

ROLL # no307

CAMERA # 3

DATE FILMED 5-12-72

OPERATOR # S.F.R.

REDUCTION 26:1

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>

*Trans
S-11098
May*

SECRET

310TH BOMBARDMENT WING - MEDIUM

SMOKY HILL AIR FORCE BASE

U.S.A. 1956
A.W.G.-310-HI

HISTORY



RSF
S16857

MAR 1956

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET
RSI Cont No
S16857

677-1500-5

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

MARCH 1956

Smoky Hill Air Force Base, Kansas

This document is prepared by
A/2C Thomas A. Quinn, under
the supervision of 1st Lt.
Robert L. Wilson, Historical
Officer.

Q.P. Clegg Col

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

SELMON W. WELLS
Colonel USAF
Commander

SECRET

~~SECRET~~

i

CONTENTS

	<u>Page No.</u>
Title Page	i
Contents	1
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	10
Manning: Officers	11
Manning: Airmen	11
Reenlistment Rate	12
Discipline	13
Awards	13
Project Guidance	14
Promotions	15
Morale and Welfare	16

~~SECRET~~

SECRET

ii

Chapter III Operations and Training	17
Flying Training	17
Accomplishments	21
Combat Crew Strength	28
Operational Problems	28
Ground Training	29
Ground Safety	30
Flying Safety	31
379th Bombardment Squadron	31
380th Bombardment Squadron	32
381st Bombardment Squadron	32
310th Air Refueling Squadron	32
Chapter IV Materiel and Maintenance	36
Materiel	36
Supply	37
Maintenance	39
Roster of Key Personnel	44
Bibliography	45
Appendix	47
List of Exhibits	48
Exhibits	

* * * * *

SECRET

SECRET

1

CHRONOLOGY

5 March 1956

Colonel Selmon W. Wells, 310th Wing Commander departed Smoky Hill Air Force Base for Westover Air Force Base, Massachusetts, for a conference with the Commander, Eighth Air Force. The conference concerned the aircraft accident which occurred on 10 February, 1956.

7 March 1956

Colonel Wells arrived at Offutt Air Force Base, Omaha, Nebraska, for a conference with the Commander, Strategic Air Command, concerning the aircraft accident of 10 February, 1956.

21 March 1956

Aircraft of the 310th Bombardment Wing participated in the simulated radar bombing evaluation mission "Snowbank". The 310th Wing did the best of all the units which participated in this mission.

SECRET

SECRET

2

GLOSSARY OF IRREGULAR ABBREVIATIONS

TDY	Temporaray 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
AOPC	Aircraft out of commission due to parts
ANFE	Aircraft Not Fully Equipped
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

* * * * *

SECRET

CHAPTER I
ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month of March 1956.

Toward the latter part of February and continuing throughout the month of March, the operational emphasis of the 310th Wing was placed on the flying and winning of operation SNOWBANK. The results of the SNOWBANK mission, which was flown on 21 March was the highest tribute which could possibly be paid to the crews and men of the 310th, whose professional skill and "know-how" made the victory possible.

Following the SNOWBANK mission, the attention of all 310th crews scheduled to participate was focused on the Pace Setter III mission. Everyone involved worked diligently to prepare for this competition, which will be flown on 26 April.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of March, 1956. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 31 March 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

4

and Electronics, 310th Field and 310th Periodic Maintenance Squadrons.
the only other unit assigned was the 310th Tactical Hospital.

ADMINISTRATION:

There were no major administrative problems encountered in the
310th Wing for the month of March 1956.

A key change of personnel was forecasted for the Adjutant section
when it was disclosed that Lieutenant Frank H. Wagner, the Wing Adjutant,
was to be reassigned to the 310th Air Refueling Squadron effective 1
April. Major John L. Kindlesparger was named as his successor.

On 2 March 1956, the Wing published regulation 5-2, a numerical
index of 310th Bombardment Wing publications. The purpose of this index
was to provide a list of current 310th Bombardment Wing Regulations,
Operations Memorandums and Supplements to publications of higher head-
quarters.

SPECIAL EVENTS:

The biggest event of the month, and one which the 310th joined
wholeheartedly to celebrate, was a birthday party. The party was in
honor of the biggest ten year old in history - the Strategic Air Com-
mand. Approximately 600 people came to the big open-house celebration
at the new service club to commemorate SAC's 10th Anniversary. Based
on the theme "A Decade of Security Through Global Air Power", the party,

1/ 310th Bomb Wing Regulation 5-2, "Numerical Index of 310th Bombardment
Wing Publications", dated 2 March 1956. Exh. 1

5

which was well attended by 310th personnel, was a huge success.

Strangely enough, the 10th birthday fell on the 21st of March, which was the same day the SNOWBANK mission began. The good news of the 310th Wing placing first in this mission was another special event to 310th personnel.

On 10 March, 13 Salina children and their mothers were guests of the 380th Bombardment Squadron. The youngsters were from the Washington School for Handicapped Children.

The children and their parents were feted with a party, movies were shown and gifts were distributed. Afterward, the children were escorted on a tour of the flightline and shown through a B-47 and a KC-97 aircraft. The members of the 380th presented a slide projector to the school's officials as a memento of the visit.

More than 100 wives of B-47 crewmen got a better understanding of their husband's work in SAC when the 380th once again played host at an open-house celebration.

INSPECTOR:

Lieutenant Colonel William A. Garrett was assigned as 310th Wing Inspector effective 5 March 1956. Colonel Garrett relieved Lieutenant Colonel John E. Miller, who was assigned to B-47 Transition Training at McConnell Air Force Base, Kansas.

2/ Photostats of newspaper article and letter of appreciation to 380th for children's party. Exh. 2

3/ Photo of crewmember fitting his wife with pilots headgear. Exh. 3

4/ 310th Wing General Order Number 7, 5 March 1956.

6

During the month, one special subject for inspection was conducted. The special subject was the maintenance and inspection of ejection escape systems. The initial report was submitted to Eighth Air Force Headquarters on 13 March.

There were no semi-annual inspections conducted in the month of March. On 20 March the 310th Inspector received the semi-annual inspection report of the 381st Bombardment Squadron. The report was returned to the 381st for processing and indorsement. This report was the result of an inspection conducted by this agency from 20 through 24 February. No major problems were found in this inspection, with most discrepancies being corrected immediately. The only area of weakness discovered by this inspection was the squadron OJT program.
A concerted effort was made, and this weakness was eradicated.

5/

COMPTROLLER:

In March, the Comptroller section continued its program of close supervision of RCS Reports. In connection with this, the wing published regulation 174-1 on 27 March. This regulation outlines the procedures to be taken in preparation of reports. The regulation also stipulates that these reports will be handcarried to the Wing Comptroller prior to the stipulated deadline. The new regulation provides three references for proper composition and disposition of an RCS report.

6/

During the period 5-11 March, RCS reports for the 310th were 96 percent on time. From 12 through 18 March, 94 percent of the wing's

5/ Information resulted from an interview by 310th Historian with Lt. Col. William A. Garrett, 310th Inspector.

6/ 310th Bomb Wing Regulation 174-1, 27 March 1956. Exh. 4

7

RCS reports were submitted on time. The main reason given for most of these late reports is the lack of clerical personnel to complete them.

In March, the 310th Air Refueling Squadron had two reports submitted late, the reason being due to the unusual workload imposed upon their squadron since they returned from overseas deployment in February. 7/

During March, a D-Day status listing for all Wing RCS reports was prepared and distributed to all sections responsible for these reports. This listing states that:

Precedence categories are assigned to reports as a guide to Commanders for use when emergencies, on and after D-Day preclude the possibility of preparing and/or submitting required reports on schedule. Under such conditions, if all reporting deadlines cannot be met, reports having a higher precedence category will be submitted to the detriment of those having a lower precedence categories be delayed if they can be submitted without detriment to reports having higher precedence categories. 8/

7/ RCS Status Report, 310th Bomb Wing for period covering 1 February through 18 March. Exh. 5

8/ Report, "D-Day Status and Precedence Category Codes and General Information".

CHAPTER II

PERSONNEL

ADMINISTRATION:

During March, the annual Officer Effectiveness Reports required by Air Force Regulation 36-10 were accomplished. At the Air Division Staff Meeting of 2 March, it was urged that these reports be submitted ^{9/} on time. To insure this, the Wing Commander, on 13 March 1956 addresse^e a letter to all officers of the wing stating that this requirement must be fulfilled. Colonel Wells further stated that "In all other situations where a report is required, such as "change of reporting officer", "change in duty assignment", etc., the primary responsibility to initiate such reports lies with the reporting officer. Any officer who fails in this responsibility is derelict in his duty and will be so considered by me." The letter also disclosed that officers being reassigned from the Wing or departing the wing on TDY requiring a clearance will not be cleared through the Wing Records Section until all required effectiveness reports ^{10/} have been completed in final form and accepted as ready for transmittal.

During the month, the Personnel Directorate continued to strive for a smooth system of payment of personnel who go on TDY from this base. The Wing Commander, in a letter to the Division Commander congratulated members of the 310th Consolidated Unit Personnel Section and the Base Finance Office for the splendid way which they handled the payment of 310th personnel connected with the recent "St. Nick" deployment. ^{11/}

^{9/} 802d ADIV Staff Meeting Minutes for 2 March 1956.

^{10/} Ltr, 310CO to All Officers, 310BOMWG, "Officer Effectiveness Reports".

^{11/} Ltr, 310CO to COMAIRDIV 802, "Payment of Pers. Returning fm. TDY".

9

On 15 March, Wing Regulation 39-3 was published. The purpose of this regulation is to establish a procedure for processing incoming airmen personnel, newly assigned to the 310th Bombardment Wing. This regulation should serve to not only better familiarize the newcomer with the base and the wing, but, through the efficient processing procedure which it outlines, it will save the government money and the wing considerable time.

At the Division Staff Meeting of 2 March, another personnel policy was introduced which parallels Wing Regulation 39-3. The point was made that all Squadron Commanders will assign either a Captain or a Major to ^{12/} all newly assigned Second Lieutenants for the purpose of briefing them.

^{13/}

COMMAND:

There were no changes in the Command of the 310th Bombardment Wing during the month of March. Colonel Selmon W. Wells remained as Commander while Colonel Delmore P. Wood was the Deputy Commander of the 310th Bombardment Wing.

From the 23rd until the 28th of March, Colonel Delmore P. Wood ^{14/} assumed Command of the Wing in the absence of Colonel Wells.

STAFF:

The only major change of staff personnel consummated in March was

^{12/} 310th Bomb Wing Regulation 39-3, "Reception of Newly Assigned Airmen", 15 March 1956. Exh. 6

^{13/} 802d Air Division Staff Meeting Minutes for 2 March 1956.

^{14/} 310th Bomb Wing General Orders 8 and 9, 23 and 28 March 1956. Exh. 7

10

that of the Wing Inspector. Lieutenant Colonel William A. Garrett assumed the position of Wing Inspector commencing on 5 March 1956. Colonel Garrett replaced Lieutenant Colonel John E. Miller, who was reassigned to McConnell Air Force Base, Kansas, for B-47 Transition Training.

A projected change was that of Wing Adjutant. First Lieutenant Frank H. Wagner, the present Adjutant, is scheduled for transfer to the 310th Air Refueling Squadron early next month. Major John L. Kindlesparger was named as the new Adjutant.

On 7 March 1956, Master Sergeant Winn, Wing Sergeant Major, was transferred to the new Retraining Squadron at Smoky Hill Air Force Base. Master Sergeant Earl C. Lincoln, Jr. was assigned to the position of Wing Sergeant Major.

15/

CRITICAL SHORTAGES:

The wing is effectively manned 88 percent within the officer fields. The primary problems which effected the Wing's March training accomplishment insofar as officer personnel was concerned was the shortages in two particular career fields - Personal Equipment and Aircraft Maintenance. The Wing was authorized four Personal Equipment Officers and had none assigned. The Wing was also authorized five Aircraft Maintenance Officers against none assigned. In their absence, five aircraft commanders are filling in as aircraft commanders, thus creating on these five individuals an undue hardship.

16/

15/ Paragraph 10, 802d Air Division Special Order 46.

16/ Commanders Remarks to the SAC T-12 Report for March, 1956.

11

In a letter to the 310th Director of Personnel from the 310th Director of Materiel, the shortages of trained airmen in the maintenance fields was discussed. The letter disclosed the fact that there were no office machine repairmen assigned to the 310th, in spite of the fact that the 310th Wing has control of 168 typewriters, 24 adding and subtracting machines and six duplicator calculators - all of which require field level maintenance. The letter further states that "The primary deficiencies within the maintenance field of the 310th Bomb Wing are encountered in skill level. Through intensive CJT, FTD, MTD, and formal ATC schools, this deficiency can be corrected during the ensuing months, provided personnel are not reassigned from the Wing. Excessive manhours of overtime, 16,904 hours, accompanied by a commensurate amount of non-productive lag-time, 14,734, can be attributed to a shortage of ^{17/} highly skilled supervisory personnel."

MANNING: OFFICERS

As of 1 March, there were 371 officers assigned to the 310th Bombardment Wing. By 31 March, there were 368 officers assigned to the 310th Wing.

MANNING: AIRMEN

As of 31 March, the Wing had 1390 airmen assigned. This figure was a decrease of five from the beginning of the month total.

^{17/} Letter, 310DM to 310DP, "Shortages Affecting Training Accomplishment", 30 March 1956.

REENLISTMENT RATE:

The reenlistment rate for March was 35.5 percent. This figure is a marked increase of 6.5 percent over the February rate. This increase can be attributed to the improved working conditions, increased off-duty privileges, and the accelerated efforts of all the commanders and supervisors in carrying out the intent and spirit of the USAF Reenlistment ^{18/} Program.

The most noteworthy reenlistment rate within the 310th Wing was that recorded by the 380th Bombardment Squadron, which chalked up 100 percent. Eight men were discharged and eight men reenlisted from that organization during the month of March.

Two new policies have been instituted which should boost the reenlistment rate even higher. The first is the institution of a reenlistment panel, which interviews all personnel due for discharge in an effort to council him and correct any erroneous ideas which the discharges has formed about reenlistment. The second policy established was that of unit commanders writing letters to wives and parents of the discharges. Realizing the value of the opinions towards the service life which these people may have, and the influence they may wield when the reenlistment subject is brought up in everyday conversation, emphasis was placed on ^{19/} this program. ^{20/}

^{18/} Disposition Form from Base Personnel, "Reenlistment Rates for March 1956".

^{19/} 310th Bomb Wing Staff Meeting Minutes for 27 March 1956.

^{20/} Disposition Form from Base Reenlistment Officer to all units, 802nd Air Division, "Letter to Wives of Airmen Being Discharged".

13

DISCIPLINE:

The 310th Bombardment Wing had three AWOLs, 14 Discrepancy Reports, five Article 15's, one Courts-Martial, seven traffic violations, five arrests by the Air Police and 12 arrests by civilian authorities during ^{21/} the month of March.

On 12 March, the new Base Retraining School was established. This school was designed primarily to guide younger airman back to the straight and narrow early in their Air Force careers before more telling disciplinary action must be taken. Unit Commanders were advised that all future ^{22/} 39-16 and 39-17 cases under the age of 25 will be sent to this school.

On 13 March, the 310th published Policy Letter number 2, "Command Review of Proposed Article 15 Action". This letter established the policy whereby a commander, when he proposes disciplinary action under Article 15, UCMJ, he will prepare all the necessary papers and present them for review to the Wing Commander. The Wing Commander will review the case with the Commander, 802nd Air Division, and then return the file to the Squadron Commander with the approval or disapproval of the recommended action. ^{23/}

AWARDS:

Technical Sergeant Harlan L. Cox, 310th Headquarters Squadron Section was selected as the "Maintenance Man of the Month" for the 310th

21/ Information extracted from Commander's Briefing Charts, Director of Comptroller.

22/ Staff Meeting Minutes, 802nd Air Division, 2 March 1956.

23/ 310th Bomb Wing Policy Letter Number 2, 13 March 1956.

14

Bombardment Wing for the month of March.

Crew Number T-24, 310th Air Refueling Squadron, Captain William Newman, aircraft commander, was selected as "Crew of the Month" for the month of March.

Airman First Class Harry D. Cooper and Airman Third Class Stanford R. Ardis, of the 379th Bombardment Squadron and Airman Second Class Jack Dysart from the 310th Armament and Electronics Squadron, ground crew of aircraft 52-289, have been selected as "Maintenance Ground Crew of the Month" for the 310th Bombardment Wing for the month of March, 1956.

During March, 15 airman and non-commissioned officers were named as "Outstanding" in the performance of their duties over the past six month period. The 15 310th enlisted men were given suitable rewards
24/ for their outstanding ratings.

PROJECT GUIDANCE:

On 12 March 1956, the wing published Supplement-1 to Air Force Regulation 50-38. This regulation concerns project guidance. Accordingly, units which desire to place an airman in a duty not consistent with his utilization AFSC must monitor this assignment through the Director of Personnel, thus preventing the possibility of a mal-assignment. Under the new supplement, the Director of Personnel will place the subject airman on a PAM for a 90-day tour of duty, maintain his records in a 90-day suspense file and insure that he will not be assigned out of his rightful career field for a period of more than 90 days

24/ Photo of Outstanding Airman and NCO's. Exh. 8

15

at any time. He will than be returned to his organization and the Directorate of Personnel will monitor his reassignment back to his temporary duty.

PROMOTIONS:

During the month 18 officers were promoted; two to Captain and 16 to First Lieutenant. There were no airman promoted during the month of March.

In connection with promotion procedures, SAC Regulation 39-6 provides the establishment of Squadron Promotion Boards for the review of exceptionally well qualified recommendations for promotion to Airman Second Class and Airman First Class. Group or Wing Boards, composed of at least half the members being Master Sergeants will review exceptionally well qualified recommendations for promotion to Staff Sergeant through Master Sergeant. With this policy in mind, the 310th Wing, on 8 March 1956 brought forth a first supplement to SAC Regulation 39-6. This publication places the responsibility for monitoring promotions with the Director of Personnel. Accordingly, squadrons will submitt a roster of all men they are considering for promotion to the grade of E-3 and E-4. This will prevent the wasting of allocated quotas for these grades.

25/ 310BW Suppl.-1 to SAC Reg 50-38, 12 March 1956. Exh. 9

26/ Review of Promotion Orders in Director of Personnel Unclass. Files.

27/ Disposition Form, 20 March 1956 Fm. CUPMPB to all Unit Commanders.

28/ 310BW Suppl.-1 to SAC Reg. 39-6, 8 March 1956, "Temporary Promotions of Airmen."

MORALE AND WELFARE:

The morale of the men of the 310th Bombardment Wing remained high during the month of March 1956. One cause for this is the great improvement which has been of the 310th's dining facilities. A wider variety of food was served in a much more pleasant atmosphere was very definitely a boon to the morale situation of the 310th during the month.

The improvement of many of the base facilities, combined with an improved policy of time-off, plus a more intensive OJT program to help the airman further himself in his Air Force duty assignment were major factors in the good morale situation.

Operating under the principle that a good airman is a well-informed airman, the 310th revitalized its Commander's Call Program. In a directive dated 20 March, the Wing Commander outlined the April Commander's Call Program for all personnel of the wing. Despite the inconvenience imposed on some, the program was appreciated as a method of getting all the news - past, present and future - of the 310th Wing. A military tradition new to some yet old to others, the Commander's Call was a morale builder during the month of March.

29/ Memorandum for Wing Squadron Commanders and Staff Sections, "Commanders Call for April 1956", dated 20 March 1956. Exh. 10

CHAPTER III

OPERATIONS AND TRAINING

FLYING TRAINING:

March was the last month of the 50-8 training quarter. Training during the month of March generally consisted of the following:

- a. Accomplishment of the flying time requirements of Air Force Regulation 60-2.
- b. Accomplishment of the requirements of SAC Regulation 51-26 for lead crews.
- c. Strategic Evaluation.
- d. Bomb evaluation "Snowbank".
- e. Emphasis on training and upgrading of non-combat ready crews.
- f. Combat ready crew training - SAC Regulation 50-8.
- g. Accomplishment of the requirements of SAC Regulation 51-4 for Standardization Checks.
- h. Completion of the quarterly requirements of SAC Regulation 50-8 by 31 March 1956 for lead and combat ready crews.

The "Snow Bank" mission, flown on 21 and 22 March, was a simulated radar bombing evaluation against a "Bravo" type target, the intersection of runways at Rhinelander Oneida County Airport, Wisconsin, using obsolescent target materials.

On 25 March 1956, in a congratulatory message from Eighth Air Force

30/ 310th Bomb Wing Ops. Order 202-56, "Training for March 1956".

31/ 310th Bomb Wing Ops. Order 35-56, "SNOW BANK", 9 March 1956. Exh. 11

18

Headquarters, Colonel Wells was commended on the "Snow Bank" results.

The message stated that " Your performance is extremely gratifying and ^{32/} sets a standard for B-47 bombing against a realistic, difficult target".

Shortly after the receipt of this message, Colonel Delmore P. Wood, the Wing Deputy Commander wrote a letter of praise to all 310th personnel for their work in the "Snow Bank" mission, quoting the original message and adding his own congratulations and urging the wing to stay in the ^{33/} number one position.

During March, several new procedures were established and new regulations created to improve the operational capability and the training proficiency of the 310th Bombardment Wing. All tolled, the Wing published five operations and training supplements and regulations. The first of these was concerned with the Refueling Air Training Report. Not later than the 25th of each month, 310th Consolidated Personnel will submitt a roster to each wing staff director listing the personnel specialties in which the wing is effectively manned below 75 percent. Each staff directorate will list his shortages with the proper substantiations. These reports will then be forwarded to the Director of Personnel for proper action. The Personnel Directorate will return to the Air Refueling Squadron Commander, not later than the second day of the following month his report as to what action has been taken to preclude personnel shortages from hindering the ^{34/} mission of the 310th Air Refueling Squadron.

The second new regulation is similiar to the above stated supplement,

32/ TWX/UNCLASSIFIED/ DORB 24,560 "FROM TERRILL TO WELLS". Exh. 12

33/ Ltr of Congratulation fm Col. D.P. WOOD to all personnel. Exh. 13

34/ 310th Bomb Wing Supplement-1 to Annex IV, SAC Reg. 50-23. Exh. 14

with the exception that this one refers to jet bombardment, reconnaissance and ECM Crews Air Training Report. The suspense date for the Personnel Directorate on this procedure is the fourth date of the month ^{35/} following the report.

On 1 March, the wing published Annex IV to Eighth Air Force Regulation 51-12. This supplement is a KC-97 Aircrew member individual information index file, and shows in graphic form the different Technical Orders and Manuals each individual crew member should have included in his information file index. ^{36/} The Wing also published Supplement 1 to Eighth Air Force Regulation 51-12 for B-47 crewmembers.

The fifth and final first supplement was to Eighth Air Force Regulation 55-7, and was entitled "Reviewing of Flight Plans". Aside from stating the proper method of reviewing the flight clearance package, the supplement gives the proper procedures which are to be followed when revisions, additions or changes have to be made to the flight ^{37/} clearance package.

Several new operational procedures were enacted in March. One such procedure was that of apportioning a whiskey ration to crews during the debriefing session. It was felt by the Division Commander that this will help to relax the fatigued crewmember and facilitate more rapid, more ^{38/} thorough debriefings.

35/ 310BOMWG SUP-1 to Annex IV, SAC Reg. 50-23, 15 Mar 56. Exh. 15

36/ 310BOMWG SUP-1 to Annex III, SAC Reg. 50-23, 12 Mar 56. Exh. 16

37/ 310BOMWG Suppl. 1 to 8AFR 55-7, 16 Mar 56. Exh. 17

38/ 802ADIV Staff Meeting Minutes for 9 March 1956.

20

At the 802nd Air Division Staff Meeting of 9 March, the measure was approved to allow 310th copilots who wish to check the loading of ammunition into their aircraft's guns may do so.

Concerning the T-12 report, the fact was brought forth that the necessary steps were being taken to have Eighth Air Force Headquarters submit a letter in answer to particular items of trouble as noted in the Commander's Remarks Section of the report.

On 27 March, at the 310th Wing Staff Meeting, the Commander reiterated his desire that all personnel concerned insure that each crew receives at least 20 hours of target study prior to their leaving for SES. This measure should greatly insure that crews will not fail the prescribed evaluation.

