II

PERSONNEL

ADMINISTRATION:

Throughout February, Service Records for approximately 100 airmen assigned to the wing were transcribed to the new Air Force Form 7. There are 200 more Service Records remaining to be transcribed. The main reason why this project was not completed in February was the shortage of the new forms.

A suspense file was inaugurated in February to insure that personnel eligible and recommended for the award of the Good Conduct Medal and/or the permanent NCO grades are awarded the same.[13/]

A new procedure for the request for issuance of Personnel Actions Memorandums was inacted on 24 February with the publication of 310th Bomb Wing Supplement 1 to Air Force Manual 30-3. The supplement states that all requests for information to be placed on a Wing Personnel Actions Memorandum will be submitted on a Disposition Form or an Air Force Form 1098, a request for classification action.[14/]

A total of 76 Officer Effectiveness Reports were processed during February; of these twelve were submitted late. Nine of these late reports were excused inasmuch as they were not submitted during 1955 when they were required

---

13/ 310th Bombardment Wing Directorate of Personnel Historical Report for February, 1956.

14/ 310th Bomb. Wing Supplement 1 to AFM 30-3. Exh. 9



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



COMMAND:

Colonel Selmon W. Wells remained Commander of the 310th Bombardment Wing throughout the month of February.

Colonel Wells departed Smoky Hill Air Force Base on 7 February to coordinate the wing's SWAN DIVE deployment, and in his absence, Colonel Delmore P. Wood, the Wing Deputy Commander assumed Command of the 310th Wing.[15/] Colonel Wells returned on 14 February to take command of the Wing.[16/]

Colonel Wells again departed Smoky Hill on 27 February to attend the Eighth Air Force Commander's Conference at Kindley Air Force Base, Bermuda.[17/] Colonel Wood took command of the Wing until his return.[18/]

STAFF:

There were no changes in key staff personnel during the month of February.

CRITICAL SHORTAGES:

The shortage of four Personal Equipment Officers (AFSC 1435) persisted during February. The wing has authorization for four officers in this field.

Another major shortage was that of four Aircraft Maintenance Officers (AFSC 4344). This shortage has necessitated the placement of four tactical

---

15/ 310th Bomb. Wing General Orders number 3. Exh. 10

16/ 310th Bomb. Wing General Orders number 4. Exh. 11

17/ 802d ADIV. L.O. 174, para. 7. Exh. 12

18/ 310th Bomb. Wing General Orders number 5. Exh. 13



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Aircraft Commanders in these positions. These men are untrained in the maintenance field, thus hindering their supervisory capabilities.

The wing had a total shortage of 127 airmen. The February shortages were for 15 ECM repairmen, 26 "K" systems technicians, 35 electricians and 51 jet mechanics.[19]

MANNING: OFFICERS

The 310th Bombardment Wing was authorized 436 officers as of the first and 29th of February. There were 368 assigned on 1 February and 370 assigned on 29 February.

MANNING: AIRMEN

The wing had authorization for 1625 airmen on 1 and 29 February. Of this figure, the wing had 1378 assigned as of 1 February, and 1399 assigned on the 29th. There were 1052 airmen authorized for direct support activities, while only 742 were working in their required specialties. For indirect support, the wing was authorized 562 airmen, and only 354 worked in their required specialties.[20]

Although the wing was body-manned 91.6 percent, it was effectively manned at only 64 percent in the airmen career fields. The disparity in these figures is caused by the low skill level of assigned airmen.[21]

---

19/ Extracted from February T-12 report for 310th Bomb Wing.

20/ Unit Manning Document "Manning IRS for Feb. 1956". Exh. 14

21/ 310th Bomb. Wing. Directorate of Personnel Historical Report for February 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



REENLISTMENT RATE:

The reenlistment rate for the 310th Bombardment Wing for the month of February was 26 percent. Out of 53 men eligible, 15 reenlisted.

DISCIPLINE:

The wing had two men AWOL in February. Four Courts-Martial and four Article 15's were given, and 13 Delinquency Reports were issued to members of the 310th Bombardment Wing.

PROMOTIONS:

Thirteen officers were promoted during February; one to Lieutenant Colonel, four to Major, seven to Captain and one to First Lieutenant. Eighty-nine airmen promotions were effected during the month; one to Master Sergeant, two to Technical Sergeant, 24 to Staff Sergeant, 42 to Airman First Class, 39 to Airman Second Class and one to Airman Third Class.

A new promotion policy for enlisted personnel was established in February when the 310th Wing published Supplement 1 to SAC Regulation 39-6. This new policy will foster a smoother and more efficient promotion system throughout the wing.[22/]

---

22/ 310th Bomb. Wing Supplement 1 to SAC Reg. 39-6. Exh. 15



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



MORALE AND WELFARE:

The morale of the 310th Bombardment Wing remained at a high peak throughout the month of February.

To make life at Smoky Hill a little more pleasant for 310th personnel, close supervision of the dining facilities was effected during February. With redecorations of the Dining Hall completed in February, another stumbling block to wholesome morale has been removed.

On 23 February, in a letter to all squadron commanders, the Wing Commander outlined the duties and procedures of the newly formed NCO Advisory Staffs.[23/] It is hoped that these squadron staffs will be instrumental in solving many problems of morale and eliminating sources for complaint which exist in each squadron.

Another practice which was enacted on 23 February was that of giving the man a day off on his birthday. Although a minor thing, it is remembered by the man concerned as a nice gesture of good will.[24/]

23/ Ltr, 310CO to all Sq. Commanders, "Squadron NCO Staff". Exh. 16

24/ Ltr. 310CO to all Sq. Commanders, "Birthday Passes". Exh. 17



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER III

## OPERATIONS AND TRAINING

### FLYING TRAINING:

February was the second month of the 50-8 training quarter ending 30 March. Training during the month of February consisted of the accomplishment of the flying time requirements of Air Force Regulation 60-2, the completion of SAC Regulation 51-26 requirements for lead crews and the completion of standardization checks in accordance with SAC Regulation 51-4. Also, completion of 80 percent of the quarterly requirements of SAC Regulation 50-8 committments was stipulated, and emphasis was plared on the training and upgrading of non-combat ready crews. 25/

In February, a requirement existed for the 310th Bombardment to conduct a Special Weapons exercise and a subsequent Unit Simulated Combat Mission and EWP profile mission with post strike staging at Lakenheath, U.K. and redeployment to Smoky Hill. The name for this mission was SWAN DIVE and the deployment day was 6 February.

### ACCOMPLISHMENTS:

The deployment to the United Kingdom for the SWAN DIVE mission went exactly as planned. For this achievement, the 310th was congratulated by Major General Walter C. Sweeney, Jr. in a message received here on 9 February. The message stated that "One hundred percent as planned is hard to beat". 26/

---

25/ 310th Bomb. Wing Operations Order 201-56, "Training for February 1956". Exh. 18

26/ Congratulatory message from Major General Walter C. Sweeney, Eighth Air Force Commander to Colonel Selmon W. Wells, 310th Commander. Exh 19



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



As for the SWAN DIVE mission itself, the billeting of crews at Mildenhall while operating at Lakenheath presented problems relative to transportation and control of crew personnel.

The post-strike teams as constituted for EWP purposes did not fill the requirements of this mission in the operations field as only one officer with an operations AFSC was on the team. The 50-8 training, which was to be accomplished on the redeployment, plus the replanning necessary due to numerous changes in the refueling areas, etc, required additional operations personnel.

The facilities provided for operations during TDY were adequate. Concerning logistics, there were no major problems at the post-strike base. However, there were no jacks available to effect B-47 tire changes. At least one alligator type strut jack should be in place for tire changing. This was important because an aircraft landing with blown tires could block a runway or taxiwayat a critical time during the landing phase of an operation.

The overall support of the Base Commander and personnel was excellant. 27/

Other training accomplishments for the month were:

| PRIORITY | COMMITMENT | HOURS PROGRAMMED | HOURS ACCOMPLISHED |
|---|---|---|---|
| 1 | Air Force Regulation 60-2 | Flown with other missions | |
| 2 | SAC Regulation 51-26 | Flown with other missions | |
| 3 | SES | 0 | 0 |
| 4 | USCM "SWAN DIVE" | 400:00 | 412:50 |

27/ Information extracted from the final mission report to 310th Bomb Wing Operations Order 16-56 "SWAN DIVE".



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | | | |
|---|---|---|---|
| 5 | Non-Ready crew training (50-8) | 200:00 | 208:00 |
| 6 | Ready Crew Training (50-8) | 450:00 | 491:00 |
| 7 | Lead and Select Crew Training (50-8) | 300:00 | 296:00 |
| | TEST- Not Programmed | | 43:05 |
| | GRAND TOTAL | 1365:00 | 1369:25 |

28/

Further wing training totals for the month are:

| | |
|---|---|
| Number of Sorties | 365 |
| Flying Time | 2428 |
| Photo scored attacks: | |
| Radar- total | 120 |
| Visual | 68 |
| IBDA Runs | 53 |
| High level breakaway | 04 |
| Navigation: | |
| Night celestial Legs | 63 |
| Day celestial Legs | 58 |
| Other Legs: | |
| Grid Celestial | 75 |
| Grid Radar | 31 |
| Refueling: | |
| Rendezvous- | |
| Total attempted | 59 |
| succeeded | 59 |
| In Darkness attempted | 42 |
| succeeded | 42 |

28/ Computations from the Commander's Remarks to the SAC T-12 Report.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| Refuelings attempted | 107 |
| succeeded | 107 |
| Radio Silent | 93 |
| In Darkness | 76 |
| Internal Gross Weight | 67 |
| Maximum Gross Weight | 37 |
| **Gunnery:** | |
| Total number of missions | 52 |
| Maximum load totals | |
| Total rounds loaded | 036060 |
| Total rounds fired | 033440 |
| Overall percent fire-out | 93 |
| Number of fighter attacks | 79 |
| OQ Gunnery | 01 |
| **Cruise Control** | |
| Missions- Total | 58 |
| Unsuper. Long Range | 58 |
| **Air Weapons** | |
| Air Missions accomplished | 14 |
| **Crew Proficiency** | |
| Emergency Procedure Drill | 120 |
| Night Cell Missions | 65 |
| Depressurized Flying | 129 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



| | |
|---|---|
| Number of pilot proficiency missions | 20 |
| Pilot proficiency Hours | 80 |
| Dry Contacts | 122 |
| Fighter attack missions | 34 |
| Special Weapons simulated course | 13 29/ |

In a letter dated 14 February, Major General Walter C. Sweeney, Commander of the Eighth Air Force expressed his satisfaction with the crews of the 310th Bombardment Wing which distinguished themselves in the Pace Setter II mission. The crews of Captain Robert U. Rowley, Captain Walter J. Rolefson and Captain Harry M. Garbade were cited for their excellent work in the Pace Setter II mission. 30/

COMBAT CREW STRENGTH:

The 310th Bombardment Wing had one chief of standboard, three assistant standboard, one select, 11 lead, 17 combat ready, two non-combat ready and 12 "IN" crews for the month of February.

No new crews were formed this month, and no new crewmembers were gained. One pilot was changed to ready crew status, and one pilot and one aircraft commander were lost through death.

OPERATIONAL PROBLEMS:

Cracked heater ducts in the vertical fin area resulted in six of the wing's aircraft being grounded for a combined total of 92 aircraft

---

29/ Totals extracted from the February T-12 Report for the 310th Bomb. Wing. Exh. 20/

30/ Letter of congratulation to the three outstanding crews of 310th for Pace Setter II mission. Exh. 21



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



days during February, with an AMC TWX restricting these aircraft to one-time flight. The faulty parts were removed by OCAMA representatives, but no new parts were available at the OCAMA depot.

Another problem was that of cracked drag angles. Eight aircraft have been either off the station for repair and/or grounded at this station awaiting a repair quota at Tucson.

An estimated added 50 sorties could have been flown for 300 hours if they had not been out of commission for faulty radar sets, or restricted Tango flights. The two most prevelant problems were wavy range marks and jittery optics. Both of these were caused, in many cases, by low inverter frequency.

Corrective action on reported Armament and Electronics malfunctions has in some cases been insufficient, due to the low skill level of the Armament and Electronics personnel assigned to the aircraft. Technical Representatives are now reviewing all SJR's to insure adequate corrective action, and briefed mechanics indicated.

The primary personnel problem affecting the wing's February training accomplishments concerned shortages within two officer support specialties and five airmen specialties. In the airmen's field, the major weakness was the shortage of skilled seven level airmen. 31/

In the January T-12 report, it was recommended that personnel destined for B-47 units be programmed for flying school through CCTS, Special Weapons and Celestial Navigation prior to assignment to using organizations.

---

31/ Commander's remarks to SAC T-12 Report. Ref. exhibit 20.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The myraid activities and unforseen requirements in a tactical wing causes the planning of a long range transition program for new crewmembers to be extremely difficult, and it has been this wing's experience that the plan is apt to deteriorate into a haphazard "catch-as-catch can" operation unless many requirements of ready and non-ready crews are sacrificed.

NEW REGULATIONS:

Three regulations of operational import were published in February. The first of these is the 310th Bombardment Wing Supplement 1 to SAC Regulation 51-19, which concerns the minimum requirements for initial checkout and recheck of aircrews and aircrew members. So stated in the regulation is the fact that personnel selected for initial or upgrading training under SAC Regulation 51-19 will be designated as "51-19 Trainees". It also states that graduates of Wichita will have completed many of these required items; however, SAC regulation 50-43 states that each wing is responsible for the completion of all items. Note that a combat ready copilot can be considered a 51-19 trainee toward aircraft commander status while simultaneously performing copilot duties. If a copilot has the initial qualification for aircraft commander upgrading, he will automatically be considered a 51-19 trainee.[32/]

On 15 February, the wing put out the first supplement to SAC regulation 39-9, concerning the placement of maintenance personnel (non crewmembers) on flying status. This regulation lists the quota for each squadron which will be placed on flying status. The regulation also lists all

---

32/ 310th Bomb. Wing Supplement 1 to SAC Reg. 39-9. Exh. 22



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



requirements necessary when filing a request for orders.[33]

On 27 February, the wing published a first supplement to Eighth Air Force regulation 55-7, which dealt with the procedures for reviewing flight plans. The supplement specifies that clearance package will be hand carried by an officer qualified to brief the purpose and requirement of the flight and to answer any questions pertaining to altitudes, distances, time, ADIZ penetrations, crew qualifications and aircraft status. Clearances will be hand carried by this officer to the Wing Control Room at any time, and to the Commander's Briefing not later than 1500 hours.[34]

379TH BOMBARDMENT SQUADRON:

During the month of February, the aircraft of the 379th Bombardment Squadron flew a total of 438:55 hours.[35] Only 53 of a scheduled 68 sorties were flown , with three cancellations due to late take-offs, four ground aborts and six air aborts.

In February, emphasis was placed on the training and upgrading of non-ready crews, with the ready and lead crews getting the highest percentage of accomplishments for the time spent in the air.

No new crews were formed, and none upgraded to ready status. Captain Thomas A. Waggoner and First Lieutenant John J. Platt were killed in an aircraft accident at 1336 hours, 10 February 1956 at Westmoreland Kansas.

On 9 February 1956, in accordance with Aeronautical Orders number 7,

---

33/ 310th Bomb Wing Supplement 1 to SAC Reg. 39-9. Exh. 23

34/ 310th Bomb Wing Supplement 1 to 8AFR 55-7, 27 Feb 1956. Exh. 24

35/ 310th Bomb Wing Production and Statistical Summary for February 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Captain Roger E. Wahlborg, 379th Bombardment Squadron, was granted the aeronautical rating of Senior Aircraft Observer.[36] On 28 February, in accordance with Aeornautical Orders Number 9, Major John A. Spierling was granted the aeronautical rating of Senior Aircraft Observer.[37]

The crew status of the 379th Bombardment Squadron for the month of February was one select, four lead, six ready and five non-ready crews.[38]

380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron flew a total of 451:40 of a projected 453 hours for the month of February.[39]

During February, four new officers were assigned to the organization. On 11 February, the crew of Major Clayton L. Balch departed for McConnell Air Force Base, Wichita, Kansas to attend a B-47 Special Weapons Delivery course.[40]

The personnel strength of the 380th Bombardment Squadron for the month of February was 70 officers and 84 enlisted men, against an authorization for 77 officers and 100 enlisted men.[41]

381ST BOMBARDMENT SQUADRON:

The squadron was scheduled to fly 435 hours during February. A total

---

36/ 802d ADIV Aeronautical Orders Number 7, 9 February 1956. Exh. 25

37/ 802d ADIV Aeronautical Orders Number 9, 28 February 1956. Exh. 26

38/ 379th Bombardment Squadron Historical Report for February, 1956.

39/ 310th Bomb. Wing Production and Statistical Summary for February.

40/ 802d ADIV Letter Order 118, para 2, 4 Feb.56. Exh. 27

41/ 380th Bombardment Squadron Historical Report for February 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



of 477:50 hours were flown in training and support missions. This was accomplished in 61 sorties. There eleven aborts of which nine were ground aborts and two air aborts.

Four aircraft received drag angle replacement at Davis-Monthan, and the two remaining aircraft that lacked wing tanks had them installed at Lockheed-Marietta, completing that modification program.[42/] The crew of Captain Robert U. Rowley departed for Loring Air Force Base, Maine, on 20 February for the purpose of accomplishing a special training mission.[43/]

During the month the squadron participated in a Unit Simulated Combat Mission. Eleven aircraft from the 381st were scheduled, with 10 completing the mission. The crews were 100 percent effective on this mission which involved two air refuelings enroute to England, where the unit remained for periods varying from two to nine days.

February being the second month of the 50-8 training quarter, the aircraft of this squadron made 30 radar RBS runs for a reliability factor of 83.8 percent, eight visual RBS runs for a reliability factor of 66.7 percent and 11 actual RBS runs for 100 percent reliability. In all other 50-8 training requirements the squadron was 75 percent complete for the quarter.

Maintenance training completed during the month included eight airmen to the Indoctrination Course, one man to the Ground Power school and five men to the Ejection Seat Classes.[44/]

---

42/ 802d ADIV Letter Order 181, para 2, 24 Feb 56. Exh. 28

43/ 802d ADIV Letter Order 164, para 2, 18 Feb. 56. Exh. 29

44/ 381st Bombardment Squadron Historical Report for February, 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310TH AIR REFUELING SQUADRON:

The assigned strength on 1 February 1956 was 99 officers and 197 airmen. A total of 99 officers and 208 was the strength figure on 29 February. Eighty nine officers and 403 airmen were on deployment to Newfoundland. By 26 February, approximately half of the squadron and attached personnel had returned to the zone of interior and on 28 February the bulk of the organization departed Ernest Harmon Air Force Base, Newfoundland, arriving at Smoky Hill Air Force Base without incident. The squadron was completely functional by 3 March 1956.

During February, while the squadron was TDY overseas, the body manning was 75.5 percent manned of that authorized under the current mobility plan for an Air Refueling Squadron. Due to the fact that the squadron was generally limited to flying missions ordered by higher headquarters, the squadron was able to accomplish its overall mission.

In February, no new crews were formed. There were 19 combat ready and two non-ready crews assigned. The crew members gained, lost or changed were the following:

| Crew Members | ACFT. Comdr | Pilots | Navigators | Flt. Engr. | Rad. Op. | Boom Op. |
|---|---|---|---|---|---|---|
| GAINS | | | 7 | 3 | | 14 |
| Loses | | | 4 | 1 | 2 | 9 |
| Changes | | | 2 | | | |

During the TDY period, this organization did not have access to Air Refuelings except those accomplishing ordered missions. A maximum of navigation requirements were scheduled for flights returning to home station from TDY station, but existing weather enroute prevented the accomplishment of scheduled grid and night celestial legs.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



The hours flown performing missions ordered by higher headquarters were:

| COMMITMENT | HRS. PROG. | HRS. ACCOMP. |
|---|---|---|
| 1. Eighth Air Force Operation "Tinker Bell" | 50:00 | 00:00 |
| 2. Eighth Air Force Operation "Swan Dive" | 186:00 | 213:00 |
| 3. Eighth Air Force Operation "Theme Song" | 190:00 | 196:50 |
| 4. Non-ready Crew Training | 30:00 | 24:20 |
| 5. Ready Crew Training | 400:00 | 431:20 |
| 6. Test Flights | 10:00 | 2:40 |
| TOTALS | 440:00 | 458:20 |

With reference to priority two, the organization was scheduled for operation "Tinker Bell" on 29, 30 and 31 January. The operation was delayed in increments of 12 to 24 hours for a period of five days at which time the unit was relieved of "Tinker Bell" and committed to the "Swan Dive" operation, flown on 7, 8 and 9 February. These delays of "Tinker Bell" were necessary due to weather at the receiver point of origin in the refueling area.

The following summarizes the 50-8 accomplishments for the combat ready crews for February 1956:

| A. 50-8 Air Refuelings | Attempted | Succeeded |
|---|---|---|
| 1. With Bomber | 75 | 75 |
| 2. Radio Silent | 75 | 75 |
| 3. In Darkness | 46 | 46 |
| 4. To Gross Weight of Receiver | 71 | 71 |
| 5. Dry Hookups | 42 | 42 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| | | 25 |
|---|---|---|
| B. Navigation | Attempted | Succeeded |
| 1. Rendezvous APN 12/76, APN 11 | 20, 23 | 20, 23 |
| 2. Night Celestial | | 16 Legs |
| 3. Day Celestial | | 55 Legs |
| 4. Grid | | 5 Legs |
| 5. Radar | | 38 Legs |
| 6. Pressure Pattern | | 27 Legs |
| C. Pilot Proficiency | | |
| 1. Pilot Proficiency Missions | | 8 |
| 2. Take Offs | | AC 142, CP 31 |
| 3. Landings | | AC 123, CP 50 |
| 4. GCA | | AC 96, CP 38 |
| D. Cruise Control | | |
| 1. Emergency Drills | | 76 |
| 2. Loading Cargo - 42 passengers | | 21 |
| 3. Precomputations | | 116 |

During the month of February the following maintenance was performed: Two turbo supercharger changes, two carburetor changes, two engine changes and 30 postflights were performed. Of the thirty postflights, ten were 50 hour inspections, four were calendar and 16 were regular inspections.

The maintenance section continued below its authorized strength. At the present time, the maintenance section has 90 men assigned against 107 authorized.[45/]

---

45/ 310th Air Refueling Squadron Historical Report for February 1956. This report is classified CONFIDENTIAL.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



FLYING SAFETY:

At 13:41 Central Standard Time on 10 February 1956, B-47E aircraft number 52-277A of the 379th Bombardment Squadron was destroyed in a crash four miles south southwest of Westmoreland, Kansas. All four crewmembers were killed. The crew members were:

| | |
|---|---|
| Captain Thomas H. Waggoner | Pilot |
| First Lieutenant John J. Platt | Pilot |
| Lieutenant Colonel Frederick G. Wheeler | Observer |
| Airman First Class Kenneth R. Patterson | A&E Specialist |

This was a radar equipment acceptance flight, conceived at 1600 hours on 9 February. The crash occured 17 minutes after take-off.[46/]

On 11 February, under the provisions of Air Force Regulation 62-14 and SAC Regulation 62-4, an Aircraft Accident Investigation Board was appointed to determine the cause of the accident.[47/] The investigations continued throughout the month of February.

On 12 and 13 February, Memorial Services were held at the Base Chapel for the four crewmen.

46/ Information extracted from the Aircraft Accident Investigation Board Report.

47/ 802d ADIV Letter Order 138, 11 February 1956. Exh. 30



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



# CHAPTER IV

## MATERIEL AND MAINTENANCE

### MATERIEL:

In February, the Directorate of Materiel continued to coordinate on all plans and reports prepared by sub-agencies.

The Directorate also reviewed the SAC Inspector General Report of Visit, October 1955 and the Eighth Air Force Assistance Team Report in preparation for the SAC Follow-up Inspection.[48]

During the reporting period, the Directorate submitted to all the squadrons of the wing the breakdown of the U-22 report.[49] This enabled Squadron Commanders to effectively use these statistics in their manhour planning.

### LOGISTICS:

During the month, the Logistics Section compiled accurate weight and cube data on several hundred items of UME and AEE for SAC Headquarters. This agency also coordinated with all agencies concerned on the Reception plan for operation "Theme Song", as well as finalizing plans and logistical support for the SWAN DIVE mission. Consumption data and delivery times for the SWAN DIVE operation were also reviewed.

The Logistics section coordinated to effect the Semi-Annual Inspection of the 381st Bombardment Squadron.

---

48/ 310th Directorate of Materiel Historical Report for February 1956.

49/ 310th Bomb. Wing Staff Meeting Minutes for 21 February 1956.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SUPPLY:

Seven Reports of Survey were processed through this office during the month of February. The total dollar value of the reports was $5,328.71. Six of these were approved at base level, and their total dollar value was $622.59.

The quarterly inspection of the 381st Bombardment Squadron was conducted in accordance with SAC Regulation 67-32. The comparative rating given this organization was 514 points, within the SAC "Standard" category.

In accordance with a letter from Eighth Air Force Headquarters titled "Supply Improvement Program - Organizational Supply", 10 February 1956, Master Sergeant Lees was appointed Team Captain for the 310th Bombardment Wing Supply Improvement Team. Two organizations were visited during the month of February: the 310th Field Maintenance and the 310th Armament and Electronics Squadron.

New Unit Authorization Lists were received for the 379th, 380th and 381st Bombardment Squadrons, but they were not distributed due to the Supply Improvement Plan mentioned above.

The monthly Unit Supply meeting was conducted on 27 February 1956. The organizations representedvwere the 379th and 380th Bombardment Squadrons and all other squadrons of the wing with the exception of the 381st Bombardment Squadron. The correct method of reporting of selected items of equipment, submission of Reports of Survey, submission of Supply Difficulty Action Requests, Vehicle Reporting, Supply Status Reports and the preparation of Supply Shortage Lists were the topics discussed.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



At the Wing Staff Meeting of 14 February, the Wing Commander urged that maintenance and engineering personnel coordinate with Supply and check all form 446's to insure that all absolutely essential items are specified on the requisition forms. 50/

MAINTENANCE:

The Maintenance Standardization team conducted instructions on the preparation of the DD Forms 781, as well as coordinating with the Base Drivers School to schedule flight line personnel for driver training. A total of 40 Ground Power Operators tests were given and 34 Forms 313 Operators permits were issued. Also, the Maintenance Standardization team administered 31 B-47 and three KC-97 WEMP tests during the month. The standardization team also gave instructions and demonstrations on aircraft jacking procedures.

Checklists were published this month for B-47 maintenance preflight, aircraft anti-icing and for individual DMMT personnel. Two Maintenance Information Letters were published in February.

The new Wing Job Control Room was occupied during the reporting period. The two adjacent rooms, built on the same scale were occupied by the Chief of Maintenance and the Maintenance Control Officer.

The Supply Unit reported that the Armament and Electronics and Field Maintenance Pre-Issue lists were revised. Wing bench stock was revised and the effected squadrons and shops received distribution.

During the month of February the inspection Sub Unit of Quality Control completed three periodic inspections on B-47 aircraft. A total of four periodic inspections were performed on Base Flight aircraft.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



In February, nine J-47 engines were inspected on the line for damage. Eight 25 percent quality inspections were made on B-47 aircraft. A 90 day activity inspection was performed on the 381st Bombardment Squadron. Seventy aircraft jacket files were inspected and 12 aircraft were test flown.

A total of 24 Unsatisfactory Reports were processed, and 11 U.R. replies were received and the information was forwarded to the originating organization. Also, 242 Electronic Failure Reports were received, logged and mailed to the prime depot, along with 118 aircraft and engine component failure reports.[50/]

During the month of February, three B-47 aircraft which entered the docks in January were returned to their squadrons. No B-47 aircraft which entered the docks in February were returned in February. Three B-47 aircraft entered the docks in February and will be sold back to their squadrons in March.[51/]

The 310th Bombardment Wing flew a total of 1368:25 hours with 38 aircraft for a 36 hour average flying time per possessed aircraft. The Wing percentage in commission was 76.59 percent, while the wing percentage AOCM was 23.03 percent.[52/]

50/ 310th Directorate of Maintenance Historical Report for February.

51/ 310th A&E Historical Report for February, 1956.

52/ 310th Bombardment Wing Production and Statistical Summary for February. Exh. 31



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 29 February 1956)

| | |
|---|---|
| Colonel Selmon W. Wells | Commander |
| Colonel Delmore P. Wood | Deputy Commander |
| Major Donald M. Lindquister | Director of Operations |
| Lt. Col. Shadrach E. Davis | Director of Materiel |
| Lt. Col. Bruce E. Hart | Director of Personnel |
| Lt. Col. John E. Miller | Inspector |
| 1st. Lt. Jack W. Taylor | Director of Comptroller |
| Colonel Robert E. Corwin | 310th Tactical Hospital |
| Lieutenant Frank H. Wagner | Adjutant |
| Lt. Col. Howard L. McClatchy | Comdr, 379th Bomb. Sq. |
| Lt. Col. Thomas W. Hopfenspirger | Comdr, 380th Bomb. Sq. |
| Major Wayne M. Frarie, Jr. | Comdr, 381st Bomb. Sq. |
| Major Jack N. Fancher | Comdr, 310th Air Refueling Sq. |
| Lt. Col. James E. Jordan | 310th Periodic Maintenance Sq. |
| Major William H. Prince | 310th Armament and Electronics |
| Lt. Col. Weldon S. Deck | 310th Field Maintenance Sq. |
| Captain George Bennett | 310th Flying Safety Officer |

**********



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY

Source Material

Files:

Headquarters, 802nd Air Division Central 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, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Special Orders:

Headquarters, 310th Bombardment Wing.