On 6 March, Major Donald Lindquester, 310th Director of Operations circulated a letter to all crews concerned containing a message from Eighth Air Force Headquarters on the logging of instructor time. The message stated that only qualified personnel who fulfill the demands of SAC Regulation 60-7 may log instructor time. It was also reemphasized that instructor time may only be credited only during that portion of the flight when the individual is required to instruct or check ^{39/} aircrew personnel for the purpose indicated in subject regulation.

On 14 March Major Lindquester wrote another message to all the tactical squadrons of the wing which contained a four part TWX concerning the proper procedures for standardization checks. The first part

^{39/} Letter, 6 March 1956, 310DO, "Logging of Instructor Time". Exh. 18

21

of the message gives the normal sequence for initial checkout of B-47 crews. Part II deals with instructor personnel and crew coordination checks, while the third portion is for staff crew members.

40/

ACCOMPLISHMENTS:

The big mission for the month was the "Snow Bank" evaluation, which was flown on 21 and 22 March. The mission was considered marginally satisfactory, although the bombing reliability could have been much better and the radar abort rate was excessive. The target materials and intelligence data were adequate, as was the base support of the mission. The internal security was normal with no report of penetrations. The aircraft maintenance and supply were adequate, with the weather having no adverse effect on the mission. The tactics employed were hindered by external tanks decreasing the bank angle limit, and thus preventing the "Hi-Jink" procedure from being accurately performed and evaluated. High frequency radio contacts which had been a weak spot on previous missions were much improved. All but two crews succeeded in sending a strike report, but both these crews attempted at least five times and were never successful.

41/

According to the special reporting on the "Snow Bank" mission, progress meetings were held each Monday, beginning 27 February and ending 19 March. Areas of responsibility were assigned, and the preparations

40/ Ltr, 310DO to all Tac. Sqns., 31OBOMG, "Standardization Checks", 14 March 1956. Exh. 19

41/ TMX, COMAF 8 to COMBOMG 310, final mission results for operation "Snow Bank". This TMX is Classified SECRET. Exh. 20

began for the "Snow Bank" operation. In the actual planning phase, the greatest amount of study was placed on terrain, climatic conditions, maneuvers associated with the bomb run, GPI capability and requirement, and the tactics, timing and techniques to be used.

A practice mission was designated to simulate "Snow Bank" as nearly as possible, with Hayward, Wisconsin, being used as the target city. This city was outside the restricted area defined in the operations order, and, as it turned out, Hayward was a fortunate choice. The axis of attack was almost the same as that on Rhinelander; the terrain was similar, and by coincidence the references for finding the target complexes corresponded almost exactly with the Wausau, Merrill, Antigo areas of Wisconsin.

Target study was planned in definite phases, so that an even distribution of training time was possible. Each observer received a programmed workload each week. The target study training was conducted in two phases, with each observer required to pass an examination at specialized briefing designed to test his knowledge of target locating techniques.

With regard to specialized briefing, a complete and detailed flight plan with current winds was prepared and distributed at Pre-Takeoff Meetings. A Pre-Takeoff Briefing was conducted with each crew in attendance. All phases and all techniques were again emphasized and refined based on the latest winds and weather conditions. All observers were required to complete 12, instead of the usual 10 Ultrasonic Trainer Runs, which would include GPI and special Bomb Run techniques developed within the wing. Many of the observers completed as much as 16 of these runs.

23

Five separate mission planning sessions were held, with all crew members of each participating crew attending at least one session. At these meetings, individual target folders were issued to all observers. The GPI procedures, wind run targets, altitude measurement points, call-in procedures, timing techniques, pointer system, camera procedures, and time at which to go to "Bomb" position were all covered in detail.

As for the planning phase to insure equipment reliability, particular care was taken to check cable connections suspected of causing intermittent-type troubles. Aircraft histories were considered in the selection of primary and spare aircraft, and crews were assigned to their regular aircraft insofar as possible. The O-15 cameras were thoroughly checked and the inverter frequencies tested and adjusted as necessary on all aircraft. Low inverter frequency had been found previously to be responsible for wavy range marks and wavy targets.

As a final result of all this pre-mission planning, study and maintenance, the 310th ended with a CEA of 1824 and a CEP of 1150.
^{42/}

The lessons learned during a practice "Snow Bank" mission on a target in an area of similiar terrain and climate proved invaluable as a training medium for the actual mission. Crews had been briefed on the necessity for following strict GPI procedures during the practice mission to aid in target location. In many instances these procedures were not followed, with the resultant confusion and inability to locate target complex. A thorough critique on the practice mission was given each crew, re-emphasizing the need for following briefed procedures. On the actual

42/ Special Reporting on Eighth Air Force Operations Order "Snow Bank". From 310DO to COMIR, 31OBOMWG. Report Classified SECRET. Exh. 21

24

"Snow Bank" crews, with minor exceptions followed briefed procedures, which resulted in no misunderstanding of target area, and no gross
43/
errors.

The Wing bombing reliability improved over the last quarter, with radar bombing increasing from an R/F of 85.9 to 87.8 percent, and the visual RBS R/F from 81.0 to 86.5 percent. The gross error rate dropped from 6.5 to 4.85 percent. This increased proficiency can be attributed to increased record activity, improved target study procedures, supervised trainer runs, and various new procedures which have been inaugurated. All radar bomb runs resulting in scores over 3000 feet, and all visual runs with scores of more than 1500 feet were reviewed and critiqued as gross errors. The resultant lessons learned were passed on to the observers, if due to observer technique, and aggressive corrective action was taken
44/
by maintenance if due to equipment malfunctions.

The 310th Bombardment Wing was the only wing in the entire Eighth Air Force to fly its allotted hours during the month of February.
45/

The wing also completed 99.41 percent of all SAC Regulation 50-8 minimums during the quarter just ended, as compared with 96.4 percent during the previous quarter. The Air Refueling Squadron completed its requirement 100 percent, which was commendable considering their extremely low percentage of 59.4 percent accomplished at the time of the Refueling Squadrons return during the month of February 1956 from

43/ SAC T-12 Report for March, 1956. This report is Classified CONFIDENTIAL. Exh. 22

44/ ibid.

45/ 310th Bomb Wing Staff Meeting Minutes for 19 March 1956.

25

the NEAC rotation at the end of February.

The tactical squadrons of the wing completed 99.22 percent of SAC regulation 50-8 training minimums, as computed under the SAC Management Control Systems. The Air Refueling Squadron was 100 percent complete on training minimums, and the overall wing average was 99.41 percent. There were no conspicuous low areas. The following is a list of Eighth Air Force Training Priorities:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HRS. PROGRAMMED</u>	<u>HRS. ACCOMPL.</u>
1. Air Force Regulation 60-2	See Note	See Note	
2. SAC Regulation 51-26	200:00	170:00	
3. Strategic Evaluation	75:00	68:00	
4. Maintain Proficiency on Hi-Jink	50:00	56:00	
5. SAC Bombing Evaluation	175:00	179:00	
6. Non-Ready Crew Training (50-8)	100:00	68:00	
7. Combat Ready Crew Training (50-8)	525:00	577:00	
8. Lead and Select Crew Training (50-8)	<u>240:00</u>	<u>287:00</u>	
	TOTAL 1365:00	1402:00	
	TEST Not Programmed	<u>38:20</u>	
*	GRAND TOTAL	1365:00	1440:20

NOTE: Priority 1 was accomplished in conjunction with other priorities and was not programmed separately.

* Represents total time programmed, and total time accomplished, but not total time flown. Total time flown figure is 1508:40, and includes such time as Tango, Ferry, and other not creditable to any of the eight listed priorities.

46/ Totals extracted from March T-12 Report, PARTVI, Section (2).

26

Concerning non-ready crew flying time, a quota in which the wing fell short of fulfilling, it was noted by mid-month that the wing was "Dragging its Feet".^{47/} An increased emphasis on non-ready crew flying time was forecasted for the month of April. In the Division Commander's remarks to the March T-12 report, Colonel Wilson stated..."I have personally reviewed the combat crew upgrading program with the wing commander. An accelerated program is now in effect, with the objective of upgrading maximum number of crews in the minimum amount of time. An objective of 75 hours per month for noncombat and individual crewmembers has been set. This training program will continue on the first priority basis and will receive continued command emphasis to insure successful completion".^{48/}

The broad outline projected for the future calls for the upgrading of 17 crews to combat ready status between 4 April 1956 and 31 July 1956.^{49/}

The following is a list of further accomplishments realized during the month of March:

Sorties Flown	572
Flying Time	3780

Bombing:

Total Releases	70
----------------	----

Photo Scored Attacks:

Radar-Visual	354
Visual	108

47/ 310th Bomb Wing Staff Meeting Minutes for 19 March 1956.

48/ PART VII, paragraph 7, SAC T-12 Report for March 1956. See Exh 22.

49/ Attachments 1 through 6, SAC T-12 Report for March.

27

IEDA Runs	70
-----------	----

High Level Breakaway	54
----------------------	----

Navigation:

Night Celestial	95
-----------------	----

Day Celestial	81
---------------	----

Grid	81
------	----

Radar	40
-------	----

Pressure Patterns	46
-------------------	----

Gunnery:

Total Number of Missions	67
--------------------------	----

Total Rounds Loaded	045760
---------------------	--------

Total Rounds Fired	041581
--------------------	--------

Over-all percent fire-out	91
---------------------------	----

Number of fighter attacks	94
---------------------------	----

OQ Gunnery	03
------------	----

Air Weapons:

Air Missions Accomplished	33
---------------------------	----

Emergency Procedure Drills	147
----------------------------	-----

Night Cell Missions	067
---------------------	-----

Depressurized Flying	146
----------------------	-----

Number of Pilot Proficiency Missions	28
--------------------------------------	----

Number of Pilot Proficiency Hours	117 <u>50/</u>
-----------------------------------	----------------

50/ Totals extracted from PARTS I, II, III of the SAC-TM12 Report
for March, 1956. See Exh 22.

COMBAT CREW STRENGTH:

The 310th Bombardment Wing had 33 combat ready and 12 non-ready crews assigned as of 31 March 1956. During the month, five new crews, all of the IN status, were formed within the wing.

Two aircraft commanders; one from squadron staff, one from wing staff, and one observer - PCS to this station from AOB school were gained during the month. Four aircraft commanders were lost to the wing staff, while two observers were lost to the wing staff and one observer was lost to a squadron staff assignment. A total of 12 IN crews were forecasted for upgrading, with the latest estimated date of upgrading set for 31 July 1956.

Crew number N59 and N76 had been forecasted for upgrading by 23 March; the date of upgrading was postponed until 31 March because isolated items of SAC Regulation 51-19 training had not been completed as planned, and also due to the delay in accomplishing standboard checks which had to be rescheduled due to BNIF status of a crewmember. Another delay was due to the weather in the refueling area. 51/

OPERATIONAL PROBLEMS:

As has been reiterated in previous installments, the shortage of highly skilled maintenance personnel continued to hamper the operational proficiency of the 310th Wing. In the airmens' field, shortages in seven-level personnel in seven career categories caused operational hardships. The shortages existed in the fields of radio repair, Bomb-Navigation repair, intelligence, electrical repair, jet engine repair, ground

51/ PART V, Section (2) d., Commander's Remarks to the SAC T-12 Report.

29

power and office machine repair.

The 310th Wing was unofficially alerted to commence training in low level type bombing tactics beginning 1 April. During the month, no formal directives had been received, thus precluding thorough planning for this type tactic. Planning for the following month's and quarters activities is essential to prevent a "Crash" scheduling program with subsequent rescheduling involving many key personnel manhours which could have been better utilized in the daily supervision and monitoring of unit activities.

The Division Commander stated this month that the present system of scheduling an RBS site one month in advance of the unit 60-9 schedule does not permit full utilization of scheduled RBS time, except for bomber stream type missions. The Commander recommended that at least three copies of this schedule be air-mailed immediately for advanced planning by units.
^{52/}

GROUND TRAINING:

In a letter to the Division Director of Operations dated 8 March, Colonel Delmore P. Wood, Deputy Commander of the 310th Bombardment Wing stated that the Base Block Training Program was not accomplishing its assigned mission. This was due, he said, to the "apparent and displayed lack of interest charged with the responsibility for the proper conduct and reporting of this training".

^{52/} Division Commander's Remarks to the SAC T-12 Report for March 1956.

30

Colonel Wood cited seven examples in the letter where the crews of the wing were not receiving the required training but were credited for having attended. The letter stated that, "At 0800 hours on 27 February crews were scheduled for combative measures training. They received no training but were told to sign the book and they would get credit for it (both 40th and 310th crews involved). This may not appear serious other than a breach of integrity, however, lead crews are graded at SES on this item. We want them trained not "square filled".

The letter also pointed to the fact that many of the crews of the 310th received no training in Physical Conditioning, while the Physical Conditioning Unit took a whole week to move its apparatus to another building, causing an undue rescheduling for a later date at which time ^{53/} these crews will have to undergo this training. By 27 March, the appalling lack of physical conditioning training was brought forth for consideration at the Wing Staff Meeting. ^{54/}

GROUND SAFETY:

During March, an intense program for Ground Safety was enacted within the wing. A strict policy was set forth in a letter from the Wing Commander to all Squadron Commanders to insure that all personnel were aware that driving or parking off the runways, taxiways, roads, streets, ^{55/} lanes or driveways when driving a vehicle inside the flightline.

53/ Ltr, 310DCO to 802DO, "Unsatisfactory Condition of the Base Block Training Program", 8 March 1956.

54/ 310th Bomb Wing Staff Meeting Minutes for 27 March 1956.

55/ Dispo Form, "Driving Vehicles on the Flight Line", 21 March 56, From 310CO to All Sq. CO's.

31

Another new policy came into being during March regarding the duties of the squadron Safety Officers. It was decided that squadron Safety Officers will be relieved of all additional duties aside from his regular combat crew duties in order to enforce and better control the squadron safety programs. It was also decided that these officers would be assigned a squadron safety NCO to help them with their duties.

FLYING SAFETY:

During February, the 310th Bombardment Wing suffered one major aircraft accident and during March, one minor aircraft accident. These two accidents during the quarter reduced scoring to 50 percent of maximum, and reflects per 100,000 hours flown.

379TH BOMBARDMENT SQUADRON:

During the month of March, the 379th Bombardment Squadron flew a total of 493:25 hours.^{58/} There were 72 scheduled sorties, with the squadron accomplishing 73.

The crew status at the end of the month was: Lead; five, Select; one, Ready; five, Non-Ready; six. Crew number 46 was upgraded to lead and crew number 59 was upgraded to ready. Two crews, R39 and R45 were disbanded during the month. On 13 March, Captain Robert M. Horsky was upgraded to Senior Pilot.

56/ 310th Bomb Wing Staff Meeting Minutes for 19 March.

57/ 310BW Management Control Statement for qtr. ending March. Exh. 23

58/ PART IV, SAC T-12 Report for March, 1956. See Exh. 22

59/ Aeronautical Orders Number 14, 13 March, para. 2. Exh. 24

32

380TH BOMBARDMENT SQUADRON:

During the month of March, 1956, the 380th Bombardment Squadron flew a total of 503:15 hours utilizing ten aircraft for an average time per possessed aircraft of 50:19 hours.
^{60/}

On 13 March, Captain Charles C. Stewart was upgraded to Senior Pilot.
^{61/}

381ST BOMBARDMENT SQUADRON:

During March, the 381st Bombardment Squadron flew a total of 512:05 hours, accomplishing this in 84 sorties.
^{62/}

In the March "Snow Bank" mission, Captain Phillip S. Walter of the 381st had the low bomb in the entire wing, with a CEA of 220 feet. The 381st was the first in the wing, with the lowest CEA and a reliability factor of 100 percent.
^{63/}

In the reporting period, Captain George P. Fory logged his 1500th B-47 hour, Captain Ronald D. Blenis and Captain Cloyd L. Porter both logged their 1000th B-47 hour. Captain Porter also logged his 2000th jet hour.

310TH AIR REFUELING SQUADRON:

The projected flying time for the 310th Air Refueling Squadron for

^{60/} 310th Bomb Wing Production and Statistical Summary for March. See Exh. 25
^{61/} Aeronautical Orders Number 14, 13 March 1956. See Exh. 24
^{62/} 310th Bomb Wing Production and Stat Summary for March. See Exh. 25
^{63/} Special Reporting of Eighth Air Force Bombing Evaluation Mission Snow Bank. See Exh. 21.

33

the month of March was 836 hours. The squadron surpassed this quota,
64/
flying a total of 894 hours during the month.

In March, the 310th Air Refueling Squadron accomplished 100 percent of the SAC 50-8 minimum training requirements for the quarter which ended on the 31st of the month. A breakdown of the 50-8 accomplishments appears below:

a. 50-8 Air Refueling	<u>Attempted</u>	<u>succeeded</u>
(1) With Bomber	36	36
(2) Radio Silent	16	16
(3) In Darkness	25	25
(4) To Gross Weight of Receiver	19	19
(5) Dry Hookups	116	116
b. Navigation		
(1) Rendezvous		
APN 12/76	53	53
APN 11 and 69	34	34
(2) Night Celestial	72 Legs	
(3) Day Celestial	46 Legs	
(4) Grid	24 Legs	
(5) Radar	11 Legs	
(6) Pressure Pattern	12 Legs	<u>65/</u>

There were 11 pilot proficiency missions flown and 43 emergency drills conducted during the month.

64/ 310th Bomb Wing Production and Statistical Summary for March, 1956.
See Exh. 25

65/ 50-8 training accomplishments extracted from March T-12 Report for
310th Bomb Wing.

34

In the accomplishment of Eighth Air Force Training Priorities,
the following totals were recorded:

<u>Priority Commitment</u>	<u>Hours Programmed</u>	<u>Hrs. Accompl.</u>
1. Air Force Regulation 60-2	Flown with other missions	
2. Hours accomplished by 40th Air Refuel.	00:00	36:15
3. Non-ready crew training	60:00	55:15
4. Ready Crew Training	766:00	796:00
5. Test Flights	<u>10:00</u>	<u>8:30</u>
TOTALS	836:00	896:20 <u>66/</u>

The morning Report of 1 March 1956 carried 98 officers and 208 airmen. The morning report of 31 March 1956 carried only 92 officers and 209 airmen. This showed a decrease of six officers and an increase of one airman during the month of March. In March the squadron had 92 percent of the officers and 93 percent of the airmen authorized under the SAC Mobility Plans for Air Refueling Squadrons. This body manning in the non-crew members airmen field for effective manning was only 65 percent. This shortage was accentuated in the Aircraft Maintenance field (AFSC 43171B) where five of the seven level airmen assigned were still on OJT to qualify in the KC-97. The Maintenance Section itself was still below authorized strength, with only 93 men assigned against an authorization for 107 men.

On 9 March 1956, the 310th Bombardment Wing published a supplement to SAC Regulation 39-9. This regulation governs the quotas which will

66/ Accomplishments extracted from the 310th Bomb Wing productive flying time statistics, PART II, SAC T-12 Report for March, 1956.

35

be placed on flying status on KC-97 and B-47 aircraft aircraft, with a breakdown as to the allotments from each of the maintenance squadrons of the 310th Wing. The regulation specifies tha additional information necessary when these squadrons file requests for flying status orders.

67/

67/ 310th Bomb Wing Supplement to SAC Regulation 39-9, 9 March 1956.
Exh. 26

CHAPTER IV

MATERIEL AND MAINTENANCE

MATERIEL:

Lieutenant Colonel Shadrach E. Davis remained as the Wing Director of Materiel during the month of March. From 9 through 26 March, Colonel Davis was TDY from this station attending a Maintenance Staff Officers' Course.

On 21 March, the Directorate received a letter from the Base Director of Materiel calling attention to an inclosed letter from Brigadier General David A. Burchinal, Eighth Air Force Chief of Staff, concerning the report of aircraft accident investigation for aircraft 52-277 of the 310th Wing. General Burchinal's letter concerned the institution of a refresher course for 310th maintenance personnel on the maintenance and inspection of canopy systems. The letter next stated that the list of technical orders not complied with as included in the Accident Investigation report indicated a total of 17 outstanding. Aircraft records listed 21 as outstanding, while the SAC U-10 report of 15 January listed only four. The Generals letter suggested that future U-10 reports be reconciled with aircraft records. It was also noted that, in general, the aircraft records were in poor condition, and that the Eighth Air Force Assistance Team, on Smoky Hill at the time, would help in the correction of these errors.

^{68/} Letter from Eighth Air Force Chief of Staff to Commander 802nd Air Division, 15 March 1956, "Report of Aircraft Accident Investigation, B-47 Aircraft, Serial No. 52-277, 310th Bomb Wing."

37

In reply to the letter from the Base Director of Materiel, Colonel Davis, on 28 March, stated that the refresher course had been completed at the Base Mobile Training Detachment on 7 March. Colonel Davis added that a functional check was to be initiated on navigators escape hatches on 29 March and completed as quickly as time permitted.

Colonel Davis went on to state that the technical orders in the Investigation Report were those which were "open" in the aircraft. The SAC U-10 report of 15 January was correct with only four TOC's "outstanding" on this aircraft. Colonel Davis' letter contained a listing of all the aircraft forms for TOC's reported on this aircraft. He also stated that all aircraft records were reviewed by Unit Commanders and supervisors with a completion date of 13 March for the project, and that command emphasis has been placed on these records and the preparation of the SAC U-10 reports as well.

On 28 March at 1000 hours, the Wing Flyaway Kit Review Board Meeting got underway with Colonel Davis presiding. Lieutenant Colonel Arlo S. Andersen, Base Supply Officer stated that there were no critical shortages of flyaway kit items at the present time, and that the 381st Bombardment Squadron residual kit was 99.9 percent complete, with only two items missing from the 27,000 items contained in the kit.

SUPPLY:

The Eighth Air Force Assistance Team visited the 310th Wing on

69/ Letter, from 310DM to BDM, "Report of Aircraft Investigation, B-47 Aircraft, S/N 52-277, 310th Bomb Wing", dated 28 March 1956.

70/ Staff Meeting Minutes for the 28 March Flyaway Kit Review Board Meeting.

38

12 March. On 12 and 13 March, Supply Meetings for all squadrons were held and the subject of PRT's and related documents were discussed, and schooling on PRT's and ECL requirements was given. The team then spent approximately one day in each squadron furnishing further assistance in the aforementioned subjects.

Supply school by the Air Training Command was started on 21 March for four hours a day for four weeks of instruction. All helper and apprentice level supply personnel without previous formal training are in the school. A total of eight men from the 310th Bombardment Wing are presently enrolled.

On 21 March, the Base Director of Materiel wrote a letter to the 310th Commander concerning the manning of the 310th Bombardment Wing Supply Liaison Section. The letter disclosed that, due to the shortage of personnel in that section, they are falling behind in many of the important tasks of their unit. Inspection of shop stocks and the inspection of FAK's and screening of new FAK listings were two of the major areas neglected. The checking of organizational supplies for thorough procedure and follow-up action, and the monitoring of TOC kits have also been slighted. The letter stated that, with the conversion of new type aircraft, the section will be put further behind. As a parting shot, the letter quoted a remark made by the 310th Liaison Officer when queried concerning his personnel situation..."We are just barely keeping out of trouble; and the first crisis we will sink".

71/ Letter, DM to 310COMDR, "Report on Manning of 310th Bomb Wing Liaison Supply Section as of 21 March 1956", dated 21 March 1956.

39

On 2 March 1956, a board of officers was appointed in lieu of a report of survey for the purposes of investigating property losses in the 310th Field Maintenance Squadron. A preliminary inspection was made in conjunction with the SAC Form 310, the "Organization Supply Inspection Rating", and the overall rating was found to be unsatisfactory, with a score of 375. Except for emergency issues, the unit supply has been closed since 28 October 1955.

72/

MAINTENANCE:

During the month of March, First Lieutenant A.W. Deweese was assigned to the Reports and Analysis Branch to replace CWO Valentine Kudrikoff. Mr. Kudrikoff was assigned to the 310th Field Maintenance Squadron after approximatley three years as Officer-In-Charge of the Reports and Analysis Branch. This reassignment came as a result of a higher headquarters directive which restricted assignment of warrant officers to these positions specifically authorized. During the latter part of the month Lieutenant Deweese was directed to attend a six week Production Analysis course at Chanute Air Force Base, Illinois. As a result of this action Mr. Kudrikoff is being retained as OIC of the Reports and Analysis Section on a loan basis from Field Maintenance until the return of Lieutenant Deweese.

A vigorous time card program was implemented during this period. Emphasis was placed on honest, accurate and timely submission of indiv-

72/ 802ADIV Letter Order 207, 2 March 1956. Exh. 27

40

idual time cards. In a letter to the 310th DM¹³, the Wing Director of Materiel was emphatic about the need for an accurate time card system, and outlined the new program for closer control of the reporting procedures. Colonel Davis stressed that the names, ranks and serial numbers of people with inaccurate time cards would be forwarded to the wing Commander for the purposes of disciplinary action and/or schooling in the proper completion of time cards.

At the Wing Staff Meeting of 19 March, squadron commanders were instructed to spot check at least 10 or 15 time cards daily.¹⁴

Colonel Selmon W. Wells, on 5 March 1956 wrote a disposition Form to all 310th maintenance squadrons outlining his views on the matter. From that date, appointed individuals were instructed to hand carry the time cards to the Reports and Analysis Branch of Maintenance Control, delivering them no later than 0900 hours of the day subsequent to the day for which the time cards are made. The individual will remain with the Reports and Analysis clerk until all SAC Forms 327 pertaining to his organization for that day have been reviewed and verified by the Reports and Analysis Section. When verified and completed the time cards will be hand carried by Reports and Analysis personnel to the Statistical Services Section of the Division Comptroller Directorate, to arrive not later than 1100 hours that same day,¹⁵ and obtain a signature receipt, including date and time of delivery.

13/ Ltr, to 310DM from 310DM, "Manhour Accounting Time Card Accuracy".

14/ 310th Bomb Wing Staff Meeting Minutes for 19 March 1956.

15/ Dispo Form, 310CC to All Maint. Sq., "Maintenance Time Card Accuracy", 5 March 1956.

41

During the month, the Aircraft Records Unit was visited by the Eighth Air Force Assistance Team, which stayed with the section for four days.

In March, command emphasis was placed on the Technical Order Compliance program. On 13 March, in a Disposition Form sent to the Wing Commander, Captain Harry Parsons, the Wing Job Control Officer, explained the function of the program. In the message, he stated that it was possible that 100 percent of the kits can remain in Supply two to three weeks until such time as they can be scheduled into maintenance. Captain Parsons further stated that the squadrons do not have suitable storage space or personnel to keep account of the TOC Kits. It took from June 1955 to January 1956 to straighten out TOC Kits accountability when they were drawn and held in the squadron supply units. Many kits had been lost. Since using the procedure now in effect, Captain Parsons continued, the wing has had a below average SAC TOC rate. "Our March 15th U-10 Report should indicate a .05 B-47 TOC rate".^{76/}

The TOC rate for B-47's for the month of March was .4 percent,
^{77/} with a 1.7 percent rate for KC-97's.

The Maintenance Standboard Team this month administered WMP tests to 146 maintenance men. In addition to this, the Maintenance Standboard Team scheduled maintenance personnel for special courses at the Mobile Training Detachment. In a disposition form to all maintenance squadrons dated 23 March 1956, the 310th Director of Operations outlined the new conversion program, complete with the schedules for each squadron. The

^{76/} Letter, to 310th Wing Commander from 310th Job Control Officer, 13 March 1956, "The 310th TOC Program".

^{77/} 310th Bomb Wing Production and Statistical Summary. See exh. 25

42

subjects to be covered in the course of instruction include:

- a. Water injection - mixture used - wet tabling of engines.
- b. Fuel totalizers.
- c. External ATO racks - installation of ATO bottles.
- d. Cabin air water separator.
- e. 40 KVA alternators.
- f. Weber and Stanley ejection seats.
- g. Liquid Oxygen.

78/

On 6 March, the Wing Director of Materiel wrote a request for technical orders on C-26 and MD-3 power units prior to the arrival of Mr. Ferrest O. Robertson, a Technical Representative from Beech Aircraft Corporation, on Smoky Hill Air Force Base. Mr. Robertson is scheduled to arrive on this station by 11 May. The purpose of his visit will be to conduct courses in the operation and maintenance of the C-26 and MD-3 power units. Colonel Davis further requested that all individuals requiring schooling in the operation and maintenance of these units be screened and selected for attendance at particular dates, and that the classes be limited to 20 students.

79/

During the month, the Inspection Sub-Unit of Quality Control completed seven periodic inspections on B-47 aircraft and three periodic inspections on KC-97 aircraft. Also, 22 aircraft jacket files were inspected by this unit.

80/

78/ Dispo Form, 310DO to all Tactical & Maint. Sqns., "B-47 MTD Training for Maintenance Personnel", 23 March 1956.

79/ Letter, 310DM from 310DM, "Class on C-26 & MD-3 Power Units", 6 Mar 56

80/ 310th Bomb Wing Production and Statistical Summary. See Exh. 25

43

On 6 March, Colonel Delmore P. Wood, the Wing Deputy Commander, wrote a disposition form to all the 310th tactical squadrons instructing them to completely and thoroughly review all aircraft records in their organizations. The deadline for this records review was established at 1700 hours, 13 March, in preparation for the visit on the 14th by the Eighth Air Force Assistance Team. This project was completed on the specified date.

81/ Due to the lack of assets at prime depot sources, and the projected absence for at least one year of spare B-4 and B-5 maintenance stands, the Wing Director of Materiel urged all squadrons to effect a program of close-watched maintenance on all available maintenance stands. The 310th Wing had 84 maintenance stands, or 42 percent of their entire supply, in a repairable condition. The project for the complete rehabilitation and replacement into a serviceable condition of all maintenance platforms in the wing was scheduled for completion by 15 April 1956.

82/

81/ Disposition Form, "Aircraft Records", 310DCO to all Tactical Sq., 6 March 1956. Exh. 28

82/ Disposition Form, "Repairable Maintenance Stands", 310DM to all maintenance and tactical Sq., 310th Bomb Wing, 16 March 1956.

44

310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 March 1956)

Colonel Selmon W. Wells	Commander
Colonel Delmore P. Wood	Deputy Commander
David M. Lindquester	Director of Operations
Lt. Col. Shadrach E. Davis	Director of Materiel
Lt. Col. Bruce E. Hart	Director of Personnel
Lt. Col. William A. Garrett	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

* * * * *

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.

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. 310th Field Maintenance.

380th Bombardment. 310th Periodic Maintenance.

381st Bombardment. 310th Armament and Electronics.

310th Air Refueling. 310th Headquarters Section.

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

APPENDIX

LIST OF EXHIBITS

Exhibit No.

1. 310th Bomb Wing Regulation 5-2, "Numerical Index of 310th Bombardment Wing Publications", dated 2 March 1956.
2. Photostats of newspaper articles, and letter of appreciation to men of 380th Bomb Squadron for children's party.
3. Photo of crewmember fitting his wife with pilots' headgear.
4. 310th Bomb Wing Regulation 174-1, 27 March 1956.
5. RCS Status Report for the 310th Bomb Wing for period covering 1 February through 18 March 1956.
6. 310th Bomb Wing Regulation 39-3, "Reception of Newly Assigned Airmen", 15 March 1956.
7. 310th Bomb Wing General Orders 8 and 9, 23 and 28 March 1956.
8. Photographs of outstanding airmen and NCO's.
9. 310th Bomb Wing Supplement-1 to SAC Regulation 50-38, 12 March 1956.
10. Memorandum for Wing Squadron Commanders and Staff Sections, "Commanders Call for April 1956", dated 20 March 1956.
11. 310th Bomb Wing Ops. Order 35-56, "Snowbank", 9 March 1956. Classified CONFIDENTIAL.
12. TWX/UNCLASSIFIED/DORB 24560, "FROM TERRILL TO WELLS".
13. Letter of Congratulation from Colonel D.P. Wood to all 310th personnel.
14. 310th Bomb Wing Supplement-1 to Annex IV, SAC Regulation 50-23.
15. 310th Bomb Wing Supplement-1 to Annex III, SAC Regulation 50-23.
16. Annex IV to 310th Bomb Wing Supplement-1 to Eighth Air Force Reg.51-12
17. 310th Bomb Wing Supplement-1 to Eighth Air Force Regulation 55-7.
18. Letter, 6 March 1956, 310DDO, "Logging of Instructor Time".
19. Ltr, 310DDO to all 11 310th Tactical Sq., "Standardization Checks", 14 March 1956.

49

Exhibit No.

20. TMX, COMAF 8 to COMBOMWG 310, "Final Mission Results for Operation "Snow Bank". This TMX is Classified SECRET.
21. "Special Reporting on Eighth Air Force Operations Order SNOW BANK", from 310DCO to COMDR, 310 BOMWG. This Report is Classified SECRET.
22. SAC T-12 Report for the 310th Bomb Wing for March 1956. This Report is Classified CONFIDENTIAL.
23. 310th Bomb Wing Management Control Statement for the Quarter ending March 1956. This Report is Classified CONFIDENTIAL.
24. Aeronautical Orders Number 14, 13 March 1956, paragraph two.
25. 310th Bomb Wing Production and Statistical Summary for March 1956.
26. 310th Bomb Wing Supplement to SAC Regulation 39-9, 9 March 1956.
27. 802nd Air Division Letter Order 207, 2 March 1956.
28. Disposition Form, "Aircraft Records", 310DCO to all Tactical Sqns., 6 March 1956.

* * * * *

WING REGULATION)
NUMBER 5-2)

HEADQUARTERS, 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
2 March 1956

Wing Reg 5-2

PUBLICATIONS

Numerical Index of 310th Bombardment Wing Publications

(Supercedes Wg Reg 5-2, 25 OCT 55 and WG Reg 5-2A 20 DEC 55)

GENERAL	Section I
REGULATIONS	Section II
OPERATIONS MEMORANDUMS	Section III
SUPPLEMENTS	Section IV

SECTION I - GENERAL

1. Excluded from this index are current 310th Bombardment Wing Regulations, Operations Memorandums and Supplements to publications of higher headquarters.

2. BASE NUMBERING AND GENERAL SUBJECT CLASSIFICATION: a. Each 310th Bombardment Wing Regulation and Operations Memorandum is assigned a base number corresponding to its general subject classification, in accordance with AFR 5-41. A second number, preceded by a dash, is assigned to identify and control the publication.
b. Each 310th Bombardment Wing Supplement to a publication of a higher headquarters will be numbered and indexed in accordance with AFR 5-41.

3. MAINTENANCE OF INDEX AND FILES: This index will be maintained in accordance with the procedures for maintaining the SAC index, outlined in paragraph 3, SAC Reg 5-2. Shortages will be requested from the wing adjutant.

4. CLASSIFIED PUBLICATIONS: Classified publications are indexed by Number, Date, Classification and distribution only, except that when the title is unclassified, the title is listed preceded by the word (unclassified).

SECTION II - REGULATIONS

Number	Date	Title	Distribution
5 - PUBLICATIONS			
5-2	1 MAR 56	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			
5-6	17 AUG 55	Operations Memorandums	A

Wing Reg 5-2

REGULATIONS

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
---------------	-------------	--------------	---------------------

5 - PUBLICATIONS (CONT)

5-7	14 OCT 54	Aircrew Publications	A;G;T
-----	-----------	----------------------	-------

6 - REPRODUCTION AND PRINTING

9 - FORMS MANAGEMENT

9-1	27 FEB 56	Numerical Index of 310th Bombardment Wing Forms	A
-----	-----------	---	---

10 - CORRESPONDENCE

10-1	22 AUG 55	Preparation and Handling of Military Correspondence	A
------	-----------	---	---

10-2	22 DEC 55	Originator Symbols	A
------	-----------	--------------------	---

11 - ADMINISTRATIVE PRACTICES

11-1

20 - ORGANIZATION - GENERAL

20-1	27 APR 54	Mission - 310th Bombardment Wing, Medium and Units Assigned	A
------	-----------	---	---

30 - PERSONNEL

31 - MILITARY RECORDS

32 - GROUND SAFETY

REGULATIONS

Wing Reg 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
---------------	-------------	--------------	---------------------

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	16 JAN 56	Airman of the Month	A
39-3			
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
39-7	16 JAN 56	Maintenance Man of the Month and Maintenance Ground Crew of the Month	A
39-8	20 JAN 56	Intra Wing Transfer	A

50 - TRAINING

50-1			
50-2			
50-3	15 NOV 54	Air Training Report RCS: 4-SAC-T12	A
50-4			
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

REGULATIONS

Wing Reg 5-2 50 - TRAINING (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
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			

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			
51-11			
51-12	19 OCT 54	B-47 Air Training Records in Crew Folders	A;G

REGULATIONS

Wing Reg 5-2
51 - FLYING TRAINING (CONT)

Number	Date	Title	Distribution
51-13	1 JUL 54	Standardization Boards Temporary and Permanent B-47	A
51-14			
51-15			
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	RON Messages	A;G;T
55-2			
55-3	18 NOV 54	Aircraft Scheduling Report RCS: SAC-F1	A
55-4	11 JUL 55	Flight Supervisory Personnel	A
55-5			
55-6	16 MAY 55	High Winds and Storm Warnings	A
55-7	25 NOV 55	Night Flying (B-47)	A;G
55-8	21 FEB 55	Combat Availability Report	A
55-9			
55-10	27 JUL 55	Senior Duty Officer	A
55-11	1 AUG 55	Squadron Test Flight Crews B-47	A
55-12			
55-13	29 SEP 55	Alert Notification	A
55-14	19 MAR 53	Air Route Traffic Control Clearance	A

REGULATIONS

Wing Reg 5-2 55 - OPERATIONS (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
55-15			
55-16	23 NOV 55	Minimum Fuel Reserve	A;T
55-17	21 APR 54	Air Crew Personnel Assignment	A
55-18			
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	21 NOV 55	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
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	1 JUL 55	Operational Instructions 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;G;T
55-32A	21 DEC 55		
55-33	8 JUL 54	Runway Grade Correction	A;G;T
55-34	12 SEP 55	Use of Automatic Map 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 - OPERATIONS (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Wing Reg</u> '5-2
55-38	7 DEC 55	Flights with VIP Personnel Aboard KC-97 Type Aircraft	A;T
55-39	20 JUL 54	Weight and Balance Chart	A;G
55-40	20 JUL 54	Duties of Squadron Aircraft Performance Officer	A
55-41	14 DEC 55	KC-97 Fuel Off Loading	SPEC

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 Minimum KC-97 Type ACFT	A;T
60-7			
60-8	27 OCT 53	Standing Operating Procedures for KC-97 Observers	A

ANNEX

I	27 OCT 53	Checklists for KC-97 Observers	A
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 Operational Procedures for Preflight 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

Wing Reg. No.

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
60-10			
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			
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
60-27	8 NOV 54	Celestial Navigation	A;G;T
60-28	23 JUL 54	AFR 60-2 Requirements	A
62 - FLYING SAFETY			
62-1	4 AUG 55	Emergency Procedures Briefing Prior to Flight	A;G;T
62-2			
62-3	9 AUG 54	Feeding of Throttle Controls	A;G;T
62-4			
62-5			
62-6	10 JUN 54	Changes 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

REGULATIONS

Wing Reg 5-2

62 - FLYING SAFETY (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
62-10	19 JUL 54	Trim Coordination Flights for B-47 Aircraft	A;G
62-11	19 JUL 54	B-47 Taxi and Jet Engines Operation During Taxi	A;G
62-12			
62-13	18 AUG 54	Aircraft Accident Prevention Meetings	A

65 - MAINTENANCE - ENGINEERING AND SUPPLY

65-1

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		
66-2	23 APR 55	Command Responsibility in Aircraft	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

REGULATIONS

Wing Reg 5-2

82 - SPECIAL WEAPONS

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
82-1	19 JUL 54	Special Weapons Training	A
82-2	1 OCT 54	Special Weapons Reading File	A

92 - FIRE PROTECTION AND AIRCRAFT CRASH RESCUE

92-1	6 JAN 56	Emergency Flight Line Fire Plan	A
------	----------	---------------------------------	---

95 - PHOTOGRAPHY

95-1

100 - COMMUNICATIONS

100-1	14 JUL 54	Initiative Deception	A;G,T
100-2	12 JUL 54	Radios 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
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	22 AUG 55	UHF/VHF Command and HF Liaison Radio Frequencies	A;G;T
100-9A	8 SEP 55		
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

REGULATIONS

Wing Reg 5-2

100 - COMMUNICATION (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
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

120 - INSPECTION

120-1	3 AUG 55	Inspection Program	A
120-2	3 AUG 55	Report of Inspection	A
120-3	29 AUG 55	Command Subjects	A

130 - ARMAMENT

130-1			
130-2			
130-3	30 AUG 54	Turret Not Stowed Warning Light	A;G

130 - ARMAMENT - ELECTRONICS

130-1

170 - COMPTROLLER

170-1	17 MAR 53	Reports Control	A
-------	-----------	-----------------	---

205 - SECURITY

205-1	27 DEC 54	Wing Sabotage Alert	A
205-2			
205-3	6 APR 55	Classified Briefing Security	A

REGULATIONS

Wing Reg 5-2

335 - AERIAL GUNNERY

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
335-1	24 JUL 54	Bombing and Gunnery Ranges	A;G

400 - LOGISTICS

5. REVISIONS. The following 310th Bombardment Wing Regulations are rescinded and will be removed from the files and salvaged:

11-3 6 APR 53 Notification of Key Personnel
39-3 1 FEB 55 Promotion of Airmen
50-4 16 NOV 54 Qualification and Utilization Report of Aircraft Performance Engineers & Flight Engineer Technicians
RCS 15-T-25
51-2 14 JAN 53 Report of Non-confirmed Jamming against Radar Sites
51-10 8 NOV 54 Standard Checkout and Recheck of Individual Aircrew Members and Complete Aircrews in B-47 Type Aircraft
Annex 12 NOV 54 Standard Checkout and Recheck of Individual Aircrew Members in B-47 Type Aircraft
I Standard Checkout of Aircrews in B-47 Type Aircraft
III Under Provisions of SAC Reg 51-19 (Safety of Flight)
51-15 31 JUL 54 Combat Crew Training Program and Permanent Records
for B-47 Aircrews under SAC Reg 50-43
55-2 15 OCT 53 310th Bombardment Wing Control Room
55-12 1 MAR 53 Authentication of SOC's Telephone Calls
22-2 17 OCT 52 Aircraft Incident Report
65-1 7 JAN 53 SAC EOA Report
65-2 27 May 53 Transfer of Aircraft
65-3 15 JAN 54 Aircraft Assignment
67-1 10 FEB 53 Squadron Supply Activities
95-2 21 JAN 53 Radar Scope and Visual Training Photography
137-2 7 SEP 53 Radar Operators Report
205-2 15 OCT 53 Aircraft Security

Wing Reg 5-2

SECTION II - OPERATIONS MEMORANDUMS

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
50 - TRAINING			
50B-1	13 JUL 54	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	29 APR 55	Policy and Criteria for Upgrading	A;G
51B-6A	26 MAY 55	Combat ready Crews to Lead Crew Status	A;G
51-7	26 SEP 55	Logging of First Pilot Time B-47 ACFT	A
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

Wing Reg 5-2

55 - OPERATIONS (CONT)

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
55B-4	24 MAY 55	G-15 Camera Pre-Flight	A;G
55B-5	25 OCT 54	Minimum Training Required Prior to Flight in B-47 Type Aircraft	A;G
55-6	28 FEB 55	Standardization Organization and Procedures	A;G;T
55B-7	24 MAY 55	Flying within 60NM of RBS 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
55-10			
55-11			
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	EWMP 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
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

OPERATIONS MEMORANDUMS (CONT)

62 - FLYING SAFETY (CONT)

Wing Reg 5-2

<u>Number</u>	<u>Date</u>	<u>Title</u>	<u>Distribution</u>
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	BIOBOMMEN Aircraft Accident Prevention Campaign	A
62K-6	8 FEB 55	Inoperative Torquemeter	A,T

100 - COMMUNICATIONS

100-1	2 NOV 54	Wing Control Words - GRANVILLE CONTROL	A;G,T
100-2	24 OCT 55	Alert Code Words	SPEC;G,T

Wing Reg 5-2

SUPPLEMENTS

SECTION III - SUPPLEMENTS

The following are current 310BOMWGM Supplements To:

a. Air Force Regulations:

Number

and

Date

Title

Distribution

b. Air Force Manuals:

AFM 30-3 Request for Issuance of FAM'S
310BOMWG SUPPL 1
24 FEB 56

A

c. Air Force Letters:

AFL 121-3 Special Subject for INSP-MAINT and Special
310BOMWGM SUPPL 1 INSP of Ejection Escape System
30 JAN 56

a. SAC Regulations:

SAC Reg 39-9 Placement of MAINT Personnel (Non-Crew A
310BOMWGM SUPPL 1 Members) on Flying Status
15 FEB 56

ANNEX II Combat Crew Training Program
SAC Reg 50-43
310BOMWGM SUPPL 1
27 JAN 56

A;G

Wing Reg 5-2

SUPPLEMENTS (CONT)

<u>Number and Date</u>	<u>Title</u>	<u>Distribution</u>
SAC Reg 51-19 31OBOMWGM SUPPL 1 1 FEB 56	Minimum Requirements for Initial Checkout and Re-Check of Aircrews and Aircrew Members	A
ANNEX I SAC Reg 60-13 31OBOMWGM SUPPL 1 7 DEC 55	Engineers Flight Log - Four Engine Aircraft	A,T

b. SAC Manuals:

c. SAC Letters:

a. 8th Air Force Regulations:
8AFR 51-12 Aircrew Member Individual Information A,G,T
31OBOMWGM SUPPL 1 File
1 MAR 56

ANNEX I B-47 Aircraft Commander's Index A,G,SPEC
17 OCT 55

ANNEX II B-47 Co-Pilot's Index A,G,SPEC
17 OCT 55

ANNEX III B-47 Observer's Index A,G,SPEC
17 OCT 55

Wing Reg 5-2

SUPPLEMENTS (CONT)

Number
and
Date

ANNEX IV
1 MAR 56

Title

KC-97 Aircrew Members Individual
Information File Index

Distribution

A;T;1 EA
KC-97 CR/M

SAFR 55-7
310BOMWM SUPPL 1
27 FEB 56

Reviewing of Flight Plans

A;G;T

b. 8th AF Materiel

c. 8th Air Force Letters:

SAFL 121-2
310BOMWM SUPPL 1
3 OCT 55

Special Subject for Inspection - Per-
sonal Equipment SPEC

Wing Reg 5-2

SUPPLEMENTS (CONT)

<u>Number</u>	<u>Title</u>	<u>Distribution</u>
and <u>Date</u>		
8AFL 121-3 310BQMWGM SUPPL 1 3 OCT 55	Special Subject for Commanders and Inspectors - Publications	SPEC

6. RESCSSIONS. The following 310th Bombardment Wing Supplements are rescinded and will be removed from the files and salvaged.

Annex II Standardization -- Bombardment, Reconnaissance
SAC Reg 51-4
310BOMBWGM SUPPL 1
20 SEP 55

Annex III Standardization - Air Refueling
SAC Reg 51-4
310BOMWGM SUPPL 1
20 SEP 55

BY ORDER OF THE COMMANDER:

OFFICIAL

FRANK H. WAGNER
1ST LT, USAF
Adjutant

FRANK H. WAGNER
1ST LT, USAF
Adjutant

DISTRIBUTION: A. G. T



DOWN UNDER — Stevie Ashbaugh gets a peek at the underside of a B-47 bomber at Smoky Hill AFB. Holding him is Lt. Wesley D. Lacey. Children from the Special Education Center in Salina were guests of 380th Bomb Squadron Saturday. (JOURNAL PHOTO)

Children Get Royal Treatment At Air Base

Thirteen youngsters of the Special Education Center had the thrill of their young lives Saturday.

They were guests of the 380th Bomb Squadron at Smoky Hill AFB.

Airmen and officers of the squadron took the handicapped children on a special tour of the flight line and afterwards gave them a party.

The happy youngsters squealed

with delight as they inspected the sleek B-47 Stratofortress, pride of the Air Force.

Later they were taken inside a KC-97 tanker. Most of the youngsters had an opportunity to sit in the pilot's seat and "fly" the giant craft.

Then the group returned to

kids saw color cartoon movies.

The youngsters had their fill of candy and ice cream to round out a happy afternoon.