Regulations:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 802nd Air Division.
Headquarters, 310th Bombardment Wing.

Decimal Letters:

Headquarters, 310th Bombardment Wing.

Operations Memornadums:

Headquarters, 310th Bombardment Wing.

Operations Orders:

Headquarters, Strategic Air Command.
Headquarters, Eighth Air Force.
Headquarters, 310th Bombardment Wing.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secondary Material

Newspapers:

The Air Force Times, United States Air Force. (Weekly)

The Impact, Smoky Hill Air Force Base. (Weekly)

The Salina Journal, Salina Journal. (Daily)

Staff Daily Diary.

Staff Meeting Minutes.

Daily Reading File.

310th Bombardment Wing Staff Sections Historical Reports.

Directorate of Operations.

Directorate of Personnel.

Directorate of Materiel.

Directorate of Comptroller.

Inspector.

310th Bombardment Wing Historical Reports.

379th Bombardment

380th Bombardment

381st Bombardment

310th Air Refueling

310th Field Maintenance

310th Periodic Maintenance

310th Armament and Electronics

310th Headquarters Squadron



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORY

OF

310TH BOMBARDMENT WING, MEDIUM

SMOKY HILL AIR FORCE BASE

SALINA, KANSAS

APPENDIX



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



LIST OF EXHIBITS

Exhibit No.

1. 310th Bombardment Wing Regulation 9-1, 27 February 1956.
2. Article which appeared in the Salina Journal, 26 February 1956.
3. 802d ADIV. Letter Order 176, para 2, 23 February 1956.
4. Disposition Form, "Processing DD Forms 398", 8 February 1956.
5. Status of Late Reports for February.
6. Status of Late Reports for January.
7. Memorandum to 310th Commander from 310th Director of Materiel, "Late Reports".
8. Unit Expense Summary, 15 February 1956.
9. 310th Bomb Wing Supplement 1 to Air Force Manual 30-3.
10. 310th Bomb Wing General Orders Number 3.
11. 310th Bomb Wing General Orders Number 4.
12. 802d ADIV. Letter Order 174, para 7.
13. 310th Bomb Wing General Orders number 5.
14. Unit Manning Document "Manning IRS for February 1956".
15. 310th Bomb Wing Supplement 1 to SAC Regulation 39-6.
16. Letter from 310th Commander to all Squadron Commanders, "Sq. NCO Staff".
17. Letter from 310th Commander to all Sq. Commanders, "Birthday Passes".
18. 310th Bomb Wing Ops. Order 201-56, "Training For February 1956".
19. Congratulatory Message from Major General Walter C. Sweeney, Jr. to Colonel Selmon W. Wells.
20. SAC T-12 Report for the 310th Bomb Wing For February.
21. Congratulatory letter to the three outstanding crews of the 310th Bomb Wing for the Pace Setter II mission.
22. 310th Bomb Wing Supplement 1 to SAC Regulation 51-19.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Exhibit No.

23. 310th Bomb Wing Supplement 1 to SAC Regulation 39-9.

24. 310th Bomb Wing Supplement 1 to 8AFR 55-7, 27 February 1956.

25. 802d ADIV. Aeronautical Orders Number 7, 9 February 1956.

26. 802d ADIV. Aeronautical Orders Number 9, 28 February 1956.

27. 802d ADIV. Letter Order 118, para 2, 4 February 1956.

28. 802d ADIV. Letter Order 181, para 2, 24 February 1956.

29. 802d ADIV. Letter Order 164, para 2, 18 February 1956.

30. 802d ADIV. Letter Order 138, 11 February 1956.

31. 310th Bomb Wing Production and Statistical Summary for February 1956.

* * * * * * * * * * * * * *



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



WING REGULATION)
NUMBER 9-1)

HEADQUARTERS, 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
27 February 1956

FORMS MANAGEMENT

Numerical Index of 310th Bombardment Wing Forms
(Supercedes Wg Reg 9-1, 1 Aug 1955)

1. PURPOSE: To provide activities with a current list of 310th Bombardment Wing Forms.

2. SUPPLY OF FORMS: Forms will be requisitioned through Base Publications in accordance with Base Regulation 67-15.

3. CURRENT 310TH BOMBARDMENT WING FORMS:

| Number | Date | Title | Prescribing Directive |
|---|---|---|---|
| 1 | 24 FEB 56 | Daily Record of Distribution | None |
| 3 | 6 FEB 56 | 310th Bombardment Wing Standardization Record | None |
| 77 | 24 FEB 56 | Flying Training Recapitulation | None |
| 80 | 27 OCT 54 | Critique of Mission | None |
| 83 | 14 DEC 54 | SAC Reg 50-8, Annex XVIII, Quality Chart | Annex XVIII SACR 50-8 |
| 87 | 25 MAR 55 | UR Information Worksheet | None |
| 90 | 2 AUG 55 | Flying Time Accomplished | None |
| 91 | 1 FEB 56 | B-47 A/C Initial Checkout Requirements | 310BOMWG Suppl 1 to SACR 51-19 |
| 92 | 1 FEB 56 | B-47 Co-Pilot Initial Checkout Requirements | do |
| 93 | 1 FEB 56 | B-47 Observor Initial Checkout Requirements | do |
| 94 | 1 FEB 56 | B-47 ECM Observor Initial Checkout Requirements | do |

4. OBSOLETE 310TH BOMBARDMENT WING FORMS:

| Number | Date | Title | Disposition | Replaced By |
|---|---|---|---|---|
| 79 | 25 OCT 54 | Certificate of Training (B-47) | Salvage | None |
| 82 | 15 NOV 54 | Training Folder Check Sheet | do | do |
| 84 | 28 DEC 54 | Crew Capability Chart | do | do |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

# Men Of 310th ARS Back Home

The men of the 310th Air Refueling Squadron are back.

They began arriving Saturday after two months temporary duty at an undisclosed overseas base.

Several of the squadron's KC-97 tankers and over half of the squadron personnel had arrived by Saturday night. The remainder of the squadron is expected to land at Smoky Hill sometime Sunday.

Wives and families of the returning airmen were on hand to greet them.

The squadron normally employs about 24 KC-97 2-story tankers and over 300 personnel.

The squadron left last Dec. 28. Maj. Jack N. Fancher is squa[illegible] commander.

Sunday, February 26, 1956 THE SALINA JOURNAL

1640

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 176 — 23 February 1956

TO: See Distribution

1. ESPWO VOC 14 JAN 56, CFM and made REC:

FNOA, 310 AREFRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP on or ABT 14 JAN 56, from Smoky Hill AFB, Salina, KANS to APO 864. On TDY APRX 45 days for purpose SAC Rotational Movement. UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. PROV of AFR 205-75 W/B complied with and IMM IAW AFR 160-101 as AMND, AFR 160-102 SAC REG 160-1 W/B ACCOMP IMMED. In ACCOMP SAC Air Operations, per diem is payable in the same manner as for ordinary TDY. TRANS of DEPN and TEMP Storage at point of origin and/or SHIPMT of HHG is not AUTH in connection with this TEMP DY. TCS. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, 8AFR 35-7 & 8AF OPRD 343-55, 26 NOV 55. SAC funding OM-187.

| | | | |
|---|---|---|---|
| CAPT | CLARENCE O. SAUER | A0757093 | TOPSEC |
| CAPT | LEM J. WEAVER | A01909431 | do |
| 1STLT | RALPH W. RAMOS | A01852095 | do |
| 2NDLT | JACK L. STURMAN | A03037680 | SECRET |
| 2NDLT | FRANKLIN B. PETERSON | A02208220 | do |
| 2NDLT | ANDREW D. DEWEESE | A02205788 | do |
| TSGT | DONALD F. ACKERMAN | AF18366675 | do |
| TSGT | HORACE E. CAMPBELL | AF34526345 | do |
| SSGT | GERALD CLAUSEN | AF17373041 | do |
| SSGT | PAOLO M. CASOLINO | AF12291762 | do |
| A/1C | EDWARD H. CURL | AF18449776 | do |
| A/1C | SYLVESTER P. EAKES | AF17357486 | do |
| A/2C | WALTERT PRINCE | AF15475669 | do |
| A/2C | DARRELL L. WILLIAMS | AF27519856 | do |

2. LT COL JOHN E. MILLER, 5016A, HQ 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP 3521st STU SQ, McConnell AFB, KANS, on or ABT 26 FEB 56, on TDY APRX 100 days, for purpose of attending Medium Bomb Jet B-47 CRSE NR 123100B, Class 56-I with ABC TNG. Officers crew position is (Senior Pilot). Officer will REPT NLT 4 MAR 56. (DPUO); UCWR this STA. TPA. TVL time by common CARR (Rail) is 1 day; TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4470 P443-02-03 S22-606. AUTH: AFR 35-52, SACREG 35-19, 8AF MSG PDP3 20756, 1 OCT 55.

1641

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LTRO 176, 23 FEB 56

3. FNOA, 25 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Westover AFB, MASS, on or ABT 24 FEB 56, on TDY APRX 14 days, for purpose to check out 8AF staff personnel under SACREG 51-19. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-501-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG OD 46578.

| | | |
|---|---|---|
| CAPT | BENJAMIN F. STARR JR | 25816A |
| 1STLT | DEAN S. DOWNING | A02225762 |
| CAPT | ORIN K. OWEN | A0787189 |
| TSGT | RICHARD V. BEITLER | AF37818805 |
| A/1C | PRESTON C. NASH JR | AF16450314 |
| A/1C | DONALD E. PREWATTE | AF14497640 |
| A/2C | TOMMY J. BENNETT | AF17396061 |

4. MAJ ROBERT F. STEVENS, A0421643, HQ 310 BOMWG, WP Marietta, GA, on or ABT 23 FEB 56, on TDY APRX 5 days, for purpose of ACFT MAINT Modification. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC FUNDING NR MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19. 100 LBS Excess baggage AUTH.

5. ESPWO VOC 16 FEB 56, CFM and made REC:

FNOA, 40 AREFRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Lockbourne AFB, Ohio, on or ABT 16 Feb 56, on TDY APRX 1 day, for purpose of TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-491-10C. TDN 5763400 -67-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | WARDER H. SKAGGS | A0740964 |
| 1STLT | FRANK H. McARDLE | A02218521 |
| 2NDLT | WALTER M. SHERMAN | A03034081 |
| MSGT | LEO E. DOWSON | AF37387451 |
| TSGT | ROBERT K. BUZZARD | AF15172930 |
| SSGT | ROBERT W. HAUG | AF17288402 |

BY ORDER OF THE COMMANDER:

V. C. GEER
LT COL, USAF
Adjutant

DISTRIBUTION
A





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

Processing of DD Forms 398(Request for Investigati

BCOMDR ATTN: BPM 310CO 8 FEB 56
310IG/LTCOL MILLER/8328/

1. This organization has a continuing problem with the processing of DD Forms 398. The high percentage of rejected forms submitted by this headquarters has resulted in the expenditure of many manhours both by the personnel reviewing the subject forms and the individuals concerned.

2. In order to alleviate this condition, it is requested that your organization forward a checklist to this headquarters outlining the basic requirements for completing DD Forms 398

3. Comments and/or recommendations concerning improvement in this program, as such may be made by this headquarters, are requested.

FOR THE COMMANDER:

FRANK H. WAGNER, 1STLT, USAF
Adjutant

TRUE COPY

TRUE COPY

1643

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY COPY

STATUS OF REPORTS

FEBRUARY

1. Total number of RCS reports required during the month of February 64

2. Total number of RCS reports required during the month of February submitted on time 62

3. Total number of RCS reports required during the month of February submitted late 2

| RCS | ORIGINATOR | DAYS LATE | REASON |
|---|---|---|---|
| 1-SAC-E9 | 310DM | 2 days | Report held too long for consolidation. |
| AF-S116(OT) | 310DMMC | 4 days | Originating organization made clerical errors and report was sent back by base. |

4. Percent of reports submitted on time. 97%

5. Percent of reports submitted late. 3%

JACK W. TAYLOR
1STLT, USAF
Director of Comptroller

COPY COPY



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

STATUS OF REPORTS

JANUARY

1. Total number of RCS Reports required during the month of January. 47

2. Total number of RCS Reports required during the month of January submitted on time. 36

3. Total number of RCS Reports required during the month of January submitted late. 11

| RCS | RESP. SECTION |
|---|---|
| 1-AF-P8 | 310WP |
| 2-AF-P8 | 310WP |
| 5-AF-P8 | 310WP |
| 3-AMC-A19 | DMMC |
| AF-P32 | 310WP |
| SAC-U47 | 310DOI |
| SAC-P53 | 310WP |
| AF-A4 | DMMC |
| SAC-U22A | DMMC |
| 8AF-A4 | DMMC |
| 1-AF-V14 | 310DM |

4. Percent of reports submitted on time. 77%

5. Percent of reports submitted late. 23%

s/t/ JACK W. TAYLOR
1STLT, USAF
Director of Comptorller

TRUE COPY

TRUE COPY

1645

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

10 February 1956

MEMORANDUM TO: Colonel Wells

SUBJECT: Late Reports: January 1956

1. Reference is made to your comment at the Staff meeting of 31 January 1956 to five (5) late reports credited to the Material Directorate 310th Bomb Wing.

2. RCS 3-AMC-A19, prepared by DMM; This report was due to 310AC on 3 January 1956, and arrived at 310AC on 4 January 1956, one day late. This is a valid late report for which no excuse is given.

3. RCS AF-A4, Staff Modified Aircraft Report: There is no requirement to submit this report in that this Wing does not possess staff modified aircraft. This problem has been referred to the 310th Bomb Wing Comptroller and he is coordinating with Base Stat Services to clear this discrepancy.

4. RCS SAC-U22A, prepared by DMM: Report due at 310 AC 18 JAN 56, and arrived at 310AC 1200 hours, 20 JAN 56. This report was late in submission, however there are medicating circumstances in causes for the lateness of this report. The machine run records report RCS SAC-U22 which is necessary to the Maintenance Control Reports and Analysis unit in the preparation of the analysis figures for the U22A has consistently been late since its inception of August of 1955. Base, Eighth Air Force, and SAC are aware of this deficiency. The fault lies not within our Reports and Analysis Section but within the Base Stat Services unit, and I do not feel that this late report should be held against the 310th Bomb Wing.

5. RCS SAF-A4, prepared by DMM: Due to 310AC 25 January 1956, report was delivered directly to Division DM, shipped off the Base without coordination with 310DM, 310AC or Base Stat Services. However, through research it is revealed that Airman Slaughte, Base Classified, confirms that this report left the Base Classified Section on 24 January 1956 at 1430 hours.

6. RCS 1-AF-W14, prepared by 310DMM: Due at 310AC 31 January 1956, arrived at 310AC 1 February, 1430 hours. This is a valid late report and no excuse is offered for its lateness. Both LTCOL Griffin and W/O Kudrikoff are aware of our deficiencies for the two (2) late reports that are valid and will personnaly monitor these reports to assure that the submission of late reports is held to an absolute minimum.

7. Late reports will be condoned only when caused by circumstances beyond the control of the Chief of Maintenance and the Director of Materiel.

s/t/ S.E. DAVIS, LT COL, USAF
Wing Director of Materiel

TRUE COPY

TRUE COPY

1646

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISPOSITION FORM

SUBJECT: Unit Expense Summary

TO: See Distribution FROM: COMP DATE: 15 FEB 56 COMMENT NR 1
MAJ Ritchard/sq/560

1. Attached is schedule of operating costs obtained from the RCS: 1-SAC-C11 which has been prepared through the month of January. This comparative report will permit commanders to compare their unit costs with other organizations on the base and also note significant dollar fluctuations.

2. Since unit costs are involved in the SAC rating system, it is to our interest to limit expenditures, particularly support expenditures, wherever possible. Better supply management will then result; inventory turnover rates will increase, and stock levels will become realistic in terms of recurring requirements. This particular subject is receiving command interest as it relates to local purchase programs and stock replenishment.

3. Complete details of the attached summarized costs by major category are available in the budget and accounting office.

LEONARD H. RITCHARD, Major, USAF
Director of Comptroller

1 INCL
Unit Expense Summaries
for All 802ADIV SQS

DISTRIBUTION
"A"

1647

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

310TH BOMB WING UNIT COSTS OF OPERATION

| ORGANIZATION | OCTOBER | NOVEMBER | DECEMBER | JANUARY | FEBRUARY | MARCH | APRIL | MAY |
|---|---|---|---|---|---|---|---|---|
| 310th Bomb Wing - Staff | | | | | | | | |
| Military Pay | $63,027 | $58,699 | $53,541 | $52,842 | $ | $ | $ | $ |
| Civilian Pay | 1,147 | 1,209 | 1,209 | 1,209 | | | | |
| TDY | 9,958 | 15,364 | 5,346 | 184 | | | | |
| TOTAL | $74,132 | $75,272 | $60,096 | $54,235 | | | | |
| Headquarters | | | | | | | | |
| Supplies | $(8,182) | $ 712 | $ 857 | $ 659 | | | | |
| Military Pay | 2,375 | 4,246 | 6,206 | 6,037 | | | | |
| TOTAL | $(5,807) | $4,958 | $ 7,063 | $ 6,696 | | | | |
| Armament & Electronics | | | | | | | | |
| Supplies | $18,175 | $11,501 | $13,022 | $ 7,369 | | | | |
| Military Pay | 66,966 | 68,930 | 72,208 | 66,129 | | | | |
| Civilian Pay | 672 | 704 | 704 | 704 | | | | |
| Overtime | -0- | -0- | 6 | -0- | | | | |
| TDY | | | | 215 | | | | |
| TOTAL | $85,813 | $81,135 | $85,940 | $74,417 | | | | |
| Field Maintenance | | | | | | | | |
| Supplies | $39,070 | $14,545 | $30,624 | $ 8,633 | | | | |
| Military Pay | 69,809 | 71,420 | 75,278 | 68,780 | | | | |
| Civilian Pay | 7,304 | 7,604 | 7,805 | 7,896 | | | | |
| Overtime | -0- | -0- | 229 | -0- | | | | |
| Contract Service | 15 | -0- | -0- | 618 | | | | |
| TDY | | | | 273 | | | | |
| TOTAL | $116,198 | $93,569 | $113,936 | $86,200 | | | | |

1648

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

## 310TH BOMB WING UNIT COSTS OF OPERATION

| ORGANIZATION | OCTOBER | NOVEMBER | DECEMBER | JANUARY | FEBRUARY | MARCH | APRIL | MAY |
|---|---|---|---|---|---|---|---|---|
| Periodic Maintenance | | | | | | | | |
| Supplies | $23,327 | $11,017 | $ 2,643 | $ 2,925 | $ | $ | $ | $ |
| Military Pay | 24,964 | 24,961 | 25,454 | 21,504 | | | | |
| Civilian Pay | 1,704 | 1,606 | 1,589 | 1,799 | | | | |
| Overtime | -0- | -0- | 14 | -0- | | | | |
| TDY | -0- | -0- | -0- | 15 | | | | |
| TOTAL | $49,995 | $37,584 | $29,700 | $26,243 | | | | |
| 379th Bomb Sq. | | | | | | | | |
| Supplies | $95,400 | $96,306 | $64,475 | $91,514 | | | | |
| Military Pay | 55,291 | 55,753 | 59,318 | 57,670 | | | | |
| TDY | -0- | -0- | -0- | 2,943 | | | | |
| TOTAL | $150,691 | $152,059 | $123,793 | $152,127 | | | | |
| 380th Bomb Sq. | | | | | | | | |
| Supplies | $77,245 | $79,636 | $65,736 | $81,803 | | | | |
| Military Pay | 54,567 | 54,287 | 51,741 | 55,459 | | | | |
| TDY | -0- | -0- | -0- | 2,125 | | | | |
| TOTAL | $131,812 | $133,923 | $117,477 | $139,387 | | | | |
| 381st Bomb Sq. | | | | | | | | |
| Supplies | $96,352 | $85,168 | $46,065 | $86,297 | | | | |
| Military Pay | 58,790 | 55,569 | 59,289 | 59,122 | | | | |
| TDY | -0- | -0- | -0- | 3,890 | | | | |
| TOTAL | $155,142 | $140,737 | $105,354 | $149,309 | | | | |
| 310th ARS | | | | | | | | |
| Supplies | $54,029 | $62,086 | $ 6,498 | $52,588 | | | | |
| Military Pay | 100,657 | 98,107 | 97,276 | 98,865 | | | | |
| TDY | 1,768 | 1,584 | 82,867 | 279 | | | | |
| TOTAL | $156,454 | $161,777 | $186,641 | $151,732 | | | | |





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPL 1)
TO AFM 30-3 )

HEADQUARTERS, 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
24 February 1956

PERSONNEL ACTIONS MEMORANDUMS

Request for Issuance of PAM's

NOTE: To be filed in front of AFM 30-3 1 August 1955, until the AFM is either amended to include the following or is superceded or rescinded.

See paragraph 2, chapter 8, AFM 30-3.

All requests for information to be placed on a Wing Personnel Actions Memorandum will be submitted on a Disposition Form or an AF Form 1098 (Request for Classification Action) as appropriate.

a. AF Form 1098: Request for PAM action pertaining to the following data will be submitted on AF Form 1098:

(1) Request to change, award or delete AFSC's.

(2) Request to change utilization AFSC of airmen.

b. Request for PAM action pertaining to the following data will be submitted on a disposition form:

(1) Award or change duty assignment.

(2) Change functional code.

(3) Request for entry or withdrawal from, or completion of OJT.

(4) Change of foreign service selection date (FSSD).

(5) Change of service category.

(6) Deferment from overseas.

(7) Change in date of separation (Airmen and non-regular officers)

(8) Change in qualification in foreign language.

1650

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 3)

7 February 1956

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.

D. P. Wood

D. P. WOOD
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR 802d AIRDIV

[redacted]

1651

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 4)

13 February 1956

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.

S. W. WELLS
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR 802d AIRDIV

1652

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 174 — 23 February 1956

TO: See Distribution

1. SMO LTRO 168, this HQ, CS, relating to officers and AMN's TDY to Forbes AFB, KANS, as reads--"SSGT CLARENCE J. BARKER AF34609355", IATR "SSGT CLARENCE J. BARKER, AF34609359", and further as reads--"SSGT NORMAN E. HAMLIN, AF11199925", IATR "SSGT NORMAN E. HAMELIN, AF1119926".

2. SMO LTRO 160, this HQ, CS, relating to COL JAMES W. WILSON, 1711A, TDY to Westover AFB, is AMND to INCL "CIPAP".

3. SMOP 3, LTRO 159, this HQ, CS, relating to officers TDY to Maxwell AFB, ALA, as reads--"LTCOL DONALD W. TUTTLE, AO791522, 25 BOMRON, 40 BOMWG", IATR "MAJ JAMES M. CAMPBELL, AO682964, 45 BOMRON, 40 BOMWG.

4. SMO 140, this HQ, CS, relating to TDY of AMN to FT. Riley, KANS, as reads--"A/3C BOBBY E. GREEN, AF25285731", IATR "A/3C BOBBY E. QUEEN, AF25285731".

5. SMOP 2, LTRO 162, this HQ, CS, relating to officers and AMN TDY to Walker AFB, New Mexico, as reads--"A/1C KARL A. JOHNSON, AF19445811", IATR "SSGT ROBERT L. LONG, AF1[illegible]555".

6. FNOA, 379 BOMRON, 40 BOMWG, WP Davis-Monthon AFB, ARIZ, on or ABT 5 MAR 56, ON TDY APRX 30 days, for purpose to report to SES. (DPUO); UCWR this STA. Personnel AUTH access to CLAS MAT RQR SCTY CLNC of SECRET. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding OM-3. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | DAVID A. AUSTIN | 21422A |
| 1STLT | JAMES E. AMENDELL | AO823228 |
| CAPT | ROBERT G. HILL | AO773380 |
| A/1C | LESLIE M. KITE | AF17374923 |
| A/2C | LESLIE R. EDGINGTON | AF17391570 |

7. COL SELMON W. WELLS, 3991A, HQ 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Kindley AFB, BERMUDA, on or ABT 27 FEB 56, on TDY APRX 5 days, for purpose of attending Eighth Air Force Commander's Conference. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-518-10B. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG CS-112, 19 JAN 56.

1653

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LTRO 174, 23 FEB 56

8. ESPWO VOC 8 FEB 56, CFM and made REC:

FNO, 45 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Westover AFB, MASS, on or ABT 8 FEB 56, on TDY APRX 8 days, for purpose TNG MSN (RON Equipment Malfunction). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding NR OM-195. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | ERNEST W. SHARP JR | 25838A |
| 1STLT | DELMAR T. SWANSON JR | A03005005 |
| 1STLT | WALTER A. CARNES | 27733A |

9. ESPWO VOC 16 FEB 56, CFM and made REC:

FNO, 25 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Biggs AFB, TEXAS, on or ABT 16 FEB 56, on TDY APRX 5 days, for purpose of TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-486-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | ROBERT A. GALVAN | A0672598 |
| 1STLT | CHARLES W. WARD | A03023256 |
| CAPT | BRUCE C. HARRIS | A0761323 |

10. ESPWO VOC 16 FEB 56, CFM and made REC:

FNOA, 40 AREFRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Lockbourne AFB, Ohio, on or ABT 16 FEB 56, on TDY APRX 1 day, for purpose of TNG MSN (RON due to WEA). (DPBO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-497-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | ROBLEE A. PERRAULT | A0718741 |
| CAPT | LEWIS G. ODEN | A0512442 |
| 2NDLT | THEODORE W. STOCKWELL | A03037444 |
| MSGT | CLARENCE L. BICE | AF19006061 |
| SSGT | DAVID A. THOMAS | AF15479664 |
| SSGT | ROBERT L. LONG | AF14410555 |

BY ORDER OF THE COMMANDER:

C. C. GEER
LT COL, USAF
Adjutant

DISTRIBUTION
A

1654

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

GENERAL ORDERS)
NUMBER 5)

27 February 1956

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.

D. P. Wood

D. P. WOOD
Colonel, USAF
Commander

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMDR 8AF
10 CYS COMDR 802D AIRDIV

[redacted]

1655

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COPY

COPY

MANNING IN REQUIRED SPECIALTIES FEBRUARY 1956

DIRECT SUPPORT

| AFS | AUTH | IRS | %IRS |
|---|---|---|---|
| 293X4 | 9 | 0 | 00% |
| 30 | 96 | 50 | 52% |
| 32 | 160 | 121 | 76% |
| 40 | 16 | 11 | 69% |
| 42 | 136 | 76 | 56% |
| 43 | 635 | 484 | 76% |
| TOTAL | 1052 | 742 | 71% |

INDIRECT SUPPORT

| | | | |
|---|---|---|---|
| 20 | 14 | 3 | 21% |
| 22 | 4 | 1 | 25% |
| 27 | 9 | 2 | 22% |
| 29 | 31 | 20 | 65% |
| 45 | 5 | 3 | 60% |
| 46 | 35 | 23 | 66% |
| 47 | 25 | 14 | 56% |
| 53 | 63 | 45 | 71% |
| 55 | 7 | 3 | 43% |
| 58 | 36 | 20 | 56% |
| 60 | 24 | 20 | 83% |
| 62 | 16 | 11 | 69% |
| 64 | 69 | 52 | 75% |
| 67 | 1 | 0 | 00% |
| 68 | 2 | 1 | 50% |
| 70 | 86 | 53 | 62% |
| 73 | 48 | 27 | 56% |
| 90 | 66 | 47 | 71% |
| 92 | 15 | 5 | 33% |
| 98 | 6 | 4 | 67% |
| TOTAL | 562 | 354 | 63% |

COPY

COPY

1656

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPL 1)
)
TO SAC REG 39- 6)

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
8 March 195[illegible]

ENLISTED PERSONNEL

Temporary Promotions of Airmen

NOTE: To be filed in front of SAC REG 39-6, 20 JUN 55, until SAC REG 39-6 is either superseded or rescinded.

SEE PARA 4, SAC REG 39-6:

1. The Wing Director of Personnel will be responsible for submitting rosters to each squadron listing airmen eligible for promotion to all grades. These rosters will be forwarded to the squadrons on the 25th day of the month preceding the promotion cycle. Eligibility rosters should be checked for completness and accuracy by the squadron personnel officers.