They left with full stomachs, bright memories, and new friends—the men of the 380th.

Lt. Col. Thomas Hopfensperger is commander of the 380th. Lt. Wesley D. Lacey was in charge of arrangements.

Letter To The Editor

Thanks To 380th

Sir: I wish to take this opportunity to express the gratitude of the students, teachers and parents of the Special Education Center in Salina to the 380th Bomb Squadron of Smoky Hill Air base. Lt. Col. Thomas Hopfensperger, commander of the 380th, Lt. Wesley D. Lacey and their men are to be commended for the generosity in time, effort and gifts which they bestowed on these handicapped children.

The party and entertainment were a happy climax to all their excited anticipation! Thank you, men of the 380th Bomb Squadron for mak-

ing their visit at the Smoky Hill Air base one of the most enjoyable and unforgettable highlights in their educational experience! — MRS. VERETTE SHOGREN, Assaria.

THE SALINA JOURNAL
25 March 1956

Mrs. David Means gets an assist from her husband as she tries on the latest in headgear for B-47 crewmen. The occasion was an open house party given by the 380th Bombardment Squadron for the Wives of the 380th crewmen.

0079

THIS PAGE IS DECLASSIFIED IAW EO 13526



0080
THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)

NUMBER 174-1)

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base Salina, Kansas
27 March 1958

REPORTS CONTROL

Wing Reports Control System

1. PURPOSE: This regulation establishes procedures for recording and maintaining suspense of all RCS reports emanating from higher headquarters and a system for controlling reports within the 310th Bombardment Wing, Medium.

2. GENERAL: The Wing Comptroller will be responsible for monitoring RCS reports prepared by this command. Reports will be kept at an absolute minimum for effective operations. The Wing Comptroller will take action to discontinue unnecessary reports or to combine existing reports wherever possible in order to simplify preparation and avoid duplication.

3. PREPARED: a. RCS reports required of this Wing by higher headquarters will be prepared or 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 Base Statistical Services suspense.

b. Feeder reports required for preparation of RCS reports, will be carefully reviewed by the Wing Staff Agency concerned to insure the information desired is not already available from another source and that a minimum of effort will be extended in its preparation.

4. COORDINATION: All RCS reports submitted to higher headquarters or to the Base will be coordinated with Wing Comptroller prior to submission.

5. DISPATCH: Reports will be handcarried to insure coordination and to meet required deadline dates.

6. REFERENCES:

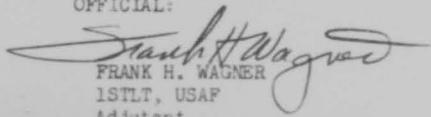
a. SAC Manual 171-1

b. SAC Manual 171-2

c. SAC Regulation 171-1

BY ORDER OF THE COMMANDER:

OFFICIAL:


FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

0081

TRUE COPY

TRUE COPY

RCS STATUS

310th Bombardment Wing, Medium

1 February - 4 March.

<u>NR REQUIRED</u>	<u>NR ON TIME</u>	<u>% ON TIME</u>
72	69	96%

5 - 11 March.

<u>NR REQUIRED</u>	<u>NR ON TIME</u>	<u>% ON TIME</u>
46	39	85%

Late RCS:

<u>RCS</u>	<u>ORIGINATOR</u>	<u>DAYS LATE</u>	<u>REASON</u>
8AF-U15	310HEDRON	1	No typist
1-8AD-Z1	310HEDRON	1	No typist
2-8AD-Z1	310HEDRON	1	No typist
2-8AD-Z1	310A&E	2	Misunderstanding of instructions.
8AF-U15	310AREFS	Not submitted to date	Due to unusual workload imposed on ARS upon return from TDY.
2-8AD-Z1	310AREFS	Not submitted to date	Due to unusual workload imposed on ARS upon return from TDY.

JACK W. TAYLOR
1ST LT., USAF
Director of Comptroller

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

RCS STATUS

310th Bombardment Wing, Medium

1 - 11 March.

<u>NR REQUIRED</u>	<u>NR ON TIME</u>	<u>% ON TIME</u>
54	46	85%

12 - 18 March.

<u>NR REQUIRED</u>	<u>NR ON TIME</u>	<u>% ON TIME</u>
16	15	94%

Late RCS:

<u>RCS</u>	<u>ORIGINATOR</u>	<u>DAYS LATE</u>	<u>REASON</u>
SAC-P53	WP	Not submitted to date.	Non receipt of roster

JACK W. TAYLOR
1STLT, USAF
Director of Comptroller

TRUE COPY

TRUE COPY

Wing Reg 39-3

WING REGULATION)

NUMBER 39-31

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

15 March 1956

ENLISTED PERSONNEL

Reception of Newly Assigned Personnel

1. PURPOSE: To establish a procedure for processing incoming airmen personnel, newly assigned to the 310th Bombardment Wing.

2. SCOPE: This regulation is applicable to all squadrons assigned or attached to the 310th Bombardment Wing Medium.

3. PROCEDURE:

a. Upon notification from the 802d Air Division of an airman arriving on the station, the First Sergeant will proceed to Division Personnel and meet the new airman. The First Sergeant will assure that airman's personal baggage is secured and escort him to the squadron orderly room.

b. Upon arrival at the squadron orderly room, the First Sergeant will assure that the following is accomplished:

- (1) Have airman sign register (AF Form 165).
- (2) Accomplish Squadron Clearance.
- (3) Prepare class "A" pass, mess pass and locator card.
- (4) Assign airman to flight and element.
- (5) Assign quarters if living on the base. If airman is married, provide assistance for securing adequate housing and accomplish request for separate rations.
- (6) Initiate a request for security clearance and flight line pass if required.
- (7) Insure that the airman has read and understands the squadron policy file.
- (8) Assign airman to a duty section.
- (9) Check functional code against PAM.

c. Newly assigned airmen will be interviewed by the squadron commander as soon as possible after assignment to the unit. Interview will include the following:

- (1) Welcome to Wing and Squadron.

0084

Wing Reg 39-3

WG REG 39-3 ENLISTED PERSONNEL (cont'd)

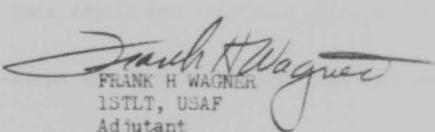
- (2) Briefing on the following:
- (a) Security.
 - (b) Uniform regulations.
 - (c) Conduct on and off base.
 - (d) Mission of SAC, Base, Wing, and Squadron
 - (e) Care and use of the line pass (if applicable).
 - (f) Alert procedures.
 - (g) Troop management program.
 - (h) Pass and leave policies and procedures of squadron.
 - (i) Recreational facilities on base, in Salina, and surrounding areas.
 - (j) Present him with a copy of the Wing History.

d. Each newly assigned airman will be introduced to an airman (escorter) from the duty section to which he has been assigned. The designated airman will escort the assignee to the duty section where he will introduce him to the OIC and NCOIC of the section, familiarize him with the work area, and explain pertinent procedures peculiar to the section. The escorter will accompany airman during the remainder of his base, wing, and squadron clearance. The escorter will not be relieved from his duties as escorter until the assignee is ready to report for duty in the section.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant


FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION "A"

0085

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

GENERAL ORDERS)
NUMBER 8)

23 March 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 CY CINCSAC
10 CY COMAF 8
10 CY COMADIV 802

0084

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

GENERAL ORDERS)
NUMBER 9)

28 March 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.

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMAF 8
10 CYS COMADIV 802

S. W. Wells

S. W. WELLS
Colonel, USAF
Commander

Colonel James W. Wilson, Division Commander, poses proudly with the outstanding Airmen and Non-Commissioned Officers of the 310th Bombardment Wing. The Airmen and Non-Commissioned Officers were adjudged as "outstanding" for the past six months.

THIS PAGE IS DECLASSIFIED IAW EO 13526



0089
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



0090
THIS PAGE IS DECLASSIFIED IAW EO 13526

AF REG 50-38/1108UMGM SUP-1
TENTH EDITION
10 AF Regulation 50-38)

50-38, 100TH BOMBARDMENT WING, MEDU
Barksdale Air Force Base, Shreveport, Louisiana
12 March 1956

TRAINING

Project Guidance

NOTE: To be filed in front of AF REG 50-38, 19 October 1955 until AF REG 50-38 is either superseded or rescinded.

See Paragraph 3, AFN 50-38

1. The use of airmen in temporary assignments will be monitored by the Wing Director of Personnel. Units desiring to place an airman in a duty not consistent with his utilization AFSC will submit a request containing full substantiation to this headquarters prior to mal-assigning airmen.

2. If it is determined by this headquarters that a requirement exists which cannot be alleviated by airmen possessing the required specialty and the airman is not on CPT, the Wing Director of Personnel will issue a PAM changing airman's DAFSC and functional code (if applicable). Airman's case will be placed in a ninety day suspense file maintained by the Wing Director of Personnel.

3. When airman is returned to the proper duty, the affected unit will immediately notify the Wing Director of Personnel, who will issue a PAM returning airman to appropriate duty.

4. The period of time which an airman performs out of his DAFSC must be held to a minimum and in no case will exceed ninety days. In the absence of request from the unit, this headquarters will issue a P/M returning airman to proper duty at the end of ninety days. Upon receipt of a PAM, units will immediately return airman to duty consistent with his DAFSC.

BY ORDER OF THE COMMANDER:

OFFICIAL

FRANK H WAGNER
1ST LT, USAF
Adjutant


FRANK H. WAGNER
1ST LT, USAF
Adjutant

DISTRIBUTION "A"

TRUE COPY

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

TRUE COPY

20 March 1956

MEMORANDUM FOR: 310TH WING SQUADRON COMMANDERS AND STAFF SECTIONS
SUBJECT: Commander's Call for April 1956

1. Officers, NCO's and Airmen calls for the month of April 1956 will be held in the Base Theater on Monday, 9 April 1956, in accordance with the following schedule.
 - a. Airmen's Call. 0745
 - b. Officers and NCO's Call. 0905
2. Each call will be divided in the following manner:
 - a. Airmen's Call
 - (1) The Commander. 0745 - 0815
 - (2) Flying and Ground Safety 0815 - 0845
 - (3) Character Guidance 0845 - 0900
 - b. Officers and NCO's Call
 - (1) The Commander. 0910 - 0940
 - (2) Flying and Ground Safety 0940 - 1010
 - (3) Character Guidance 1010 - 1025
3. Airmen will march from the squadron areas to the Base Theater.
4. All personnel will be in their seats five minutes prior to their call.
5. Class A uniform will be worn by all personnel.
6. Personnel will not be excused without the expressed approval of the Wing Commander.

BY ORDER OF THE COMMANDER:

Info - COMDR, 802AIRDIV
Base Chaplain (3 cys)
310th BW Chaplain (3cys)

FRANK H. WAGNER
1STLT, USAF
Adjutant

TRUE COPY

TRUE COPY

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
9 March 1956, 0001Z

OPERATIONS ORDER

SERIAL NR 35-56

NICKNAME "SNOW BAN"

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

310-217-C-56

CONFIDENTIAL

HENQUA, JES
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
9 March 1956, 0001Z

OPERATIONS ORDER 35-56

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL Thomas W. Hopfenspirger
381BOMRON	MAJ Wayne M. Frarie
310FMS	LTCOL Weldon S. Deck
310A&E	MAJ William H. Prince
310HEDRON	CAPT David L. McCracken

1. GENERAL SITUATION: The requirement exists for the 310BOMWG to fly a simulated radar bombing evaluation mission against a "BRAVO" type target.

Unclassified nickname is "SNOW BANK". X day is 21 MAR 56.

a. Intelligence: See Annex "A".

b. Friendly Forces:

- (1) As listed in BAF OPORD 35-56.
- (2) 802ABGRU will provide:
 - (a) Briefing-interrogation room security and flight line security.
 - (b) Transportation, passing and ground refueling support as required.
 - (c) Photographic developing support for briefing preparation and aerial camera film processing.
 - (d) Aircraft service unit support on 24 hour basis until

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

310-217-C-56

CONFIDENTIAL

completion of operation.

- (3) Radar bomb scoring detachments at Rhinelander, WIS, St Louis, MO, Little Rock, ARK and Dallas, TEX will provide scoring of all simulated bomb runs on designated targets in their complexes.

2. MISSION: To conduct a simulated radar bombing evaluation against a "BRAVO" type target, the intersection of runways at Rhinelander Oneida County Airport, Wisconsin, located near Rhinelander, WIS, using obsolescent target materials.

3. TASKS FOR SUBORDINATE UNITS:

a. 379th, 380th and 381BOMRONS will provide all available combat ready crews and necessary aircraft.

b. 310FMS and 310A&E will provide specialist and equipment support to prepare aircraft and bombing equipment to a high state of readiness.

c. 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) Qualified officer to Kansas City ARTC Center to aid in resolving traffic control problems during mission execution.

3. X. GENERAL INSTRUCTIONS:

- (1) This OPORD is effective upon receipt.
- (2) All available combat ready crews will be scheduled. Non combat ready and staff crews may be scheduled if qualified in procedures to be used on the mission, but scores of these crews will not be used for evaluation analysis.

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

- (3) Crews will be scheduled in two equal increments on 21 and 22 MAR. Crews which abort prior to the IP the first day may be rescheduled on the second night. There will be no make up for crews scheduled on the second night.
- (4) Crews and/or aircraft which overfly the IP will not be rescheduled for the duration of the Wing's participation.
- (5) Route: See Annex "B".
- (6) Tactics: See Annex "B".
- (7) No RBS run will be accomplished enroute to the target. Record RBS activity may be accomplished after the Rhinelander target even though practice run may be made for the evaluation.
- (8) No aircraft of this wing will fly within 75 NM of the target nor within 50 NM of the IP at Eau Claire, WIS prior to flying this mission.
- (9) Optical assistance will not be permitted. All optics will be obscured for the entire mission.
- (10) Evaluation run at Rhinelander may be made practice or record. Either type will be counted equally for evaluation analysis purposes. Malfunction runs will not be allowed the first day but may be made the second day. Such runs will not count as gross errors nor will they be included in the qualitative results of the evaluation. Any aircraft aborting between the IP and target will be charged with an abort and, with the exception of air traffic and ground scoring facilities aborts, a maximum gross error score.

HQ 310BOMW
OPORD 35-56
9 MAR 56

310-217-C-56

CONFIDENTIAL

CONFIDENTIAL

- (11) Crews will complete SAC Form 284, Radar Scope Photo Log, in accordance with provisions of SAC REG 95-11.
- (12) Navigation Phase: All navigation will be individual throughout the mission. No record navigation legs are scheduled.
- (13) Bombing Phase:
 - (a) Bombing altitudes will be as briefed. For Rhinelander this will be minimum 35,000'.
 - (b) Rhinelander run will be .81 Mach using "HI-JINK" procedures. All others will be .74 runs.
 - (c) Bomb Load (For scoring purposes only): One simulated 1,000 pound GP AN-M65A1.
 - (d) Bombing tables will be 1,000 pound "SHACK" table.
 - (e) Targets and method of aiming will be:
 - 1. Rhinelander - TGT ALFA - Radar offset.
 - 2. St Louis - TGT DELTA - Radar record direct.
 - 3. Little Rock - TGT HOTEL - Radar record offset.
 - 4. Dallas - TGT HOTEL - Radar record offset.
 - (f) RBS scoring procedures will be IAW SAC REG 50-4 and PARA 11, SAC REG 50-42.
 - (g) All crews will execute an initial buffet-limited IBDA turn IAW SAC MAN 55-5A, as amended and as changed by HQ SAC MSG DOPLT TS-1005, 28 SEP 55, except that maneuver will be initiated five seconds after release. This five seconds is to allow time for the RBS site to transmit a "hold release heading" request for those aircraft whose pre-release track

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

is inadequate for scoring purposes. Upon this request, air crews will maintain release heading for an additional 20 seconds and then initiate the maneuver. The maneuver will be made to the right by all crews.

- (14) Circular errors of 7,000 feet or greater are gross errors.
- (15) Weather minima for take-off and landing will be as established by AFR 60-16. Fuel reserve over Smoky Hill or any alternate will be 12,000 pounds.
- (16) Active air space reservations will be circumnavigated.
- (17) Each radar observer scheduled for this evaluation will complete a minimum of twelve ultrasonic trainer runs on the target plate of Rhinelander, WIS, twelve hours of target study by Wing Target Study Section on Rhinelander, WIS, routine target study on RBS targets, St Louis, Little Rock and Dallas and will complete an examination on his mission IAW SAFR 50-19.
- (18) Aircraft position and navigation will be turned on IAW AFR 60-16.
- (19) Radar observers will monitor all phases of letdown and approach.
- (20) Flying safety is of paramount importance on this mission. It will take precedence over mission accomplishment.
- (21) Sufficient ground spare aircraft will be scheduled so that the required number of airborne aircraft will be launched each day.
- (22) Station altimeter settings will be used at all times.
- (23) Aircraft will fly briefed TAS throughout the mission.
- (24) Radar and fuel decision points will be covered in Pilot's Flimsy.
- (25) Aircraft forced to abort will turn right 90 degrees and contact

HQ 310BOMWG
OPORD 35-56
9 MAR 56

5

310-217-C-56

CONFIDENTIAL

CONFIDENTIAL

ARTC for clearance to destination. 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. Caution will be exercised when performing this procedure to avoid violations of ADIZ or airspace restricted areas. Active RBS sites will be circumnavigated by at least 60 NM. (U)

- (26) Individual scores will not be requested from the Rhinelander RBS. (U)
 - (27) An abbreviated RBS call in will be used for this mission. (U)
 - (28) For evaluation analysis purposes, the maximum gross error score will be 18,000 feet, which is the GPI probability on a 100 NM run. All scores of over 18,000 feet will be reduced to this figure on the SAC Form 47.
 - (29) IP to Target Aborts: Crews aborting between the IP and the target will be charged with both an abort and a maximum gross error.
 - (30) All crews will carry appropriate survival gear for cold weather operation.
 - (31) Bomber stream spacing will be maintained by controlled "dog leg" prior to entry point and announcing ATA at pre IP's as follows: (U)
 - (a) St Louis Pre IP - Interplane frequency.
 - (b) Little Rock Pre IP - On St Louis RBS frequency.
 - (c) Dallas Pre IP - On Little Rock RBS frequency.
 - (32) Recall word for this operation is "SOLITUDE".
4. ADMINISTRATION AND LOGISTICS: See Annex "D". (U)
5. COMMAND AND COMMUNICATIONS: (U)
- a. Command: Normal.

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

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
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

HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS 3100TH AIR DEFENSE WING (N)
SMOKEY MOUNTAIN AIR FORCE BASE, KANSAS
0001 A, 9 MARCH 1956

AUSTIN 1

RECORDED 1956

REF ID: A635-35-56

CONFIDENTIAL

This memo consists of 2 pages

C-310-217A-2

CONFIDENTIAL

REF ID: A635-35-56

CONFIDENTIAL

430 WARTERS 310TH BOMB WING (N)
SMOKY HILL AIR FORCE BASE, KANSAS
9 MARCH 1956

ANNEX A TO 310TH BOMB WING OPERATIONS ORDER 35-56 - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) This command will participate in a Strategic Air Command conducted evaluation mission involving simulated radar bombing of a "BRAVO" type target located near Rhinelander, Wisconsin. The objectives of this evaluation are: To determine the Wing's bombing capability; to exercise and appraise the wing staff and crews on planning and executing this mission; to exercise and appraise the capability of bombardment crews to perform the break away maneuver; and to exercise and appraise the Wing photo interpreters in scoring bomb impact points from radar scope photography.

- (2) Political, Economic and Psychological. (Omitted)

b. Enemy Order of Battle: (Omitted)

c. Capabilities of Enemy Forces: (Omitted)

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 ERI: 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.

C-310-217A-A

CONFIDENTIAL

ANNEX A TO 310BW OPORD 35-56

CONFIDENTIAL

3. INTELLIGENCE ACTIVITIES:

a. Maps and Charts: The following maps and charts necessary for navigational purposes will be available for this mission:

- (1) Jet Navigation Charts (JN) 29, 30, 44 and 45.
- (2) World Aeronautical Charts (WAC) 265, 266, 307, 308, 359, 360, 361, 406, 407, 408, 409, 468 and 469.
- (3) Sectional Aeronautical Charts for Twin Cities, Minn., Green Bay, Wis., St. Louis, Mo., Little Rock, Ark., and Dallas, Texas.
- (4) Air Navigation Chart (Navy) VJO-21.

b. Target Materials: The following target materials have been provided by Strategic Air Command and are the only materials which will be used during the Rhinelander evaluation portion of the mission.

- (1) U.S. Target Complex Chart Series 100 S0265-9989-100A, 1st Edition, December 1955.
- (2) U.S. Target Complex Mosaic Series 25 S0265-9989-25MA, 1st Edition, December 1955.
- (3) U.S. Target Complex Mosaic Series 50MR (Target Area Analysis Radar), 1st Edition, December 1955.
- (4) Radar simulation photos produced by the 310th Bomb Wing radar prediction group on the target materials cited above.

c. Targets:

- (1) The primary target for this mission is the intersection of the two runways of the Rhinelander Airport, Wisconsin. Geographic and grid coordinates derived from the series 100 TCC cited in 3 b (1) above are:

45° 37' 56" N P06
89° 27' 25" W T74

C-310-217A-C

3. ANNEX A TO 310BW OPORD 35-56

CONFIDENTIAL

CONFIDENTIAL

- (2) Method of bombing will be radar offset, using the following offset aiming point:

Description	Geographical Coordinates	Grid Coordinates	Chart Reference
Easternmost corner of industrial building near center of Rhineland	48° 36' 10" N 87° 25' 04.5" W	F 2.5 T 7.0	SO265-9960-25NA 1st Ed Dec 55

- (3) Additional targets scheduled for attack in order to obtain maximum 50-8 requirements include radar camera attacks against three "Brave" targets at Alliance, North Platte, and Grant Island, Nebraska, and three record radar RBS runs against St. Louis "D", Dallas "H", and Little Rock "H". Target material and bombing flimsies on these targets will be provided each crew observer prior to specialized briefing for this mission.

d. Photography:

- (1) Radar and aerial photography (where practicable) will be accomplished in accordance with the tactical doctrine and the provisions of SAC Manual 50-3P. Every attempt will be made to obtain the best possible photo quality consistent with bombing accuracy.
- (2) The Wing Intelligence Officer will furnish each crew observer with a radar scope photo log containing all data which can be predetermined for the mission. This will include most of the data on the reverse side of the log pertinent to grid coordinates of both direct and offset aiming points, as well as applicable chart references and DIZ designations. The observer will be required to fill in only those remaining items on bomb release time, photo number, and the ballistics set in the computer on the bomb run. Photo logs will be reviewed at debriefing by target intelligence personnel prior to their submission to the B-51

C-310-217A-C

ANNEX A TO 310BW OPORD 35-56

CONFIDENTIAL

CONFIDENTIAL

- , scoring team.
- e. Survival Intelligences: Basic Survival techniques as contained in consolidated Block Training Program will be used. Clothing and foot gear for temperatures as low as 0° F will be worn.
4. REPORTS: The following reports will be submitted in accordance with the SAC Manual 55-8 series.
- a. Distribution A:
- (1) B-2 For this exercise only, aircraft tactical call sign and corresponding assigned crew number will be indicated for each wave under Section 5 - Remarks. This report will be the responsibility of the Wing Control Officer.
- (2) B-10. For this exercise only, the corresponding crew number will be indicated along with the aircraft tactical call sign. This report will be the responsibility of the Wing Control Officer.
- (3) B-11 report will be the responsibility of the Aircraft Commander.
- (4) B-51 report will be the responsibility of the Wing Target Intelligence Officer.
- (5) B-81. Submit one report for each period. Change report due time to four hours after last expected aircraft lands at briefed destination. Reference paragraph 5 of report format, unit commander's remarks need be reported only in last B-81 report. However, any pertinent remarks affecting each mission increment may be included in the report for that increment. This report will be the responsibility of the Wing Director of Operations.
- b. Distribution B:
- (1) B-9 report required only if air refueling will be conducted.

O-310-217A-C

ANNEX A 310EN GPOFD 35-56

CONFIDENTIAL

CONFIDENTIAL

- (2) B-15 report will be the responsibility of the Wing Control Officer.
- (3) B-17 report will be the responsibility of the Aircraft Commander,
in the case of a landing at other than briefed destination.
Additional reports required in this case are covered in the Reports
Flimsy contained in the crew folder.
- (4) B-27 report will be the responsibility of the Wing Commander.
- c. Target reference "Rhineland Alpha" will be utilized as target task
force target designator.
- d. Reports required in accordance with paragraph 6a (1), SAC Manual 55-6.
- e. A representative of SAC HQ, or a designated alternate, will visit
each unit subsequent to mission participation for the purpose of
reviewing mission results, radar scope photography and photo logs.
As soon as possible, and not later than five (5) days subsequent to this
visit, all film (O-15 and O-23) and completed SAC Forms 28A, Radar
Scope Photo Log, will be forwarded to 8th Reconnaissance Technical
Squadron, Westover Air Force Base, Massachusetts.
- f. SAC Form 44 will be submitted in accordance with Paragraph 14e, SAC
Reg. 50-42. Copies for 8th AF HQ. will be marked ATTN: Director of
Intelligence. Columns 56-69 of Section II, SAC Form 44, will be com-
pleted without knowledge of or reference to RBS scores and certification
to this effect will be made on the form. The submission of this form
will be the responsibility of the Wing Commander.
- g. Pre and post mission reports on aircraft systems will be submitted in
accordance with letter SAF HQ. file MDMI, Subject: "Evaluation and/or
Special Missions" 26 Nov. 1955.
- h. A special report will be submitted to SAF HQ. ATTN: ODTJ, to arrive

C-310-217A-C

ANNEX A 310BW OPORD 35-56

CONFIDENTIAL

CONFIDENTIAL

not later than ten (10) days subsequent to completion of operations.
Report will include specific and detailed information on mission preparation and execution, and analysis of mission results. Detailed instructions and format for this report will be forwarded under separate cover by 8AF Hq.

- i. The P.I. section will be required to submit an E-1 report as outlined in letter 8AF Hq. IDT, 6 January 1956, subject: Special Radar Photo Evaluation Report for Eighth Air Force Operations Order, and inclosure thereto.

G-310-217A-C

?

ANNEX A 310BW OPORD 35-56

CONFIDENTIAL

(CONFIDENTIAL)

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
9 March 1956, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 35-56

OPERATIONS

Annex "B"
HQ 310BOMW
OPORD 35-56
9 MAR 56

310-217-C-56

(CONFIDENTIAL)

CONFIDENTIAL
ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 35-56

OPERATIONS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
9 March 1956, 0001Z

1. TACTICS:

- a. This mission will be flown in bomber stream at fifteen minute intervals with 2,000 foot altitude separation. Odd aircraft in the stream will fly base plus 2,000 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:

21 MAR 56

PSN	ACFT COMDR	CREW SQDN	ACFT NR	GRAN NR	START CALL STA	ENG	TAXI	T.O.	C.T. MASON	LAND SHAFB	ALT
1	PRESTON	380	S-08	147	33	1320C	1555	1605	1620C	0100Z	Base
2	SMITH	380	L-09	101	26	1335C	1610	1620	1635C	0115Z	Base + 2,000
3	EVANS	381	L-35	111	46	1350C	1625	1635	1650C	0130Z	Base
4	BLENIS	381	R-57	304	56	1405C	1640	1650	1705C	0145Z	Base + 2,000
5	HOPKINS	379	R-39	293	21	1420C	1655	1705	1720C	0200Z	Base
6	NIEMANN	379	L-06	302	24	1435C	1710	1720	1735C	0215Z	Base + 2,000
7	GARBADE	380	R-41	283	37	1450C	1725	1735	1750C	0230Z	Base

Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

310-217-C-56

~~CONFIDENTIAL~~

PSN	ACFT COMDR	CREW				GRAN CALL STA	START ENG	TAXI	T.O.	C.T. MASON	LAND SHAFT	ALT
		SQDN	NR	NR	NR							
8	MAYS	380	L-29	237	34	1505C	1740	1750	1805C	0245Z	Base ✓ 2,000	
9	PORTER	381	L-36	112	47	1520C	1755	1805	1820C	0300Z	Base	
10	FORY	381	L-47	295	54	1535C	1810	1820	1835C	0315Z	Base ✓ 2,000	
11	SWENSON	379	R-25	102	10	1550C	1825	1835	1850C	0330Z	Base	
12	RENFRO	379	L-46	284	19	1605C	1840	1850	1905C	0345Z	Base ✓ 2,000	
13	MACDONOUGH	380	R-10	279	35	1620C	1855	1905	1920C	0400Z	Base	
14	COLLADAY	381	L-61	303	55	1635C	1910	1920	1935C	0415Z	Base ✓ 2,000	
15	SPARE					1650C	1925	1935	1950	0430Z	Base	
16	SPARE					1705C	1940	1950	2005C	0445Z	Base ✓ 2,000	

22 MAR 56

1	HUBBES	381	L-37	261	50	1320C	1555	1605	1620C	0100Z	Base
2	ROWLEY	381	L-20	292	53	1335C	1610	1620	1635C	0115Z	Base ✓ 2,000
3	BLAKE	379	L-18	118	14	1350	1635	1635	1650C	0130Z	Base
4	CRAVEN	379	L-22	281	18	1405C	1640	1650	1705C	0145Z	Base ✓ 2,000
5	STEWART	380	R-04	290	39	1420C	1655	1705	1720C	0200Z	Base
6	WAYMAN	380	R-11	109	28	1435C	1710	1720	1735C	0215Z	Base ✓ 2,000
7	BARNARD	381	R-44	287	52	1450C	1725	1735	1750C	0230Z	Base
8	VANLEEUWEN	381	R-40	146	49	1505C	1740	1750	1805C	0245Z	base ✓ 2,000
9	KING	379	R-59	289	20	1520C	1755	1805	1820C	0300Z	Base

Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

~~CONFIDENTIAL~~

CONFIDENTIAL

ACFT PSN	ACFT COMDR	CREW				GRAN	START	C.T.	LAND	ALT	
		SODN	NR	NR	CALL STA						ENG	TAXI	T.O.	MASON	SHAFT
10	WOLFE	379	R-07	108	45	15350	1810	1820	18350	0315Z	Base / 2,000
11	HART	380	R-50	117	31	15500	1825	1835	18500	0330Z	Base
12	KANTOR	380	L-13	120	32	16050	1840	1850	19050	0345Z	Base / 2,000
13	SIGLIN	380	R-31	299	40	16200	1855	1905	19200	0400Z	Base
14	MANN	381	R-12	271	51	16350	1910	1920	19350	0415Z	Base / 2,000
15	SPARE					16500	1920	1935	19500	0430Z	Base
16	SPARE					17050	1940	1950	20050	0445Z	Base / 2,000

b. Aircraft will take off at fifteen minute intervals climbing on course to base altitude. 31,000 feet to Dodge City VOR, turning point "A" to La Junta VOR, turning point "B" to Akron VOR, turning point "C", to Laramie VOR, turning point "D".

c. At Laramie VOR, turning point "D", a step climb to base altitude 33,000 feet will be made enroute to Scottsbluff, turning point "E", to Alliance, turning point "F" and camera target, to North Platte, turning point "G" and camera target, to Grand Island turning point "H" and camera target, to Omaha "Radar Decision Point."

d. Omaha crews will have had about two hours in which to check out their equipment and make any necessary inflight maintenance required.

e. Omaha is start of control problem with dog leg to Des Moines to Mason City entry point and control point.

f. A climb to base altitude of 35,000 feet will be started at Omaha.

g. Acceleration to .81 Mach will be started at Mason City for a .81 Mach

Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

RBS run on Rhinelander with a pre IP of Rochester and an IP of Eau Claire.

- h. Target ALFA radar offset practice.
- i. Five seconds after bombs away, an initial buffet limited IBDA turn will be executed unless bomb plot requests "hold release heading" in which case maintain release heading for an additional 20 seconds prior to executing maneuver.
- j. After IBDA turn, reduce to .74 Mach.
- k. Route from Rhinelander is to Chanute, pre IP for a radar record direct run on St Louis target DELTA utilizing Taylorville for an IP.
- l. Next RBS run Little Rock target HOTEL radar record offset utilizing a pre IP of Jackson and IP of Memphis.
- m. After bombs away at Little Rock a step climb to base altitude of ,000 feet.
- n. The final RBS run will be a radar record offset on Dallas target HOTEL. Pre IP Greeson Lake, IP Paris.
- o. Withdrawal will be to Altus, turning point "I", to Hutchinson to Smoky Hill AFB.

2. SCHEDULED ACCOMPLISHMENTS:

- a. Two camera attacks.
- b. One practice radar offset.
- c. Two record radar offset.
- d. One record radar direct.
- e. One GCA and landing.

3. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL
0112

CONFIDENTIAL

- a. Fuel: Without wing tanks 90,405L.
- b. Bombs: None.
- c. Ammunition: None.
- d. Camerast: O-15 and O-23.
- e. Survival Equipment: Standard cold weather clothing.
- f. Radar: Radar and visual bombing capability.
- 5. BRIEFING, MISSION PLANNING AND DEBRIEFING: See APP "1", this Annex.
- 6. ROUTES: See APP "2", 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) 802ABGRU Form 47.
 - (2) Flight orders.
 - (3) Loading list.
 - (4) Form F.
 - (5) 802ABGRU Form 241 (Mission Accomplishment Form).
 - (6) DD Form 175 (Route will be indicated as "GRANVILLE SNOW BANK")
 - b. Flight clearance packages will be turned in at pre take-off meeting for approval by Director of Operation and Wing Commander. Applicable portion will be pulled for filing at Base Operations.

S. W. WELLS
Colonel, USAF
Commander

Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

CONFIDENTIAL

CONFIDENTIAL

APPENDICES:

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

DISTRIBUTION: Same as basic OPORD.

OFFICIAL:

David M. Lindquester

DAVID M. LINDQUESTER
Major, USAF
Director of Operations

Annex "B"
HQ 310BOMW
OPORD 35-56
9 MAR 56

6

310-217-2-56

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
© March 1956, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 35-56

SCHEDULE OF EVENTS

APP "1", Annex "B"
HQ 310BOMWG
OPOKD 35-56
9 MAR 56

310-217-0-56

CONFIDENTIAL

CONFIDENTIALAPPENDIX "B"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 35-56SCHEDULE OF EVENTS

HEADQUARTERS
 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 9 March 1956, 0001Z

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Target Study	All observers	WG TGT Study Section	See Monthly OPORD
Mission Planning	All crews	Ground TNG Auditorium	0930 and 1330 15 and 16 MAR
General Briefing	All crews	Ground TNG Auditorium	1300 20 MAR
Special Briefing	ACFT COMDRS and Pilots	Ground TNG Auditorium	1400 20 MAR
Special Briefing	Observers	Ground TNG Auditorium	1400 20 MAR
Pre Take-Off	Crews 1 Thru 4	381st Briefing Room	1230 21 & 22 MAR
Pre Take-Off	Crews 5 Thru 8	381st Briefing Room	1330 21 & 22 MAR
Pre Take-Off	Crews 9 Thru 12	381st Briefing Room	1430 21 & 22 MAR
Pre Take-Off	Crews 13 Thru 14	381st Briefing Room	1530 21 & 22 MAR
Debriefing	All crews	Ground TNG Auditorium	After landing
Critique	All personnel	Ground TNG Auditorium	1300 29 MAR

APP "1", Annex "B"
 HQ 310BOMWG
 OPORD 35-56
 9 MAR 56

CONFIDENTIAL

310-217-C-56

CONFIDENTIAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
9 March 1956, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 35-76

ROUTES

APP "2", Annex "B"
HQ 310BOMWG
OPORD 35-56
9 MAR 56

310-217-0-56

CONFIDENTIAL

S N O W B A N K

S N O W B A N K

CONFIDENTIAL

HEADQUARTERS 310TH BOMB WING (M)
SMOKY HILL AIR FORCE BASE, KANS
9 MARCH 1956 0001Z

ANNEX C

TO

OPERATIONS ORDER

NUMBER 35-56

COMMUNICATIONS

This Annex Consists of 4 pages.

ANNEX C
310BW OPORD
35-56

CONFIDENTIAL

HEADQUARTERS 310TH BOMB WING (M)
SMOKY HILL AIR FORCE BASE, KANS
9 MARCH 1956 0017

ANNEX C TO OPERATIONS ORDER 35-56 - COMMUNICATIONS

1. GENERAL:

- a. Applicable CEI's, appropriate ACP's, SAC Manuals of the 55-8 Series, 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 priorities listed.
 - (1) SOCS (for command and operational traffic only).
 - (2) SACCOMNET.
 - (3) AIRCOMNET.
 - (4) Commercial Facilities:
 - (a) TWX.
 - (b) Long Distance Telephone.
 - (5) Radio teletype and CW manual radio (to be used only in the event of failure or non-availability of landlines).

3. AIRBORNE COMMUNICATIONS:

- a. Identification and recognition will be in accordance with ACP 156 and ACP 158.
- b. IPP will be in accordance with SAC Regulation 55-23.

ANNEX C
310BW OPORD 35-56

- 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, for air-to-air communications, SACCEI Figure 11-33.
- f. UHF frequencies and channelization will be in accordance with SACCEI, current radio facility charts.
- g. HF frequencies will be in accordance with radio facility charts.
- h. Call Signs:
 - (1) Aircraft/air-ground - Aircraft Tactical Call Sign
 - (2) Aircraft/air-air - Aircraft Tactical Call Sign
 - (3) Ground Station - Radio Facility Charts.
- i. Position Reports:
 - (1) Aircraft will use unit tactical call sign with two digit suffixes for military reporting and the mission nickname as the first word of the text for civil reporting.
 - (2) Procedure COCA will be utilized (55-8M).
 - (3) Communications security will be observed and no clear transmissions will be made that will reflect unit designation or location, aircraft type or nature of mission.
 - (4) All ATC position reports transmitted to INSAC (CAA) stations will have the following statement in the remarks: "Pass this position report to OLMSTED MILITARY FLIGHT service Center."

j. Transmit - receive guard (TR/G) position of the UHF radio will be utilized at all times except when making a position report.

k. HF Reports:

- (1) For HF communications other than strike reports, the air/ground station will be as indicated below:

ANDREWS PRIMARY 4724.5 and/or 6738 KCS.

OFFUTT SECONDARY 4724.5 and/or 6738 KCS.

- (2) Simulated strike reports will be transmitted to the following HF air/ground stations:

MARCH PRIMARY 4724.5 and/or 6738-11228 KCS.

McCHORD SECONDARY 4724.5 and/or 6738-11228 KCS.

NOTE: Any air/ground stations 1500 or more miles distance from the target may be utilized if contact cannot be made with the above stations.

CONFIDENTIAL

HEADQUARTERS 310BOMWG
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 35-56

LOGISTICS

310-217B-C-56

ANNEX "B"
HQ 310BOMWG OPORD 35-56
9 MAR 56

CONFIDENTIAL

HEADQUARTERS 310BOMWG
SMOKY HILL AIR FORCE BASE
SALINA, KANSAS

1. GENERAL:

- a. Purpose of this Annex is to disseminate logistical instructions that will apply to 8AF Operations Order Serial Number 35-56 ("Snow Bank").
- b. These instructions are applicable to all personnel of the 310th Bomb Wing and the 802d Air Base Group.

2. SUPPLY:

- a. Installations: omitted.
- b. Class I.
 - (1) 802d Food Service Squadron.
 - (a) Provide lunches as required, on 21 and 22 March, for maintenance personnel that are unable to leave their duty (to be coordinated thru Job Control).
 - (b) Provide inflight rations as required, for approximately fourteen (14) crews each night. Each tactical squadron will request the number of box and/or IF-5 rations necessary for each crew not later than 12 hours in advance.
 - (c) Provide pastries, coffee, cream, sugar and paper cups for sixty (60) people each night for debriefing and interrogation. These items will be picked up by the 310th Bomb Wing Intelligence Section at approximately 2230 hours.

ANNEX "B"
HQ 310BOMWG OPORD 35-56
9 MAR 56

310-217B-C-56

~~CONFIDENTIAL~~

- (d) Be prepared to provide normal number of rations on Saturday and Sunday, 17 and 18 March, preceding mission. (Job Control will coordinate with FSS on number of personnel actually working on these two days).

c. Class II and IIIA:

- (1) Crew members will have on their person individual authorized weapons as listed in applicable directives.

d. Class III and IIIA:

- (1) 802d Supply Squadron.

- (a) Six JP-4 pits will be open and operable to cover landing period (2320-0250 hours) from this mission. Also on call operators to handle refueling in case of an early return. Pit assignments will be obtained from Granville Control.

- (b) A diesel fuel truck will refuel all diesel type ground power units within the period of take-off minus four hours to take-off minus two hours on 21 and 22 March. This truck will also be available for emergency dispatch until 1950 hours each night.

e. Class IV and IVA:

- (1) Supply support will be from station stocks at Smoky Hill AFB.

- (2) 802d Supply Squadron.

- (a) Be prepared to provide support on a 24-hour basis to support mission, as coordinated by Job Control.

ANNEX "B"
HQ 310BOMG OPORD 35-56
9 MAR 56

310-2179-6-56

(b) Provide immediate delivery of all items requested via supply expeditor network. Parts or supplies not available on base will be obtained by log-air from OCAMA or airlifted from nearby installation if available.

(c) Aircraft Service Unit facilities will be required on a full capability basis through last take-off time each mission day. Limited capabilities will be required on 17 and 18 March as coordinated by Maintenance Control.

(3) Maintenance Control will coordinate with Base Supply on any periods of operations other than normal to meet mission requirements.

(a) Delivery and repairable pick-up service will be in accordance with SAC Manual 65-2, 66-12 and 66-14.

f. Class V and VA: omitted.

3. TRANSPORTATION:

a. 802d Motor Vehicle Squadron.

(1) Provide normal dispatch to maintenance units on 17 and 18 March as required and during mission period.

(2) Provide taxi service to support all combat crew requirements.

(3) Provide in commission Coleman tractors as required.

(4) Provide personnel as required on a 24-hour basis for emergency repair.

(5) Give top priority to maintenance on radio vehicles.

4. MAINTENANCE:

a. Maintenance instructions are attached as Appendix I to this Annex.

ANNEX "B"
HQ 310BOMW OPORD 35-56
9 MAR 56

310-217B-C-56

5. SERVICES:

a. Medical: omitted.

b. Security:

- (1) Security gates 9, 10, 11 and 13 will be open and manned by Air Police through the normal duty day, 21 and 22 March, until authorized to close by a call from Captain Harry Parsons, 310th Maintenance Control, to the Air Police Security Section, phone 467.
- (2) Security gates designated above will be open on 17 and 18 March as coordinated by Captain Parsons with Air Police Security Section.
- (3) Air Police will provide guards, as requested by Job Control, to guard special aircraft.

6. PERSONNEL: Omitted.

7. ADJUTANT: Omitted.

8. MISCELLANEOUS: Omitted.

HEADQUARTERS 310BOMWG
SMOKEY HILL AIR FORCE BASE
HOLMAN, KANSAS

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR. 25-56

LOGISTICS

APP I, ANNEX "B"
HO 310BOMWG OPORD 35-56
9 MAR 56

310-21784-16

APPENDIX I, ANNEX "B"
HEADQUARTERS 310BOMWG
SNOKY HILL AFB FORCE BASE
SALINA, KANSAS

1. GENERAL:

a. This Maintenance Plan is published to facilitate the planning and directing of the Wing maintenance effort in support of "Snow Bank" which is a Bombing Evaluation Mission. The mission requires twenty-eight (28) aircraft, to fly in two (2) waves of fourteen (14) aircraft each.

b. Aircraft will be selected according to systems effectiveness as reported by malfunction and data collection and analysis branch of Armament and Electronics Maintenance Squadron. A 2-day standdown is required to insure good aircraft on this mission. Aircraft requiring in-flight acceptance of systems and test flights will be flown. Upon completion of the last flying sortie of each participating aircraft, all aircraft records, which may reveal flight discrepancies will be thoroughly reviewed, and the maintenance required will be scheduled by the Job Control Section to provide maximum utilization of the Wing maintenance capability. Post flight status will be screened and required inspections accomplished. Two spare aircraft will be readied to replace aborting aircraft. Known maintenance requirements will be scheduled at the earliest practical times after the last flight.

2. SPECIAL INSTRUCTIONS:

a. Special requirements for support units.

(1) Field Maintenance Squadron.

APP I, ANNEX "B"
HQ 310BOMWG OFORD 35-56
9 MAR 56

310-2178-0-56

~~CONFIDENTIAL~~

- (a) Accomplish load bank check on ground powered equipment and adjust aircraft electrical power sources to proper frequencies, as scheduled by Job Control.
 - (b) Form a team of highly qualified specialists, with tools, spare parts, etc., who can monitor each take-off and provide last minute assistance required.
 - (c) Provide drivers and operate five (5) pick-up trucks on a "U" drive basis for all times other than normal duty hours.
 - (d) Provide de-icing capability, if needed.
 - (e) Dispatch ground power equipment as directed by Job Control to accomplish maintenance requirements.
 - (f) Inventory pre-issue items and bench stocks for proper and serviceable levels, check and repair repairable items on priorities directed by Job Control.
 - (g) Inspect, repair and/or adjust periscopic sextants as needed by tactical squadron.
- (2) Armament and Electronics Squadron.
- (a) Performing ring outs on aircraft as required by Job Control, to support the mission.
 - (b) Accomplish necessary bomb bay configurations as required to support the mission.
 - (c) Check historical data compiled on bombing and navigation systems and assist Job Control in selecting best aircraft for mission. Inventory K-system amplifiers for correct amount of serviceable units in racks.

APP I, ANNEX "B"
HQ 310BOMWG OPORD 35-56
9 MAR 56

310-217B-C-56

2
0 1 3 1

OUTLINE

- (d) Concentrate on Tango aircraft and ready bombing navigation systems for Tango test flights. Acceptance check of system will be made by a fully qualified observer.
 - (e) Install required types of cameras with film to fulfill the mission.
 - (f) Pick up the authorized number of vehicles at the Motor Pool on a "U" drive basis.
 - (g) Set up crews to accomplish maintenance as required by Job Control.
 - (h) Inventory pre-issue items and bench stock levels for proper and serviceable units. Check and repair repairable items on priorities by Job Control.
 - (i) Assure that required calendar inspections on armament and electronics equipment are correct.
 - (j) Submission of reports as required without exception.
- (3) Three Tactical Squadrons.
- (a) Flight line maintenance officers and line chiefs will report to Job Control to verify aircraft status and receive instructions.
 - (b) Maintain radio contact with Job Control at all times (24) hours until released by Job Control.
 - (c) Plan shifts to accomplish the required maintenance and unscheduled maintenance on aircraft. Support will be planned on a 24-hour basis. Plans will be made to utilize the dock personnel if needed.

- (d) Draw out the authorized number of vehicles (pick-up trucks, colemans) on a "U" drive basis.
 - (e) Will keep Job Control informed via radio truck of all changes in status and any other information.
 - (f) Provide limited quantity of bench stock items in radio control vehicle.
 - (g) Be prepared to provide personnel to assist in de-icing operations, if necessary.
- (4) Periodic Maintenance Squadron.
- (a) Dispatch teams and personnel to tactical squadrons for assistance as directed by Job Control.
 - (b) Draw from Motor Pool authorized equipment on a "U" drive basis.
 - (c) Will keep Job Control informed.

TRUE COPY

TRUE COPY

FM CINCSAC BFFUTT AFB NEBR
TO RJWFSY/COMBOMWG 310 SMOKY HILL AFB KANS
RJEPEQ/COMAF 8 WESTOVER AFB MASS
RJWFSY/COMAIRDIV 802 SMOKY HILL AFB KANS

BT

UNCLASSIFIED/DORB 24560.

FROM TERRILL TO WELLS. MY WARMEST CONGRATULATIONS TO YOU ON
THE 310BW PERFORMANCE ON OPERATION SNOW BANK. YOUR BOMBING RESULTS
ARE EXEMPLARY AND THE BEST TO DATE FOR UNITS PARTICIPATING ON THIS
EVALUATION. THIS PERFORMANCE AND THE COMBAT CAPABILITY REPRESENTED
IS A REFLECTION OF AND A DIRECT TRIBUTE TO YOUR LEADERSHIP AND THE
ABILITY AND SPIRIT OF ALL PERSONNEL OF YOUR COMMAND. YOUR PER-
FORMANCE IS EXTREMELY GRATIFYING AND SETS A STANDARD FOR B-47
BOMBING AGAINST A REALISTIC, DIFFICULT TARGET.