2. Squadrons will submit to the Director of Personnel the number of airmen they are considering for promotion to the grades of E-3 and E-4. This information will be used for allocating any additional quotas received, and/or turning back any quotas the Wing will not be able to utilize. Squadrons will use all of the quotas given them up to the number requested. No unused quotas will be accepted from the squadrons after allocation.

3. Squadrons will receive their promotion quotas from the Wing Director of Personnel by disposition form. A short suspense date for completed action can be expected. On the same disposition form squadrons will be informed as to time and location of the Wing Promotion Board Meeting.

4. The squadron order multilith mat announcing the promotion of airmen will be forwarded on the suspense date given, to be checked and reproduced. The authority for promotion and date of orders will be furnished by the Wing Director of Personnel.

SEE PARA 5, SAC REG 39-6:

1. All airmen promoted to grades of E-5, E-6 and E-7 will be promoted on Wing orders by the Wing Commander. Airmen promoted to grade of E-2, E-3 and E-4 will be promoted at squadron level and announced on respective squadron orders.

SEE PARA 6, SAC REG 39-6:

1. Upon receipt of Wing promotion quotas from Division Headquarters the Wing will reallocate the quotas to the squadrons for promotion to the grades



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310BOMWG SUPPL - 1 TO SAC REG 39-6

of E-3 and E-4. Quotas will be allocated to the squadrons by percentage of airmen eligible. This will be determined by the completion of ATCH NR-1, to this supplement. Quotas received for grades E-5, E-6 and E-7 will not be reallocated to the squadrons.

SEE PARA 7, SAC REG 39-6:

1. SAC Forms 415 for grades E-5, E-6 & E-7 will be forwarded to Wing Headquarters so as to reach the Director of Personnel on or before the 5th day of each promotion month. All recommendations for promotion on airmen which commanders desire to be considered will be forwarded regardless of any freeze status which may be in effect for a particular promotion cycle. All recommended action on airmen which were not promoted will be returned to the squadrons concerned to be placed in a reference file at that level.

SEE PARA 8, SAC REG 39-6:

1. SAC Forms 415 recommending airmen in EWQ category will be fully substantiated by the supervisor, indorsing officer and the Squadron Commander. Airmen will not be placed in EWQ category solely in order to be promoted; exceptionally well qualified airmen deserving of promotion above their contemporaries normally are recipients of commendation letters and/or letters of appreciation, awards from wing or higher headquarters and/or outstanding performance reports.

SEE PARA 9, SAC REG 39-6:

1. The Wing Promotion Board will be composed of eight voting members (7 officers and 1 M/SGT), consisting of one representative from each squadron with-in the Wing and an adviser. The president will be a field grade officer chosen by the Director of Personnel from the eight members. The board adviser will be a personnel officer also chosen by the Director of Personnel. The board adviser will be a non-voting member of the board. Squadrons will submit to the Director of Personnel the names of two officers, one primary and one alternate member of the Wing Promotion Board so as to arrive not later than the 5th day of each promotion month.

SEE PARA 9b, SAC REG 39-6:

1. At least half of the membership of squadron promotion boards will consist of Master Sergeants.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRMAN PROMOTION WORKSHEET

| SQ | NR Eligible in SQ ÷ | NR Eligible in WG = | PCT Eligible × | WG Quota = | Basic PROM PTS + | Carry over = | Total PROM PTS | NR of PROM AWD | Carry Over |
|---|---|---|---|---|---|---|---|---|---|
| 310HS | | | | | | | | | |
| 379BS | | | | | | | | | |
| 380BS | | | | | | | | | |
| 3?'BS | | | | | | | | | |
| 310ARS | | | | | | | | | |
| 310MS | | | | | | | | | |
| 310OAES | | | | | | | | | |

ATCH NR 1 310BOMWG SUPPL - 1 TO SAC REG 39-6, 20 JUN 55

1659

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY TRUE COPY

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

23 February 1956

MEMORANDUM FOR: EACH SQUADRON COMMANDER

SUBJECT: Squadron NCO Staff

1. You will establish an NCO Advisory Staff in your squadron which will meet with you on the first Monday of each month to discuss any matters relative to management, morale and welfare, discipline, administration and maintenance procedures and any other items which are pertenant to the operation of your squadron.

2. The staff will consist of at least four, and not more than seven, noncommissioned officers, at least one of whom must be a member of the Wing Commander's NCO Advisory Staff.

3. A record of the staff meeting will be prepared and forwarded to me within three working days indicating the action you have taken on each item, the action you propose to take, and the action which is required by the Wing Staff.

4. You will appoint the staff on squadron orders by 1600, 24 Feb 56.

s/t/ S.W. WELLS
Colonel, USAF
Commander

[redacted]

TRUE COPY TRUE COPY

1 6 6 0

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY TRUE COPY

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

23 February 1956

MEMORANDUM FOR: EACH SQUADRON COMMANDER

SUBJECT: Birthday Passes

1. Each officer and airman in the 310th Bombardment Wing will have the day off on his birthday.

2. If a man's birthday is on a Saturday or Sunday, he will be given either the preceding Friday or the following Monday off. If a man's birthday is on a National Holiday, he will have his choice of a day off, either the day before or the day after the holiday. Should a man have had the misfortune to be born on 29 February, he will assume 28 February as his birthday on other than leap year.

3. Post this on your bulletin boards for the information of all your people.

s/t/ S.W. WELLS
Colonel, USAF
Commander

TRUE COPY TRUE COPY [redacted]

1661

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310 TH
H.S.T. SECT.

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

OPERATIONS ORDER

SERIAL NR 201-56

TRAINING FOR FEBRUARY 1956

HQ 310BOMWG
OPORD 201-56
1 FEB 56

1662

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

TABLE OF CONTENTS

OPERATIONS ORDER 201-56

ANNEX "A" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection

Attachment "A" - 379BOMRON Training Projection

Attachment "B" - 380BOMRON Training Projection

Attachment "C" - 381BOMRON Training Projection

Appendix "2" - Operations Meetings

Appendix "3" - Wing Duty Schedule

Appendix "4" - Air Training Requirements

Appendix "5" - Ground Training Requirements

Appendix "6" - Lead Crew Evaluation

Appendix "7" - Wing Standardization Schedule



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

OPERATIONS ORDER 201-56

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

| | |
|---|---|
| 379BOMRON | LTCOL Howard L. McClatchy |
| 380BOMRON | LTCOL Thomas W. Hopfenspirger |
| 381BOMRON | MAJ Wayne M. Frarie |

1. GENERAL SITUATION: FEB is the second month of the 50-8 training quarter ending 30 MAR. Training during the month of FEB will generally consist of the following:

a. Accomplishment of the flying time requirements of AFR 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 the requirements of SAC REG 51-4 (Standardization Checks).

e. Completion of 80% of the quarterly requirements of SAC REG 50-8 by 29 FEB 56 for lead and combat ready crews.

2. MISSION: Emphasis be placed on necessary training and up-grading of non ready crews. Sufficient flying time must be allocated to accomplish this requirements. 30:00 hours per non ready crew will be considered as minimum to accomplish non ready crew training. Training will be on items which the crews are considered weakest.

3. TASK FOR SUBORDINATE UNITS:

a. 379BOMRON: Reference Annex "A", this OPORD.





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 380BOMRON: Reference Annex "A", this OPORD.

c. 381BOMRON: Reference Annex "A", this OPORD.

3. X. GENERAL INSTRUCTIONS:

(1) This OPORD becomes effective 1 FEB 56.

(2) Order of Execution will be upon receipt of this OPORD.

(3) Training projections are contained in APP "1" to Annex "A".

(4) Air Training Requirements are contained in APP "4" to Annex "A".

(5) Ground Training Requirements are contained in APP "5" to Annex "A".

(6) Unit training will be scheduled and conducted (or arranged for) by each organization according to the needs of the unit.

(7) All rated personnel will attend the monthly flying safety meeting to be held in the Base Theater at 0800 hours, 18 FEB.

(8) Each tactical squadron will accomplish GCA runs during the month of FEB.

(9) Details pertaining to preparing crews and aircraft for SES are contained in APP "6", Annex "A", this OPORD and OPORD 205-55, 5 NOV 55.

(10) The 310BOMWG requires one B-47 be loaded with an EWP training bomb by 0800 on each Wednesday to be used by the Wing Standboard for Special Weapons Standboard Checks of flight crews. The 802d Munitions Section will provide weapon, components, summary sheet and supply paper work. Reference JAN Maintenance Order for aircraft loading schedule.

4. ADMINISTRATION AND LOGISTICS: Reference JAN Maintenance Order 201-56.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. COMMAND AND COMMUNICATIONS: Normal.

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Operations and Training

DISTRIBUTION:
COMAF 8, 1 CY
DO 8AF, 1 CY
COMADIV 802, 1 CY
COMABGRU 802, 6 CYS
COMBOMWG 310, 2 CYS
310DO, 17 CYS
310DM, 5 CYS
379BOMRON, 6 CYS
380BOMRON, 6 CYS
381BOMRON, 6 CYS
310AC, 1 CY
310HIST, 4 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS

OFFICIAL:

DAVID M. LINDQUESTER
Major, USAF
Director of Operations



1666

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

OPERATIONS AND TRAINING

HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. GENERAL: FEB is the second month of the 50-8 training quarter ending 31 MAR 56. Details of training requirements and schedules are covered in appropriate appendices to this Annex.

2. STRIKE BASE: Smoky Hill AFB will be the pre-strike and post-strike base for all operations unless otherwise directed on special operations or exercises required in the future.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:
"1" - Training Projection
"2" - Operations Meetings
"3" - Wing Duty Schedule
"4" - Air Training Requirements
"5" - Ground Training Requirements
"6" - Lead Crew Evaluation
"7" - Wing Standardization Schedule

DISTRIBUTION: See Basic OPORD

OFFICIAL:

DAVID M. LINDQUESTER
Major, USAF
Director of Operations

Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1668

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

TRAINING PROJECTIONS

APP "1", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

TRAINING PROJECTIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

The following code is used in Attachments of this Appendix.

| | | | |
|---|---|---|---|
| A | AIRCRAFT COMMANDER | L | LEAVE |
| ALT | ALTITUDE CHAMBER | LT | LINK TRAINING |
| AO | AIRDROME OFFICER | MP | MISSION PLANNING |
| AT | ALERT CREW | O | OBSERVER |
| B | BRIEFING | OD | OFFICER OF THE DAY |
| BT | BLOCK TRAINING | OQ | OQ RANGE |
| C | CRITIQUE | P | CO-PILOT |
| CM | COMBATIVE MEASURES | PHY | FLIGHT PHYSICAL |
| CR | CONDITIONING ROOM | PS | PASS |
| D | SQUADRON DUTY | PT | PHYSICAL TRAINING |
| DB | DEBRIEFING OFFICER | R | REFUELING OFFICER |
| DS | DETACHED DUTY | S | MTD |
| EB | SURVIVAL SCHOOL BASE | SB | STANDBOARD |
| EE | SURVIVAL SCHOOL STEAD | SD | SENIOR DUTY OFFICER |
| EWP | EWP TARGET STUDY | SW | SPECIAL WEAPONS |
| F | FLYING | T | TDY |
| FS | FLIGHT SIMULATOR | T-1A | GUNNERY TRAINER |
| FTC | FLIGHT TEST CREW | T-2 | T-2 RADAR TRAINER |
| G | GROUND SCHOOL | TO | TOWER OFFICER |
| GI | GUNNERY INDOCTRINATION | TS | TARGET STUDY |
| H | HOSPITAL | WS | WATER SURVIVAL |
| IFM | RADAR INFLIGHT MAINTENANCE | Z | COMPENSATING TIME OFF |
| INS | INSTRUMENT SCHOOL | | |

ATTACHMENTS:
"A" - 379BOMRON Training Projection
"B" - 380BOMRON Training Projection
"C" - 381BOMRON Training Projection

APP "1", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1670

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

ATTACHMENT "A"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

379BOMRON TRAINING PROJECTION

ATT "A", APP "1", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

379TH

MONTH FEBRUARY '56

| CREW NR | A/C | PILOT / OBSERVER |
|---|---|---|
| | L07 | WOLFE |
| | | GUNN |
| | L18 | BLAKE |
| | | GAVIN |
| | | SANDEL |
| | | WESTERN |
| | R55 | ROLEFSON |
| | | ROSSLER |
| | | ARMSTRONG |
| | IN59 | KING, T. |
| | | CAIN |
| | | CATHEY |
| | IN28 | |
| | | ANDERSON |
| | | REINBOLD |
| | L06 | NIEMANN |
| | | SMITH, G. |
| | | HART, W. |
| | R25 | SWENSON |
| | | REINCH |
| | | SPEED |
| | R22 | CRAVEN |
| | | LUTHER |
| | | LIPSOC |
| | IN68 | JOHNSON |
| | | CAPALDO |
| | | SCHMIDT |
| | R46 | RENFRO |
| | | BEFORD |
| | | WALBERG |
| | R45 | THOMAS |
| | | WARDELL |
| | R39 | HOPKINS |
| | | WOLTERS |
| | | SHELLEY |
| | IN73 | WESTLING |
| | | BROWN |
| | | OBARA |
| | L43 | AUSTIN |
| | | ARENDELL |
| | | HILL |
| | IN78 | HORSKY |
| | | MALL |
| | | AGUIRRE |
| | | VANCE |
| | | EBERLIEN |
| | | CHRISTIANSON |
| | | BAKER |
| | | CREELY |
| | | HANNON |
| | MC CLATCHY | HART, B. |
| | | FIELDS |
| | LINDQUESTER | HINDS |
| | | SAVINO |
| | KING, W. | SMITH, |
| | | SPIERLING |
| | BENNETT | NICKERSON |
| | | FARLEY |
| | | ROLLINS |
| | | MARX |
| | | MALM |
| | | SLATEN |

1672

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

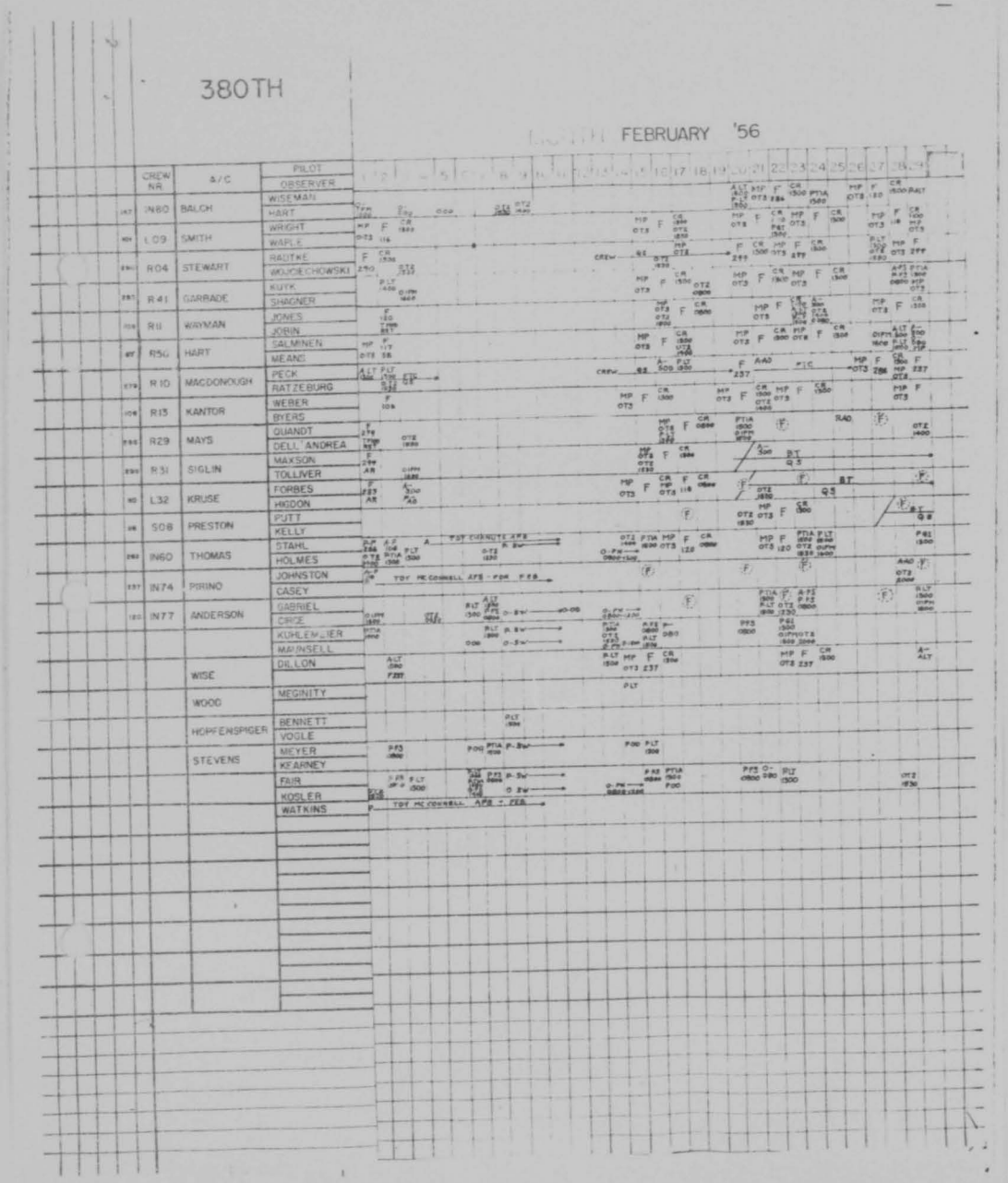
380BOMRON TRAINING PROJECTION

ATT "B", APP "1", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526




1-674

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

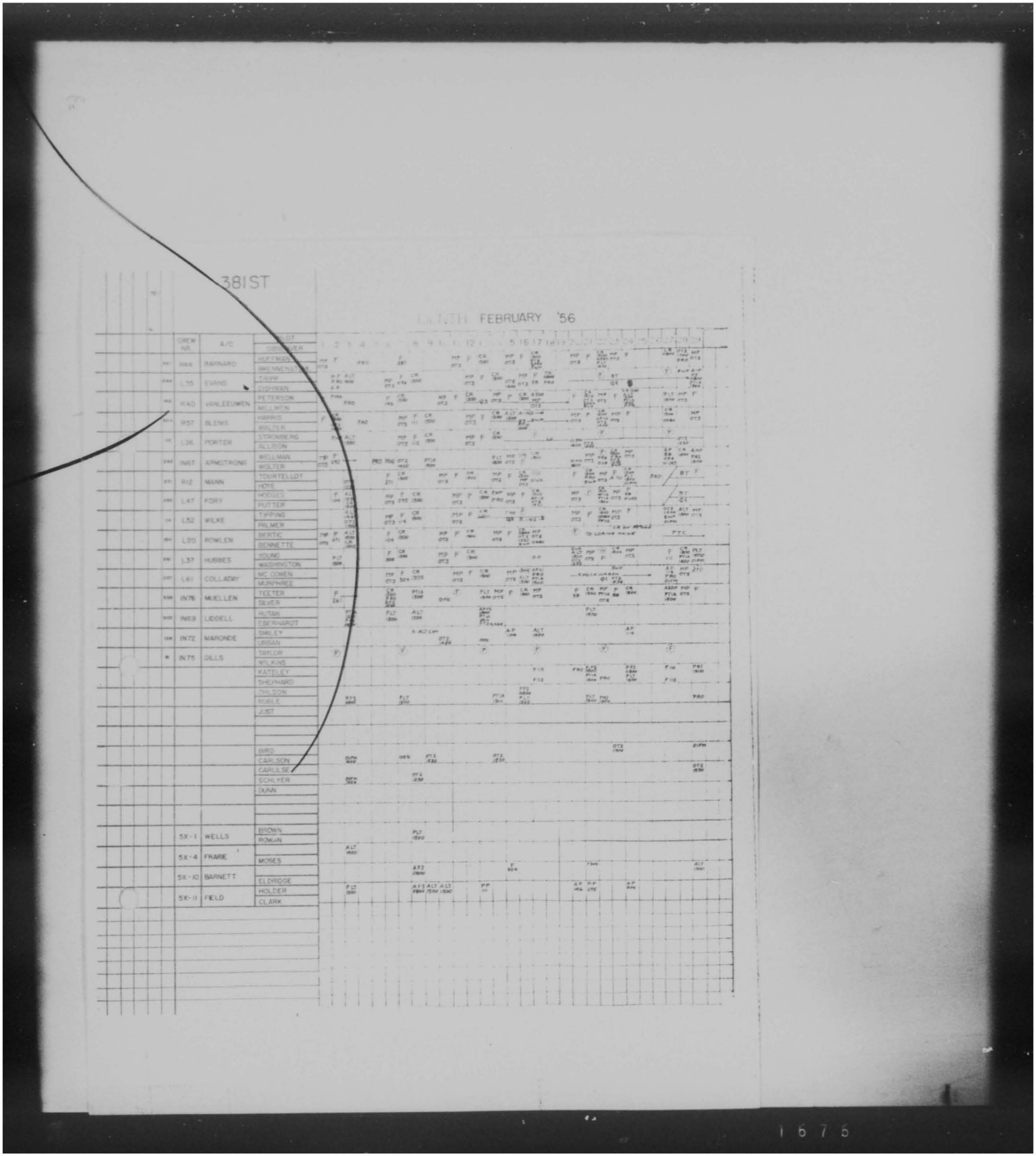
381BOMRON TRAINING PROJECTION

ATT "C", APP "1", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1675

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526






THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

OPERATIONS MEETINGS

APP "2", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

OPERATIONS MEETINGS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. The following meetings are scheduled during the month of FEB. Dates, times, locations and required attendance are as indicated.

a. Operations Weekly 60-9 Planning

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| 1 FEB | 0900 | WG OPS CONF RM | LTCOL Griffin<br>MAJ Farley<br>MAJ Prince<br>MAJ Wise<br>MAJ King<br>MAJ Holder<br>MAJ Barnett<br>MAJ Field<br>CAPT Anderson<br>CAPT Hinds |
| 15 FEB | 0900 | WG OPS CONF RM | Same as above. |
| 22 FEB | 0900 | " " " " | Same as above. |

b. Weekly 60-9 Aircraft Scheduling

| | | | |
|---|---|---|---|
| 3 FEB | 1430 | WG OPS CONF RM | COL Wells<br>COL Wood<br>LTCOL Davis<br>LTCOL Griffin<br>LTCOL Hopfenspirger<br>LTCOL McClatchy<br>LTCOL Jordan<br>LTCOL Deck |

APP "2", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1678

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ Farley<br>MAJ Frarie<br>MAJ Stricklin<br>MAJ Prince<br>MAJ Lindquester<br>MAJ Holder<br>MAJ King<br>MAJ Field<br>MAJ Wise<br>CAPT Anderson<br>CAPT Hinds |
| 9 FEB | 1430 | WG OPS CONF RM | Same as above. |
| 16 FEB | 1430 | " " " " | Same as above. |
| 23 FEB | 1430 | " " " " | Same as above. |

c. RBS Scheduling

| | | | |
|---|---|---|---|
| 14 FEB | 1330 | WG OBSR Section | MAJ Farley<br>MAJ Eldridge<br>MAJ Rowan<br>MAJ Spierling<br>MAJ Clark<br>CAPT Kerney |
| 21 FEB | 1330 | WG OBSR Section | Same as above. |
| 28 FEB | 1330 | " " " | Same as above. |

d. Wing Commander's Operations Briefing

| | | | |
|---|---|---|---|
| MON<br>THRU<br>FRI | 1500 | WG OPS CONF RM | Wing Commander<br>Deputy Commander<br>Director of Operations<br>Chief of OPS & TNG<br>Squadron COMDRS<br>Squadron OPS OFF<br>Chief of Maintenance<br>Base Weather Officer |

e. Aircraft Malfunction and Abort Board (AUTH SO 149, PARA 3, 31 AUG)

| | | | |
|---|---|---|---|
| 7 FEB | 0830 | WG CONF RM | COL Wood<br>LTCOL Davis<br>LTCOL Deck<br>LTCOL Hopfenspirger (On Call)<br>LTCOL McClatchy " "<br>MAJ Frarie " "<br>MAJ Rowan<br>MAJ Faivre<br>CAPT Pirino |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MSGT Perry (On Call)<br>MSGT Williams " "<br>TSGT McCarcar " "<br>TSGT Bogerman " "<br>A/1C Whitaker " "<br>A/1C Hague " "<br>CIV Thompson<br>CIV Nelson |
| 14 FEB | 0830 | WG CONF RM | Same as above. |
| 21 FEB | 0830 | " " " | Same as above. |
| 28 FEB | 0380 | " " " | Same as above. |
| f. Gross Error Board | | | |
| 4 FEB | 1330 | WG OPS CONF RM | COL Wood<br>MAJ Rowan<br>MAJ Eldridge<br>MAJ Faivre<br>MAJ Spierling<br>MAJ Clark<br>MAJ Kelly<br>MAJ Farley<br>CAPT Kerney<br>CAPT Fields<br>CAPT Moses<br>CIV Thompson<br>CIV Nelson |
| g. Operations Officer's Meeting | | | |
| 20 FEB | 0930 | WG OPS CONF RM | COL Wood<br>MAJ Lindquester<br>MAJ Barnett<br>MAJ Field<br>MAJ Wise<br>MAJ King<br>MAJ Holder<br>CAPT Anderson<br>CAPT Hinds |
| 27 FEB | 0930 | WG OPS CONF RM | Same as above. |
| h. Monthly 60-9 Pre-Planning | | | |
| 21 FEB | 1900 | WG OPS CONF RM | COL Wood<br>LTCOL Griffin<br>MAJ Farley<br>MAJ Stricklin<br>MAJ Faivre<br>MAJ Wise<br>MAJ Holder |



1680

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | TIME | LOCATION | QUOTA |
|---|---|---|---|
| | | | MAJ King<br>MAJ Lindquester<br>MAJ Field<br>MAJ Barnett<br>CAPT Anderson<br>CAPT Hinds |
| 22 FEB | 0900 | WG OPS CONF RM | Same as above. |

i. Monthly 60-9 Aircraft Scheduling

| | | | |
|---|---|---|---|
| 16 FEB | 1400 | WG OPS CONF RM | Same as Weekly 60-9 |

j. Tactics Panel

| | | | |
|---|---|---|---|
| 24 FEB | 1330 | WG OPS CONF RM | COL Wood<br>LTCOL McClatchy<br>LTCOL Hopfenspirger<br>LTCOL Wheeler<br>MAJ Farley<br>MAJ Frarie<br>1STLT Alden<br>1STLT Gass |

k. Recap of Meetings for Month of FEB 56

| DATE | | TIME | MEETING |
|---|---|---|---|
| 1 FEB | WED | 0900 | OPS Weekly 60-9 Planning |
| 3 FEB | FRI | 1430 | Weekly 60-9 Aircraft Scheduling |
| 4 FEB | SAT | 1330 | Gross Error Board |
| 7 FEB | TUE | 0830 | Aircraft Malfunction & Abort Board |
| 14 FEB | TUE | 0830 | Aircraft Malfunction & Abort Board |
| 14 FEB | TUE | 1330 | RBS Scheduling |
| 15 FEB | WED | 0900 | OPS Weekly 60-9 Planning |
| 16 FEB | THUR | 1400 | Monthly 60-9 Aircraft Scheduling |
| 16 FEB | THUR | 1430 | Weekly 60-9 Aircraft Scheduling |
| 20 FEB | MON | 0930 | OPS Officer's Meeting |
| 21 FEB | TUE | 0830 | Aircraft Malfunction & Abort Board |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | | TIME | MEETING |
|---|---|---|---|
| 21 FEB | TUE | 1330 | RBS Scheduling |
| 21 FEB | TUE | 1900 | Monthly 60-9 Pre Planning |
| 22 FEB | WED | 0900 | Operations Weekly 60-9 Planning and Monthly 60-9 Planning |
| 24 FEB | FRI | 1330 | Tactics Panel |
| 27 FEB | MON | 0930 | Operations's Officers Meeting |
| 28 FEB | TUE | 0830 | Aircraft Malfunction and Abort Board |
| 28 FEB | TUE | 1330 | RBS Scheduling |
| 29 FEB | WED | 0900 | Monthly 60-9 Aircraft Scheduling |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001C

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

WING DUTY SCHEDULE





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

WING DUTY SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. AIRDROME OFFICER: In accordance with SAC REG 55-44, the following Airdrome Officer schedule will apply. Tour of duty starts at 0900 local time, dated indicated.

| | |
|---|---|
| 1 FEB - 310HEDRON | 17 FEB - 380BOMRON |
| 3 FEB - 379BOMRON | 19 FEB - 379BOMRON |
| 5 FEB - 380BOMRON | 21 FEB - 381BOMRON |
| 7 FEB - 381BOMRON | 23 FEB - 380BOMRON |
| 9 FEB - 379BOMRON | 25 FEB - 379BOMRON |
| 11 FEB - 380BOMRON | 27 FEB - 381BOMRON |
| 13 FEB - 310HEDRON | 29 FEB - 380BOMRON |
| 15 FEB - 381BOMRON | |

2. FLIGHT TEST CREWS: In accordance with 310BOMWG REG, the following Flight Test Crew schedule will apply. Tour of duty starts at 0800 local time.

| | |
|---|---|
| 380BOMRON - 30 JAN to 5 FEB | 380BOMRON - 20 FEB to 26 FEB |
| 381BOMRON - 6 FEB to 12 FEB | 381BOMRON - 27 FEB to 4 MAR |
| 379BOMRON - 13 FEB to 19 FEB | |

APP "3", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1684

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. DEBRIEFING OFFICER: In accordance with 310BOMWG REG 51-5, the following schedule will apply. Tour of duty starts at 0800 local. Scheduled officer will report to the 310th Wing Maintenance Control for duty.

| | |
|---|---|
| 6 FEB - 381BOMRON | 18 FEB - 381BOMRON |
| 7 FEB - 379BOMRON | 19 FEB - 381BOMRON |
| 8 FEB - 380BOMRON | 20 FEB - 379BOMRON |
| 9 FEB - 381BOMRON | 21 FEB - 380BOMRON |
| 10 FEB - 379BOMRON | 22 FEB - 381BOMRON |
| 11 FEB - 379BOMRON | 23 FEB - 379BOMRON |
| 12 FEB - 379BOMRON | 24 FEB - 380BOMRON |
| 13 FEB - 380BOMRON | 25 FEB - 380BOMRON |
| 14 FEB - 381BOMRON | 26 FEB - 380BOMRON |
| 15 FEB - 379BOMRON | 27 FEB - 381BOMRON |
| 16 FEB - 380BOMRON | 28 FEB - 379BOMRON |
| 17 FEB - 381BOMRON | 29 FEB - 380BOMRON |

4. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0800 to 0800 the following day. Prior to 1630 on the day the officer is scheduled for duty, he will contact the Director of Operations. If the Director of Operations plans to be absent from the base, the Assistant Flight Supervisor will remain on base and keep the Wing Control Room posted on where he can be reached by phone. The following schedule will apply:

| | |
|---|---|
| 15 FEB - LTCOL Hopfenspirger | 20 FEB - MAJ Lindquester |
| 16 FEB - MAJ Frarie | 21 FEB - LTCOL McClatchy |
| 17 FEB - MAJ King | 22 FEB - LTCOL Hopfenspirger |
| 18 FEB - MAJ Wise | 23 FEB - MAJ Frarie |
| 19 FEB - MAJ Holder | 24 FEB - MAJ King |



1685

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

25 FEB - MAJ Wise
26 FEB - MAJ Holder
27 FEB - MAJ Lindquester
28 FEB - LTCOL McClatchy
29 FEB - LTCOL Hopfenspirger

5. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty officer is from 0830 to 0830 local. Officers scheduled below will report to the 310th Wing Control Room for duty and will be in the tower for all take-offs and landings. If weather is above 1,000 feet and three miles visiability, the Senior Duty Officer need not report for duty until 1630 local.