BT

25/1636Z MAR RJEDMN

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

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

27 March 1956

MEMORANDUM FOR: ALL PERSONNEL OF THE 310TH BOMB WING
SUBJECT: SNOW BANK

1. The following message has just been received from General Terrill,
Director of Operations, SAC:

FROM TERRILL TO WELLS. MY WARMEST CONGRATULATIONS TO YOU ON THE 310TH BOMB
WING PERFORMANCE ON OPERATION "SNOW BANK." YOUR BOMBING RESULTS ARE EXEMPLARY
AND THE BEST TO DATE FOR UNITS PARTICIPATING ON THIS EVALUATION. THIS PER-
FORMANCE AND THE COMBAT CAPABILITY REPRESENTED IS A REFLECTION OF, AND A
DIRECT TRIBUTE TO YOUR LEADERSHIP AND THE ABILITY AND SPIRIT OF ALL PER-
SONNEL OF YOUR COMMAND. YOUR PERFORMANCE IS EXTREMELY GRATIFYING AND SETS
A STANDARD FOR B-47 BOMBING AGAINST A REALISTIC, DIFFICULT TARGET.

2. Being the BEST BOMBARDMENT WING IN SAC can only be attained by
long hours of hard work and efficient planning. Being in the Number 1
position is no doubt very gratifying to every individual in the 310th
Wing. LET'S STAY THERE!

s/t/D. P. WOOD
Colonel, USAF
Commander

TRUE COPY

TRUE COPY

KODAK SAFETY FILM
AMERICAN AIR REFUELING 310th SQUADRON SUP-1
SAC REFUELING SQUADRON, 310TH REFUELING WING, MEDIUM,
WICHITA AIR FORCE BASE, Salina, Kansas
To Annex IV, SAC REG 50-23
15 March 1955

TRAINING

Refueling Air Training Report (AFM 4-800-712)

NOTE: To be filed in front of Annex IV, SAC REG 50-23, 20 September 1955,
until ANNEX IV, SAC REG 50-23 is either superseded or rescinded.

See para 61, Annex IV, SAC REG 50-23.

- (1) BMT 25th of each month 30th will submit a roster to each wing staff director listing the personnel specialties in which the wing is effectively manned below 75%.
- (2) The staff directors are responsible for determining if the reported shortages peculiar to their directorate have hindered the months flying training accomplishments of the 310th Air Refueling Squadron. If the deficiency has delayed the months flying training accomplishments, the applicable directorate will submit a detailed report describing the effect. The report will fully substantiate the fact that the shortage adversely affected the 10-97 training for the reported monthly. Examples of proper substantiation are manhours backlog created by the shortage, man-hours overtime expended during the month due to the shortages, non-compliance with directives due to shortage, etc. The fact that an Air Force specialty is effectively manned less than 75% does not, in itself, require the directorate to include it in its report. The shortage must have adversely affected the wings training accomplishment in order to be reported in the 10-97 report. Furthermore directorates may report and substantiate any personnel shortage even though the specialty is effectively manned higher than 75%. Directorates will not restrict their report to only those shortages within the air refueling squadron. Report may include all shortages required for support of the Air Refueling Squadron regardless of the unit, for instance the lack of propeller specialists in the Field Maintenance Squadron which interfered the months training accomplishment of the Air Refueling Squadron would be reported and substantiated by the Director of Materiel.
- (3) The wing staff director will submit the report of shortage to the 310th Director of Personnel not later than 1200 hours the 30th of the reported month.
- (4) The Director of personnel is responsible for reviewing the reports and forwarding a consolidated report to the Commander of the Air Refueling Squadron not later than the 2nd of the following month.

0136

310 BOMBER SUP 1/ANNEX IV, SAC RIG 50-23

(5) The Air Refueling Squadron Commander will utilize the report in preparing the Unit Commander's remarks.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FRANK H WAGNER
1STLT, USAF
Adjutant


FRANK H WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION "A"

ANEX II, SAC REG 50-23/ 310 BOMWG SUP-1

310 BOMWG SUPPLEMENT - 1
REINFORCING, 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
TO ANNEX III, SAC REG 50-23
12 March 1956

TRAINING

Air Training Report - Jet Bombardment, Reconnaissance and ECM Support Crews (RCS) (3-SAC-T12)

NOTE: To be filed in front of Annex III, SAC REG 50-23, 9 August 1955, until Annex III, SAC REG 50-23 is either superseded or rescinded.

See paragraph 6.1., Annex III, SAC REG 50-23

- (1) NLT 25th of each month JNUPSA will submit a roster to each wing staff director listing the personnel specialties, officer and airmen, in which the wing is effectively manned below 75%.
- (2) The staff directors are responsible for determining if the reported shortages peculiar to their directorate have hindered the month's flying training accomplishments of jet units within the wing. If the deficiency has deterred the month's training accomplishment, the applicable directorate will submit a detailed report describing the effect. The report will fully substantiate the fact that the shortage adversely affected the training for the reported month. Examples of proper substantiation are, manhours backlog created by the shortage, manhours overtime expended during the affected month due to shortage, non-compliance with directives due to shortage, etc. The fact that an Air Force specialty is effectively manned less than 75% does not, in itself, require the directorate to include it in his report. The shortage must have adversely affected the wing's training accomplishment in order to be reported in the SAC T-12 Report. Furthermore directorates may report and substantiate any personnel shortages even though the specialty is effectively manned higher than 75%.
- (3) The wing staff directors will submit the report of shortages to the 310th Director of Personnel NLT 1200 hours, the 30th of the reported month.
- (4) The Director of Personnel is responsible for reviewing the reports and forwarding a consolidated report to the Director of Operations NLT the 4th of the following

AMERICA 1000 SAC REG 50-23/7 9th BOMB GROUP

month. Should the 4th of the month fall on Saturday or Sunday, the report is then due not later than the following Monday.

BY ORDER OF THE COMMANDER:

OFFICIAL

FRANK H. WAGNER
1ST LT, USAF
Adjutant

Frank H. Wagner
FRANK H. WAGNER
1ST LT, USAF
Adjutant

DISTRIBUTION "A"



31OBOMWG SUPPL 1
TO SAFR 55-7

SAFR 55-7/31OBOMWG SUPPL 1
HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
16 March 1956

OPERATIONS

Reviewing of Flight Plans
(Supersedes 31OBOMWG SUPPL 1 to SAFR 55-7, 27 FEB 56)

NOTE: To be filed in front of SAFR 55-7, 17 JAM 56, until the regulation is either superseded or rescinded.

See PARA 2, SAFR 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 31OBOMWG 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.

4. To alleviate some of the workload on Kansas City ARTC, the following is directed:

- a. Whenever significant changes are made in the flight plan, subsequent to command approval, and scheduled take-off time does not permit preparation and hand carrying a new clearance "package", the original clearance "package" with incorporated changes may be utilized.

SAFR 55-7/31OBOMWG SUPPL 1

b. Aircraft Commanders will, during normal duty hours, notify by phone their Squadron Commander and/or Operations Officer who will in turn obtain command approval for the revised clearance. After normal duty hours or in the absence of the above named personnel, command approval will be obtained by phone through the Senior Controller on duty at the Wing Control Room.

c. Significant entry will be made by the Aircraft Commander in the "Remarks" section of the Mission Accomplishment record indicating the reason and time of changes.

d. In no case will a revised clearance be filed with Base Operations until command approval is obtained.

See PARA 2d, SAFR 55-7

1. 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 2 below will also apply.

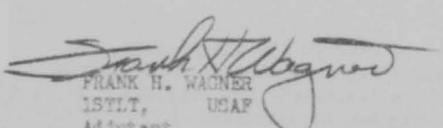
2. Anytime tactical aircraft of the 31OBOMWG are operating away from home station, either due to weather diversion or planned RON's, the Senior Aircraft Commander will call the 31OBOMWG Commander or Deputy Commander or Task Force Commander on SOCS (Long Line) or government collect (Salina 74411, Extension 207 or 208) and receive approval of proposed flight plans prior to conducting further flight. The minimum information specified in PARA 2b, SAFR 55-7, will be submitted when requesting clearance. This information will be compiled with prior to initiating the call to minimize the length of the conversation.

3. 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
1STLT, USAF
Adjutant

DISTRIBUTION: PA Plus
"G" & "T"

2

0142

TRUE COPY

TRUE COPY

LOGGING OF INSTRUCTOR TIME

310DO

6 MAR 56
310D6/MAJ LINDQUESTER/433/1pa

The following message from 8th Air Force, dated 1 March 1956, is quoted for your information and compliance.

/UNCLASSIFIED/ODB 48922. SAC MESSAGE DOTRPP 15169 DATED 24 FEB 56 SUBJECT: LOGGING OF INSTRUCTOR TIME IS QUOTED FOR YOUR INFORMATION AND COMPLIANCE: "RECENT INDICATIONS RECEIVED BY THIS HEADQUARTERS INDICATE THAT INTENT OF SAC REG 60-7 IS NOT BEING COMPLIED WITH IN SOME INSTANCES AS PERTAINS TO THE LOGGING OF INSTRUCTOR TIME. IT IS DEEMED NECESSARY TO RESTATE THE INTENT TO ASCERTAIN COMPLIANCE. ONLY THOSE INDIVIDUALS WHO ARE QUALIFIED IN ACCORDANCE WITH PROVISIONS OF SAC REG 60-7 AS AMENDED AND INDICATED ON APPROPRIATE ORDERS MAY LOG INSTRUCTOR TIME. THESE INDIVIDUALS WILL LOG INSTRUCTOR TIME ONLY DURING THAT PORTION OF THE FLIGHT WHEN THE INDIVIDUAL IS REQUIRED TO INSTRUCT OR CHECK AIRCREW PERSONNEL FOR THE PURPOSE INDICATED IN SUBJECT REGULATION."

s/t/DAVID M. LINDQUESTER, MAJOR, USAF
Director of Operations

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

STANDARDIZATION CHECKS

#310ARS
379BS

380BS
381BS

310DO

14 MAR 56
310DO/MAJ Lindquester/433/lpa

The following message from 8th Air Force is quoted for your information and necessary action.

/UNCLASSIFIED/ODB 51519 AS AMENDED BY MSG ODB 51617. SUBJ: STANDARDIZATION CHECKS. REFERENCE SAC REG 51-4, 14 JUL 55 AND SUPPL XIII SAC REG 51-19, 6 MAY 55. THIS MSG IN FOUR PARTS. PART I. NORMAL SEQUENCE FOR INITIAL CHECK OUT OF B/RB-47 CREWS IS AS FOLLOWS:

- A. PILOT AND CO-PILOT WILL COMPLETE ALL 51-19 REQUIREMENTS TO INCLUDE DAY AIR REFUELING CHECK OUT.
- B. A STANDARDIZATION CHECK WILL BE GIVEN BOTH PILOTS PRIOR TO SOLO TO INCLUDE PROFICIENCY AND EMERGENCY PROCEDURES EXAMS AND FLIGHT SIMULATOR (IF AVAILABLE) PORTION OF PHASE I AND MISSION NR TWO OF PHASE II AND PHASE III, INCL ONE TO SUPPL II, SAC REG 51-4, 14 JUL 55.
- C. INSTRUCTOR OBSERVER WILL ACCOMPANY CREW OBSERVER UNTIL COMPLETION OF ITEMS 6C(3) AND (4), SUPPL XIII, SAC REG 51-19, 6 MAY 55.
- D. COMPLETE CREW WILL ACCOMPLISH REMAINDER OF OBSERVER 51-19 REQUIREMENTS AND/OR SAC REG 50-43 REQUIREMENTS.
- E. PRIOR TO UPGRADING TO CR STATUS THE ENTIRE CREW WILL BE GIVEN A COMPLETE CREW STANDARDIZATION CHECK IN ACCORDANCE WITH SAC REG 51-4.

PART II:

- A. INSTRUCTOR PERSONNEL GIVEN INSTRUCTIONAL TRAINING TO STUDENT AIRCREWS MEMBERS ARE NOT REQUIRED A CREW COORDINATION CHECK PRIOR TO FLIGHT.

- B. INSTRUCTOR PERSONNEL SUBSTITUTING AS A PRIMARY CREW MEMBER ON A NUMBERED CREW MUST BE ADMINISTERED A CREW COORDINATION CHECK PRIOR TO FLYING AS CITED CREW MEMBER.

PART III: STAFF CREW MEMBERS MAY FLY ON ASSIGNED STAFF CREWS OR AS SUPER-NUMERARY CREW MEMBERS ON NUMBERED CREWS UP TO TWELVE MONTHS TIME PERIOD BETWEEN STANDARDIZATION COMPLETED STANDARDIZATION CHECKS WITHIN SIX MONTH PERIOD AS REQUIRED FOR CREW MEMBERS AND INSTRUCTOR PERSONNEL.

PART IV: FOR 21ST AIR DIV. THIS ANSWERS YOUR MESSAGE 90DOSB 9-1109, 23 SEP 55.
04/2140Z OCT RJEPEO

Classification of Part III
is being requested.

s/t/DAVID M. LINDQUESTER, MAJOR, USAF
Director of Operations

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

SECRET

COMBOMWG 310 SMOKY HILL AFB KANS

COMAF 8 WESTOVER AFB MASS

/SECRET/1. ZIPPO _____/B-27/OPORD 35-56/8AF/310BOMWG/SNOWBANK.

2. CONCLUSION:

- A. THE MISSION WAS CONSIDERED MARGINALLY SATISFACTORY. BOMBING RELIABILITY SHOULD HAVE BEEN MUCH BETTER. RADAR ABORT RATE WAS EXCESSIVE.
- B. BASE SUPPORT WAS ADEQUATE. TGT MATERIALS AND INTEL DATA WERE ADEQUATE. INTERNAL SECURITY WAS NORMAL WITH NO REPORT OF PENETRATIONS.
- C. ACFT MAINT AND SUPPLY WERE ADEQUATE. WEATHER HAD NO ADVERSE AFFECT ON THE MSN. NAVIGATION AND FLT ENGINEERING WERE SATISFACTORY. BOMBING RELIABILITY WAS BELOW DESIRED STANDARD. TACTICS EMPLOYED WERE HINDERED BY EXTERNAL TANKS DECREASING THE BANK ANGLE LIMIT THUS PREVENTING THE "HI JINK" PROCEDURE FROM BEING ACCURATELY PERFORMED AND EVAL. HF RADIO CONTACTS WHICH

SECRET

1 2

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

SECRET

HAD BEEN A WEAK SPOT ON PREVIOUS MISSIONS WERE MUCH IMPROVED. ALL BUT
TWO CREWS SUCCEEDED IN SENDING STRIKE REPORT. BOTH THESE CREWS ATTEMPTED
AT LEAST FIVE TIMES AND WERE NEVER SUCCESSFUL.

SECRET

2 2

CHARLES E. BARNETT, MAJ, USAF

310DCO 26MAR 56

TRUE COPY

DAVID M. LINDQUESTER, MAJ, USAF

Director of Operations

TRUE COPY

TRUE COPY

SECRET

TRUE COPY

310TH BOMBARDMENT WING, (M)
SMOKY HILL AIR FORCE BASE
Salina, Kansas

310DO

SUBJECT: Special Reporting on Eighth Air Force Operations Order
(Snow Bank)

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

1. In accordance with instructions contained in HQ 8AF Letter ODT3D, Subject, "Special Reporting on Eighth Air Force Operations Order (Snow Bank)", dated 3 February 1956, the following is submitted:

a. Mission Preparation:

1. Planning Factors: In the early phases of our preparation for "Snow Bank", a progress meeting was conducted each Monday, beginning 27 February and ending 19 March. The wing observer was named project officer and presided at each meeting. Areas of responsibility and action were assigned to each staff section concerned. Progress reports were made at each meeting and the efforts of various units coordinated. The following commanders and/or staff agencies were represented at the meetings:

Wing Commander
Tactical Squadron Commanders
Director of Operations
Director of Materiel
Wing Logistics Officer
Chief of Maintenance
Periodic Maintenance
Field Maintenance
Wing Observer
Wing Intelligence Officer
Armament and Electronics
Wing Communications Officer
Director of Safety
Ground Training Officer

2. In the actual planning phase the following factors

TRUE COPY

TRUE COPY

SECRET

SECRET

TRUE COPY

TRUE COPY

HQ 310BOMWG, 310DO, SUBJ: Special Reporting on Eighth Air Force
Operations Order (Snow Bank)

were considered:

- (a) Study of terrain and cultural features.
- (b) Climatic conditions in target area.
- (c) Predictions based on 20-year-old information.
- (d) Maneuvers associated with bomb run.
- (e) GPI capability and requirement.
- (f) Length of time to fly prior to target.
- (g) Additional SAC Regulation 50-8 training on mission.
- (h) Tactics, timing, and techniques to be used.
- (i) Assurance of equipment reliability.

(3) A practice mission was designed to simulate "Snow Bank" as nearly as possible, with Hayward, Wisconsin being used as the target city. This city is outside the restricted area defined in 'Snow Bank' operations order. This was a fortunate choice. The axis of attack was almost the same as that on Rhinelander; the terrain was similar, and by coincidence the references for finding the target complexes corresponded almost exactly with the Wausau, Merrill, Antigo area of Wisconsin. Crews were scheduled for this mission on three separate days, and all flights were thoroughly critiqued. The first day's results were unsatisfactory. On subsequent missions the strongest possible emphasis was placed on following the briefed techniques and procedures, and the problems involved in finding the correct target complex brought to the attention of every crew member. Recommended techniques were followed on the second and third days of the practice mission, with satisfactory results. Crews were made thoroughly familiar with all phases of these practice missions.

b. Target Study: Target Study was planned in definite phases, and planned so that an even distribution of training time was possible. The time was allocated and published in the monthly operations order so that each observer and crew received a programmed workload each week. Phase I included general information, mission orientation, and problems to be encountered, and three hours on GPI and wind run techniques. Phase II included six hours on Rhinelander target

SECRET

SECRET

TRUE COPY

TRUE COPY

HQ 310BOMG, 310DO, SUBJ: Special Reporting on Eighth Air Force Operations Order (Snow Bank)

complex, area returns, and offset techniques. One additional hour of instruction and discussion was given at the mission planning sessions, and another hour at Specialized Briefing. Each observer was required to satisfactorily pass an examination at Specialized Briefing designed to test his knowledge of target--locating techniques.

- c. Specialized Briefing: Crews were briefed to use a number of methods to insure that all runs were made on the correct aiming point. A complete and detailed flight plan with current winds was prepared and distributed at Pre-Takeoff Meetings.

Techniques were thoroughly covered, including the use of prepared WAC chart annotated with all the GPI points, check list items, altitude measurement points, ballistic computation format and AOP data. A further check of the position was insured by determining a point twenty-five miles from the AOP; conveniently, this fell abeam of a city, Merrill, Wisconsin, and crews were briefed to to 'Bomb' position at this point to insure selection of the correct complex. A stop watch was used by the pilot to time the aircraft from the IP to the point at which the Function Switch was to be placed in 'Bomb'. This time was computed using current metro data, and to the second. Observers were instructed to set target offset data into ballistics computer at station time. This data was double--checked by the wing observer prior to takeoff.

A Pre-Takeoff Briefing was conducted with each crew in attendance. All phases and all techniques were again emphasized and refined based on latest winds and weather conditions.

- d. Ultrasonic Trainer Runs: 'Snow Bank' operations order directed a minimum of ten (10) ultrasonic runs. The 310th Bomb Wing increased this requirement to twelve (12) runs, to include GPI and special bomb run techniques developed within the wing. All observers

SECRET

SECRET

HQ 310BOMWG, 310DO, SUBJ: Special Reporting on Eighth Air Force
Operations Order (Snow Bank)

received the minimum of twelve (12) runs, with many observers getting as many as sixteen (16). All train-er periods were supervised by staff observers.

e. GPI Techniques: Specific GPI points were selected, beginning at Omaha, Nebraska, and continuing through the evaluation portion of the mission to a point past the target. (See also Specialized Briefing and Mission Planning).

f. Class Room Lectures:

(1) Mission Planning:

Five separate mission planning sessions were held, with all crew members of each partic-ipating crew attending at least one session.

At these meetings all points of the mission were covered with specific and detailed instruc-tions being given to all crew members. Individual target folders were issued to all observers. Spec-ially prepared maps, with superimposed checklists and instructions for their use, were issued. The aircraft commanders and pilots received flimsies and checklists to aid them in anticipating and following every phase of the mission. Target study, from the standpoint of integral crews, was stressed, in order that the aircraft commanders and pilots might understand all the techniques to be employed and be aware of the identification problems which the observer might encounter. The GPI procedures, wind run targets, altitude measure-ment points, call-in procedures, timing techniques, pointer system, camera procedures, and time at which to go to 'Bomb' position were all covered in detail.

g. OAP'S Considered and OAP'S Selected:

Based on available information sent to us for use on this mission, our choice was restricted to two returns. We se lected as the OAP the easternmost corner of an industrial building located at 45° 38' 20" N, 89° 25' 04.5" W. The

SECRET

SECRET

HQ 310BOMWG, 310DD, SUBJ: Special Reporting on Eighth Air Force
Operations Order (Snow Bank)

elevation was 1600' and the offset data was 2,634'
North, 10,287' East. We expected this return to
be definite and persistent, and the mission film
shows this expectation to have been correct.

h. Planning Phase to Insure Equipment Reliability:

All aircraft known to be prone to malfunctions were
thoroughly checked and calibrated prior to 'Snow Bank'.
Particular care was taken to check cable connections
suspected of causing intermittent-type troubles. Air-
craft histories were considered in the selection of
primary and spare aircraft, and crews were assigned
to their regular aircraft insofar as possible. O-15
cameras were thoroughly checked and pre-flighted by
the crews. Fuse checkers were tested for dependable
operation. The inverters and alternators were thor-
oughly checked and the inverter frequencies tested
and adjusted as necessary on all aircraft. Low in-
verter frequency had previously been found responsible
for wavy range marks and wavy targets.

2 INCLS:

1. Format for Execution
of Mission
2. Format for Analysis of
Crew Results

S. W. WELLS
Colonel, USAF
Commander

SECRET

SECRET

HQ 310BOMNG, 310DO, SUBJ: Special Reporting on Eighth Air Force Operations
Order (Snow Bank)

INCLOSURE # 1FORMAT FOR EXECUTION OF MISSION

DATE ACFT SCHD	CREW NR	SCHD T.O. TIME	ACT T.O. TIME	TOTAL FLYING TIME	ACFT EFFECT	REASON FOR NON- EFFECT AIRCRAFT	ABORTS
21 Mar 56	L-61	1620C	1620C	7:45	Practice		
21 Mar 56	L-09	1635C	1635C	7:35	Practice		
21 Mar 56	L-35	1650C	1650C	7:30	Practice		
21 Mar 56	R-57	1705C	1705C	7:35	Practice		
21 Mar 56	S-08	1720C	1720C	3:30	See Note		
21 Mar 56	L-06	1735C	1735C	7:25	Practice		
21 Mar 56	R-41	1750C	1750C	7:30	Practice		
21 Mar 56	L-13	1805C	1805C	7:20	Practice		
21 Mar 56	L-36	1820C	1820C	7:20	Practice		
21 Mar 56	L-47	1835C	1835C	4:00	See Note		
21 Mar 56	R-25	1850C	1850C	7:25	Practice		
21 Mar 56	L-46	1905C	1905C	7:25	Practice		
21 Mar 56	R-10	1920C	1920C	7:30	Practice		
21 Mar 56	R-50	1935C	1935C	7:45	Practice		
22 Mar 56	L-37	1620C	1620C	7:30	Practice		
22 Mar 56	L-20	1635C	1635C	6:35	Practice		
22 Mar 56	L-18	1650C	1650C	8:15	Practice		
22 Mar 56	R-04	1705C	1705C	7:35	Practice		
22 Mar 56	R-22	1720C	1720C	7:55	Practice		
22 Mar 56	R-11	1735C	1735C	7:50	Practice		
22 Mar 56	R-44	1750C	1750C	7:50	Practice		
22 Mar 56	R-40	1805C	1805C	7:15	Practice		
22 Mar 56	R-12	1820C	1820C	7:20	Practice		
22 Mar 56	L-07	1835C	1835C	7:25	Practice		
22 Mar 56	R-31	1850C	1850C	6:00	Non-effective. Had no scope picture at IP. Followed GPI procedures, picked up target in B-scope with approximately 60 seconds to go, and completed previously declared malfunction fun.		
22 Mar 56	S-19	1905C	1905C	7:10	Practice		
22 Mar 56	S-08	1920C	1920C	7:25	Practice		
22 Mar 56	L-47	1935C	1935C	6:30	Practice		

NOTE: Flew second night successfully.