6 FEB - 381BOMRON
7 FEB - 379BOMRON
8 FEB - 380BOMRON
9 FEB - 381BOMRON
10 FEB - 379BOMRON
11 FEB - 379BOMRON
12 FEB - 379BOMRON
13 FEB - 380BOMRON
14 FEB - 381BOMRON
15 FEB - 379BOMRON
16 FEB - 380BOMRON
17 FEB - 381BOMRON
18 FEB - 381BOMRON
19 FEB - 381BOMRON
20 FEB - 379BOMRON
21 FEB - 380BOMRON
22 FEB - 381BOMRON
23 FEB - 379BOMRON
24 FEB - 380BOMRON
25 FEB - 380BOMRON
26 FEB - 380BOMRON
27 FEB - 381BOMRON
28 FEB - 379BOMRON
29 FEB - 380BOMRON

The 310BOMWG is responsible for instrument tower officer on 14 to 29 FEB. (1200 to 1200 each day).

6. OFFICER OF THE DAY:

4 FEB - 310FMS
5 FEB - 379BOMRON
6 FEB - 380BOMRON
7 FEB - 381BOMRON
8 FEB - 310HEDRON
9 FEB - 379BOMRON



1695

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10 FEB - 381BOMRON

11 FEB - 380BOMRON

12 FEB - 379BOMRON

13 FEB - 381BOMRON

14 FEB - 380BOMRON

15 FEB - 379BOMRON

16 FEB - 380BOMRON



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

AIR TRAINING REQUIREMENTS

APP "4", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

AIR TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. A total of 1365 B-47 air training hours are projected for the month of FEB.

2. Flying time priority will be as follows:

a. Accomplishment of 60-2 requirement.

b. Upgrading of non combat ready crews.

c. 51-19 check out of newly assigned crew members.

d. Accomplishment of standardization checks.

e. Accomplishment of lead and combat ready crew training.

3. Staff crews are assigned 5X crew numbers as listed below. Observers will be scheduled for a standboard check once each year. Staff pilots and aircraft commanders will be scheduled for a standboard check once every six months. Staff crew members will accomplish their 60-2 time as substitute or supernumanry crew members. Those staff pilots with an asterisk after their name are assigned to Base Flight for 60-4 first pilot check responsibility.

APP "3", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1689

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. 379BOMRON:

| | | | |
|---|---|---|---|
| 5X7 | MAJ Lindquester | CAPT Hinds* | CAPT Savino |
| 5X6 | LTCOL McClatchy | LTCOL Hart* | CAPT Fields |
| 5X8 | MAJ King | CAPT Smith | MAJ Spierling |
| 5X12 | CAPT Bennett | CAPT Nickerson* | MAJ Farley |

b. 380BOMRON:

| | | | |
|---|---|---|---|
| 5X2 | COL Wood | LTCOL Megenity* | |
| 5X14 | | MAJ Stevens | CAPT Kearney |
| 5X13 | MAJ Wise | MAJ Dillon* | LTCOL Wheeler |
| 5X3 | LTCOL Hopfenspirger | LT Bennett* | CAPT Vogle |

c. 381BOMRON:

| | | | |
|---|---|---|---|
| 5X4 | MAJ Frarie | | |
| 5X11 | MAJ Field | MAJ Holder | MAJ Clark |
| 5X10 | MAJ Barnett | | MAJ Eldridge |
| 5X1 | COL Wells | MAJ Brown* | MAJ Rowan |

4. B-47 aircraft will fly 1365 hours during FEB. A breakdown of flying time and sorties follow:

a. 379BOMRON: 68 sorties - 481:00

b. 380BOMRON: 64 sorties - 453:00

c. 381BOMRON: 61 sorties - 431:00

5. Tanker Schedule: Tanker will be allocated at the Weekly Pre 60-9 Meeting.

4060AREFS

| | | |
|---|---|---|
| 1 FEB - 2 Day | 20 FEB - 1 Day, 2 Night | 24 FEB - 3 Day |
| 14 FEB - 2 Day | 21 FEB - 3 Night | 27 FEB - 4 Cell Night |
| 16 FEB - 2 Day | 22 FEB - 3 Night | 28 FEB - 1 Day, 2 Night |
| 17 FEB - 2 Cell Day | 23 FEB - 2 Day | 29 FEB - 1 Day, 2 Night |



1690

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

GROUND TRAINING REQUIREMENTS

APP "6", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

GROUND TRAINING REQUIREMENTS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. 50-24 BLOCK TRAINING: Each tactical squadron will have three crews in Block Training in FEB. Block Training will commence on 20 FEB and 27 FEB. Crews scheduled are:

a. 20 FEB:

(1) CAPT Nieman, CAPT G. Smith, CAPT Hart - 379BOMRON.

(2) CAPT Kruse, CAPT Forbes, CAPT Higdon - 380BOMRON.

(3) CAPT Evans, CAPT Tripp, CAPT Dishman - 381BOMRON.

(4) CAPT Austin, LT Arendel, CAPT Hill - 379BOMRON

(5) CAPT Siglin, 1STLT Baxson, CAPT Tolliver - 380BOMRON.

b. 27 FEB:

(1) CAPT Hopkins, CAPT Wolter, CAPT Shelly - 379BOMRON.

(2) MAJ Preston, CAPT Putt, MAJ Kelly - 380BOMRON.

(3) CAPT Fory, CAPT Hodges, CAPT Putzek - 381BOMRON.

(4) CAPT Colladay, CAPT McCowen, CAPT Murphree - 381BOMRON.

APP "6", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. EWP TARGET STUDY: B-47 crew [illegible]rs in Block Training will complete that training in seven and [illegible] The last half of the day on which Block Training is completed will be devoted to EWP target study. Crews entering Block Training on 20 FEB will have EWP target study on 29 FEB from 1300 to 1700. Crews entering Block Training on 27 FEB will have EWP target study on 7 MAR from 1300 to 1700. EWP study will be accomplished at Wing Intelligence.

a. All EWP aircrews will accomplish:

(1) Mission study on primary and alternate target assignments.

(2) Minimum of two trainer runs (one SPI on each assigned target).

b. Each "HOTSHOT" alert crew will accomplish mission study on assigned target prior to the first day of alert status.

3. ALTITUDE CHAMBER: Quotas for altitude indoctrination training in FEB and MAR are as follows:

a. Two day course (refresher):

(1) 8 and 9 FEB - MAJ Marande and LTOOL Hart.

(2) 29 FEB and 1 MAR - 379 (2) 380 (2) 381 (1).

(3) 12 and 13 MAR - 379 (1) 380 (2) 381 (2).

(4) 14 and 15 MAR 381 (1).

(5) 28 and 29 MAR - 379 (1) 380 (1) 381 (3)

b. Three day course (basic):

(1) 1, 2 and 3 FEB - 379 (1) 380 (1) 381 (1) 310A&E (1) 310PMS (1).



1693

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) 15, 16 a[illegible] FEB - 379 (1) 380 (1) 381 (1) 310A&E (1)

(3) 7, 8 and 9 MAR - 379 (1) 380 (1) 381 (1) 310ARS

(4) 21, 22 and 23 MAR - 379 (1) 380 (1) 381 (1) 310A[illegible]

4. OQ RANGE SCHEDULE: The 310BOMWG has the following OQ Range sch[illegible] for FEB and MAR:

a. 6 FEB - 279 (1) 380 (1) 381 (1)

b. 2 MAR - 379 (1) 380 (1) 381 (1)

c. 20 MAR - 379 (1) 380 (1) 381 (1)

5. INFLIGHT MAINTENANCE: Each B-47 squadron will send two observers each day on the following schedule: 1, 3, 20, 22, 24, 27 and 29 FEB. Classes are held each day from [illegible] to 1700 hours in the Training Section, 310A&E, BLDG 932. MAJ C. [illegible] of the Wing Observer's Office is in charge of the program. His telephone number is 8351. NOTE: No observer should be scheduled for more than one period a week.

6. C-11 INSTRUMENT TRAINER: The 310BOMWG will utilize the C-11 trainer during the afternoon (1300-1700) in FEB. The 310BOMWG allocation will be used in two hour periods. Twe trainers are available for each period.

a. 1300-1500:

(1) 379BOMRON: 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28 and 29 FEB.

(2) 380BOMRON: 1, 2, 6, 7, 9, 10, 14, 15, 17, 20, 22, 23, 27 and 28 FEB.

(3) 381BOMRON: 3, 8, 13, 16, 21, 24 and 29 FEB.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 1500-1700:

(1) 379BOMRON: 1, 6, 9, 14, 17, 22 and 27 FEB.

(2) 380BOMRON: 2, 3, 7, 8, 10, 13, 15, 16, 20, 21, 23, 24, 28 and 29 FEB.

(3) 381BOMRON: 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28 and 29 FEB.

7. B-47 SIMULATOR: The 310BOMWG will use the B-47 simulator on the following schedule:

a. 0800-1200:

(1) 379BOMRON: 1, 6, 9, 14, 17, 22 and 27 FEB.

(2) 380BOMRON: 2, 7, 10, 15, 20, 23 and 28 FEB.

(3) 381BOMRON: 3, 8, 13, 16, 21, 24 and 29 FEB.

b. The Wing Standboard will require some of the training periods listed above. The Standboard will coordinate with the squadron concerned when it desires simulator time.

c. During FEB the tactical squadrons should allocate as much simulator time as possible to the recently assigned pilots who are training under SAC REG 51-19.

8. T-1A GUNNERY TRAINER: The following T-1A Gunnery Trainer schedule will be adhered to in FEB:

a. 1300-1500:

(1) 379BOMRON: 1, 6, 7, 10, 15, 20, 23 and 28 FEB.

(2) 380BOMRON: 2, 8, 13, 16, 21, 24 and 29 FEB.

(3) 381BOMRON: 3, 9, 14, 17, 22 and 27 FEB.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 1500-1700:

(1) 379BOMRON: 3, 9, 14, 17, 22 and 27 FEB.

(2) 380BOMRON: 1, 6, 7, 10, 15, 20 and 23 FEB.

(3) 381BOMRON: 2, 8, 13, 16, 21, 24, 28 and 29 FEB.

9. GUNNERY INDOCTRINATION COURSE: The Gunnery Indoctrination course will be held on the following dates (Wednesdays): 1, 22 and 29 FEB. This course is conducted from 1300 to 1700 in the 310A&E Training Room, BLDG 932. The 310BOMWG A-5 System Technical Representative, Mr Eyster, will present the course.

a. The following squadron allocation will be followed:

(1) 1 FEB: 279 (2) 380 (1) 381 (1)

(2) 22 FEB: 379 (1) 380 (2) 381 (1)

(3) 29 FEB: 379 (1) 380 (1) 381 (2)

10. SPECIAL WEAPONS EXERCISE: Will not be held in FEB.

11. T-2A TRAINER: The T-2A Trainer will be utilized on the following schedule in FEB.

| DATE | 0800 0930 | 0930 1100 | 1100 1230 | 1230 1400 | 1400 1530 | 1530 1700 | 1700 1830 | 1830 2000 | 2000 2130 |
|---|---|---|---|---|---|---|---|---|---|
| 1 FEB | | | | 379 | 380 | 381 | 379 | 380 | 381 |
| 2 FEB | | | | 380 | 381 | 379 | | | |
| 3 FEB | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 4 FEB | 379 | 380 | 381 | | | | | | |
| 6 FEB | | | | 379 | 380 | 381 | | | |
| 7 FEB | | | | 380 | 381 | 379 | | | |



1696

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

| DATE | 0800<br>0930 | 0 :<br>1100 | 1100<br>1230 | 1230<br>1400 | 1400<br>1530 | 1530<br>1700 | 1700<br>1830 | 1830<br>2000 | 2000<br>2130 |
|---|---|---|---|---|---|---|---|---|---|
| 8 FEB | | | | 381 | 379 | 380 | | | |
| 9 FEB | | | | 379 | 380 | 381 | | | |
| 10 FEB | | | | 380 | 381 | 379 | | | |
| 13 FEB | | | | 381 | 379 | 380 | | | |
| 14 FEB | | | | 379 | 380 | 381 | | | |
| 15 FEB | | | | 380 | 381 | 379 | | | |
| 16 FEB | | | | 381 | 379 | 380 | | | |
| 17 FEB | | | | 379 | 380 | 381 | 379 | 380 | 381 |
| 18 FEB | 380 | 381 | 379 | | | | | | |
| 20 FEB | | | | 381 | 379 | 380 | | | |
| 21 FEB | | | | 379 | 380 | 381 | 379 | 380 | 381 |
| 22 FEB | | | | 380 | 381 | 379 | | | |
| 23 FEB | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 24 FEB | | | | 379 | 380 | 381 | | | |
| 27 FEB | | | | 380 | 381 | 379 | | | |
| 28 FEB | | | | 381 | 379 | 380 | 381 | 379 | 380 |
| 29 FEB | | | | 379 | 380 | 381 | | | |

12. INSTRUMENT SCHOOL: The instrument school will be held on 9 and 10 FEB and again on 16 and 17 FEB.

a. CAPT Rolefson of the 379BOMRON will instruct the INSTRUMENTS course at 0800 on 16 FEB 56.

b. CAPT Porter of the 381BOMRON will instruct the FLIGHT PROCEDURES



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and RADIO AIDS class at 1300 on 16 FEB.

c. Both bombardment wings furnish instructors for the Instr[illegible] School in accordance with 802ADIV REG 51-1.

14. POLAR NAVIGATION: The following observers, organizations indicated, will receive two days of polar navigation on 13 and 14 FEB from 0800-1200 each day. Training will be given in the Wing Target Study Section, Wing Intelligence.

| 379BOMRON | 380BOMRON | 381BOMRON |
|---|---|---|
| 2NDLT Eberlien | 2NDLT Maunsell | CAPT Carlisle |
| Baker | CAPT G. Hart | CAPT Carlson |
| 1STLT Schmidt | 2NDLT Circe | |
| 1STLT Rinebold | | |
| 2NDLT O'Bara | CAPT Holmes | |
| 1STLT Marks | 2NDLT Kostler | |

15. SPECIAL WEAPONS: The following named pilots and observers will receive three full days of special weapons training on 8, 9 and 10 FEB. Classes will be held in the Special Weapons Training BLDG 801 from 0800-1700.

| 379BOMRON | 380BOMRON | 381BOMRON |
|---|---|---|
| 2NDLT Malm | 2NDLT Kuhlmeier | CAPT Carlisle |
| 2NDLT Vance | 2NDLT Maunsell | CAPT Carlson |
| 2NDLT Eberlien | CAPT G. Hart | |
| 2NDLT Mall | 2NDLT Circe | |
| | 2NDLT Stahl | |
| | CAPT Holmes | |
| | 2NDLT Meyer | |
| | 2NDLT Fair | |
| | 2NDLT Kostler | |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

LEAD CREW EVALUATION

APP "6", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

LEAD CREW EVALUATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

1. The 310BOMWG will send two B-47 crews to the 3943d SES at Davis-Monthan AFB on 5 MAR. Scheduled for evaluation are CAPT Austin and crew L-34, CAPT Evans and crew L-35.

2. The alternate crew will be CAPT Kruse and crew L-32.

3. Complete instructions for all administrative and logistic support functions relative to SES are outlined in the 310BOMWG OPORD 205-55, 5 NOV 55 and 310BOMWG Maintenance Order NR 207-56 dated 1 JAN 56.

APP "6", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

WING STANDARDIZATION SCHEDULE

APP "7", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 201-56

WING STANDARDIZATION SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 February 1956, 0001Z

During the month of FEB the Wing Standboard Schedule will be consumated at the Weekly 60-9 Meeting.

APP "7", Annex "A"
HQ 310BOMWG
OPORD 201-56
1 FEB 56

1702

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

SØ2S WWDØ1S TWCØØ9EOB 170M

PP RJWFSY

DE RJEPEO 91

P 092230Z RFF-1

FM COMAF 8 WESTOVER AFB MASS

DT

/UNCLASSIFIED/C197. COMMANDER BURNS PLEASE PASS WITHOUT DELAY TO WELLS, COMMANDER 310TH BOMB WING, FROM COMMANDER SWEENEY. CONGRATULATIONS TO YOU AND THE 310TH BOMB WING ON THE OUTSTANDING JOB DONE IN EXERCISE SWAN DIVE DEPLOYMENT. ONE HUNDRED PERCENT AS PLANNED IS HARD TO BEAT.

BT

09/2326Z FEB RJEPEO

TRUE COPY

TRUE COPY

[redacted]

1703

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

310th Bombardment Wing, Medium - 1 February through 29 February 1956

PART VI. Wing Commander's Remarks

a. Hours flown performing missions ordered by:

1. Higher headquarters:

Not applicable this month.

2. Eighth Air Force Air Training Priorities:

| PRIORITY | COMMITMENT | HOURS PROGRAMMED | HOURS ACCOMPLISHED |
|---|---|---|---|
| 1 | Air Force Regulation 60-2 | See Note | See Note |
| 2 | SAC Regulation 51-26 | See Note | See Note |
| 3 | SES | 0 | 0 |
| 4 | USCM "SWAN DIVE" | 400:00 | 412:50 |
| 5 | Non-Ready Crew Training (50-8) | 200:00 | 208:00 |
| 6 | Ready Crew Training (50-8) | 450:00 | 491:10 |
| 7 | Lead & Select Crew Training (50-8) | 300:00 | 296:50 |
| | TOTAL | 1350:00 | 1407:50 |
| | TEST | Not Programmed | 43:05 |
| | GRAND TOTAL | 1365:00* | 1368:25* |

NOTE: Priorities 1 and 2 are accomplished in conjunction with other priorities, and are not programmed separately.

* These figures represent Projected Flying Time and Total Flying Time for the month. Problem of priorities and difficulties in reporting is discussed in paragraph 'p'.

b. Weather or local conditions:

Even though there was no significant difference between the flying time programmed and the time flown, the lo-

C-310-213-C-56

1704

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





of 7 sorties which were cancelled due to local weather did adversely affect the percentage of 50-8 requirements accomplished.

c. Restrictive directives:

None

d. Combat crew member gains and losses:

1. Crew members gained:

None.

2. Crew members lost:

(a) One pilot - deceased.

(b) One aircom - deceased.

e. Crew member changes:

One pilot - ready crew.

f. New crews:

None.

g. Crew status changes:

(a) [illegible] February - aircom deceased; pilot and observer to form new IN crew.

(b) Standboard Crew R-29 upgraded to L-29 23 February.

(c) Crew R-29 appointed Assistant Standardization Crew and appointment made retroactive to 25 January.

h. Standardization crews:

(1) Chief of Standardization Crews: S-08.

(2) Assistant Standardization Crews: L-43, L-37, L-29.

i. Materiel and Personnel problems:

(1) Materiel:

Cracked heater ducts in the vertical fin area resulted in six of our aircraft being grounded for a combined total of 92 aircraft days during February. An AMC TWX restricted these aircraft to one-time flight. OCAMA representatives arrived on the station









THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



and removed the faulty parts, then it was learned that new parts were not available at OCAMA. Currently we are attempting to repair the old parts.

Cracked drag-angles have also been a problem area during the month. 8 aircraft have been either off the station for repair and/or grounded at this station awaiting a repair quota at Tucson. T.O. 1B-47-605 requires that all aircraft with double-cracked drag angles be grounded except for a one-time flight to the repair facility.

An estimated additional 50 sorties could have been flown, for 300 flying hours, if aircraft had not been temporarily out-of-commission with faulty radar sets, or restricted to Tango flights. The two most prevalent problems were, (1) wavy range marks, and (2) jittery optics, both caused, in most cases, by low inverter frequency. Coordination by A&E with Electrical Shop resulted in A&E loaning the Electrical Shop a frequency meter with which to check out inverters in aircraft. Several of the frequency meters previously used as shop test equipment by the Electrical Shop were found to be faulty.

Corrective action on reported A&E malfunctions has in some cases been insufficient, due to low skill level of A&E personnel assigned to aircraft. Tech Reps are now reviewing all SJR's to insure adequate corrective action, and brief mechanics as indicated.

(2) Personnel:

a. General: The primary personnel problem affecting the wing's February training accomplishment concerns shortages within two officer support specialties and



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



five airmen specialties. The major weakness within the airmen's field is the shortage of seven-level airmen. Specific officer and airmen shortages which adversely affected the wing monthly training accomplishments are recorded in the following paragraphs.

b. Officer Field: The wing is effectively manned 84% within the officers' fields. The primary problems affecting the wing's February training accomplishment insofar as officer personnel shortages are concerned are in three (3) officer specialties as follows:

(1) Shortage of Four (4) Personal Equipment Officers (AFSC 1435): The wing has no personal equipment officers assigned although four (4) are authorized. These positions are presently occupied by combat crew members as additional duty assignments.

(2) Shortage of four (4) Aircraft Maintenance Officers (AFSC 4344): The shortage of four (4) tactical squadron aircraft maintenance officers has necessitated placing four (4) tactical aircraft commanders in these positions. This situation is unsatisfactory due to the additional workload placed on these individuals acting in a dual capacity. The quality of their supervision in the capacity of maintenance officer is hindered by the fact that they are not trained in the maintenance field.

c. Airmens' Field: The wing is body-manned 91.6% and effectively-manned 64% in the airmen fields. The disparity in the body and effective manning



1707

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





is caused by the low skill level of our assigned airmen. The wing has recently received a large number of low skilled airmen who cannot be effective against our five and seven level shortages. This deficiency will be corrected through On-The-Job training, assuming our losses of skilled airmen through separation and reassignments do not exceed the number of airmen whom we upgrade to effective skills. The shortage of seven-level maintenance supervisors has contributed to the wing's exceeding by more than two hundred percent (200%) the Eighth Air Force overtime average and has caused an abnormal amount of unproductive time. The shortage of supervisors, coupled with the large number of unskilled airmen requiring extensive training, has caused the few supervisors who are assigned to spend excessive time performing actual maintenance, training and technical work. Consequently they neglect other supervisory responsibilities. The areas deemed most detrimental to the wing's jet training efforts are as follows:

(1) Shortage of fifteen ECM Repairmen, Five & Seven Level (AFSC30153AB/73). Although the wing is body-manned 104% in the ECM field the shortage of five and seven level airmen has lowered our effective manning to only 12.5%. During the month of February the ECM shop was able to accomplish the required workload; however, it required abnormal overtime to do so.

(2) Shortage of twenty-six seven level "K" Systems Technicians (32170E). The Bomb Navigation







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 February through 29 February 1956

Shop is required to work excessive overtime in order to accomplish the month's workload due to the shortage of seven level airmen. The overall career field (AFSC 32130/50 BCDE/70E) is body-manned 120%; however, the effective manning is only 70%. Through extensive OJT the wing has been able to relieve our deficiencies at the five level; however, a great deal of time will be required in order to erase the serious shortage of seven level airmen. The wing does not have sufficient seven level airmen to train our five level airmen and to provide the technical assistance required on the job.

(3) Shortage of thirty five Electricians (AFSC 42350/70): The Field Maintenance Squadron's Electrical Shop has been required to work excessive periods of overtime in order to accomplish the allotted work during the month of February. The wing is body manned 70% and effectively manned 35% in the electrical field (does not include Auto-Pilot technicians 42330/50/70R). The electrical shop was required to expend three hundred thirty-five (335) manhours overtime from 1 through 20 February 1956 in order to support the wing's monthly training accomplishment.

(4) Shortage of fifty one (51) Senior Jet Mechanics (AFSC 43171E): While the wing reflects a body manning of 90% and effective manning of 84%. The shortage of seven level supervisors and technicians has necessitated our tactical squadrons performing many extra hours on flight line maintenance. This shortage has also reduced the effectiveness of the OJT afforded our three and five level airmen.

CONFIDENTIAL

1709

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 February through 29 February 1956

Recapitulation

| AFSC | TITLE | AUTH | ASGD | BODY MANNING | EFFECTIVE MANNING |
|---|---|---|---|---|---|
| 32130B | APP BOMB NAV SYS MECH K-SERIES (stab&optics) | | | | |
| 32150B | BOMB NAV SYS MECH K-SERIES (stab & optics) | 5 | 2 | 40 | 40 |
| 32130C | APP BOMB NAV SYS MECH K-SERIES (intercom & radar) | | | | |
| 32150C | BOMB NAV SYS MECH K-SERIES (intercom & radar) | 5 | 6 | 120 | 100 |
| 32130D | APP BOMB NAV SYS MECH K-SERIES (computer) | | | | |
| 32150D | BOMB NAV SYS MECH K-SERIES (computer) | 4 | 5 | 125 | 100 |
| 32130E | APP BOMB NAV SYS MECH K-SERIES SYSTEM | 9 | 55 | | |
| 32150E | BOMB NAV SYS MECH K-SERIES SYS | 39 | 40 | 125 | 69 |
| 32170E | BOMB NAV SYS TECH K-SERIES SYS | 35 | 9 | | |
| *42330 | APP ACFT ELECTO RPMN | 5 | 24 | | |
| *42350 | ACFT ELECT RPMN | 45 | 13 | 70 | 35 |
| *42370 | ACFT ELECT TECH | 6 | 3 | | |
| 43131E | APP ACFT MECH-JET OVER TWO | 28 | 43 | | |
| 43151E | ACFT MECH-JET OVER TWO | 194 | 197 | 90 | 84 |
| 43171E | ACFT TECH-JET OVER TWO | 97 | 46 | | |
| 30133A | APP ACFT ECM RPMN-RECON EQUIP | 1 | 13 | | |
| 30153A | ACFT ECM RPMN-RECON EQUIP | 3 | 1 | 350 | 50 |
| 30133B | APP ACFT JAMMING EQUIP RPMN | 2 | 6 | | |
| 30153B | ACFT JAMMING EQUIP RPMN | 13 | 5 | 55 | 35 |
| 30143 | ACFT ECM MAINT TECH | 5 | 0 | | |

* Does not include Auto Pilot Technicians

C-310-Z13-C-56



CONFIDENTIAL

1710

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



j. SAC Minimum Training Requirements:

As of 29 February the tactical squadrons have completed 76.39% of quarterly training minimums as computed under the SAC Management Control System. Critical low areas are considered to be Visual RBS (30%), Visual Releases (42%), GPI (34%), Night Celestial (40%), Rendezvous (58%), [illegible] will be concentrated in these low areas the remainder of the quarter. The SAC Evaluation Mission set for 21-22 March will permit work in the area of Special Weapons for those crews still needing the requirement. Percentage of rendezvous accomplished is low due to only the lead aircraft being credited with this item on our USCM flown 6-9 February. Adverse weather has hampered Visual RBS and Visual Release activity thus far this quarter; during March our missions will be planned in many instances around the visual requirements, even though the missions may be less productive than would otherwise have been the case. The change-over from old to new type GPI targets has now been completed, and it is expected that this requirement will be completed in March.

k. Deleted.

l. Non-Ready Crew Training:

1. Comparison of available ready and nonready crew flying time:

| CREWS AVAILABLE | AVERAGE TIME PROGRAMMED | AVERAGE TIME ACCOMPLISHED |
|---|---|---|
| 33 Ready | 25 | 36:35 |
| 2 Nonready | 25 | 25:10 |

m. Deleted.

CONFIDENTIAL



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL



n. Field Training Operation:

An exercise involving six of our aircraft was flown 17 February. Air Weapons missions were performed by all aircraft, and five of the crews were credited with formation. Mission was generally considered satisfactory.

o. Special Training Month Remarks: Not Applicable

p. [illegible] Wing Commander:

The 310th Wing fell slightly short of its projected goal of 80% completion of SAC Regulation 50-8 by the end of February, accomplishing 76.39%. Missions planned for the month of March are designed to increase activity in low areas. Wing missions are planned to complete requirements in the field of Air Weapons and Formation flying. Visual RBS activity will have to be stressed with anticipated improvement in visual flying conditions. Activity in air refueling rendezvous is low primarily due to the inability of aircraft other than the lead aircraft to be credited with this item during mass refueling tactics. It is recommended that all aircraft in a cell be given credit for rendezvous accomplished using this tactic. It will be necessary during March to schedule some missions for the express purpose of making up this deficit.

A 51-19 upgrading program was established for newly assigned B-47 crew members in October 1955. This program included MTD, all other required ground training items and transition flying. In the January 1956 T-12 report, because of the difficulty encountered in adhering to the upgrading plan, it was recommended that personnel destined for B-47 units be programmed from flying school through CCTS, Special Weapons and Celestial Navigation training prior to assignment to using organizations.

 CONFIDENTIAL

1712

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 February through 29 February 1956

The 51-19 transition and check-out program at Wing level for newly assigned B-47 observers and co-pilots is progressing slowly. Upgrading of non-ready crews to compensate for normal attrition of combat ready crews leaves little flying time available for transition of newly assigned people. It is recommended that additional quotas be procured for B-47 CCTS training at Wichita for these new people. The concentrated training and academic atmosphere provided at McConnell AFB is ideal; it produces better qualified B-47 crew members, especially in the pilot category, and cannot be adequately provided at a tactical wing station. The myriad activities and unforeseen requirements in a tactical wing causes the planning of a long range transition program for new crew members to be extremely difficult, and it has been our experience that the plan is apt to deteriorate into a haphazard "catch-as-catch-can" operation unless many requirements of ready and non-ready crews are sacrificed. It would appear that the logical answer to this problem is the statement that "51-19 is first priority and will take precedence over all other training"; however, the fact that a Wing Commander must maintain his SWP capability must also be considered. Our present crew status is such that the majority of the transition training available must be given to already formed, but non-ready crews, to fill attrition vacancies in the ready crew structure. Loss of one ready crew will cause the wing to go to non-ready status on the V-2 report. A suggested solution is to program all of the new B-47 crew members through the Air Training Command B-47 schools, including CCTS at McConnell AFB, prior to assignment to tactical wings.



1713

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





It is recommended that more detailed instructions be issued relative to paragraph a, (2), 'Eighth Air Force Air Training Priorities', appearing earlier in this section. The dividing line between 50-8 and 51-26 accomplishments on a mission flown by a lead crew, for instance, is extremely nebulous. Much of the time the crew is working under both regulations. As, when a standboard (Lead Crew) aircraft commander and observer are checking a non-ready crew, to which category crew will the flying time be credited?

All ground training is now being scheduled by name in the monthly operations order to insure that the maximum amount of ground training is accomplished commensurate with the availability of personnel.

Wing bombing reliability showed an upward trend the second month of the quarter, with Radar R.F. climbing from 86.8% in January to 92.9%, and the Visual R.F. from 83.3% in January to 89.4%. This improvement can be attributed primarily to two factors: (1), Intensive target study, and (2), improved review procedures. As to the first, observers are now scheduled by name in the monthly operations order with weekly and daily follow up. This has made for much greater utilization of target study facilities, and has materially decreased the time lost due to faulty coordination and unforseen committments under the previous system. Concerning the second, observers are also scheduled by name for a critique on all bomb runs, and with a representative of the target study section review all film taken on their bomb runs. In addition, each radar run in excess of 3,000' is reviewed as a gross error, and the possible contributing causes analyzed just as carefully as though







THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



it had been a gross error.

It is believed the Board of Analyzation set up in January to pursue more positive follow-up action on A&E discrepancies has paid dividends; our Gross Error Rate has been reduced from 10% in January to 5% in February.

The Quarterly Unit Simulated Combat Mission was flown 8-9 February, with 32 aircraft scheduled, 32 launched, and 32 landing at the designated post-strike base. 28 aircraft were effective over the target, with bombing reliability being 93%. No critical weak areas in the wing's capability were uncovered on this mission.

An ECM training program has been initiated with all training and ECM activities being conducted through a consolidated Wing ECM Section. Field trips to other bases with an ECM mission have provided this unit with valuable information on training programs and other problems attendant to the conversion program.

Utilization of flying time, which has been low in this wing in the past, is receiving Command and Staff attention. Squadron briefing officers and supervisory personnel have received further indoctrination on the subject. Utilization of each mission is specifically checked during the Wing Commander's daily mission briefings. There should be considerable improvement in this area during the month of March.



1715

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 January through 29 February 1956

The 310th Bombardment Wing has trained twelve B-47 crews in the Block Training Program as outlined in SAC Regulation 50-24 during January and February. Eight crews are programmed for this training in March. Twelve B-47 crews will require block training in April to accomplish one-hundred percent of this program.

The Air Refueling Squadron was TDY overseas during the first two months of the year and accomplished no block training as such during that time. Because of a flying time committment in excess of 800 hours during March the refueling squadron will not be able to support this training program. Crews will be required to fly a sortie nearly every other day during the month to fulfill this committment. Every effort is going to be made to complete all refueling squadron crews Block Training in April.

C-310-213-56-C

CONFIDENTIAL



1716

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 February through 29 February 1956

FORECAST FOR UPGRADING

1. Number of crews assigned: Combat Ready 33, Non-Ready 14.

2. Crew Numbers: R04, L06, L07, S08, L09, R10, R11, R12, R13, L18, S19, L20, R22, R25, L29, R31, L32, L35, L36, L37, R39, R40, R41, L43, R44, R45, R46, L47, R50, L52, R55, R57, N59, IN60, L61, IN67, IN69, IN72, IN73, IN74, IN75, N76, IN77, IN78, IN79, IN80.

3. Forecast dates of Combat Ready crews to be upgraded to Lead status: Effective 30 January it is wing policy to consider crews for upgrading to Lead status on or about the 25th day of the third month of each quarter. Projections are no longer necessary or even possible, as decisions to upgrade will be made at that time, and on the basis of then-current records.

4. Forecast date of Non-Ready crews to be upgraded to Ready status:

NOTE: Forecast of upgrading to Ready status is dependent on timely receipt of advanced survival school quotas, or waivers of survival requirement for a stipulated period.

| | | |
|---|---|---|
| Crew Number | [illegible] | 23 March 56 |
| Crew Number | N76 | 23 March 56 |

5. Explanations as to why upgrading not accomplished on date forecast: L-29 had not been forecast. This crew failed SES effective 12 December, and by regulation could not be upgraded for a period of 60 days following such failure.

HI JINK

| CR NO | GRD CHK | AIR CHK | RBS FEB | RBS TO DATE | CAM RUNS FEB | CAM RUNS TO DATE | DATE OR EXPECTED DATE OF CHECKOUT |
|---|---|---|---|---|---|---|---|
| R04 | | | | | | | 12 Mar 56 |
| L06 | | | | | | | 8 Mar 56 |
| L07 | Yes | Yes | 0 | 2 | 0 | 0 | 16 Dec 55 |
| S08 | | | | | | | Mar 56 |
| L09 | | | | | | | 7 Mar 56 |
| R10 | Yes | Yes | 3 | 3 | 0 | 0 | 29 Feb 56 |



CONFIDENTIAL

1717

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL



| | | | | | | | |
|---|---|---|---|---|---|---|---|
| R11 | Yes | Yes | 0 | 2 | 0 | 0 | 16 Dec 55 |
| R12 | | | | | | | 14 Mar 56 |
| R13 | | | | | | | 12 Dec 55 |
| L18 | Yes | Yes | 0 | 2 | 0 | 0 | 17 Oct 55 |
| S19 | | Reassigned PCS and currently TDY | | | | | Not Projected |
| L20 | Yes | No | | | | | 5 Mar 56 |
| R22 | Yes | Yes | 0 | 2 | 0 | 0 | 21 Dec 55 |
| R25 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| L29 | | | | | | | 19 Mar 56 |
| R31 | | | | | | | 6 Mar 56 |
| L32 | | | | | | | 28 Mar 56 |
| L35 | | | | | | | 16 Mar 56 |
| L36 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| L37 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| R39 | | | | | | | 12 Mar 56 |
| R40 | Yes | Yes | 0 | 2 | 0 | 0 | 27 Dec 55 |
| R41 | | | | | | | 9 Mar 56 |
| L43 | Yes | Yes | 0 | 2 | 0 | 0 | 14 Dec 55 |
| R44 | Yes | No | | | | | 6 Mar 56 |
| R45 | | | | | | | 8 Mar 56 |
| R46 | | | | | | | 15 Mar 56 |
| L47 | | | | | | | Mar 56 |
| R50 | Yes | Yes | 0 | 3 | 1 | 3 | 7 Oct 55 |
| L52 | | | | | | | Apr 56 |
| R55 | Yes | Yes | 0 | 2 | 0 | 0 | 29 Dec 55 |
| R57 | Yes | No | | | | | 15 Mar 56 |
| L61 | Yes | Yes | 0 | 2 | 0 | 0 | 19 Dec 55 |
| N59 | | | | | | | 14 Mar 56 |

S. W. Wells

S. W. WELLS
Colonel, USAF
Commander

CONFIDENTIAL



1718

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310th Bombardment Wing, Medium - 1 February through 29 February 1956

PART VII. Division Commander's Remarks:

1. Reference paragraph i.

a. The cracked heater duct problem will be greatly reduced by 13 March 1956 due to blocking of ducts to empennage heaters. Aircraft can be flown operationally so long as icing areas are avoided. Continual pressure is being applied to AMC supply sources to secure the required heater ducts and elbows. All substitute items have been investigated in an effort to correct the above situation.

b. Long waits for a directed input to Douglas Tucson for drag angle repair will continue to impair scheduling of operational sorties.

c. Dock turn-around time is decreasing and will make more sorties available for operational scheduling.

d. Continual command emphasis to prevent aircraft from not flying in a 15-day period will keep more aircraft available for required sorties.

e. Reference A&E remarks. Wings have been directed to insure immediate calibration of test equipment in field shops. An accelerated trouble-shooting training program is being closely monitored. The transfer of AMN 32150E to the 100th Bomb Wing during first of calendar year regressed flight line K-system trouble-shooting capability in 310th A&E. The immediate implementation of trouble-shooting checklists for our K-system mechanics will reduce some time lost by less experienced personnel.

2. Evaluation of the security systems of this command during periods of normal operations by the Office of Special Investigations provides the Commander with an impartial analysis of the security status of his installation. Request for a vulnerability test by the OSI, 26 January 1956, was returned from the Office of the Inspector General, 13th District Office of Special Investigations, Offutt Air Force Base, in a letter dated 13 February 1956, stating that due to a shortage of funds for travel and temporary duty, it will be necessary to suspend vulnerability tests for the remainder of this fiscal year.

3. GCI site radar surveillance of mass night refueling is extremely desirable as proven in recent operations "SWAN DIVE". This headquarters, in letter, BDOC, subject, Engineered Circuits, 9 June 1955, requested engineered telephone circuits to various GCI sites in this area. Engineered circuits to the following GCI sites would





70538

1719

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



give the Smoky Hill/Lincoln Task Force flexibility of operation: Chandler AFS, Minnesota; Williams Bay AFS, Wisconsin; Waverly AFS, Iowa; Omaha AFS, Nebraska, and Olathe NAS, Kansas. It is believed that above GCI sites would give sufficient coverage, both to refueling areas used in normal operations and those designated for EWP use.

4. Two dispersal bases (one at Scottsbluff, Nebraska, and one at La Junta, Colorado) are presently assigned the 802d Air Division under Operations Plan 10A-55. Under Plan 10A-55, both bases are inadequate to support strikes launched from them. However, under dispersal concept they are barely adequate, provided sufficient fuel remains in the aircraft to return it to home station. It was recommended in letter, DO, subject, 10A-55 Test Alert, 17 January 1956, that higher headquarters provide bases and/or airfields within this general area suitable for use under EWP conditions that may be substituted for these presently utilized.

5. Positive action is being taken to place the block ground training program on a sound basis. The B-47 course will be given in five days, while the KC-97 course will be given in three days. Strict control will be exercised to insure that personnel in the "block training" program are not withdrawn from the course except by decision of the Commander. Shortage of four officers (two majors, AFSC 7516; one captain, AFSC 7524 and one captain, AFSC 3244) limits maximum effectiveness of the Ground Training Section. Phase I objective for all combat crews may not be met because of flying training priority requirements for this quarter.

6. Base Operations, Functional Code 80020, is authorized a total of nine officers by UMD, November 1955. At the present time, four officers are assigned. Of these four officers, only one is qualified to hold this assigned position by virtue of experience and number of flying hours. Of the nine authorized officers, five had been authorized to perform the following functions:

a. Three for flight planning and briefing (SAC Regulation 55-45).

b. One for Base Instrument School (SAC Regulation 60-5).

c. One for Base Standardization Board (AFR 60-2 and SAC Regulation 51-19). The Base Flight Maintenance has progressed from "Unsatisfactory" to a "Satisfactory" rating. Action is being taken to transfer the Base Instrument School from the Ground Training Section to Base Operations. To properly perform above function, an input of three qualified officers, AFSC 1435, is necessary. Assignment from Division resources would result in crew regression. In addition, two



1720

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526





officer spaces are authorized for Base Flight Maintenance, Functional Code 8001020. At present, one second lieutenant is assigned.

7. Recommend that Headquarters Eighth Air Force adopt a procedure to inform Division and Wings of staff and/or command action taken or planned on problems presented in the "Remarks" section of this report.

JAMES W. WILSON
Colonel, USAF
Commander





1721

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

## JET CREW AIR TRAINING REPORT - PART I

UNIT: [illegible] | MONTH: [illegible] | PAGE NO. 1 | NO. OF PAGES: [illegible] | REPORTS CONTROL SYMBOL: [illegible]

A. GENERAL | B. BOMBING | C. NAVIGATION

| CREW NUMBER (6-10) | TYPE AND MODEL AIRCRAFT (11-15) | NUMBER OF SORTIES (16-17) | FLYING TIME (18-19) | Visual Releases 1 (20-24) | 2 (25-29) | 3 (30-34) | 4 (35-39) | 5 (40-44) | 6 (45-49) | 7 (50-54) | 8 (55-59) | 9 (60-64) | 10 (65-69) | TOTAL RELEASES (70-71) | Photo-Scored Attacks Radar Total (12-13) | Radar GPI (15-16) | Visual (18-19) | IBDA RUNS (21-22) | HIGH LEVEL BREAKAWAY (27-28) | BOMB (33-34) | Night Celestial Circular Errors 1 (35-37) | 2 (38-40) | 3 (43-45) | 4 (47-48) | 5 (51-52) | NO. OF LEGS (54-55) | Other Legs DAY CEL. (57-58) | Grid CEL. (60-61) | Grid RADAR (63-64) | PRESSURE PATTERN (66-67) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 506 | B-47E | 08 | 59 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | [illegible] | [illegible] | [illegible] | - | - | [illegible] | - | 01 | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [illegible] | [illegible] | 10 | 57 | - | - | - | - | - | - | - | - | - | - | - | [illegible] | - | - | - | - | - | - | - | - | - | - | [illegible] | 01 | - | - | - |
| [illegible] | [illegible] | 07 | 54 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 01 | 01 | - | - |
| S19 | [illegible] | 07 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | [illegible] | 02 | 01 | - |
| L39 | B047E | 08 | 55 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | 01 | - | - | 1 | - | - | - | - | [illegible] | 01 | 02 | - | 01 |
| [illegible] STBY SUB TOT | B047E | 28 | 186 | - | - | - | - | - | - | - | - | - | - | - | 08 | - | - | 03 | 01 | - | - | - | - | - | - | [illegible] | 04 | 05 | 01 | 02 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S19 | B047E | 01 | 06 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| L06 | B047E | 10 | 58 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 02 | 01 | - | - | [illegible] | 12 | - | - | - | [illegible] | - | [illegible] | - | 1 |
| L09 | B047E | 12 | 70 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 01 | 02 | - | - | [illegible] | [illegible] | [illegible] | - | - | 03 | 01 | 02 | 01 | [illegible] |
| L18 | B047E | 09 | 68 | 00430 | 00400 | - | - | - | - | - | - | - | - | 01 | - | - | - | 01 | - | - | 09 | [illegible] | [illegible] | - | - | 03 | 02 | 03 | - | 01 |
| L20 | B047E | 12 | 81 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 02 | 06 | - | - | 1 | 1 | - | - | - | 02 | 01 | 04 | 01 | - |
| L32 | B047E | 11 | 83 | 00990 | 01010 | 01160 | - | - | - | - | - | - | - | 03 | 04 | - | 03 | 01 | - | - | [illegible] | [illegible] | [illegible] | - | - | 03 | 02 | 02 | 01 | 01 |
| L35 | B047E | 13 | 85 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 02 | 02 | - | - | [illegible] | - | - | - | - | [illegible] | 02 | 04 | - | 02 |
| L[illegible] | B047E | 06 | 53 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 02 | - | - | - | 07 | - | - | - | - | 01 | 02 | 02 | 01 | - |
| L47 | B047E | 11 | 69 | - | - | - | - | - | - | - | - | - | - | - | 07 | - | - | [illegible] | - | - | [illegible] | - | - | - | - | 01 | 01 | 02 | [illegible] | - |

SAC FORM 184, 15 NOV 54 PREVIOUS EDITION IS OBSOLETE.

**CONFIDENTIAL** (When Filled In)

1722

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, [illegible] | MONTH: JAN-FEB [illegible] | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M-19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 35-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| L52 | B047E | 11 | 77 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | 03 | 04 | - | - | 06 | 09 | 15 | - | - | 03 | 01 | 03 | 02 | 01 |
| L61 | B047E | 11 | 74 | 00470 | 00750 | 01160 | - | - | - | - | - | - | - | 03 | 03 | - | 03 | 01 | - | - | 12 | - | - | - | - | 01 | - | 02 | - | - |
| L07 | B047E | 06 | 46 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | 01 | - | - | - | - | - | - | - | - | - | 01 | 02 | 01 | - |
| L-5 CR SUB TOT | B047E | 113 | 779 | - | - | - | - | - | - | - | - | - | - | 04 | 35 | - | 19 | 19 | - | - | - | - | - | - | - | 20 | 13 | 29 | 08 | [illegible] |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R07 | B047E | 05 | 33 | - | - | - | - | - | - | - | - | - | - | - | 03 | - | - | 01 | - | - | 04 | 07 | 25 | - | - | 03 | - | 01 | 01 | 01 |
| R29 | B047E | 02 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 00 | - | - | - | - | 01 | - | - | - | - |
| [illegible] | B047E | 14 | 88 | 00025 | 00310 | - | - | - | - | - | - | - | - | 02 | 02 | - | 01 | 01 | 03 | - | 03 | 21 | - | - | - | 02 | 03 | 02 | - | [illegible] |
| R12 | B047E | 11 | 79 | 00210 | 00320 | 00365 | - | - | - | - | - | - | - | 03 | 07 | - | 04 | 03 | - | - | 14 | 25 | - | - | - | 02 | 04 | 03 | 03 | [illegible] |
| R13 | B047E | 10 | 76 | - | - | - | - | - | - | - | - | - | - | - | 06 | - | 04 | 02 | - | - | 06 | 14 | - | - | - | 02 | 03 | 03 | - | [illegible] |
| R22 | B047E | 14 | 109 | - | - | - | - | - | - | - | - | - | - | - | 06 | - | 05 | 01 | - | - | 03 | 06 | 17 | - | - | 03 | 03 | 03 | - | [illegible] |
| R25 | B047E | 11 | 55 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | 03 | - | - | - | 00 | 10 | 23 | - | - | 03 | 01 | 01 | 01 | 01 |
| R31 | B047E | 09 | 74 | - | - | - | - | - | - | - | - | - | - | - | 07 | - | 04 | 02 | - | - | 04 | 05 | 19 | - | - | 03 | 03 | 03 | 01 | 01 |
| R39 | B047E | 09 | 62 | 00155 | 01310 | - | - | - | - | - | - | - | - | 03 | 02 | - | 03 | 01 | - | - | - | - | - | - | - | - | - | - | - | - |
| R40 | B047E | 07 | 45 | 00460 | 00690 | 00800 | - | - | - | - | - | - | - | 03 | - | - | 03 | 02 | - | - | 06 | - | - | - | - | 01 | 02 | - | - | - |
| [illegible] | B047E | 11 | 67 | 00710 | 00515 | [illegible] | - | - | - | - | - | - | - | 03 | 03 | - | - | 01 | - | - | [illegible] | [illegible] | - | - | - | [illegible] | [illegible] | 03 | - | 01 |
| R44 | B047E | 13 | 79 | 00050 | 00950 | [illegible] | - | - | - | - | - | - | - | 03 | 06 | - | [illegible] | [illegible] | - | - | [illegible] | [illegible] | - | - | - | [illegible] | [illegible] | 04 | [illegible] | [illegible] |

AC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - AAC, Office [illegible] When Filled In

**CONFIDENTIAL**

1723

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I

UNIT: [illegible] Bombardment [illegible] Medium

MONTH: JAN-FEB [illegible]

PAGE NO.: [illegible]

NO. OF PAGES: [illegible]

REPORTS CONTROL SYMBOL: [illegible]

| GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCOPED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | BOMB RELEASE (M/H) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| R45 | B047E | 09 | 63 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | - | 02 | - | - | 19 | - | - | - | - | 01 | 03 | 03 | - | 02 |
| R46 | B047E | 15 | 88 | - | - | - | - | - | - | - | - | - | - | - | 02 | - | 02 | 05 | - | - | 08 | 25 | - | - | - | 02 | 04 | 03 | - | 03 |
| R50 | B047E | 12 | 85 | 00560 | 00775 | 02000 | - | - | - | - | - | - | - | 03 | 07 | - | 04 | 02 | - | - | [illegible] | [illegible] | 26 | - | - | 03 | 03 | 02 | 02 | 02 |
| R55 | B047E | 15 | 93 | 00050 | 00500 | - | - | - | - | - | - | - | - | 02 | 07 | - | 05 | 02 | - | - | [illegible] | - | - | - | - | 01 | 03 | 02 | 01 | 03 |
| R57 | B047E | 12 | 79 | - | - | - | - | - | - | - | - | - | - | - | 04 | - | 03 | 01 | - | - | 04 | - | - | - | - | 01 | 01 | 03 | 01 | 01 |
| R04 | B047E | 07 | 52 | 02000 | - | - | - | - | - | - | - | - | - | 01 | 02 | - | 02 | 02 | - | - | [illegible] | [illegible] | - | - | - | [illegible] | [illegible] | 01 | - | 01 |
| R11 | B047E | 06 | 47 | - | - | - | - | - | - | - | - | - | - | - | 01 | - | - | - | - | - | [illegible] | - | - | - | - | [illegible] | 01 | 01 | - | 01 |
| R[illegible] | B047E | 04 | 20 | - | - | - | - | - | - | - | - | - | - | - | [illegible] | - | - | [illegible] | - | - | - | - | - | - | - | - | - | 02 | - | - |
| SBR CR SUB TOT | B047E | 196 | 1309 | - | - | - | - | - | - | - | - | - | - | 22 | [illegible] | - | 49 | [illegible] | [illegible] | - | - | - | - | - | - | [illegible] | 41 | [illegible] | [illegible] | [illegible] |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N04 | B047E | 03 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N12 | B047E | 03 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N59 | B047E | 05 | 27 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N76 | B047E | 09 | 39 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| N42 | B047E | | | [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N[illegible] | B047E | 20 | 95 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

SAC FORM 15 NOV 54 184 PREVIOUS EDITION IS OBSOLETE

CONFIDENTIAL

1 7 2 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

| JET CREW AIR TRAINING REPORT - PART I | UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 56 | PAGE NO. 4 | NO. OF PAGES 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12 |
|---|---|---|---|---|---|

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | GPI | VISUAL | IBDA RUNS | HIGH LEVEL BRLAKAWAY | BOMB RELEASE (N/19) | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| | 11-15 | 16-17 | 18-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 |
| WING TOTAL | B047E | 365 | 2428 | – | – | – | – | – | – | – | – | – | – | 0 | 120 | – | 68 | 53 | 04 | – | – | – | – | – | – | 63 | 58 | 75 | 21 | 31 |
| IN11 | UPGRADED TO COMBAT READY 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN28 | DISBANDED 1[illegible] FEBRUARY 1956, AIRCRAFT COMMANDER DECEASED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN59 | UPGRADED TO NON-COMBAT READY 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | AC | 10% | 10 | 3 JAN | | P | 15% | 7 | | | | 0 | 20% | 0 | | | | | | | | | | | | | | | | |
| IN67 | AC | 95% | 52 | | | P | 50% | 52 | | | | 0 | X | 59 | | | | | | | | | | | | | | | | |
| IN[illegible] | AC | X | 7 | | | P | 50% | 14 | | | | 0 | 40% | 12 | | | | | | | | | | | | | | | | |
| IN69 | AC | X | 43 | | | P | 70% | 4 | | | | 0 | X | 25 | | | | | | | | | | | | | | | | |
| IN72 | AC | X | 11 | | | P | 25% | 8 | | | | 0 | X | 10 | | | | | | | | | | | | | | | | |
| IN73 | AC | 0 | 0 | 3 JAN | | P | 10% | 0 | | | | 0 | 20% | 17 | | | | | | | | | | | | | | | | |
| IN74 | AC | X | 10 | | | P | 10% | 0 | | | | 0 | 10% | 0 | | | | | | | | | | | | | | | | |
| IN75 | AC | 0 | 0 | 3 JAN | | P | 10% | 0 | | | | 0 | 10% | 6 | | | | | | | | | | | | | | | | |
| IN76 | UPGRADED TO NON-COMBAT READY 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | AC | X | 15 | | | P | 20% | 8 | 3 JAN | | | 0 | 25% | 6 | | | | | | | | | | | | | | | | |
| IN78 | AC | 95% | 23 | | | P | 30% | 6 | | | | 0 | 25% | 0 | | | | | | | | | | | | | | | | |
| IN79 | AC | 0% | 0 | | | P | 20% | 0 | 3 JAN | | | 0 | 20% | 17 | | | | | | | | | | | | | | | | |

SAC FORM 15 NOV 51 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC Office [illegible] (When Filled In) **CONFIDENTIAL**