SECRET

TRUE COPY

TRUE COPY

SECRET

HQ 310 BOMWG, 310ODO, SUBJ: Special Reporting on Eighth Air Force Operations
 Order (Snow Bank)

INCLOSURE # 2FORMAT FOR ANALYSIS OF CREW RESULTS

<u>CREW NUMBER</u>	<u>AIRCRAFT COMMANDER</u>	<u>OBSERVERS</u>	<u>CE</u>	<u>DEFLECTION</u>	<u>RANGE</u>
R-57	BLENIS	WALTER	220	R 170	O 170
S-19	BRUCE	SCOTT	420	R 400	S 50
R-40	VAN LEEUWEN	HIGDON	470	L 220	S 400
R-25	SWENSON	SPEED	500	L 450	S 220
L-61	WELLS	MURPHREE	520	L 220	S 470
R-11	WAYMAN	JOBIN	670	R 520	O 420
R-31	SIGLIN	TOLLIVER	700*	L 70	S 670
L-09	SMITH	WAPLE	820	R 800	O 50
L-36	PORTER	ALLISON	970	R 920	S 370
S-08	PRESTON	KELLY	1020	L 920	S 450
L-46	RENFRO	WAHLBORG	1050	L 550	S 920
L-18	BLAKE	WESTERN	1070	00	O 1070
L-35	EVANS	DISHMAN	1070	R 520	S 900
R-10	MACDONOUGH	RATZEBURG	1150	R 450	S 1070
R-22	CRAVEN	LIPSCAK	1200	R 1100	O 520
R-12	MANN	HOYE	1550	L 1350	O 800
L-06	NIEMANN	HART	2420	R 1150	S 2120
R-41	GARBADE	SHAGNER	2420	L 1170	S 2120
L-20	ROWLEY	BENNETTE	2420	R 2370	O 500
R-50	HART	MEANS	2470	R 820	S 2350
L-37	HUBBES	WASHINGTON	3050	L 3020	S 500
R-04	STEWART	WOJCIECHOWSKI	3320	L 3320	00
L-47	FORY	PUTZEK	3470	R 3450	S 370
L-07	WOLFE	GARVIN	3670	R 3650	S 150
L-13	KANTOR	BYERS	3720	L 3350	O 1650
R-44	THOMAS	BRENNENSTUHL	5950	R 5020	S 3200

Wing CEA 1824Wing CEP 1150

TRUE COPY

TRUE COPY

SECRET

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

PART VI. Wing Commander's Remarks

a. Hours flown performing missions ordered by:

(1) Higher headquarters:

(a) No higher-ordered missions were flown which conflicted with scheduled training.

(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	200:00	170:00
3.	Strategic Evaluation	75:00	68:00
4.	Maintain Proficiency in Hi-Jink	50:00	56:00
5.	SAC Bombing Evaluation	175:00	179:00
6.	Non-Ready Crew Training, SAC Reg 50-8	100:00	65:00
7.	Combat Ready Crew Training, SAC Reg 50-8	525:00	577:00
8.	Lead and Select Crew Training, SAC Reg 50-8	<u>240:00</u>	<u>287:00</u>
	TOTAL	1365:00	1402:00
	TEST Not Programmed		<u>38:20</u>
	* GRAND TOTAL	1365:00	1440:20

NOTE: Priority 1 is accomplished in conjunction with other priorities, and is not programmed separately.

* Represents total time programmed, and total time accomplished, but not total time flown. Total time flown figure is 1508:40, and includes such time as Tango, Ferry, and other time not creditable to any of the 8 listed priorities.

The following explanation is made of significant differences between programmed and accomplished flying time:

(a) Reference priority 3: Of the three crews at SEG,

C-310-295-C

CONFIDENTIAL

~~CONFIDENTIAL~~

310th Bombardment Wing, Medium - 1 March through 31 March 1956

one failed the instrument check, and returned to home base
after only one flight at SEG.

(b) Reference priority 6: Preparation for and flying of the SAC
Evaluation Mission, plus our efforts to complete all training
minimums under SAC Regulation 50-8, necessarily prevented con-
centration of effort on this type crew training.

b. Weather or local conditions:

None.

c. Restrictive Directives:

None.

d. Combat Crew Member Gains and Losses:

(1) Crew members gained:

(a) Two aircraft commanders; 1 from squadron staff, 1 from
wing staff.

(b) One observer - PCS this station from AOB school.

(2) Crew members lost:

(a) Four aircraft commanders - to wing staff.

(b) Two observers; 1 to wing staff, 1 to squadron staff.

e. Crew member changes:

(a) Four aircraft commanders; 1 Lead crew, 1 IN crew.

(b) Eight pilots; 3 IN crews, 1 Lead crew.

(c) Two observers - 1 IN crew.

f. New Crews:

(1) IN81 - 1 Mar 56.

(2) IN crews 82, 83, 84 and 85 - 31 Mar 56.

g. Crew Status Changes:

(1) Crew IN68 - Disbanded 1 March: Aircom assigned to IN crew;
pilot and observer to crew member pool.

(2) Crew R13 to L13 - 5 March - Upgraded

0-310-295-C

²
~~CONFIDENTIAL~~

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

- (3) Crew R-45 - Disbanded 9 March: Aircom assigned to another Ready crew, pilot to crew member pool, observer grounded and assigned to wing staff.
- (4) R46 to L46 - 5 March - Upgraded.
- (5) Crew IN60 - Disbanded 16 March: Aircom to wing staff; pilot and observer to crew member pool.
- (6) N59 to R59 - 31 March - Upgraded.
- (7) N76 to R76 - 31 March - Upgraded.
- (8) Crew R39 - Disbanded 31 March: Aircom and pilot to IN crews; observer to crew member pool.
- (9) Crew IN69 - Disbanded 31 March: Aircom and observer to wing staff; pilot to IN crew.
- (10) Crew IN72 - Disbanded 31 March: Aircom and observer to squadron staff; pilot to IN crew.
- (11) Crew IN78 - Disbanded 31 March: Aircom and observer to IN crews; pilot to crew member pool.

FORECAST FOR UPGRADING

1. Number of Crews Assigned: Combat Ready 33, Non-Ready 12.
2. Crew Numbers: R04, L06, L07, S08, L09, R10, R11, L12, L13, L18, S19, L20, R22, R25, L29, R31, L32, L35, L36, L37, R41, R44, L46, L47, R50, L52, R55, R57, R59, L61, IN67, IN73, IN74, IN75, R76, IN77, IN79, IN80, IN81, IN82, IN83, IN84, IN85, **R40, L43.**
3. Forecast date of Combat Ready crews to be upgraded to Lead status:
Deleted.
4. Forecast date of Non-Ready crews to be upgraded to Ready status:
IN67 15 May 56
IN73 15 Jun 56
IN74 31 May 56

CONFIDENTIAL

C-310-295-C

0156

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

IN75 30 Jun 56

IN77 31 Jul 56

IN79 15 Jun 56

IN80 15 May 56

IN81 30 Apr 56

IN82 30 Apr 56

IN83 31 May 56

IN84 31 May 56

IN85 1 Jun 56

5. Explanations as to why upgrading not accomplished on date forecast:

N59 and N76 had been forecast for 23 March; date of upgrading was postponed until 31 March because isolated items of SAC Reg 51-19 had not been completed as planned and delay in accomplishing stand board checks that had to be rescheduled due to DNIF status of a crew member and weather in the refueling area.

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:

There are no maintenance or supply difficulties which should be discussed in the Commander's Remarks. All current difficulties can be solved at squadron, wing, or base level by the application of prescribed procedures. Shortages of materiel-type personnel do affect 310DM efficiency, but are discussed under personnel remarks below.

2. Personnel:

General: Shortages within the two officers and seven airmen career fields contribute the primary personnel deficiencies af-

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

fecting March training accomplishments. The shortage within the airmen field is, in most cases, the lack of skill rather than numbers. One hundred and eighty-two airmen were administered APT during March. Upon receipt of the test results, the wing should increase its effective manning through upgrading. Specific officer and airmen shortages are as follows:

- a. OFFICER FIELD: The wing is effectively manned 88% within the officers' fields. The primary problems affecting the wing's March training accomplishment insofar as officer personnel shortages are concerned are in two 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 five (5) Aircraft Maintenance Officers (AFSC 4344): The shortage of five (5) tactical squadron aircraft maintenance officers has necessitated placing five (5) 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.
- b. AIRMENS' FIELD: The wing is body manned 91.3% and effective manned 69.1% in the airmens' field. The shortage of seven level personnel keeps our effective manning considerably below our body manning; this deficiency can be lessened through

C-310-R95-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

intensive OJT, MTD, and utilization of the field training detachment and formal schools, provided the wing can retain the majority of our airmen now assigned. Excessive manhours of overtime (16,904) accompanied by a commensurate amount of non-productive lag time (14,734) can be attributed primarily to a shortage of skilled supervisors. It is felt that the maintenance manhour accounting figures will improve in direct proportion to the upgrading progress which can be accomplished.

The areas most detrimental to the wing's jet training efforts are as follows:

- (1) Shortage of six seven level radio repairmen has resulted in one hundred and ten manhours overtime being expended, and with a hundred-and-twenty-five hour backlog.
- (2) The shortage of twenty-eight (28) seven level Bomb Navigation Repairmen has resulted in nine hundred and forty-one hours overtime and one hundred twenty-three hours backlog being charged to the Bomb-Nav shop. This field has a high body manning (120%); however, the shortage of supervisors has greatly deterred the accomplishment of this shop.
- (3) The shortage of nine (9) five and seven level intelligence specialists has lowered the capability of the wing intelligence section to adequately perform its mission. Although the wing has six (6) three level airmen assigned, a great deal of training is required in order to qualify these airmen. The Eighth Air Force Assistance Team recently on the base criticized the manner in which our intelligence library was being maintained; the deficiency is caused by the fact that we have only one five level

C-310-295-c

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

- and one seven level intelligence specialist assigned.
- (4) The shortage of thirty-six (36) electricians, five and seven level, has seriously curtailed our ability to perform electrical maintenance. The electrical field is deficient in both body and effective manning. This shortage has resulted in six hundred and thirty-nine (639) manhours overtime and ninety-one (91) manhours backlog.
- (5) Shortage of eight seven level jet engine repairmen (AFSC 43270): Although the wing is well manned at the three and five level, the fact that we do not have a seven level supervisor assigned lowers the overall capability of our electrical shop. This lack of proper supervision has resulted in three hundred and twelve (312) manhours overtime and six hundred and forty (640) manhours backlog being expended in the electrical shop.
- (6) Shortage of thirteen (13) five and seven level ground power repairmen has resulted in four hundred and twenty-three (423) manhours being expended in overtime, and two thousand, six hundred and sixty-two (2,662) manhours backlog in the ground power shop. The deficiency at the five level can be lessened through upgrading the three level airmen; however, it will require at least ninety days for them to become proficient.
- (7) The shortage of three (3) painters, five level (AFSC 55251) has resulted in eight (8) manhours overtime and thirteen hundred manhours backlog being charged to the paint shop. The wing is short only one painter (body manning); however, all three of our assigned painters are three level airmen.
- (8) The shortage of two (2) office machine repairmen (AFSC 40130/50) has completely stymied the wing's office machine repair capabil-

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

ity. Units of the 310th Bombardment Wing possess one hundred and sixty-eight (168) typewriters, twenty-four (24) adding and subtracting machines, and six (6) duplicating calculators for a total of one hundred and ninety-eight (198) office machines. Since we do not have a machine repairman assigned, we must depend upon the office machine shop of the 40th Bombardment Wing, or ship faulty equipment off the station for contractual maintenance.

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>BODY MANNED</u>	<u>EFFECTIVE MANNED</u>
20430		6	73%	18%
20450	5	1		
20470	6	1		
30130B/C	10	17		
30150B/C	16	16	102%	85%
30170	14	8		
32130E	9	59		
32150B/C/D/E	53	53	120%	71%
32170E	35	7		
40130	1	0	0	0
40150	1	0	0	0
* 42330	5	24		
* 42350	45	12	70%	36%
* 42370	6	3		
43230	12	11		
43250	42	46	92%	87%
43270	8	0		
47230	3	10		
47250	17	5	76%	48%
47270	5	4		
55231	1	3	75%	25%
55251	3			

* Does not include Auto-Pilots

C-310-R95-C

CONFIDENTIAL

8

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

j. SAC Minimum Training Requirements:

The tactical squadrons of the wing completed 99.22% of SAC Regulation 50-8 training minimums, as computed under the SAC Management Control System. The Air Refueling Squadron was 100% complete on training minimums, and the overall wing average of 99.41%. There were no conspicuous low areas.

Two combat-ready crews were on leave for 24 or more consecutive days during the quarter, and are thereby excused from one-third of 50-8 requirements: R4O, R4S.

k. Deleted.

l. Not Applicable.

m. Deleted.

n. Not Applicable.

o. Comments or Recommendations of the Wing Commander:

The wing completed 99.41% of SAC Regulation 50-8 minimums during the quarter just ended, as compared with 96.4% during the previous quarter. The Air Refueling Squadron completed its requirements 100%, rather commendable considering their extremely low percentage of 59.4% at the time of their return from NEAC rotation at the end of February.

The SAC Evaluation Mission, 'Snow Bank,' was flown 21 and 22 March, with poor to excellent bombing results. The percentage of radar aborts and unreliable bomb runs was unsatisfactory. However, the mission did show improvement in most areas. There were no gross errors, and bombing reliability was 88.4%. Equipment reliability was high, with only one aircraft being considered 'Non-Effective' within the rules established for this competition. Wing CEA for the mission was 1824', and CEP 1150'.

Lessons learned during a practice 'Snow Bank' mission on a target in an area of similar terrain and climate proved invaluable as a

1-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

training medium for the actual mission. Crews had been briefed on the necessity for following strict GPI procedures during the practice mission to aid in target location. In many instances these procedures were not followed, with resultant confusion and inability to locate target complex. A thorough critique on the practice mission was given each crew, re-emphasizing the need for following briefed procedures. On the actual 'Snow Bank' mission crews with minor exceptions followed briefed procedures, which resulted in no misidentification of target area, and no gross errors.

Wing bombing reliability improved over the last rating quarter, with radar bombing increasing from an R/F of 85.9 to 87.8%, and the visual RBS R/F from 81.0 to 86.5%. The gross error rate dropped from 6.5% to 4.85%. This increased proficiency can be attributed to increased record activity, improved target study procedures, supervised trainer runs, and various new procedures which have been inaugurated. All radar bomb runs resulting in scores over 3,000' and all visual runs with scores of more than 1500' are reviewed, critiqued, and analyzed in the same manner as are gross errors. The resultant lessons learned are passed to other observers, if due to observer technique, and aggressive corrective action taken by maintenance if due to equipment malfunctions. In addition, each observer is required to receive a critique of his scope film with the Wing Target Study Section on the day following each radar bombing mission.

With regard to the increased emphasis being placed on crew upgrading during the next quarter by Headquarters SAC, this wing has prepared a comprehensive program. Although the program is optimistic, it is felt that with sufficient emphasis placed in appropriate areas the schedule could be realized. The broad out-

C-310-295-C

CONFIDENTIAL

10

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

line projects a total of 17 crews upgraded to combat ready status between 4 April 1956 and 31 July 1956.

Attachments 1 through 6 show the following information in diagrammatic form:

IN73 (AC) Westling: Return from McConnell AFB 1 May.

No previous B-47 experience.

Not projected in April.

(P) Malm: Return from McConnell AFB 12 April.

No previous B-47 experience.

5 sorties for 29 hours in April

(Obs) O'Bara: Present for duty.

7 hours B-47 experience.

11 sorties for 86 hours in April

IN73 will commence training as a crew 15 May.

Combat ready date is 15 June 1956.

IN81 (AC) Johnson: Present for duty.

369 hours B-47 experience.

10 sorties for 73.5 hours in April.

(P) Anderson: Present for duty.

151 hours B-47 experience.

10 sorties for 73.5 hours in April.

(Obs) Rhinebold: Present for duty

54 hours B-47 experience.

11 sorties for 87.5 hours in April.

IN81 commenced training as a crew on 3 April.

Combat ready date is 30 April 1956.

IN82 (AC) Horsky: Present for duty.

383 hours B-47 experience.

7 sorties for 60 hours in April.

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

(P) Napaldo: Present for duty.

53 hours B-47 experience.

9 sorties for 76.5 hours in April.

(Obs) Schmidt: Present for duty.

42 hours B-47 experience.

10 sorties for 80 hours in April.

IN82 entered crew training 1 April. Combat ready date is 30 April 1956.

IN79 (AC) Rollins: Returns from McConnell AFB 30 April.

No previous B-47 experience.

Not projected in April.

(P)Christiansen: Returns from McConnell 30 April.

No previous B-47 experience.

Not projected in April.

(Obs) Baker: Present for duty.

No previous B-47 experience.

8 sorties for 58 hours in April.

IN79 will commence crew training 15 May. Combat ready date is 15 June.

IN83 (AC) Wolter: Present for duty.

601 hours B-47 experience.

11 sorties for 75 hours in April.

(P) Vance: Returns from Stead AFB 20 April.

53 hours B-47 experience.

2 sorties for 17 hours in April.

C-310-R95-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

(Obs) Eberlein: Present for duty.

21 hours B-47 experience.

12 sorties for 90 hours in April.

IN83 will commence crew training 1 May.

Combat ready date is 31 May.

IN84 (AC) Hopkins: Present for duty.

635 hours B-47 experience.

6 sorties for 49 hours in April.

(P) Brown: Present for duty.

41 hours B-47 experience.

10 sorties for 76 hours in April.

(Obs) Aguirre: Present for duty.

No previous B-47 experience.

11 sorties for 83 hours in April.

IN84 commenced crew training 1 April.

Combat ready date is 31 May 1956.

IN₂ (AC) Smith, G.: Present for duty.

380 hours B-47 experience.

6 sorties for 34 hours in April.

(P) Mall: Returns from Stead AFB on 14 April.

12 hours B-47 experience.

4 sorties for 23 hours in April.

(Obs) Marks: Returns from McConnell AFB 26 May.

Not projected in April.

IN₂ (Smith, G.) will commence crew training
on 1 June. This date is established as the date
he will be replaced as pilot on Crew L06. Combat
ready date is 15 July 1956.

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

IN74 (AC) Pirino: Present for duty.
446 hours B-47 experience.
5 sorties for 40 hours in April.
(P) Watkins: Returns from McConnell 17 April.
No previous B-47 experience.
3 sorties for 25 hours in April.
(Obs) Casey: Present for duty.
25 hours B-47 experience.
10 sorties for 84 hours in April.
IN74 commences crew training on 18 April.
Combat ready date is 31 May.

IN77 (AC) Miller: Returns from McConnell 15 June.
No previous B-47 experience.
Not projected in April.
(P) Gabriel: Returns from McConnell 15 June.
No previous B-47 experience.
Not projected in April.
(Obs) Circe: Present for duty
9 hours B-47 experience.
9 sorties for 76 hours in April.
IN77 will commence crew training 15 June.
Combat ready date is 31 July.

IN80 (AC) Balch: Present for duty.
643 hours B-47 experience.
12 sorties for 100 hours in April.
(P) Wiseman: Present for duty.
559 hours B-47 experience.
12 sorties for 100 hours in April.

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

(Obs) Hart: Present for duty.

125 hours B-47 experience.

12 sorties for 125 hours in April.

IN80 is in crew training.

Combat ready date is 30 April 1956.

IN86 (AC) Putt: Present for duty.

634 hours B-47 experience.

6 sorties for 50 hours in April.

(P) Kuyk: Present for duty.

658 hours B-47 experience.

6 sorties for 50 hours in April.

(Obs) Beattie: Present for duty.

497 hours B-47 experience.

5 sorties for 40 hours in April.

IN86 will enter crew training on 15 April.

This date is established by a pilot change on

Crew R-41.

Combat ready date is 30 April 1956.

IN87 (AC) Weber: Present for duty.

585 hours B-47 experience.

7 sorties for 54 hours in April.

(P) Johnson: Returns from McConnell 17 May.

No previous B-47 experience.

Not projected in April.

(Obs) Holmes: Present for duty.

73 hours B-47 experience.

10 sorties for 73 hours in April.

C-310-295-C

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

IN87 will enter crew training on 15 April,
minus the pilot.

Combat ready date is 15 June.

IN67 (AC) Armstrong: Returns from Stead AFB 20 April.

500 hours B-47 experience.

5 sorties for 38.5 hours in April.

(P) Wellman: Present for duty.

150 hours B-47 experience.

5 sorties for 38.5 hours in April.

(Obs) Wolter: Present for duty.

650 hours B-47 experience.

5 sorties for 38.5 hours.

IN67 is presently in training.

Combat ready date is 15 May.

IN75 (AC) Dills: Returns from McConnell 28 April.

350 hours B-47 experience.

Not projected in April.

(P) Taylor: Returns from McConnell 17 May.

No previous B-47 experience.

Not projected in April.

(Obs) Wilkins: Present for duty.

No previous B-47 experience.

11 sorties for 82.5 hours in April.

IN75 will enter crew training on 17 May.

Combat ready date is 30 June 1956.

CONFIDENTIAL

16

C-310-295-C

0169

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

IN85 (AC) Maronde: Present for duty.

550 hours B-47 experience.

6 sorties for 45 hours in April.

(P) Sheppard: Present for duty.

No previous B-47 experience.

11 sorties for 82.5 hours in April.

(Obs) Bird: Present for duty.

46 hours B-47 experience.

10 sorties for 75 hours in April.

IN85 commenced crew training on 1 April.

Combat ready date is 30 May.

IN__ (AC) Tourtellot: Present for duty.

650 hours B-47 experience.

Not projected in April.

(P) Smiley: Returns from McConnell 17 May.

No previous B-47 experience.

Not projected in April.

(Obs) Carlson: At Stead AFB after 20 April.

29 hours B-47 experience.

7 sorties for 60 hours in April.

IN__ will commence training on 1 June. Tourtellot

is presently pilot on Crew L-12. A replacement

will be provided.

IN__ (AC) Peterson: Present for duty.

500 hours B-47 experience.

Not projected in April.

C-310-295-C

CONFIDENTIAL

17

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

(P) Ohlson: Returns from McConnell 17 May.

No previous B-47 experience.

Not projected in April.

(Obs) Schyler: Present for duty.

20 hours B-47 experience.

11 sorties for 82.5 hours in April.

IN This crew is scheduled to commence crew training on 17 May. The AC is presently flying as pilot on Crew R-40. A replacement will be provided.

Spare pilots not presently matched with crews include:

Ruble: Present for duty.

No previous B-47 experience.

7 sorties for 52.5 hours in April.

Kateley: Present for duty.

43 hours B-47 experience.

8 sorties for 60 hours in April.

Spare observers not presently matched with crews include:

DeLapp: Present for duty.

No previous B-47 experience.

4 sorties for 32 hours in April.

Maunsell: Present for duty.

8 hours B-47 experience.

6 sorties for 54 hours in April.

Other spare crew personnel are shown on Attachments 1, 3, and 5 who are not programmed in April due to other commitments.

To provide maximum utilization of flying time for the upgrading program, each sortie for the month of April will include four crew

C-310-295-C

CONFIDENTIAL

18

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

members. Examination of the attachments indicates the heavy emphasis placed on flying. Ground training requirements for 51-19 upgrading are scheduled for Saturdays.

Concentration of our effort on upgrading may in some cases prevent fulfillment of the minimum training required of each combat ready crew as outlined in SAF Letter, Subject, "April Training for the 310th Bombardment Wing", dated 11 March 1956.

Our ECM program is progressing satisfactorily. A Phase Five Training School is being set up to provide training required under SAC Regulation 51-19, and a building has been allocated. In anticipation of equipment deliveries the necessary coordination with all units concerned has been accomplished. Frequencies for an GPQT-1 simulator have been coordinated with the Federal Control Commission.