1725

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

JET CREW AIR TRAINING REPORT - PART I

UNIT: [illegible] Bombardment Wing, Medium | MONTH: [illegible] | PAGE NO.: [illegible] | NO. OF PAGES: [illegible] | REPORTS CONTROL SYMBOL: [illegible]

| A. GENERAL | | | | B. BOMBING | | | | | | | | | | | | | | | | | C. NAVIGATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | 6 | | | 7 | 8 | 9 | 10 | | | | | | 11 | | | |
| | | | | VISUAL RELEASES | | | | | | | | | | | PHOTO-SCORED ATTACKS | | | | | | NIGHT CELESTIAL | | | | | | OTHER LEGS | | | |
| | | | | | | | | | | | | | | | RADAR | | | | | | CIRCULAR ERRORS | | | | | | | GRID | | |
| CREW NUMBER | TYPE AND MODEL AIRCRAFT | NUMBER OF SORTIES | FLYING TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL RELEASES | TOTAL | SPI | VISUAL | IBDA RUNS | HIGH LEVEL BREAKAWAY | RELEASE | 1 | 2 | 3 | 4 | 5 | NO. OF LEGS | DAY CEL. | CEL. | RADAR | PRESSURE PATTERN |
| 6-10 | 11-15 | 16-17 | 18-19 | [illegible] | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-71 | 12-13 | 15-16 | 18-19 | 21-22 | 27-[illegible] | 34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 53-54 | 66-67 |
| [illegible] | AC | [illegible] | [illegible] | | | P | X | 2P | | | | [illegible] | [illegible] | [illegible] | | | | | | | | | | | | | | | | |
| [illegible] | [illegible] | 55 | 2[illegible] | – | – | – | – | – | – | – | – | – | – | 06 | [illegible] | – | – | 0[illegible] | – | – | – | – | – | – | – | [illegible] | [illegible] | 0[illegible] | [illegible] | – |
| [illegible] | [illegible]47E | – | – | – | – | – | – | – | – | – | – | – | – | – | 0[illegible] | 0 | 04 | [illegible] | – | – | – | – | – | – | – | [illegible] | – | 01 | 0[illegible] | 02 |
| [illegible] R | B47E | – | – | – | – | – | – | – | – | – | – | – | – | – | 0[illegible] | – | – | 0 | – | – | – | – | – | – | – | 03 | [illegible] | 02 | 0[illegible] | – |
| [illegible] ST[illegible]BOARD [illegible] ASSI[illegible]T [illegible] CREWS, 1 SELECT CREW, 1[illegible] LEAD CREW[illegible], [illegible] COMBAT R[illegible] [illegible] IN [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * [illegible] PURPOSE[illegible] [illegible] IN CREW FLYING TIME A[illegible] [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [illegible] | B0[illegible] | 21 | [illegible] | – | – | – | – | – | – | – | – | – | – | 04 | [illegible] | – | – | – | – | – | – | – | – | – | – | [illegible] | [illegible] | 02 | – | – |

IAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

**CONFIDENTIAL**

1726

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JET CREW AIR TRAINING REPORT - PART II

UNIT: 310th Bombardment Wing, Medium

MONTH: JAN-FEB 56

PAGE NO.: 1

NO. OF PAGES: 5

REPORTS CONTROL SYMBOL: 3-SAU-712

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | | 16 | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| | REDUCED | | | | REFUELING | | | | | | | | | | | | MAXIMUM LOAD | | | | MAXIMUM LOAD TOTALS | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 20,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FINEMENT | | | TOTAL NO. OF MISSIONS | TOTAL POUNDS LOADED | TOTAL POUNDS FIRED | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | UNSUPER LONG RANGE | SUPER LONG RANGE | NON-LONG RANGE SUPER | [illegible] |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | 1 | 2 | 3 | | | | | | | | | | | | | | | |
| 8-10 | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | 35-36 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | 13-17 | 18-19 | 20-21 | 21-22 | 23-25 | 26-30 | 35-37 | 39-40 | 43-44 | 46-49 | 50-52 | 53-55 | 56-58 | 62-61 | 63-64 | 66-67 | 68-69 | |
| [illegible] | 01 | 01 | 01 | 01 | 03 | 03 | – | – | 03 | 03 | 02 | 02 | 01 | 01 | 02 | 02 | 5 | 100 | – | 02 | 001400 | 001360 | 98 | – | – | 100 | 100 | – | – | 02 | 02 | – | – | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 137 | 01 | 01 | 01 | 01 | 03 | 03 | – | – | 03 | 03 | 02 | 02 | 01 | 01 | 02 | 02 | 1 | – | – | 01 | 000700 | 000430 | 61 | – | – | 100 | – | – | – | 01 | 01 | – | – | |
| 143 | 01 | 01 | – | – | 02 | 02 | – | – | 02 | 02 | 01 | 01 | 02 | 02 | – | – | 50 | 100 | 100 | 03 | 002100 | 001755 | 88 | – | – | [illegible] | 100 | – | – | 02 | 02 | – | – | |
| 319 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | [illegible] | – | – | – | – | – | – | – | – | – | – |
| 129 | 01 | 01 | 01 | 01 | 03 | 03 | – | – | 03 | 03 | 02 | 02 | 01 | 01 | 02 | [illegible] | 100 | – | – | 01 | 000700 | 000700 | 100 | [illegible] | – | [illegible] | – | – | – | 01 | 01 | – | – | – |
| SQ STAB SUB TOT | [illegible] | 03 | 02 | 02 | 08 | 08 | – | – | 08 | 08 | 05 | 05 | 04 | 04 | 04 | [illegible] | – | – | – | 05 | 003500 | 002885 | 82 | [illegible] | – | – | – | – | – | [illegible] | 04 | – | – | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| [illegible] | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| 106 | 02 | 02 | 02 | 02 | 03 | 03 | – | – | 03 | 03 | 02 | 02 | 02 | 02 | 01 | 01 | 54 | 100 | – | 02 | 001400 | 001080 | 77 | [illegible] | – | [illegible] | [illegible] | – | – | 02 | 02 | – | – | – |
| 109 | 03 | 03 | 02 | 02 | 04 | 04 | – | – | 03 | 03 | 02 | 02 | 02 | 02 | 02 | 02 | 100 | 100 | 100 | 03 | 002100 | 002100 | 100 | [illegible] | – | [illegible] | – | – | – | 01 | 01 | – | – | – |
| 118 | 02 | 02 | 02 | 02 | 03 | 03 | – | – | 02 | 02 | 02 | 02 | 02 | 02 | 01 | 01 | 54 | 100 | – | 02 | 001400 | 001080 | 77 | [illegible] | – | [illegible] | [illegible] | – | – | [illegible] | 02 | – | – | – |
| 120 | 03 | 03 | 03 | 03 | 04 | 04 | – | – | 03 | 03 | 04 | 04 | 03 | 03 | 01 | 01 | 100 | 100 | – | 02 | 001400 | 001400 | 100 | [illegible] | – | [illegible] | 100 | – | – | [illegible] | 02 | – | – | – |
| 132 | 02 | 02 | 02 | 02 | 03 | 03 | – | – | 03 | 03 | 03 | 03 | 01 | 01 | 02 | 02 | 100 | 100 | – | 02 | 001400 | 001400 | 100 | [illegible] | – | [illegible] | 100 | 100 | – | 03 | 03 | – | – | – |
| 135 | 03 | 03 | 02 | 02 | 04 | [illegible] | – | – | 03 | 03 | 03 | 03 | 03 | 07 | 01 | 01 | 99 | 100 | – | 02 | 001400 | 001392 | 99 | [illegible] | – | [illegible] | 100 | – | – | 02 | 02 | – | – | – |
| 136 | 03 | 03 | 02 | 02 | 03 | [illegible] | – | – | [illegible] | 02 | 02 | 02 | 01 | 01 | 02 | 02 | 100 | 100 | – | 02 | 001400 | 001400 | 100 | [illegible] | – | – | – | – | – | – | – | – | – | – |
| 147 | 02 | 02 | 01 | 01 | [illegible] | [illegible] | – | – | [illegible] | 01 | 02 | 02 | 03 | 03 | – | – | – | – | – | – | – | – | – | [illegible] | – | 100 | – | – | – | 01 | 01 | – | – | – |

SAC FORM 16 NOV 54 1946 PREVIOUS EDITION IS OBSOLETE

CONFIDENTIAL

1727

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB [illegible] | PAGE NO.: 2 | NO. OF PAGES: 5 | REPORT CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL 12 Crew Number | E. Refueling 13 Rendezvous Total Att. | Rendezvous Total Succ. | Rendezvous In Darkness Att. | Rendezvous In Darkness Succ. | 14 Refuelings Total Att. | Total Succ. | 25,000 Feet or Above Att. | 25,000 Feet or Above Succ. | In Radio Silence Att. | In Radio Silence Succ. | In Darkness Att. | In Darkness Succ. | Internal Gross Weight Att. | Internal Gross Weight Succ. | Maximum Gross Weight Att. | Maximum Gross Weight Succ. | F. Gunnery 15 Maximum Load Per Cent Fire-Out 1 | Per Cent Fire-Out 2 | Per Cent Fire-Out 3 | 16 Maximum Load Totals Total No. of Missions | Total Rounds Loaded | Total Rounds Fired | Overall Per Cent Fire-Out | 17 | 18 | G. Cruise Control 19 Performance Index | 2 | 3 | 4 | 20 Missions Total Number | Unsuper. Long Range | Super. Long Range | Non-Long Range Super. | H. Sim Crse 21 Simulator Course |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L52 | 03 | 03 | 02 | 02 | 04 | 04 | - | - | 04 | 04 | 03 | 03 | 03 | 03 | 01 | 01 | 100 | 100 | 100 | 03 | 001900 | [illegible] | [illegible] | [illegible] | - | 100 | 100 | 100 | - | 03 | 03 | - | - | - |
| L61 | 01 | 01 | - | - | 04 | 04 | - | - | 04 | 04 | 02 | 02 | 02 | 02 | 01 | 01 | 100 | 100 | - | 02 | 001300 | 001300 | 100 | [illegible] | - | [illegible] | 100 | - | - | 02 | 02 | - | - | - |
| L07 | 01 | 01 | - | - | 03 | 03 | - | - | 03 | 03 | 02 | 02 | 02 | 02 | 01 | 01 | 93 | 100 | - | 02 | 001400 | 001350 | [illegible] | [illegible] | - | - | - | - | - | - | - | - | - | - |
| L-S GR SUB TOT | 29 | 29 | 18 | 18 | 38 | 38 | - | - | 33 | 33 | 27 | 27 | 24 | 24 | 13 | 13 | - | | - | 22 | 015100 | 014400 | [illegible] | | - | - | - | - | - | 18 | 18 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R07 | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | - | 100 | - | - | - | 01 | 01 | - | - | - |
| R29 | - | - | - | - | 01 | 01 | - | - | 01 | 01 | - | - | 01 | 01 | - | - | - | - | - | - | - | - | - | - | - | 097 | - | - | - | 01 | 01 | - | - | - |
| [illegible]0 | - | - | - | - | 03 | 03 | - | - | 03 | 03 | 02 | 02 | 02 | 02 | 01 | 01 | 100 | - | - | 01 | 000700 | 000700 | 100 | - | - | - | - | - | - | - | - | - | - | - |
| R12 | 01 | 01 | 01 | 01 | 03 | 03 | - | - | 03 | 03 | 03 | 03 | 02 | 02 | 01 | 01 | 50 | 100 | - | 02 | 001360 | 001010 | [illegible] | [illegible] | - | 100 | 100 | - | - | 02 | 02 | - | - | - |
| R13 | 02 | 02 | 02 | 02 | 05 | 05 | - | - | 05 | 05 | 04 | 04 | 03 | 03 | 02 | 02 | 50 | 100 | 100 | 03 | 002100 | 001750 | [illegible] | 02 | - | 100 | 100 | - | - | 02 | 02 | - | - | - |
| R22 | 02 | 02 | 02 | 02 | 04 | 04 | - | - | 02 | 02 | 04 | 04 | 03 | 03 | 01 | 01 | 100 | - | - | 01 | 000700 | 000700 | 100 | - | - | [illegible] | [illegible] | [illegible] | 100 | 04 | 04 | - | - | - |
| R25 | 01 | 01 | 01 | 01 | 03 | 03 | - | - | 03 | 03 | 02 | 02 | 02 | 02 | 01 | 01 | 100 | 100 | 100 | 03 | 002100 | 002100 | 100 | 01 | - | 100 | 100 | - | - | 02 | 02 | - | - | - |
| R31 | 01 | 01 | [illegible] | [illegible] | [illegible] | 03 | - | - | 01 | 01 | 02 | 02 | 02 | 02 | 01 | 01 | 100 | 100 | - | 02 | 001400 | 001400 | 100 | 02 | - | [illegible] | [illegible] | 100 | 100 | 04 | 04 | - | - | - |
| R39 | 02 | 02 | [illegible] | [illegible] | [illegible] | 04 | - | - | 04 | 04 | 03 | 03 | 03 | 03 | 01 | 01 | 100 | - | - | 01 | 000700 | 000700 | 100 | 01 | - | - | - | - | - | - | - | - | - | - |
| R40 | - | - | - | - | [illegible] | [illegible] | - | [illegible] | 02 | 02 | 02 | 02 | 01 | 01 | 02 | 02 | 100 | - | - | 01 | 000700 | 000700 | 100 | - | - | [illegible] | [illegible] | - | - | 02 | 02 | - | - | - |
| R41 | 01 | 01 | 01 | 01 | [illegible] | [illegible] | - | - | [illegible] | 02 | 02 | 02 | 02 | 02 | 01 | 01 | 100 | 100 | - | 02 | 001400 | 001400 | 100 | 01 | - | [illegible] | - | - | - | 02 | 02 | - | - | - |
| R44 | 01 | 01 | 01 | 01 | [illegible] | [illegible] | - | - | [illegible] | 03 | 02 | 02 | 02 | 02 | 01 | 01 | [illegible] | - | - | 01 | 000700 | 000400 | 57 | [illegible] | - | [illegible] | 100 | - | - | 02 | 02 | - | - | - |

SAC FORM 184 — PREVIOUS EDITION IS OBSOLETE

CONFIDENTIAL

1728

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II

| UNIT | MONTH | PAGE NO. | NO. OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| 310th Bombardment Wing, Medium | JAN-FEB 56 | 9 | 5 | [illegible] |

| D. GENERAL | E. REFUELING | | | | | | | | | | | | | | | | F. GUNNERY | | | | | | | | | G. CRUISE CONTROL | | | | | | | | H. SIM CRSE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 13 | | | | 14 | | | | | | | | | | | | 15 | | | 16 | | | | 17 | 18 | 19 | | | | 20 | | | | 21 |
| | RENDEZVOUS | | | | REFUELINGS | | | | | | | | | | | | MAXIMUM LOAD | | | MAXIMUM LOAD TOTALS | | | | | | PERFORMANCE INDEX | | | | MISSIONS | | | | |
| CREW NUMBER | TOTAL | | IN DARKNESS | | TOTAL | | 25,000 FEET OR ABOVE | | IN RADIO SILENCE | | IN DARKNESS | | INTERNAL GROSS WEIGHT | | MAXIMUM GROSS WEIGHT | | PER CENT FIRE-OUT | | | TOTAL NO. OF MISSIONS | TOTAL ROUNDS | | OVERALL PER CENT FIRE-OUT | NO. OF EIGHTH ATTACKS | NO. OF GUNNERY | 1 | 2 | 3 | 4 | TOTAL NUMBER | UNSUPER. LONG RANGE | SUPER. LONG RANGE | NON-LONG RANGE SUPER. | SIMULATOR |
| | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | ATT. | SUCC. | | 2 | 3 | | LOADED | FIRED | | | | | | | | | | | | |
| | 13-15 | 15-16 | 16-19 | 21-22 | 27-28 | 33-34 | 16-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | | 23-25 | 25-26 | 27-28 | 29-30 | 31-34 | 35-37 | 38-40 | 43-44 | 46-48 | 50-52 | 53-55 | 56-58 | 60-61 | 63-64 | 66-67 | 68-69 | |
| R45 | 02 | 02 | 02 | 02 | 02 | 04 | – | – | 04 | 04 | 03 | 03 | 03 | 03 | 01 | 01 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| R46 | 02 | 02 | 02 | 02 | 04 | 04 | – | – | 03 | 03 | 03 | 03 | 03 | 03 | 01 | 01 | | 100 | – | 02 | [illegible] | [illegible] | [illegible] | 08 | – | 100 | 100 | – | – | 02 | 02 | – | – | – |
| R50 | 03 | 03 | 01 | 01 | 04 | 04 | – | – | 04 | 04 | 02 | 02 | 03 | 03 | 01 | 01 | | 100 | – | 02 | [illegible] | [illegible] | [illegible] | [illegible] | – | [illegible] | [illegible] | [illegible] | [illegible] | – | – | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | – | – | – | [illegible] | [illegible] | | | |
| R55 | 01 | 01 | 01 | 01 | 03 | 03 | – | – | 02 | 02 | 02 | 02 | 02 | 02 | 01 | 01 | [illegible] | – | – | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | – | [illegible] | [illegible] | [illegible] | [illegible] | – | – | – | – | – |
| | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | – | – | – | [illegible] | [illegible] | | | |
| R56 | 03 | 03 | 01 | 01 | 04 | 04 | – | – | 03 | 03 | 02 | 02 | 02 | 02 | 02 | 02 | | – | – | – | – | – | – | 03 | – | – | – | – | – | – | – | – | – | – |
| R[illegible] | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | – | | – | – | – | – | – | – | – | – | [illegible] | – | – | – | – | [illegible] | – | – | – |
| R11 | 01 | 01 | – | – | 02 | 02 | – | – | 02 | 02 | 02 | 02 | 02 | 02 | – | – | 00 | – | – | [illegible] | [illegible] | [illegible] | [illegible] | 01 | – | – | – | – | – | – | – | – | – | – |
| R42 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| CBR OR SUB TOT | 25 | 25 | [illegible] | [illegible] | 56 | [illegible] | – | – | 47 | 47 | 40 | 40 | 38 | [illegible] | 12 | [illegible] | – | – | – | 21 | [illegible] | [illegible] | [illegible] | 37 | – | – | – | – | – | [illegible] | [illegible] | – | – | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N04 | 02 | 02 | 02 | 02 | [illegible] | [illegible] | – | – | 02 | 02 | 02 | 02 | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – |
| N42 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| N59 | 02 | 02 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 01 | – | – | – | – | – | – | – | – | – | – |
| N[illegible] | 01 | 01 | 01 | 01 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| N42 | | REDEST WATER [illegible] 956, TWO CREW CHANGES IN [illegible] | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SAC FORM 18 NOV 54 1847 PREVIOUS EDITIONS OBSOLETE

CONFIDENTIAL

1729

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

**JET CREW AIR TRAINING REPORT - PART II**

UNIT: 320th Bombardment Wing, Medium | MONTH: JAN-FEB 56 | PAGE NO.: [illegible] | NO. OF PAGES: 4 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| D. GENERAL 12 Crew Number | E. Refueling 13 Rendezvous Total Att. | Succ. | In Darkness Att. | Succ. | 14 Refuelings Total Att. | Succ. | 20,000 Feet or Above Att. | Succ. | In Radio Silence Att. | Succ. | In Darkness Att. | Succ. | Internal Gross Weight Att. | Succ. | Maximum Gross Weight Att. | Succ. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 12-13 | 15-16 | 18-19 | 21-22 | 27-28 | [illegible] | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 65-67 |
| NON CBT SUB TOT | 05 | 05 | 03 | 03 | 02 | [illegible] | - | - | 02 | 02 | 02 | 02 | - | - | - | - |
| WING TOTAL | 59 | 58 | [illegible] | 42 | 107 | [illegible] | - | - | 93 | 93 | 76 | 76 | 67 | 67 | 37 | 37 |

| F. Gunnery | 15 Maximum Load Per Cent Fire-Out 1 | 2 | 3 | 16 Maximum Load Totals Total No. of Missions | Total Rounds Loaded | Fired | Overall Per Cent Fire-Out | 17 No. of Fighter Attacks | 18 No. Gunnery | G. Cruise Control 19 Performance Index 1 | 2 | 3 | 4 | 20 Missions Total Number | Unsuper. Long Range | Super. Long Range | Min-Long Range Super. | H. Sim Crse 21 Simulator Course |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 13-13 | 15-16 | 18-19 | 19-22 | 23-28 | 29-34 | 36-37 | 39-40 | 41 | 46-48 | 50-52 | 53-55 | 55-58 | 60-61 | 63-64 | 66-67 | 58-69 | 71 |
| NON CBT SUB TOT | - | - | - | - | - | - | - | [illegible] | - | - | - | - | - | - | - | - | - | - |
| WING TOTAL | - | - | - | 12 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | - | - | - | - | 58 | 58 | - | - | - |

1N11 UPGRADED TO COMBAT READY, 18 JANUARY 1956

1N28 DISBANDED 14 FEBRUARY 1956, AIRCRAFT COMMANDER DECEASED

1N49 UPGRADED TO NON-COMBAT READY, 2[illegible] JANUARY 1956

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | AC | 10% | 10 | 3 JAN | P 15% | 7 | 0 | 20% 0 |
| 1N67 | AC | 95% | 12 | | P 50% | 52 | 0 | X 59 |
| 1N68 | AC | X | [illegible] | | P 50% | 14 | 0 | 40% 12 |
| 1N69 | AC | X | [illegible] | | P 70% | 4 | 0 | X 23 |
| 1N72 | AC | X | 11 | | P 25% | 8 | 0 | X 10 |
| 1N73 | AC | 0 | 0 | 3 [illegible] | P 10% | 0 | 0 | 20% 17 |
| 1N7[illegible] | AC | X | 10 | | [illegible]% | 0 | 0 | 10% 0 |
| 1N75 | AC | 0 | 0 | 3 JAN | [illegible] | 0 | 0 | 10% 6 |

1N[illegible] UPGRADED TO NON-COMBAT READY, [illegible] JANUARY 1956

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1N7[illegible] | AC | X | 15 | [illegible] | [illegible] | JAN | 0 | 25% 6 |

SAC FORM 16 NOV 54 184a PREVIOUS EDITION IS OBSOLETE

CONFIDENTIAL

1730

**CONFIDENTIAL** (When Filled In)

JET CREW AIR TRAINING REPORT - PART II

UNIT: 310th Bombardment Wing, Medium

MONTH: JAN [illegible] | PAGE NO.: [illegible] | NO. OF PAGES: 3 | REPORTS CONTROL SYMBOL: [illegible]

D. GENERAL | E. REFUELING | F. GUNNERY | G. CRUISE CONTROL

| 12 CREW NUMBER | 13 RENDEZVOUS TOTAL ATT. | SUCC. | IN DARKNESS ATT. | SUCC. | 14 REFUELINGS TOTAL ATT. | SUCC. | 10,000 FEET OR ABOVE ATT. | SUCC. | IN RADIO SILENCE ATT. | SUCC. | IN DARKNESS ATT. | SUCC. | INTERNAL GROSS WEIGHT ATT. | SUCC. | MAXIMUM GROSS WEIGHT ATT. | SUCC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | AC | 94% | 21 | | | | | P | 90% | 6 | | | | 0 | [illegible] |
| [illegible] | | AC | 70% | 0 | | | | | P | 20% | 0 | 3 JAN | | | 0 | [illegible] |
| [illegible] | | AC | 90% | 39 | | | | | F | A | 20 | | | | 0 | [illegible] |
| TOTAL | 06 | 06 | 01 | 01 | 01 | 01 | - | - | 04 | 04 | 01 | 01 | 06 | 06 | 01 | |
| [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NOT C/R [illegible] | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| [illegible] | 01 | 01 | 01 | 01 | [illegible] | | - | - | - | - | - | - | 01 | 01 | - | |

1 SETUP OF STATUS [illegible] 3 AC [illegible] STANDBOARD CREWS, 1 SELECT CREW, [illegible] LEAD CREWS, [illegible] COMBAT READY CREWS, [illegible]

**FOR PURPOSES OF [illegible] UTILIZATION IN CREW ACCOMPLISHMENTS APPEAR BELOW AND WILL BE [illegible]

SAC [illegible]

**CONFIDENTIAL**

1731

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 56 | PAGE NR: 3 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RDS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IN-TARGET RUNS | | | AIR MISSIONS ACCOMP | | | | | | |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 23-25 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 23-25 | 32-34 | 35-37 | | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| S08 | | | | | | | | | | | | | | | | | | | | | | - | 001 | 002 | - | - | - | NOV |
| L37 | | | | | | | | | | | | | | | | | | | | | | 0001 | 003 | 004 | 005 | - | - | JAN |
| L43 | | | | | | | | | | | | | | | | | | | | | | - | - | 001 | - | - | - | NOV |
| S19 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 001 | - | - | NOV |
| L29 | | | | | | | | | | | | | | | | | | | | | | - | 005 | 001 | 005 | - | - | DEC |
| SQ STBD SUP[illegible]T | | | | | | | | | | | | | | | | | | | | | | 0001 | 012 | 003 | 011 | - | - | - |
| S19 | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | - | - | - | - | - | - | NOV |
| L06 | | | | | | | | | | | | | | | | | | | | | | 0001 | 006 | 003 | 007 | - | - | JUL |
| L09 | | | | | | | | | | | | | | | | | | | | | | - | 003 | 002 | - | - | - | DEC |
| L18 | | | | | | | | | | | | | | | | | | | | | | 0001 | 004 | 002 | 004 | - | - | JAN |
| L20 | | | | | | | | | | | | | | | | | | | | | | - | 002 | 002 | 003 | - | - | OCT |
| L32 | | | | | | | | | | | | | | | | | | | | | | - | 002 | 001 | 003 | - | - | NOV |
| L35 | | | | | | | | | | | | | | | | | | | | | | - | 001 | 001 | 004 | - | - | JAN |
| L36 | | | | | | | | | | | | | | | | | | | | | | - | 001 | 001 | 002 | - | - | NOV |
| L47 | | | | | | | | | | | | | | | | | | | | | | 0001 | 006 | 003 | 005 | - | - | JUL |

SAC FORM 1 AUG 55 1840 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, OR [illegible] (When Filled In) CONFIDENTIAL

1732

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NO | NR OF PAGES | REPORTS CONTINUE THROUGH

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | N. RADAR SCOPE PHOTOGRAPHY | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | 29 | | | 30 | | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRIMETROGON | | ATT. | ACC. | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | PLANNED RUNS | NR OF RADAR MONITORED MISSIONS | AIR MISSIONS ACCOMP | | | | | |
| | ATT. | ACC. | ATT. | ACC. | | | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | | | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 23-25 | 31-34 | 35-37 | 38-40 | 41-44 | 45-48 | 49-52 | 53-55 | 56 | 11-13 | 14-16 | 17-19 | 23-25 | 26-28 | 29-31 | 32-34 | 35-40 | 41-44 | 45-48 | 49-52 | 53-56 | 57-60 |
| AC4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC 2 SUB TOT | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC5 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HC7 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOT APPLICABLE

SAC FORM 1 AUG 55 1849 PREVIOUS EDITIONS ARE OBSOLETE.

(When Filled In) CONFIDENTIAL

1733

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 56 | PAGE NO: 5 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO RBS | FLASH | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IN-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED PLACE STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 45-48 | 50-52 | 53-55 | 58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 45-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| R45 | | | | | | | | | | | | | | | | | | | | | | - | 001 | 002 | 003 | - | - | OCT |
| R46 | | | | | | | | | | | | | | | | | | | | | | - | 006 | 003 | 008 | - | - | OCT |
| R50 | | | | | | | | | | | | | | | | | | | | | | 0001 | 004 | 003 | 008 | - | - | JUL |
| R55 | | | | | | | | | | | | | | | | | | | | | | 0001 | 008 | 002 | 007 | - | - | NOV |
| R57 | | | | | | | | | | | | | | | | | | | | | | 0001 | 001 | 007 | 003 | - | - | NOV |
| R04 | | | | | | | | | | | | | | | | | | | | | | - | 003 | 002 | - | - | - | NOV |
| R11 | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | | - | 002 | 003 | 003 | - | - | JAN |
| R42 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | 007 | - | - | - |
| CBR CR SUB TOT | | | | | | | | | | | | | | | | | | | | | | 0008 | 009 | 001 | 002 | - | - | - |
| N04 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | - |
| N42 | | | | | | | | | | | | | | | | | | | | | | - | 001 | - | - | - | - | - |
| N59 | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | - |
| N76 | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| N42 | REDESIGNATED IN-[illegible] [illegible] JANUARY [illegible] 1956, TWO CREW CHANGES IN ONE MONTH. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NON CBR SUB TOT | | | | | | | | | | | | | | | | | | | | | | - | 002 | - | 002 | - | - | - |

SAC FORM 1 AUG 55 1846 PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offset 0-92536 (When Filled In) CONFIDENTIAL

1734

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 56 | PAGE NR: 4 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 3-SAC-T12

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RDS RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR SCOPE | AIR MISSIONS ACCOMP | EMERGENCY PRECOCTURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOSS TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| WING TOTAL | NOT APPLICABLE | | | | | | | | | | | | | | | | | NOT APPLICABLE | | | | 0014 | 120 | 015 | 129 | - | - | - |
| IN11 | UPGRADED TO COMBAT READY, 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN 28 | DISBANDED 14 FEBRUARY 1956, AIRCRAFT COMMANDER DECEASED | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN59 | UPGRADED TO NON-COMBAT READY 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN60 | AC | 10% | 10 | 3 JAN | | P | 15% | 7 | | | 0 | 20% | 0 | | | | | | | | | | | | | | | |
| IN67 | AC | 95% | 52 | | | P | 50% | 57 | | | 0 | X | 59 | | | | | | | | | | | | | | | |
| IN68 | AC | X | 7 | | | P | 50% | 14 | | | 0 | 40% | 12 | | | | | | | | | | | | | | | |
| IN69 | AC | X | 43 | | | P | 70% | 4 | | | 0 | X | 25 | | | | | | | | | | | | | | | |
| IN72 | AC | X | 11 | | | P | 25% | 8 | | | 0 | X | 10 | | | | | | | | | | | | | | | |
| IN73 | AC | 0 | 0 | 3 JAN | | P | 10% | 0 | | | 0 | 20% | 17 | | | | | | | | | | | | | | | |
| IN74 | AC | X | 10 | | | P | 10% | 0 | | | 0 | 10% | 0 | | | | | | | | | | | | | | | |
| IN75 | AC | 0 | 0 | 3 JAN | | P | 10% | 0 | | | 0 | 10% | 6 | | | | | | | | | | | | | | | |
| IN76 | UPGRADED TO NON-COMBAT READY 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IN77 | AC | X | 15 | | | P | [illegible] | 8 | 3 JAN | | 0 | 25% | 6 | | | | | | | | | | | | | | | |
| IN78 | AC | 95% | 73 | | | P | [illegible] | 8 | | | 0 | [illegible] | 0 | | | | | | | | | | | | | | | |
| IN79 | AC | [illegible] | 0 | | | P | [illegible] | 0 | [illegible] | | 0 | [illegible] | 1 | | | | | | | | | | | | | | | |

SAC FORM AUG 52 1849 PREVIOUS EDITIONS ARE OBSOLETE.

CONFIDENTIAL

1735

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL (When Filled In)

**JET CREW AIR TRAINING REPORT - PART III**

| UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| 310th Bombardment Wing, Medium | JAN-FEB 56 | 5 | 5 | 3-SAC-T12 |

| I. GENERAL | J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY | | | | K. LOW ALTITUDE DAYLIGHT PHOTO | | L. HIGH ALTITUDE NIGHT PHOTOGRAPHY | | | | | | | M. LOW ALTITUDE NIGHT PHOTOGRAPHY | | | | | N. RADAR SCOPE PHOTOGRAPHY | | | O. AIR WEAPONS | P. CREW PROFICIENCY | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | | 24 | | 25 | | 26 | | | 27 | | 28 | | 29 | | | 30 | | 31 | | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CREW NUMBER | LARGE SCALE | | TRI-METROGON | | | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | PHOTO FLASH RUNS | | ACTUAL PHOTO FLASH RUNS | | | SIM. PHOTO FLASH RUNS | | IP-TARGET RUNS | | NR OF RADAR ROUTE MISSIONS | AIR MISSIONS ACCOMP | EMERGENCY PROCEDURE DRILL | NIGHT CELL MISSIONS | DEPRESSURIZED FLYING | ASSISTED TAKE-OFFS | GLOBE TROTTER MISSIONS | MONTH COMPLETED LAST STANDARDIZATION CHECK |
| | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF BOMBS | ATT. | ACC. | ATT. | ACC. | ATT. | ACC. | NR OF FLASH CART. | ATT. | ACC. | ATT. | ACC. | | | | | | | | |
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 25-28 | 31-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 11-13 | 14-16 | 17-19 | 20-22 | 26-28 | 32-34 | 35-37 | 38-40 | 41-44 | 46-48 | 50-52 | 53-55 | 56-58 | 59-61 | |
| IN80 | AC | 90% | 39 | | | P | X | 28 | | | | 0 | % | 18 | | | | | | | | | | | | | | |
| ** XXXXX | NOT APPLICABLE | | | | | | | | | | | | | | | | | | | | NOT APPLICABLE | - | 007 | - | 005 | - | - | - |
| CBR CR PRACT | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |
| NON CBR PRA | | | | | | | | | | | | | | | | | | | | | | - | - | - | - | - | - | - |

1 CHIEF OF STANDBOARD, 3 ASST STANDBOARD CREWS, 1 SELECT CREW, 11 LEAD CREWS, 17 COMBAT READY CREWS, 2 NON-COMBAT READY CREWS, [illegible]

** FOR PURPOSES OF FLYING TIME UTILIZATION, IN CREW ACCOMPLISHMENT APPEAR BELOW AND WILL BE SUBTRACTED FROM XXXXX TOTAL

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| "IN" CREW | NOT APPLICABLE | | | | | | | | | | | | | | | | | | NOT APPLICABLE | | | - | 004 | - | 004 | - | - | - |

SAC FORM 1 AUG 55 1845 PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offset 0-52256 (When Filled In) CONFIDENTIAL

1736

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** *(When Filled In)*

# JET CREW AIR TRAINING REPORT - PART IV

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 55 | PAGE NR: [illegible] | NR OF PAGES: [illegible] | REPORTS CONTROL SYMBOL: 3-SAC-T19

Q. GENERAL | R. PILOT PROFICIENCY | S. MISCELLANEOUS

| 40 CREW NUMBER | 41 NR OF PILOT PROFICIENCY MISSIONS | 42 NR OF PILOT PROFICIENCY HOURS | 43 TAKE-OFFS ACFT COMDR | 43 TAKE-OFFS CO-PILOT | 44 LANDINGS ACFT COMDR FULL STOP | 44 LANDINGS ACFT COMDR TOUCH AND GO | 44 LANDINGS ACFT COMDR TOTAL | 44 LANDINGS CO-PILOT FULL STOP | 44 LANDINGS CO-PILOT TOUCH AND GO | 44 LANDINGS CO-PILOT TOTAL | 45 GCA ACFT COMDR FULL STOP | 45 GCA ACFT COMDR TOUCH AND GO | 45 GCA ACFT COMDR TOTAL | 45 GCA CO-PILOT FULL STOP | 45 GCA CO-PILOT TOUCH AND GO | 45 GCA CO-PILOT TOTAL | 46 ILAS ACFT COMDR FULL STOP | 46 ILAS ACFT COMDR TOUCH AND GO | 46 ILAS ACFT COMDR TOTAL | 46 ILAS CO-PILOT FULL STOP | 46 ILAS CO-PILOT TOUCH AND GO | 46 ILAS CO-PILOT TOTAL | 47 APPROACHES AIRBORNE RADAR | 47 APPROACHES PPI | 47 APPROACHES GYRO OUT | 48 FORMATION TOTAL TIME | 48 FORMATION HIGH ALTITUDE | 49 DRY CONTACTS ATTEMPTED | 50 DRY CONTACTS SUCCESSFUL | 51 FIGHTER ATTACK MISSIONS | 52 SPEC WEA SIM COURSE | 53 NITE MASS RFLG ATT | 54 NITE MASS RFLG SUCC | 55 | 56 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-67 | -11 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | 62o4 | 65-67 | 68-70 | | |
| 308 | — | — | 007 | 001 | 05 | 01 | 06 | 03 | 06 | 09 | 03 | — | 03 | 02 | 01 | 03 | | — | — | — | — | — | 02 | — | — | 02 | 02 | — | — | — | — | — | — | | |
| 137 | — | — | 008 | 001 | 08 | — | 08 | 01 | — | 01 | 05 | 02 | 07 | 01 | 02 | [illegible] | — | — | — | — | — | — | 06 | 01 | 02 | 02 | 02 | — | — | — | — | — | — | | |
| 143 | — | — | 007 | — | 06 | 02 | 08 | 01 | — | 01 | 01 | — | 01 | — | 01 | [illegible] | — | — | — | — | 01 | 01 | 01 | — | — | 02 | 02 | — | — | — | 001 | — | — | | |
| 319 | — | — | — | 001 | 01 | — | 01 | — | — | — | — | — | — | — | 01 | 01 | — | — | — | — | — | — | 01 | — | — | — | — | — | — | 001 | 001 | — | — | | |
| 129 | — | — | 007 | — | 07 | 09 | 16 | — | — | — | 04 | — | 04 | — | — | — | — | — | — | — | — | — | 02 | — | 01 | 02 | 02 | 002 | 002 | 001 | — | — | — | | |
| SQ STBD SUB[illegible] | — | — | 022 | 002 | 22 | 11 | 33 | 02 | — | 02 | 10 | 02 | 12 | 01 | 04 | 05 | — | — | — | — | 01 | 01 | 10 | 05 | 05 | 06 | 06 | 002 | 002 | 002 | 002 | — | — | | |
| 519 | — | — | — | 001 | — | — | — | 01 | — | 01 | — | 01 | 01 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 106 | — | — | 008 | 001 | 09 | — | 09 | — | — | — | 02 | — | 02 | — | — | — | — | — | — | — | — | — | 02 | 01 | 01 | 02 | 02 | 001 | 005 | 002 | 001 | — | — | | |
| 109 | 001 | 004 | 011 | 001 | 10 | 08 | 18 | 02 | — | 02 | 07 | 06 | 13 | 07 | — | — | — | — | — | — | — | — | 06 | 01 | 02 | 07 | 06 | 003 | 003 | 001 | 001 | — | — | | |
| 118 | 001 | 005 | 009 | 001 | [illegible] | 01 | 10 | 02 | 06 | 08 | 05 | — | 07 | — | — | — | — | — | — | — | — | — | 02 | 01 | 01 | 06 | 04 | 003 | 003 | 001 | — | — | — | | |
| 120 | 001 | 005 | 010 | 001 | [illegible] | — | 10 | 02 | — | 02 | 04 | — | 04 | 01 | — | 01 | — | — | — | — | — | — | 04 | 01 | 01 | 02 | 02 | 001 | 003 | 001 | — | — | — | | |
| 132 | 001 | 003 | 008 | 003 | [illegible] | — | [illegible] | [illegible] | — | 01 | 08 | — | 06 | — | 01 | 01 | — | — | — | — | — | — | 10 | 02 | 05 | 02 | 02 | 005 | 003 | 002 | 002 | — | — | | |
| 135 | 001 | 005 | 010 | 002 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 05 | — | 05 | 02 | 01 | 01 | — | — | — | — | — | — | 07 | 02 | 01 | 02 | 02 | 001 | 003 | 001 | 001 | — | — | | |
| 114 | — | — | 005 | 005 | 01 | — | [illegible] | [illegible] | — | 02 | 05 | — | 02 | 01 | — | 01 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 02 | — | — | 02 | 02 | 001 | 009 | 001 | — | — | — | | |
| [illegible] | 001 | 004 | 007 | 001 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 02 | — | [illegible] | 02 | [illegible] | [illegible] | [illegible] | 005 | — | — | — | | |

SAC FORM AUG 54 184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt [illegible] *(When Filled In)* **CONFIDENTIAL**

1737

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

**JET CREW AIR TRAINING REPORT - PART IV**

UNIT: [illegible]0th Bombardment Wing, Medium

MONTH: [illegible] | PAGE NR: 2 | NR OF PAGES: [illegible] | REPORTS CONTROL SYMBOL: [illegible]

Q. GENERAL | R. PILOT PROFICIENCY

| 40 CREW NUMBER | 41 NR OF PILOT PROFICIENCY MISSIONS | 42 NR OF PILOT PROFICIENCY HOURS | 43 TAKE-OFFS ACFT CMDR | 43 TAKE-OFFS CO-PILOT | 44 LANDINGS ACFT CMDR FULL STOP | 44 ACFT CMDR TOUCH AND GO | 44 ACFT CMDR TOTAL | 44 CO-PILOT FULL STOP | 44 CO-PILOT TOUCH AND GO | 44 CO-PILOT TOTAL | 45 GCA ACFT CMDR FULL STOP | 45 ACFT CMDR TOUCH AND GO | 45 ACFT CMDR TOTAL | 45 CO-PILOT FULL STOP | 45 CO-PILOT TOUCH AND GO | 45 CO-PILOT TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-28 | 33-34 | 36-37 | 39-40 | 43-44 | 47-48 | 51-52 | 54-55 | 57-58 | 60-61 | 63-64 | 66-[illegible] |
| L52 | 001 | 003 | 007 | 003 | 08 | -- | 08 | 02 | -- | 02 | 01 | 01 | 02 | -- | -- | -- |
| L61 | 001 | 005 | 007 | 003 | 07 | 06 | 13 | 03 | 09 | 12 | 01 | 02 | 03 | -- | 01 | 01 |
| L07 | 001 | 004 | 005 | 001 | 05 | -- | 05 | 01 | -- | 01 | 03 | 01 | 04 | 01 | 02 | [illegible] |
| LD GR SUB TOT | 009 | 038 | 085 | 021 | 87 | 18 | 105 | 19 | 19 | 38 | 41 | 09 | 50 | 07 | 05 | 12 |
| | | | | | | | | | | | | | | | | |
| R07 | -- | -- | 005 | -- | 05 | -- | 05 | -- | -- | -- | 01 | -- | 01 | -- | -- | -- |
| R29 | -- | -- | 002 | -- | 02 | 03 | 05 | -- | 01 | 01 | 01 | 01 | 02 | -- | 01 | 01 |
| R10 | 001 | 004 | 011 | 002 | 12 | 07 | 19 | 01 | 06 | 07 | 06 | 03 | 09 | 01 | 03 | 04 |
| R12 | -- | -- | 007 | 002 | 08 | -- | 08 | 01 | -- | 01 | -- | -- | -- | -- | -- | -- |
| R13 | -- | -- | 007 | 001 | 05 | -- | 05 | 03 | -- | 03 | 05 | 02 | 07 | 02 | 03 | 05 |
| R22 | 001 | 004 | 011 | 003 | 11 | -- | 11 | 03 | -- | 03 | 06 | 03 | 09 | 01 | 04 | 05 |
| R25 | 001 | 004 | 007 | 001 | [illegible] | -- | 05 | 02 | -- | 02 | 03 | -- | 03 | 02 | -- | 02 |
| R31 | -- | -- | 009 | -- | [illegible] | -- | 09 | -- | -- | -- | 08 | -- | 08 | -- | -- | -- |
| R39 | 001 | 003 | 008 | 001 | [illegible] | -- | [illegible] | [illegible] | 02 | 05 | 03 | 03 | 06 | -- | -- | -- |
| R40 | 001 | 001 | 003 | 001 | [illegible] | [illegible] | [illegible] | [illegible] | -- | 02 | 02 | -- | 02 | -- | -- | -- |
| R41 | 001 | 003 | 008 | 001 | 03 | -- | [illegible] | [illegible] | -- | [illegible] | 03 | 01 | 09 | -- | 04 | 04 |
| R44 | 001 | 003 | 011 | 001 | 11 | -- | [illegible] | [illegible] | [illegible] | 01 | 03 | -- | 03 | -- | -- | -- |

| 40 CREW NUMBER | 46 ILAS ACFT CMDR FULL STOP | 46 ACFT CMDR TOUCH AND GO | 46 ACFT CMDR TOTAL | 46 CO-PILOT FULL STOP | 46 CO-PILOT TOUCH AND GO | 46 CO-PILOT TOTAL | 47 APPROACHES AIRBORNE RADAR | 47 PPI | 47 GYRO OUT | 48 FORMATION TOTAL TIME | 48 HIGH ALTITUDE | 49 DRY CONTACTS ATTEMPTED | 50 DRY CONTACTS SUCCESSFUL | 51 FIGHTER ATTACK MISSIONS | 52 SPEC WEA SIM COURSE | 53 NITE MASS RFLG ATT | 54 NITE MASS RFLG SUC | 55 | 56 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6-10 | [illegible]-13 | 15-16 | 18-19 | 21-22 | 27-28 | 33-34 | 35-37 | 39-40 | 43-44 | 47-48 | 51-52 | 53-55 | 56-58 | 59-61 | | | | | |
| L52 | | 02 | 02 | -- | -- | -- | [illegible] | [illegible] | 02 | 02 | 02 | 003 | 003 | 002 | 001 | -- | -- | | |
| L61 | -- | -- | -- | -- | -- | -- | [illegible] | 01 | 02 | 01 | 02 | 003 | 003 | 001 | -- | -- | -- | | |
| L07 | -- | -- | -- | -- | -- | -- | 01 | 02 | -- | 02 | 02 | -- | -- | -- | -- | -- | -- | | |
| LD GR SUB TOT | 01 | [illegible] | [illegible] | -- | -- | -- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 013 | [illegible] | -- | -- | | |
| | | | | | | | | | | | | | | | | | | | |
| R07 | -- | -- | -- | -- | -- | -- | [illegible] | 01 | 02 | -- | -- | [illegible] | 004 | 001 | -- | -- | -- | | |
| R29 | -- | -- | -- | -- | -- | -- | [illegible] | 01 | 01 | -- | -- | 002 | 002 | -- | -- | -- | -- | | |
| R10 | -- | -- | -- | -- | -- | -- | 03 | -- | -- | [illegible] | [illegible] | 004 | 004 | [illegible] | 001 | -- | -- | | |
| R12 | -- | -- | -- | -- | -- | -- | [illegible] | 02 | 02 | 02 | 02 | 001 | 001 | 001 | 001 | -- | -- | | |
| R13 | -- | -- | -- | -- | -- | -- | 04 | 02 | -- | [illegible] | [illegible] | 004 | 004 | 001 | -- | -- | -- | | |
| R22 | -- | -- | -- | -- | -- | -- | 03 | [illegible] | 02 | 02 | 02 | 004 | 004 | -- | -- | | | | |
| R25 | -- | -- | -- | -- | -- | -- | 02 | 01 | 02 | [illegible] | 01 | 005 | 005 | 001 | 001 | -- | -- | | |
| R31 | -- | -- | -- | -- | -- | -- | 03 | -- | -- | 02 | 02 | [illegible] | 003 | 001 | 001 | -- | -- | | |
| R39 | -- | -- | -- | -- | -- | -- | 03 | 02 | 02 | 02 | 02 | 003 | 003 | 001 | -- | -- | -- | | |
| R40 | -- | 02 | 02 | 01 | 01 | 02 | [illegible] | [illegible] | 02 | 02 | 02 | 003 | 003 | -- | -- | -- | -- | | |
| R41 | -- | -- | -- | -- | -- | -- | 03 | 03 | 02 | 02 | 02 | -- | -- | 001 | -- | -- | -- | | |
| R44 | [illegible] | -- | [illegible] | -- | -- | -- | [illegible] | 01 | 01 | [illegible] | [illegible] | [illegible] | [illegible] | 001 | 001 | -- | -- | | |

SAC FORM 184c AUG 58 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt [illegible] (When Filled In) **CONFIDENTIAL**

1738

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV

UNIT: 310th Bombardment Wing, Medium | MONTH: JAN-FEB 59 | PAGE NR: [illegible] | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: U-SAC-T12

Q. GENERAL — R. PILOT PROFICIENCY (columns 40–48)

| 40 CREW NUMBER (6-10) | 41 NR OF PILOT PROFICIENCY MISSIONS (11-13) | 42 NR OF PILOT PROFICIENCY HOURS (14-16) | 43 TAKE-OFFS ACFT COMDR (17-19) | 43 TAKE-OFFS CO-PILOT (20-22) | 44 LANDINGS ACFT COMDR FULL STOP (27-28) | 44 ACFT COMDR TOUCH AND GO (33-34) | 44 ACFT COMDR TOTAL (36-37) | 44 CO-PILOT FULL STOP (39-40) | 44 CO-PILOT TOUCH AND GO (43-44) | 44 CO-PILOT TOTAL (47-48) | 45 GCA ACFT COMDR FULL STOP (51-52) | 45 ACFT COMDR TOUCH AND GO (54-55) | 45 ACFT COMDR TOTAL (57-58) | 45 CO-PILOT FULL STOP (60-61) | 45 CO-PILOT TOUCH AND GO (63-64) | 45 CO-PILOT TOTAL (65-67) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R45 | - | - | 003 | - | 09 | 01 | 10 | - | - | - | 03 | - | 03 | - | 01 | 01 |
| R16 | 001 | 005 | 011 | 003 | 13 | - | 13 | 01 | - | 01 | 10 | 03 | 13 | 01 | 08 | 09 |
| R50 | 001 | 001 | 010 | 002 | 09 | - | 09 | 01 | 02 | 03 | 07 | - | 07 | 01 | - | 01 |
| R51 | 001 | 003 | 008 | 004 | 09 | - | 09 | 03 | - | 03 | 04 | - | 04 | 03 | - | 03 |
| R57 | 001 | 003 | 011 | 001 | 12 | - | 12 | - | 01 | 01 | 03 | - | 03 | - | - | - |
| R01 | - | - | 002 | - | 02 | - | 02 | - | - | - | - | - | - | - | 02 | 02 |
| R11 | 001 | 002 | 005 | 001 | 05 | - | 05 | 01 | 05 | [illegible] | 04 | - | 04 | - | - | - |
| R42 | - | - | 004 | - | 04 | - | 04 | - | - | - | 02 | 01 | 03 | - | 01 | 01 |
| CBR CR SUB TOT | 031 | 042 | 14[illegible] | 020 | 150 | 12 | 162 | 13 | 17 | 30 | 26 | 20 | 46 | 11 | 27 | 38 |
| | | | | | | | | | | | | | | | | |
| N04 | - | - | 003 | - | 03 | - | 03 | - | - | - | 01 | 01 | 03 | - | [illegible] | 01 |
| N12 | - | - | 002 | - | 02 | - | 02 | - | - | - | 02 | 02 | 04 | - | - | - |
| N39 | - | - | 005 | - | 05 | - | [illegible] | 01 | 04 | 05 | 03 | - | 03 | 01 | - | 01 |
| N76 | - | - | 004 | - | 04 | - | [illegible] | - | 02 | 02 | 02 | - | 02 | - | 00 | 00 |
| RLD | REDESIGNATED [illegible] TO [illegible], TWO CREW CHANGES IN ONE MONTH. | | | | | | | | | | | | | | | |
| N[illegible] GP SUB TOT | - | - | [illegible] | - | 14 | [illegible] | [illegible] | [illegible] | [illegible] | 07 | 08 | 03 | 11 | 01 | 01 | 02 |

| 40 CREW NUMBER | 46 ILAS ACFT COMDR FULL STOP (12-13) | 46 ACFT COMDR TOUCH AND GO (15-16) | 46 ACFT COMDR TOTAL (18-19) | 46 CO-PILOT FULL STOP (21-23) | 46 CO-PILOT TOUCH AND GO (27-28) | 46 CO-PILOT TOTAL (32-34) | 47 APPROACHES AIRBORNE RADAR (36-37) | 47 PPI (39-40) | 47 GO OUT (43-44) | 48 FORMATION TOTAL TIME (47-48) | 48 HIGH ALTITUDE | 49 [illegible] CONTACTS ATTEMPTED (53-55) | 50 DRY CONTACTS SUCCESSFUL (56-58) | 51 FIGHTER ATTACK MISSIONS (59-61) | 52 [illegible] | 53 NITE MAS RFLG ATT | 54 NITE MAS RFLG SUC | 55 | 56 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R45 | - | - | - | - | - | - | 02 | 02 | - | 01 | [illegible] | 01 | 003 | - | 003 | - | - | | |
| R16 | - | - | - | - | - | - | 01 | 05 | 03 | 02 | [illegible] | [illegible] | 002 | 002 | - | - | - | | |
| R50 | - | - | - | - | - | - | 04 | 02 | - | [illegible] | [illegible] | [illegible] | [illegible] | 003 | - | - | - | | |
| R51 | - | - | - | - | - | - | 04 | 02 | 02 | [illegible] | [illegible] | [illegible] | 02 | 002 | - | - | - | | |
| R57 | - | - | - | - | - | - | 02 | 02 | - | 02 | [illegible] | [illegible] | 003 | 001 | - | - | - | | |
| R01 | - | - | - | - | - | - | 01 | 02 | - | - | | | - | - | - | - | - | | |
| R11 | - | - | - | - | - | - | 01 | 02 | - | 01 | [illegible] | [illegible] | 002 | 001 | - | - | - | | |
| R42 | - | - | - | - | - | - | 01 | 02 | - | - | | - | - | - | - | - | - | | |
| CBR CR SUB TOT | 01 | 02 | 03 | 01 | 01 | 02 | 09 | 14 | 05 | 06 | [illegible] | [illegible] | 019 | 014 | 003 | - | - | | |
| | | | | | | | | | | | | | | | | | | | |
| N04 | - | - | - | - | - | - | - | - | - | - | - | 002 | 000 | - | - | - | - | | |
| N12 | - | - | - | - | - | - | 02 | - | - | - | - | - | - | - | - | - | - | | |
| N39 | - | - | - | - | - | - | 01 | 01 | - | - | - | 001 | 129 | 001 | - | - | - | | |
| N76 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| RLD | | | | | | | | | | | | | | | | | | | |
| N[illegible] GP SUB TOT | - | - | - | - | - | - | 03 | 02 | - | - | - | 002 | 033 | 001 | - | - | - | | |

SAC FORM AUG 55 1846 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt [illegible] (When Filled In) **CONFIDENTIAL**

1739

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

## JET CREW AIR TRAINING REPORT - PART IV

UNIT: 310th Bombardment Wing, Medium

MONTH: [illegible] FEB 56 | PAGE NR: [illegible] | NR OF PAGES: [illegible] | REPORTS CONTROL SYMBOL: 3-SAC-[illegible]

Q. GENERAL — R. PILOT PROFICIENCY — S. MISCELLANEOUS

| 40 Crew Nr (6-10) | 41 Nr of Pilot Proficiency Missions (11-13) | 42 Nr of Pilot Proficiency Hours (14-16) | 43 Take-offs Acft Comdr (17-19) | 43 Take-offs Co-Pilot (20-22) | 44 Landings Acft Comdr Full Stop (27-29) | 44 Acft Comdr Touch and Go (32-34) | 44 Acft Comdr Total (36-37) | 44 Co-Pilot Full Stop (39-40) | 44 Co-Pilot Touch and Go (43-44) | 44 Co-Pilot Total (47-48) | 45 GCA Acft Comdr Full Stop (51-52) | 45 Acft Comdr Touch and Go (54-55) | 45 Acft Comdr Total (57-58) | 45 Co-Pilot Full Stop (60-61) | 45 Co-Pilot Touch and Go (63-64) | 45 Co-Pilot Total (66-67) | 46 ILAS Acft Comdr Full Stop (12-13) | 46 Acft Comdr Touch and Go (15-16) | 46 Acft Comdr Total (18-19) | 46 Co-Pilot Full Stop (21-22) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WING TOTAL | [illegible] | 080 | 279 | 090 | 279 | 18 | 327 | 18 | 18 | 96 | 140 | 36 | 172 | 32 | 10 | 62 | 04 | 09 | 09 | 21 |
| IN[illegible] | UPGRADED TO COMBAT READY 18 JANUARY 1956 | | | | | | | | | | | | | | | | | | | |
| IN58 | DISBANDED 15 FEBRUARY 1956, AIRCRAFT COMMANDER DECEASED | | | | | | | | | | | | | | | | | | | |
| IN59 | UPGRADED TO NON-COMBAT READY 25 JANUARY 1956 | | | | | | | | | | | | | | | | | | | |
| IN60 | AC | 10% | 14 | 5 JAN | | | P | 25% | 7 | | | | 0 | 10% | 0 | | | | | |
| IN6[illegible] | AC | 95% | 52 | | | | P | 50% | 52 | | | | 0 | X | [illegible] | | | | | |
| IN68 | AC | X | 7 | | | | P | 50% | 11 | | | | 0 | 10% | 12 | | | | | |
| IN69 | AC | X | 43 | | | | P | 70% | 4 | | | | 0 | X | 27 | | | | | |
| IN72 | AC | X | 11 | | | | P | 25% | 8 | | | | 0 | X | 10 | | | | | |
| IN73 | AC | 0 | 0 | [illegible] JAN | | | P | 10% | 0 | | | | 0 | 20% | [illegible] | | | | | |
| IN74 | AC | X | 10 | | | | P | 10% | 0 | | | | 0 | 10% | 0 | | | | | |
| IN75 | AC | 0 | 0 | [illegible] | | | P | 10% | 0 | | | | 0 | 10% | [illegible] | | | | | |
| IN76 | UPGRADED TO NON-COMBAT READY [illegible] JANUARY 1956 | | | | | | | | | | | | | | | | | | | |
| IN77 | AC | X | 25 | | | | | [illegible] | X | 5 JAN | | | 0 | 20% | 5 | | | | | |
| IN[illegible] | AC | 95% | [illegible] | | | | | [illegible] | [illegible] | | | | 0 | 20% | 5 | | | | | |
| IN79 | AC | [illegible] | [illegible] | | | | | [illegible] | [illegible] | [illegible] | | | 0 | 10% | 20 | | | | | |

47 APPROACHES (Airborne Radar, [illegible], Gyro Out) — 48 FORMATION (Total Time) — 49 AHI Contacts Attempted — 50 AHI Contacts Successful — 51 Fighter Attack Missions — 52 [illegible] — 53 [illegible] — 54 [illegible] — 55 — 56

SAC FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE.

**CONFIDENTIAL** (When Filled In)



THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL** (When Filled In)

## JET CREW AIR TRAINING REPORT - PART IV

| UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL |
|---|---|---|---|---|
| [illegible] Bombardment Wing, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

Q. GENERAL — R. PILOT PROFICIENCY — S. MISCELLANEOUS

| 40 CREW NUMBER | 41 NR OF PILOT PROFICIENCY MISSIONS | 42 NR OF PILOT PROFICIENCY HOURS | 43 TAKE-OFFS ACFT CMDR | 43 TAKE-OFFS CO-PILOT | 44 LANDINGS | 45 GCA | 46 ILAS | 47 APPROACHES | 48 FORMATION | 49 DRY CONTACTS ATTEMPTED | 50 DRY CONTACTS SUCCESSFUL | 51 FIGHTER ATTACK MISSIONS | 52 | 53 | 54 | 55 | 56 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6-10 | 11-13 | 14-16 | 17-19 | 20-22 | 27-40 | 51-66 | 13-34 | 35-44 | 47-52 | 53-55 | 56-58 | 59-61 | | | | | |
| [illegible] | [illegible] | 90% | 19 | | P X 28 | 0 60% 16 | | | | | | | | | | | |
| [illegible] | - | - | [illegible] | [illegible] | [illegible] | [illegible] | - - | | | | | | | | | | |
| SBR [illegible] PRAC[illegible] | - | - | - | - | - - - | - - - | | | | | | | | | | | |
| NON C[illegible] PR[illegible] | - | - | - | - | - - - | - - - | | | | | | | | | | | |

1 CHIEF OF STANDBOARD, 1 ASST STANDBOARD [illegible], 1 SELECT [illegible] [illegible]

FOR PURPOSES OF [illegible] TIME [illegible] IN CREW FLYING TIME [illegible]

| "IN" CREW | - | -- | [illegible] | - | [illegible] | 10 | 02 12 | - | [illegible] | - | - | - | - | - | - | - | - |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

TWO TAKEOFFS AND TWO [illegible] MADE BY BRIGADIER GENERAL [illegible] NOT [illegible] IN TOTALS

SAC FORM AUG 55 184c PREVIOUS EDITIONS ARE OBSOLETE

**CONFIDENTIAL** (When Filled In)

1741

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

HEADQUARTERS EIGHTH AIR FORCE
OFFICE OF THE COMMANDER
Westover Air Force Base
Massachusetts

C

14 February 1956

SUBJECT: Outstanding Crew Awards

TO: Colonel Burton H. Burns
Commander
802d Air Division
Smoky Hill Air Force Base
Salina, Kansas

1. The following crews of your command are designated as outstanding on the recent Eighth Air Force Bomber Stream Mission, Pace Setter II:

40th Bomb Wing

Crew L-06 — Captain David M. Whayne
1STLT Lester V. Douglass
Captain Robert G. Probst

Crew R-48 — Major Basil B. Burnstad
Captain Frank B. Johnson
Captain Frank J. Berberich

310th Bomb Wing

Crew L-20 — Captain Robert U. Rowley
Captain Samuel L. Bertic
Captain Robert S. Bennett

Crew R-55 — Captain Walter J. Rolefson
Captain Arthur A. Rossler
Captain Bruce Armstrong

Crew R-41 — Captain Harry M. Garbade
1STLT. Charles F. Kuyk
Captain James B. Beattie

2. Eighth Air Force Regulations 51-34 specifies the awards authorized for crews achieving this distinction. Awards will be presented as soon as possible at a suitable ceremony.

1742

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRUE COPY

TRUE COPY

HQ Eighth Air Force, C, Subject: Outstanding Crew Awards

3. Please express my gratification to all crew members listed above for the high professional standards they displayed during this mission. A copy of this letter will be placed in the file of each crew member concerned.

/s/t/ WALTER C. SWEENEY, JR.
Major General, USAF
Commander

31000 (14 FEB 56) 1st Ind 24 February 1956
H
HQ 310TH BOMBARDMENT WING M, SMOKY HILL AFB, SALINA, KANSAS

TO: Commander,
Smoky Hill AFB, Salina, Kansas

310th Bombardment Wing M,

1. It gives me extreme pleasure to forward this correspondence. The performance of your crews has brought great credit not only upon your organization but upon this wing as well.

2. Please add my appreciation to that of General Sweeney.

3. A copy of this correspondence has been placed in each crew members Field Personnel Records File.

s/t/ S.W. WELLS
Colonel, USAF
Commander



TRUE COPY

TRUE COPY

1743

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



310BOMWG SUPPL 1)
SAC REG 51-19)

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

1 February 1956

FLYING TRAINING

Minimum Requirements For Initial Checkout and Re-Check of Aircrews and Aircrew Members

NOTE: To be filed in front of SAC REG 51-19, 3 June 1955 until SAC REG 51-19 is either superseded or rescinded.

See PARA 8, SAC REG 51-19

1. Personnel selected for initial or upgrading training under SAC REG 51-19 will be designated as "51-19 Trainees". Graduates of Wichita will have completed many of these required items; however, SAC REG 50-43 states that each Wing is responsible for the completion of all items. Note that a combat ready co-pilot can be considered a 51-19 Trainee toward aircraft commander status while simultaneously performing co-pilot duties. If a co-pilot has the initial qualification for aircraft commander upgrading, he will automatically be considered a 51-19 Trainee.

2. REPORTING PROCEDURES:

a. 51-19 Training Folder: Each 51-19 Trainee will have a 51-19 training folder maintained by the squadron as part of the individual's training folder. The 51-19 folder will contain documentation of accomplishment of 51-19 items. The majority of these items will be found on the 51-19 checkout forms (310BOMWG Forms 91, 92, 93 and 94). Additional items as required may be documented by a certificate initiated by the responsible officer.

b. 51-19 Wall Chart: The 51-19 chart is designed to provide an informative guide to an individual's progress. It is not intended as a "square filler", but rather as a graphic indication of completed 51-19 items. Each squadron operations section will maintain these charts showing the progress of each 51-19 Trainee. Duplicate charts will be maintained by the Wing Reports and Analysis Section. Weekly coordination will be effected between the Reports and Analysis Section and each squadron to insure that the Wing copies are being kept current.

c. Miniature 51-19 Charts: Small size reproductions of the 51-19 chart are for inclusion with the 51-19 training folders and for dissemination to all personnel involved in 51-19 training for informative purposes.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



d. Upon completion of all 51-19 items, the individual will be deleted from the list of trainees and the certification action as required by SAC REG 51-19 will be placed in his Form 5. Other accumulated documentation will be retained as part of the individual's training folder.

e. With implementation of this reporting procedure, it will not be necessary to enter 51-19 items on the Mission Accomplishment Report.

See PARA 10, SAC REG 51-19

An initial supply of 310BOMWG Forms 91, 92, 93 and 94 will be distributed by this headquarters. Using activities will requisition forms from Base Publications.

BY ORDER OF THE COMMANDER:

FRANK H. WAGNER
1STLT, USAF
Adjutant

OFFICIAL:

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



1745

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC REG 39-9/310BOMWG SUPPL I

310BOMWG SUPPL 1)
to SAC Regulation 39-9)

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

15 February 1956

ENLISTED PERSONNEL
Placement of Maintenance Personnel
(Non-crew Members) on Flying Status)

NOTE: To be filed in front of SAC Regulation 39-9, 20 June 1955, until the SAC Regulation is removed from the file)

See Paragraph 2, SAC Regulation 39-9

Squadrons are authorized the number of maintenance personnel indicated to be placed on flying status each month.

B-47 Aircraft

| | |
|---|---|
| 379th Bomb Squadron | 1 per aircraft assigned |
| 380th Bomb Squadron | 1 per aircraft assigned |
| 381st Bomb Squadron | 1 per aircraft assigned |
| 310th Periodic Maint Sq | 3 airmen per month |
| 310th A&E Squadron | 6 airmen per month |
| 310thField Maintenance Sq | 4.5 airmen per month (4 airmen per month. A second airman 15 days per month) |

KC-97 Aircraft

| | |
|---|---|
| 310th Air Refueling Squadron | 1 per aircraft assigned |
| 310th Periodic Maint Sq | 1 airman per month |
| 310th A&E Squadron | 2 airmen per month |
| 310th Field Maintenance Sq | 1 airman per month |

See Paragraph 6, SAC Regulation 39-9

1. Request for orders will indicate the following information in addition to name, grade and AFSN:

a. Inclusive dates or specific month and year.

b. Coordination by Wing Ground Training Officer to indicate required training has been accomplished.

c. Statement indicating airman has been found physically qualified for flying by the Flight Surgeon.

4746

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



2. Organization will submit requests for orders to the Wing Adjutant for publication of Aeronautical Orders not later than the 28th calendar day each month indicating airmen to be placed on flying status the following month.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"



1747

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 55-7/310BOMWG SUPPL 1

310BOMWG SUPPL 1)
TO 8AFR 55-7)

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

27 February 1956

OPERATIONS

Reviewing of Flight Plans
(Supersedes 310BOMWGM SUPPL 1 to 8AFR 55-7, 7 NOV 55)

NOTE: To be filed in front of 8AFR 55-7, 17 January 1956 until the regulation is either superseded or rescinded.

See PARA 2a, 8AFR 55-7

1. For the purpose of command approval, 802ABGRU Form 47 will be utilized. All items on this form will be filled out completely or an explanation made on reverse side of the form. Squadron commander will initiate form and certify on the line indicated. The following documents will accompany 802ABGRU Form 47:

a. Mission Accomplishment Form - One copy.

b. DD Form 175 or 113 (Clearance Form) - Two copies.

c. Squadron Flight Orders - Three copies.

2. Clearance "package" will be hand carried by an officer qualified to brief the purpose and requirement of the flight and to answer any questions pertaining to altitudes, distances, time, ADIZ penetrations, crew qualifications and aircraft status. Clearances will be hand carried by this officer to the following offices in turn not later than times indicated daily:

a. Wing Control Room - At any time.

b. Commander's Briefing - 1500.

3. Aircraft flight clearances will be presented to 310BOMWG Commander at 1500 daily except when urgency of the flight requires special attention. In this case, the squadron will attach a red tag to the clearance with a note explaining why clearance is being processed at other than normal time. These clearances will be processed through the Director of Operations prior to submission to the Wing Commander for signature. All clearances will be accompanied by appropriate commander's certificates.

1748

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8AFR 55-7/310BOMWG SUPPL 1

See PARA 2b, 8AFR 55-7

1. Whenever significant changes are made in a flight plan, subsequent to command approval, and scheduled take-off time does not permit typing a new clearance, the original clearance "package" incorporating the changes may be utilized. Changes will be typed on a sheet of bond paper with places for approving authorities to initial indicating time and date. The scheduling an alternate mission with the original Form 47 is recommended to prevent delays caused by last minute changes.

2. Aircraft commanders intending to land away from Smoky Hill AFB will be briefed on a return flight prior to departure from Smoky Hill AFB. Approval for such flight will be obtained by same procedures outlined above except that the Wing Commander will not sign the DD Form 175. In the event that the briefed take-off time and return mission cannot be made good or weather factors are appreciably different from those briefed, the procedures outlined in PARA 3 below will also apply.

3. Anytime tactical aircraft of the 310BOMWG are operating away from home station, either due to weather diversion or planned RON's, the Senior Aircraft Commander will call the 310BOMWG Commander or Deputy Commander or Task Force Commander on SOCS (Long Line) or government collect (Salina 74411 Extension 207 or 208) and receive approval of proposed flight plans prior conducting further flight. The minimum information specified in PARA 2b, 8AFR 55-7, will be submitted when requesting clearance. This information will be complied with prior to initiating the call to minimize the length of the conversation.

4. All take-offs at strange fields will be made utilizing a critical field length of 90% of available runway as a planning factor unless specific approval of the Wing Commander has been obtained to use the 100% factor.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H. WAGNER
1STLT, USAF
Adjutant

Frank H. Wagner

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A" Plus "G", "T"

2

1749

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

AERONAUTICAL ORDERS)
NUMBER 7)

9 February 1956

UP of PARA 3d, AFR 50-7, dated 10 OCT 53, as AMND, CAPT ROGER E WAHLBORG, A0443453, 379BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR ACFT OBSR. AUTH: AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

V. C. GEER
LTCOL, USAF
Adjutant

DISTRIBUTION
A

1750

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

AERONAUTICAL ORDERS)
NUMBER 9)

28 February 1956

UP of PARA 3d, AFR 50-7, dated 10 OCT 53, as AMND, MAJOR JOHN A SPIERLING, A0688122, 379BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR ACFT OBSR. AUTH: AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

[redacted]

WILLIAM C. JOHNSON
1st LT, USAF
Assistant Adjutant

DISTRIBUTION
A

1751

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 118 4 Feburary 1956

TO: See Distribution

1. A/2C JOHN J. ROSS, AF19456254, (UTILAFSC 20450) 40 AREFSQ, 40 BOMWG, WP USAF Technical School, Sheppard AFB, Texas, on or ABT 26 FEB 56, on TDY APRX 74 days, REPT NLT 27 FEB 56, for purpose attend Intelligence Operations Technician Course NR AA20470, Class starting 29 FEB 56. ALPHA DESIGH XL. This is a course of instruction. (DUPO); UCWR this STA. TVL by MIL ACFT DIF when AVAL. TCS. TDN 5763400 064-4250 P443-02-03 S33-606. AUTH: LTR HQ 8AF PDP3, 12 DEC 55, AFR 35-52 and SAC REG 35-19. SCTY CLNC Secret.

2. FNO, 380 BOMSQ, 310 BOMWG. AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP 3521st STUSQ, McConnell AFB, KAN, on or ABT 11 FEB 56, on TDY APRX 7 days, for purpose attend Special Weapons Delivery Course, B-47 Special, NR 120055, CL 56F. Officers will REPT NET 0800 HRS and NLT 2400 HRS 12 FEB 56. (DPUO); UCWR this STA. TPA, TVL time by common CARR (Rail) is (1) day, TVL time in excess is chargeable to delay E/R AUTH. TCS. TDN 5763400 064-4470 P443-02-03 S22-606.

| | | |
|---|---|---|
| MAJ | CLAYTON L. BALCH | 23734A |
| CAPT | GILBERT A. HART | A01912366 |
| CAPT | LOWELL L. WISEMAN | A0782090 |

3. ESPWO VOC 23 JAN 56, CFM and made REC:

FNO, 380 BOMSQ, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Whiteman AFB, Sedalia, MO, on or ABT 23 JAN 56, on TDY APRX 3 days, for purpose Training Mission. (RON due to Bad Weather at Smoky Hill AFB(DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL; TCS. TDN 5763400067-8900 P458-02-03 S14-612 BUD & ACCT NR 311-492-10.7. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | JAMES B. BEATTIE | A0698822 |
| CAPT | HARRY M. GARBADE | A0671902 |
| CAPT | WILLIAM H. HART | A081853 6 |
| CAPT | CHARLES, F. G. KUYK | 20253A |
| CAPT | ROBERT A. MACDONOUGH | AO 2062249 |
| 1STLT | DAVID B. MEANS | AO 2224798 |
| 1STLT | HERBERT J. PECK JR. | AO 2226490 |
| 1STLT | DERALD J. RADTKE | AO 3007615 |
| CAPT | ROBERT B. RATZEBURG | AO 2092947 |
| CAPT | WILHO E. SALMINEN | AO 2057417 |
| CAPT | CHARLES C. STEWART | 17643A |
| CAPT | DAVID A. VOGEL | A0942267 |
| CAPT | CHESTER WOJCIECHOWSKI | AO2091626 |



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



4. ESPWO VOC 30 JAN 56, CFM and made REC:

FNOA, 381 BOMSQ, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC INDC, for PD this TDY only, WP Lockheed ACFT CORP, Marietta, GA. on or ABT 30 JAN 56, on TDY APRX 4 days, for purpose deliver B-47E ACFT, NR 52-271, to Lockheed ACFT CORP for modification. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & 8AF MSG MDMLA-02108 17 JAN 56.

| | | | |
|---|---|---|---|
| CAPT | ROBERT U. ROWLEY | A0768689 | TOPSEC |
| CAPT | SAMUEL L. BERTIC | 25570A | do |
| CAPT | ROBERT S. BENNETTE | A0208[illegible]5 | do |
| A/1C | CARL L. HENDREX | AF[illegible]362221 | Secret |

5. ESPWO VOC 27 JAN 56, CFM and made REC:

FNO, ORG INDC, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP Altus AFB, OKLA, on or ABT 27 JAN 56, on TDY APRX 2 days, for purpose TNG MSG, (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 & 8AF REG 35-7.

| | | | |
|---|---|---|---|
| CAPT | ANDREW G. MARTIN | A0935878 | 44 BOMSQ |
| CAPT | PHILLIP H. MAXEY | A01911586 | do |
| CAPT | FRANCIS C. SKIFFINGTON | A0698928 | do |
| CAPT | GERALD J. PAGLIERO | A0673879 | 45 BOMSQ |

6. SMOP 5, LTRO 74, this Hq, CS, relating to TDY of A/1C JOHN M. WOOD, AF18718375 & A/1C NORMAN C. TAYLOR, AF17368227, 802 APSQ, 802 ABGRU, this STA, to Ness City, KANS, as reads--"CIPAP. TVL by MIL ACFT DIR when AVAL", IATR--"TPA. TVL time by common CARR (Rail) is 2 days, TVL time in excess is chargeable to delay E/R AUTH".

7. ESPWO VOC 23 JAN 56, CFM and made REC:

LTCOL MICHAEL J. STUBLAREC, 7050A, 380 BOMSQ, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC TOPSEC, for PD this TDY only, WP Whiteman AFB, Sedalia, MO, on or ABT 23 JAN 56, on TDY APRX 3 days, for purpose TNG MSN. (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-498-10.7. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 181 — 24 February 1956

TO: See Distribution

1. ESPWO VOC 16 FEB 56, CFM and made REC:

FNOA, 40 AREFRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Lockbourne AFB, Ohio, on or ABT 16 FEB 56, on TDY APRX 1 day, for purpose of TNG MSN (RON due to WEA). (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-495-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

| | | |
|---|---|---|
| CAPT | ROBERT F. WATSON | A0775669 |
| CAPT | CHARLES W. OGLE | A0672965 |
| 1STLT | JAMES H. KELLER | A02225243 |
| 1STLT | GIDEON M. GILBERT | A03005619 |
| TSGT | EDWARD J. HEPOKOSKI | AF17217950 |
| TSGT | BILL WHITAKER | AF15420878 |
| SSGT | FREDERICK C. PERZ | AF16372060 |
| A/B | ISIDRO LUJAN | AF18468141 |

2. ESPWO VOC 23 FEB 56, CFM and made REC:

FNOA, 381 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP Lockheed ACFT CORP, Marietta, GA, on or ABT 23 FEB 56, on TDY APRX 4 days, for purpose of delivering B-47E ACFT FOR modification to Lockheed ACFT CORP. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG MDM4A 30689, 15 FEB 56.

| | | | |
|---|---|---|---|
| CAPT | HAROLD M. VAN LEEUWEN | A0686515 | TOPSEC |
| CAPT | CURTIS L. PETERSON | A0767629 | do |
| 1STLT | FRANK M. MILLIKEN | A02224979 | do |
| A/1C | CARL L. HENDREX | AF17362221 | SECRET |
| | | | |
| CAPT | RONALD D. BLENIS | A01903053 | TOPSEC |
| CAPT | MARK C. LIDDELL | A0753689 | do |
| CAPT | PHILIP S. WALTER | A0782906 | do |
| SSGT | JACKSON M. ROARK | AF17376804 | SECRET |
| | | | |
| MAJ | LESTER L. BARNARD | A0663462 | TOPSEC |
| CAPT | ROY S. HUFFMAN | A0818681 | do |
| 1STLT | ROBERT R. BRENNENSTUHL | A02089356 | do |
| A/1C | ROBERT L. LEWIS JR | AF13477694 | SECRET |

1754

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LTRO 181, 24 FEB 56

3. ESPWO VOC 21 FEB 56, CFM and made REC:

FNOA, 381 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP LOCKHEED ACFT CORP, Marietta, GA, on or ABT 21 FEB 56, on TDY APRX 4 days, for purpose of delivering B-47E to Lockheed ACFT CORP for modification. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding MF-83. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8 AF MSG MDM$A 02108, 17 JAN 56.

| | | | |
|---|---|---|---|
| MAJ | VIRGIL C. ARMSTRONG | A0697521 | TOPSEC |
| 2NDLT | WAYNE F. WELLMAN | A03036900 | do |
| CAPT | CHARLES T. WOLTER | A0783310 | do |
| A/1C | WILLIAM D. MURROW | AF17378851 | SECRET |

4. ESPWO VOC 21 FEB 56, CFM and made REC:

FNOA, 381 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, for PD this TDY only, WP Lockheed ACFT CORP, Marietta, GA, on or ABT 21 FEB 56, on TDY APRX 4 days, for purpose of delivering B-47E ACFT to Lockheed ACFT CORP for modification. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding MF-83. TDN 5763400067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG MDM4A 02108, 17 JAN 56.

| | | | |
|---|---|---|---|
| CAPT | ROBERT A. WILKE | 21545A | TOPSEC |
| CAPT | HENRY A. TIPPING | A0782408 | do |
| CAPT | RICHARD W. PALMER | A0759877 | do |
| A/1C | RALPH SAWYER | AF17363634 | SECRET |

5. MAJ WAYNE M. FRARIE JR, 9095A, 381 BOMRON, 310 BOMWG, AUTH access of CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Davis-Monthan AFB, ARIZ, on or ABT 17 MAR 56, on TDY APRX 15 days, for purpose of being Project Officer for crews attending Strategic Evaluation SQ from the 310 BOMWG. (DPUO); UCWR this STA. TVL by MIL ACFT DIR when AVAL. TCS. SAC Funding OM-3. TDN 5763400 067-8911 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

BY ORDER OF THE COMMANDER:

William C. Johnson

WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A





THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 164 — 18 February 1956

TO: See Distribution

1. 1STLT BILLY J. MITCHELL, A03008027, 802 APRON, 802 ABGRU, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Westover AFB, MASS, on or ABT 19 FEB 56, on TDY APRX 5 days, for purpose to attend Security Briefing. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 802-597-10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

2. FNOA, 381 BOMRON, 310 BOMWG, WP Loring AFB, ME, on or ABT 20 FEB 56, on TDY APRX 7 days, for purpose of accomplishing special TNG MSN. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-516-10.7. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19 and 8AF MSG 0D03A, 19 JAN 56.

| | | | |
|---|---|---|---|
| CAPT | ROBERT U. ROWLEY | A0768689 | TOPSEC |
| CAPT | SAMUEL L. BERTIC | 25570A | TOPSEC |
| CAPT | ROBERT S. BENNETTE | A0208823 | TOPSEC |
| A/2C | WILLETE T. ERSKINE | AF25161792 | SECRET |

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A

1756

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

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

SUBJECT: Letter Order 138

11 February 1956

TO: See Distribution

Under PROV AFR 62-14, SACREG 62-4, the FNO, ORG INDC, this STA, are APTD MBRS of an ACFT ACDT INVES BD to INVES major ACFT ACDT involving 310 BOMWG B-47 #52-277, occurring near Westmoreland, Kansas, 10 Feb 56.

COORDINATING GROUP

| | | | |
|---|---|---|---|
| COL | WILLIAM M. BOWDEN, 5790A | HQ 40 BOMWG | PRESIDENT |
| CAPT | PAUL S. DUNN, AO799355 | HQ 802 ABGRU | ASST RECORDER |
| CAPT | ALFRED R. GRIMM, 15638A | 45 BOMSQ, 40 BOMWG | |
| CAPT | PERLEY L. MOSIER, AO2099109 | HQ 40 BOMWG | |
| CAPT | DONALD J. RUTAN, AO682441 | 381 BOMSQ, 310 BOMWG | RECORDER |

OPERATIONS GROUP

| | | |
|---|---|---|
| MAJ | CHARLES E. ARCHAMBAULT, AO1696708 | DET 17 2D WEA SQ |
| MAJ | CHARLES E. BARNETT, 16853A | HQ 310 BOMWG |
| MAJ | JOSEPH G. LIEBICH, AO742435 | 45 BOMSQ, 40 BOMWG |
| CAPT | CHARLES C. TANDY, AO2261693 | 40 TAC HOSP |

STRUCTURES & AERODYNAMICS

| | | |
|---|---|---|
| MAJ | LEROY D. TATE, 14350A | HQ 40 BOMWG |
| CAPT | JERRY D. ALDERSON JR 19945A | 40 FLDMAINTSQ, 40 BOMWG |
| CAPT | JOHN J. PIRINO, AO693232 | HQ 310 BOMWG |

AIRCRAFT MAINTENANCE GROUP

| | | |
|---|---|---|
| LTCOL | HARRY N. GRIFFIN, 5894A | HQ 310 BOMWG |
| MAJ | ROBERT W. KERSTETTER, AO425518 | 310 FLDMAINTSQ, 310 BOMWG |
| CAPT | ROBERT M. HORSKY, 18043A | 379 BOMSQ, 310 BOMWG |
| WOJG | GEORGE B. RODER, AW2107739 | 40 PDMAINTSQ, 40 BOMWG |

ELECTRICAL

| | | |
|---|---|---|
| MAJ | WILLIAM H. PRINCE, AO517726 | 310 ARMTELCTSQ, 310 BOMWG |
| CAPT | JOE A. LEWIS, AO807101 | 40 ARMTELCTSQ, 40 BOMWG |
| WOJG | DANIEL S. RENFRO, 953512E | 310 ARMTELCTSQ, 310 BOMWG |

BY ORDER OF THE COMMANDER:

O. C. GEER
LTCOL, USAF
Adjutant

DISTRIBUTION
A

1757

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Date 1-29 February 1956

e. Flying Time for Squadrons and Wing:

| | (Total Flying Time) | (Average Number of Possessed Aircraft) | (Average Flying Time per Possessed A/C) |
|---|---|---|---|
| 379BS | 438:55 | 15 | 29:15 |
| 380BS | 451:40 | 14 | 32:15 |
| 381BS | 477:50 | 9 | 53:05 |
| 310th FCMS Total | 1368:25 | 38 | 36:00 |
| 310th AMTS Total | | | |
| Combined Total | | | |

b. Number of Aircraft Assigned: 1-29 Feb 46 KC-97

c. Average number of Aircraft Possessed: 1-29 Feb 38 KC-97

d. Number of Periodic Inspections Scheduled: 1-29 Feb 3 KC-97

Number of Periodic Inspections Completed: 1-29 Feb 3 KC-97

e. Number of Engine Changes: 1-29 Feb 9 KC-97

Average Time to Engine Change: 1-29 Feb 394:47 KC-97

f. Number of Cylinder Changes: KC-97

g. Number of Turbo Changes: KC-97

h. In Condition - Hours and Figures:

(1) ing Percentage In Condition: 1-29 Feb 76.59% KC-97

(2) Number Hours Aircraft In Condition: 1-29 Feb 21,703 KC-97

(3) Average Hours In Condition per Possessed Aircraft: 1-29 Feb 571:07 KC-97

i. NMC - Hours and Figures:

(1) ing Percentage NMC: 23.03% KC-97

(2) Number Hours Aircraft NMC: 1-29 Feb 6524 KC-97

(3) Average Hours NMC per Possessed Aircraft: 1-29 Feb 171:41 KC-97

1758

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production and Statistical Summary - Continued

j. AOCP Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Ming Percentage AOCPs: | D-47 | .38% | KC-97 | |
| (2) Number Hours Aircraft AOCP: | D-47 | 108 | KC-97 | |
| (3) Average Hours AOCP per Possessed Acft | D-47 | 2:52 | KC-97 | |
| (4) Items AOCP at present: | D-47 | 0 | KC-97 | |
| (5) Number items AOCP this month: | D-47 | 2 | KC-97 | |
| (6) Number items received this month: | D-47 | 2 | KC-97 | |

k. AWPL Rates and Figures:

| | | | | |
|---|---|---|---|---|
| (1) Total items AWPL requisitioned this month: | D-47 | 0 | KC-97 | |
| (2) Number items AWPL received this month: | D-47 | 0 | KC-97 | |
| (3) Total items AWPL at present: | D-47 | 0 | KC-97 | |
| (4) Number Aircraft AWPL on this date: | D-47 | 0 | KC-97 | |

l. Number Aircraft Items Cannibalized this month: D-47 11 KC-97

m. Technical Order Compliance Status Data:

| | | | | |
|---|---|---|---|---|
| (1) TOC Percentage Rate: | D-47 | 1.8% | KC-97 | |
| (2) TOC Total Man-hours Accomplished: | D-47 | 475 | KC-97 | |

n. Number of Field Maintenance Work-Orders Requested: 719

o. Number of Aircraft & Electronics Work-Orders Requested: 465

VALENTINE S. KUDRIKOFF
Col USAF
REPORTS AND ANALYSIS OFFICER

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DOCUMENT TO ROLL INDEX

| Frame Number | Classification Number | Date Period | Vol. | Pt. | Title | Security Classification | Remarks |
|---|---|---|---|---|---|---|---|
| 4 | K-WG-310-Hi | Jul/55 | | | 310th Bomb Wing | S | |
| 248 | | Aug/55 | | | | S | |
| 468 | | Sep/55 | | | | S | |
| 655 | | Oct/55 | | | | S | |
| 907 | | Nov/55 | | | | S | |
| 1130 | | Dec/55 | | | | S | |
| 1329 | | Jan/56 | | | | S | |
| 1594 | K-WG-310-Hi | Feb/56 | | | 310th Bomb Wing | S | |
| | Index | | | | Index | | |
| | Some unreadable pages - Poor original | | | | | | |

3825 FORM JUL 71 O 23

Page 1 Of 1 Roll Number NO306

THIS PAGE IS DECLASSIFIED IAW EO 13526