This unit was unofficially alerted to commence training in low-level type bombing tactics beginning 1 April 1956. To date no formal directive has been received. Planning for the following month's and quarter's activities is essential to prevent a 'crash' scheduling program with subsequent rescheduling involving many key personnel manhours that could be better expended in daily supervision and monitoring of unit activities. Programming of crew upgrading is predicated on a normal quarter's 50-8 activities, and any additional commitments naturally retard programmed training proportionately.

C-310-295-C

CONFIDENTIAL

19

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

<u>CR NO</u>	<u>GRD CHK</u>	<u>AIR CHK</u>	<u>RBS MAR</u>	<u>RBS TO DATE</u>	<u>H I J I N K CAM RUNS MARCH</u>	<u>CAM RUNS TO DATE</u>	<u>DATE OR EXPECTED DATE OF CHECKOUT</u>
R04	Yes	Yes	2	2			14 Mar 56
L06	Yes	Yes	2	2	1	1	19 Mar 56
L07	Yes	Yes	1	3			16 Dec 55
S08	Yes	Yes	1	1			16 Mar 56
L09	Yes	Yes	2	2	2	2	6 Mar 56
R10	Yes	Yes	3	3			29 Feb 56
R11	Yes	Yes	1	3			16 Dec 55
L12	Yes	Yes	3	3			14 Mar 56
L13	Yes	Yes	1	1	1	1	22 Mar 56
L18	Yes	Yes	1	3			17 Oct 55
S19					Reassigned PCS and currently TDY		Not Projected
L20	Yes	Yes	2	2	2	2	15 Mar 56
R22	Yes	Yes	1	3			21 Dec 55
R25	Yes	Yes	1	3			14 Dec 55
L29							Apr 56
R31	Yes	Yes	2	2	1	1	19 Mar 56
L32							Apr 56
L35	Yes	Yes	2	2			13 Mar 56
L36	Yes	Yes	1	3	1	1	14 Dec 55
L37	Yes	Yes	2	4	1	1	14 Dec 55
R40	Yes	Yes	1	1			27 Dec 55
R41	Yes	Yes	2	2	1	1	9 Mar 56
L43	Yes	Yes	0	2			14 Dec 55
R44	Yes	Yes	1	1	1	1	14 Mar 56
L46	Yes	Yes	2	2	1	1	16 Mar 56
L47	Yes	Yes	3	3	1	1	15 Mar 56
R50	Yes	Yes	1	4	1	3	7 Oct 55
L52							Apr 56

C-310-295-C

CONFIDENTIAL

20

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

R55	Yes	Yes	0	2	29 Dec 55
R57	Yes	Yes	2	2	15 Mar 56
R59					Apr 56
L61	Yes	Yes	1	3	19 Dec 55
IN67					15 Jun 56
IN73					Not Projected
IN74					31 Jul 56
IN75					Not Projected
R76					1 May 56
IN77					Not Projected
IN79					15 Jul 56
IN80					30 May 56
IN81					1 Jun 56
IN82					1 Jun 56
IN83					1 Jul 56
IN84					1 Jul 56
IN85					30 Jun 56

C-310-295-C

Sw Wells,
S. W. WELLS
Colonel, USAF
Commander**CONFIDENTIAL**

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1956

PART VII. Division Commander's Remarks

1. Project 42-56 for utilities to serve liquid oxygen generating facility will be forwarded to Headquarters Eighth Air Force on or before 12 April 1956 for technical review, approval and funding in the amount of \$19,740. It is requested that special emphasis be placed on this project, as aircraft requiring this service will be assigned to this command during the month of May 1956.

2. Excessive delays in IFR departures are being experienced by tactical aircraft, even though flight clearances are called in to the Air Route Traffic Control Center approximately eight hours in advance of takeoff times. This problem has been prevalent for the past year and a half, particularly when cloud tops go above 15,000 feet. Representatives from this headquarters have made numerous calls on supervisory personnel at the Kansas City Control Center in an attempt to expedite IFR departures and at least once each month a representative of their office visits the base operations officer for the same purpose. The entire problem is created by complete saturation of airways and control facilities in the Control Center. On 28 March 1956, traffic control representatives from Headquarters Eighth Air Force visited Kansas City Air Traffic Control Center and this station in an effort to determine a solution. The long-range solutions offered indicate that this situation will continue to exist into the indefinite future. It is believed that a solution with immediate results is imperative.

3. Radar RBS is major requirement about which mission planning evolves and is dependent upon RBS site time scheduling. Present system of scheduling RBS site one month in advance of the unit 60-9 schedule does not permit full utilization of scheduled RBS time, except for bomber stream type missions. Recommend a re-study of the RBS scheduling be made to incorporate more flexibility in conformance with present 60-9 scheduling procedures. Eighth Air Force RBS schedule normally does not arrive before the latter part of the month. Early receipt of this schedule is required in order that it may be used in the monthly 60-9 planning meetings. Recommend that at least three copies of the schedule be air mailed immediately for advance planning by units.

4. A policy of rigid adherence to published 60-9 schedule has been established, in which deviations must be fully justified. Continued higher headquarters requirement levied after the schedule has been published disrupts this planned schedule. Recommend all requirements involving aircraft or crews be provided in sufficient time to be included in the monthly 60-9 schedule and all special requirements be carefully considered with regard to their effect on this schedule.

CONFIDENTIAL

2543C

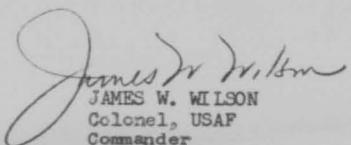
CONFIDENTIAL

310th Bombardment Wing, Medium - 1 March through 31 March 1958

5. To properly coordinate maintenance procedures in accordance with SAC Manual 66-12, December 1955. A test for Field Maintenance and A&E Maintenance Squadron vehicles must be made available. The program for Communications document was changed by Headquarters Strategic Air Command prior to 31 July 1955. Information available this headquarters is that VRC-19 equipment will not be available until first quarter of FY '58. This headquarters is investigating the possibility of commercial lease of substitute equipment for the interim period. Request your headquarters approve and allocate funds to complete the project at the earliest possible date. This request is being submitted under separate cover in accordance with AFM 102-16.

6. One of the recommendations of the Eighth Air Force Assistance Team was that temporary buildings of the Butler or quonset type be obtained and utilized on the flight line for ground power equipment dispatch and tactical squadron engineering housing pending completion of permanent structures. An urgent need for these facilities exists to expedite availability of ground power equipment for tactical units and also to house maintenance sections which are now located in tents and substandard structures. Detailed justification for these facilities and their utilization is being forwarded this date, under separate cover.

7. I have personally reviewed the combat crew upgrading program with the Wing Commander. An accelerated program is now in effect, with the objective of upgrading maximum number of crews in the minimum amount of time. An objective of 75 hours per month for noncombat and individual crew members has been set. This training program will continue on the first priority basis and will receive continued command emphasis to insure successful completion.


JAMES W. WILSON
Colonel, USAF
Commander

CONFIDENTIAL

379TH BOMB SQUADRON				POSTED 4 APR SPIERLING FIELDS
COMMANDER <u>MCLATCHY</u> OPERATIONS OFFICER <u>COLLADAY</u> OBSERVER				
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
L43	AUSTIN	ARENDELL ROSSLER	HILL	
L06	NIEMANN	SMITH, G.S.	HART	CP CHANGE 1 JUNE
S19	BRUCE	YOUNG	SCOTT	TDY D-52 PROJECT
L07	WOLFE	GUNN	GARVIN	
L18	BLAKE	SANDEL	WESTLERN	
R22	GRAVEN	LUTHER	LIPCSAK	
R25	SWENSON	REINSCH	SPEED	
R44	THOMAS	HUFFMAN	BRENNENSTUHL	
R59	KING, T.	GAIN	CATHEY	CP CHANGE
R55	BOLEFSON	CREELY ROSSLER	ARMSTRONG	1 JUNE
L46	RENFRO	BEFORD	WAHLBORG	#1 15 MAY #2 15 JUNE
IN73	WESTLING	MALM	O'BARA	#1 3 APR #2 30 APR
IN81	JOHNSON	ANDERSON	KINEBOLD	#1 IN TRAINING
IN82	HORSKY	CAPALDO	SCHMIDT	#2 30 APR #1 15 MAY
IN79	ROLLINS	CHRISTIANSON	BAKER	#2 15 JUNE #1 1 MAY
IN83	WOLTER	VANCE	EBERLEIN	#2 31 MAY #1 1 APR
IN84	HOPKINS	BROWN	AGUIRRE	#2 31 MAY
IN-	SMITH, G.	MALL	MARKS	R-26 MAY #1 1 JUNE #2 15 JULY
		PETERSON	VIDIC	R-22 MAY
		MOYER	WORTMAN	#1 22 MAY (TOT SEC 1)
		CREELY	SHELLY	R-28 JUNE
		SLATEN		
ATTACH. #1				ENTER CREW TRAINING COMBAT READY
SMITH, S (ENG OFF)				

SQUADRON 379TH										POSTED 4 APR		
DREW NO	NAME	DATE ENTERED	PREV B-47 HOURS	MONTH APRIL								REMARKS SORTIES
				10	20	30	40	50	60	70	80	
IN 73	WESTLING <small>R. 1 MAY</small>	15 MAY	-			4						-
	MALM <small>R. 12 APR</small>	-									96	5
	O'BARA	7										11
IN 81	JOHNSON <small>R. 1 APR</small>	3 APR	369					135				10
	ANDERSON <small>R. 1 APR</small>	151					735					10
	RINEBOLD <small>R. 1 APR</small>	54						825				11
IN 82	HORSKY <small>R. 1 APR</small>	1 APR	383			60						7
	CAPALDO <small>R. 1 APR</small>	53					765					9
	SCHMIDT <small>R. 1 APR</small>	42					80					10
IN 79	ROLLINS <small>R. 1 APR</small>	15 MAY	-									-
	CHRISTIANSON <small>R. 1 APR</small>	-						50				-
	BAKER	-										8
IN 83	WOLTER <small>R. 1 APR</small>	1 MAY	601				375					11
	VANCE <small>R. 1 APR</small>	53			717							2
	EPERLEIN <small>R. 1 APR</small>	21						190				12
IN 84	HOPKINS <small>R. 1 APR</small>	1 APR	635			349						6
	BROWN <small>R. 1 APR</small>	41					376					10
	AGUIRRE <small>R. 1 APR</small>	-						183				11
IN	SMITH G <small>R. 1 APR</small>	1 JUNE	380		334							6
	NALL <small>R. 1 APR</small>	12			123							4
	MARSH <small>R. 1 APR</small>	-										-

ATTACH
#2

380TH BOMB SQUADRON				POSTED 4 APR
CREW NR	AIRCRAFT COMMANDER	FLOT	OBSERVER	REMARKS
S08	<u>PRESTON</u>	PECK	KELLY	
L09	<u>SMITH</u>	WRIGHT	WAPLE	
R04	<u>STEWART</u>	RADKE	WOJCIECHOWSKI	
R10	<u>MACDONOUGH</u>	FAIR	RATZEBURG	
R11	<u>WAYMAN</u>	JONES	JOBIN	
L13	<u>KANTOR</u>	KUMLEMEIR WEBER	BYERS	CP CHANGE 6 APR
L29	<u>MAYS</u>	QUANDT	DELLANDREA	
R31	<u>SIGLIN</u>	MAXSON	TOLLIVER	
L32	<u>KRUSI</u>	FORBES	HIGDON	
R41	<u>GARBADE</u>	STAHL KUYK	SHAGNER	CP CHANGE 6 APR
R50	<u>HART</u>	SALMINEN	MEANS	
IN74	<u>PIRINO</u>	WATKINS	CASEY	#1 18 APR #2 31 MAY
IN77	<u>MILLER</u>	GABRIEL	CIRCE	#1 18 JUNE #2 31 JULY
IN80	<u>BALCH</u>	WISEMAN	HART	#1 IN TRAINING #2 30 APR
IN86	<u>PUTT</u>	KUYK	BEATTIE	#1 15 APR #2 30 APR
IN87	<u>WEBER</u>	JOHNSTON	HOLMES	#1 15 APR #2 15 JUNE
		MEYER	MAUNSELL	
		BUCKNER	DELAPP	
		LACY	KOSTLER	
		ABBOTT		
LITTLEJOHN (ENG OFF)				#1 ENTER CREW TRAINING COMBAT #2 READY

ATTACH.
#3

BESTED 4 APR

MONTH APRIL

ATTACH
#4

381ST BOMB SQUADRON				
POSTED 4APR				
• = BLUE PLANE CCTS - 7 MAY STEAD - 28 AUG COMMANDER ERARIE OPERATIONS OFFICER HOLDER OBSERVER CLARK MOSES				
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
L37	HUBBES	YOUNG	WASHINGTON	
L12	MANN	TOURTELLOT	HOYE	
L20	ROWLEY	BERTIG	BENNETTE	
L35	EVANS	THIPP	DISHMAN	
L36	PORTER	VAN LEEUWEN STROMBERG	STROMBERG ALLISON	CP CHANGE 16 APR
R40	VAN LEEUWEN	PETERSON	MILLIKEN	
L47	FORY	HODGES	PUTZEK	
L52	WILKE	TIPPING	PALMER	
R57	BLENIS	KATELEY HARRIE	WALTER	CP CHANGE 10 APR
L61	KING W.	McCOWEN	MURPHREE	
R76	MUELLER	TEETER	SILVER	#1 IN TRAINING
IN67	ARMSTRONG	WELLMAN	WOLTER	#2 15 MAY
IN75	DILLS	TAYLOR	WILKINS	#1 17 MAY
IN85	MARONDE	SHEPARD	BIRD	#2 20 JUNE
IN-	TCURTELLOT	SMILEY	CARLSON	#1 20 MAY
IN-	PETERSON	OHOLSON	SCHLYER	#2 1 JUNE
	RUBLE	(TO 8TH AF)	EBERHARDT	#2 15 JULY
	BLUNDON	R-20 SEP	CARLISLE	#1 17 MAY
	JONES	R-20 SEP	HANLEY	#2 1 JULY
	SOBOLICK	R-20 SEP		
HAZELBY		ROB-A-20 MAY	HAMPTON	
				#1 ENTER CREW TRAINING
				#2 COMBAT READY

ATTACH.
#5

POSTED 4 APR

SQUADRON 381ST

MONTH APRIL

CREW NO	NAME	DATE ENTERING	PREV HOURS	10	20	30	40	50	60	70	80	90	REMARKS
IN 67	ARMSTRONG R-26 APR	IN 17 MAY	500				38.5						5
	WELLMAN						38.5						5
	WOLTER		650				38.5						5
IN 75	DILLS R-26 APR	17 MAY	150										—
	TAYLOR R-17 MAY												—
	WILKINS												11
IN 85	MARONDE R-17 MAY	1 APR	550										6
	SHEPARD												11
	BIRD		46										10
IN -	TOURTELLOT R-17 MAY	1 JUNE	650										—
	SMILEY												7
	CARLSON		29										—
IN -	PETERSON R-17 MAY	11 MAY	500										—
	OHLSOM												—
	SCHLYER		20										11
<hr/>													
E X T P A	RUBLE	(Co-Pilot)	—				52.5						7
	KATTELEY	(Co-Pilot)	43				60						8
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													
<hr/>													

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH JAN-FEB-MAR			PAGE NO. 1		NO. OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12											
A. GENERAL				B. BOMBING										C. NAVIGATION																		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	5										6			7		8		9		10					11				
				VISUAL RELEASES										PHOTO-SCORED ATTACKS			RADAR		VISUAL		IDAIRHS		HIGH LEVEL BREAKAWAY		BOOM RELEASE (INC.)		NIGHT CELESTIAL					OTHER LEGS
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	RADAR	VISUAL	IDAIRHS	HIGH LEVEL BREAKAWAY	BOOM RELEASE (INC.)	1	2	3	4	5	CIRCULAR ERRORS	NO. OF LEGS	GRID	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	15	105	-	-	-	-	-	-	-	-	-	-	-	07	-	-	01	01	-	08	18	22	-	-	03	=	01	-	-		
L37	B047E	15	74	-	-	-	-	-	-	-	-	-	-	-	02	-	-	02	04	-	11	17	43	-	-	03	01	-	-	-		
L43	B047E	13	86	-	-	-	-	-	-	-	-	-	-	-	06	-	-	-	-	-	07	48	-	-	-	02	02	01	01	-		
S19	B047E	03	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	01	01	02	01	-			
L29	B047E	10	71	-	-	-	-	-	-	-	-	-	-	-	01	-	-	01	-	-	01	-	-	-	01	01	01	-	01			
SQSTBD SUBTOT	B047E	41	250	-	-	-	-	-	-	-	-	-	-	-	09	-	-	03	04	-	-	-	-	-	-	07	05	04	02	01		
S19	B047E	05	33	-	-	-	-	-	-	-	-	-	-	-	09	-	-	-	-	-	12	16	-	-	-	02	-	01	-	-		
L06	B047E	19	113 00925 01050	-	-	-	-	-	-	-	-	-	-	-	02	17	-	03	01	01	-	16	18	-	-	-	02	01	05	-	01	
L09	B047E	17	119 02000 02000	02000	-	-	-	-	-	-	-	-	-	-	03	23	-	03	05	03	-	12	15	15	-	-	03	01	02	02	01	
L18	B047E	12	92 00400 00400	-	-	-	-	-	-	-	-	-	-	-	02	12	-	02	01	02	-	03	04	08	13	-	04	02	03	-	01	
L20	B047E	18	115 00020 00220	00435	-	-	-	-	-	-	-	-	-	-	03	14	-	02	06	03	-	10	14	-	-	-	02	02	04	01	01	
L32	B047E	15	103 00990 01010	01160	-	-	-	-	-	-	-	-	-	-	03	04	-	03	01	-	-	08	14	22	-	-	03	02	02	01	01	
L35	B047E	22	143 00600 00680	01100	-	-	-	-	-	-	-	-	-	-	03	18	-	03	05	01	-	11	47	-	-	-	02	02	05	-	02	
L36	B047E	13	96 00650 01100	02000	-	-	-	-	-	-	-	-	-	-	03	08	-	02	01	03	-	07	12	-	-	-	02	03	02	01	01	
L47	B047E	20	127 00480 00985	01100	-	-	-	-	-	-	-	-	-	-	03	13	-	02	06	02	-	22	23	-	-	-	02	02	02	01	01	

CONFIDENTIAL

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		JAN-FEB-MAR 56		2		6		3-SAC-T12																					
A. GENERAL				B. BOMBING								C. NAVIGATION																					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	5										PHOTO-SCORED ATTACKS	6	7	8	9	10						11								
				1	2	3	4	5	6	7	8	9	10						TOTAL RELEASES	RADAR	GPI	VISUAL	IBO RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (M+P)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	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			
L52	BO47E	14	98	00110	01250	-	-	-	-	-	-	-	-	-	02	05	-	03	04	03	-	06	09	15	-	-	03	02	03	03	01		
L61	BO47E	16	109	00470	00750	01160	-	-	-	-	-	-	-	-	03	03	-	02	01	02	-	12	25	-	-	-	02	01	02	01	01		
L07	BO47E	13	98	00185	00510	-	-	-	-	-	-	-	-	-	02	12	-	04	-	02	-	-	-	-	-	-	-	02	03	02	-		
L12	BO47E	NEGATIVES		ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																													
L13	BO47E	06	38	-	-	-	-	-	-	-	-	-	-	-	-	07	-	05	-	01	-	-	-	-	-	-	-	-	-	-	-	-	
L46	BO47E	07	40	00100	00260	00320	-	-	-	-	-	-	-	-	-	03	05	-	-	-	02	-	-	-	-	-	-	-	-	-	01	-	
L&S CR SUB TOT	BO47E	197	1324	-	-	-	-	-	-	-	-	-	-	-	-	32	150	-	34	31	25	-	-	-	-	-	-	27	20	34	13	11	
R07	BO47E	05	33	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	01	-	-	04	09	26	-	-	03	-	01	01	01		
R12	BO47E	18	122	00210	00320	00365	-	-	-	-	-	-	-	-	-	03	14	-	05	03	02	-	14	25	-	-	-	02	05	03	03	01	
R13	BO47E	11	83	00565	01053	01470	-	-	-	-	-	-	-	-	-	03	07	-	04	02	-	-	06	14	-	-	-	02	03	03	-	01	
R29	BO47E	02	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	06	-	-	-	01	-	-	
R46	BO47E	15	88	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	05	-	-	08	26	-	-	-	02	04	03	-	02	
R10	BO47E	19	127	00025	00310	-	-	-	-	-	-	-	-	-	-	-	02	13	-	04	01	03	-	04	09	11	18	24	05	05	02	01	03
R22	BO47E	20	152	00430	00580	00940	-	-	-	-	-	-	-	-	-	-	03	14	-	05	01	02	-	03	06	15	17	-	04	03	03	-	02
R25	BO47E	18	111	00350	00560	-	-	-	-	-	-	-	-	-	-	-	02	18	-	05	01	02	-	00	10	12	23	-	04	03	01	03	02
R31	BO47E	17	130	00390	00400	00455	-	-	-	-	-	-	-	-	-	-	03	12	-	04	03	02	-	04	05	19	21	-	04	05	03	02	02

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I					UNIT 310th Bombardment Wing, Medium										MONTH JAN-FEB-MAR		PAGE NO. 3		NO. OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12															
A. GENERAL				B. BOMBING														C. NAVIGATION																		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	5 VISUAL RELEASES										6 PHOTO-SCORED ATTACKS		7 IRDA RUNS		8 HIGH LEVEL BREAKAWAY		9 NIGHT CELESTIAL		11 OTHER LEGS														
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR	GPI	VISUAL	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	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	✓					
R40	B047E	14	90	00450	00590	00800	-	-	-	-	-	-	-	-	03	04	-	03	02	-	-	06	17	21	-	-	03	03	01	01	02	✓				
R41	B047E	17	109	00540	00545	01165	-	-	-	-	-	-	-	-	03	09	-	05	01	02	-	11	12	18	25	-	04	03	03	-	02	✓				
R44	B047E	22	135	00050	00960	01240	-	-	-	-	-	-	-	-	03	22	-	11	04	01	-	08	10	12	33	-	04	04	04	02	02	✓				
R50	B047E	17	114	00560	00775	02000	-	-	-	-	-	-	-	-	03	14	-	04	02	04	-	06	10	18	26	-	04	03	02	03	02	✓				
R55	B047E	16	103	00050	00500	-	-	-	-	-	-	-	-	-	02	09	-	07	02	02	-	01	05	10	-	-	03	04	02	01	03	✓				
R57	B047E	20	132	00610	00640	-	-	-	-	-	-	-	-	-	02	11	-	04	01	01	-	04	04	04	10	-	04	03	03	03	02	✓				
R04	B047E	15	114	01195	02000	02000	02000	-	-	-	-	-	-	-	04	10	-	03	02	01	-	20	21	22	28	-	04	03	01	02	02	✓				
R11	B047E	16	125	-	-	-	-	-	-	-	-	-	-	-	-	13	-	05	01	02	-	02	08	12	13	-	04	02	01	02	02	✓				
R39	B047E	17	103	00755	01310	-	-	-	-	-	-	-	-	-	02	09	-	03	01	-	-	-	-	-	-	-	-	-	-	-	-	✓				
R42	B047E	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓				
R45	B047E	09	63	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	02	-	-	19	-	-	-	-	-	-	-	-	02	-	✓			
R59	B047E	NEGATIVE																																✓		
R76	B047E	NEGATIVE																																✓		
CBRCR SUBTOT	B047E	292	1969	-	-	-	-	-	-	-	-	-	-	-	-	38	188	-	74	35	24	-	-	-	-	-	-	-	-	-	58	56	42	25	34	✓
N04	B047E	03	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓			
N59	B047E	07	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓			

SAC FORM 184 PREVIOUS EDITION IS OBSOLETE.

CONFIDENTIAL

Air Force - SAC, Offutt (D-48058) (When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

SAC FORM NOV 54 184 PREVIOUS EDITION IS OBSOLETE

Air Force - SAC, Offutt C-4

CONFIDENTIAL

CONFIDENTIAL *(When Filled In)*

CONFIDENTIAL**CONFIDENTIAL** (When Filled In)

JET CREW AIR TRAINING REPORT - PART I								UNIT		BOMBING												NAVIGATION									
A. GENERAL				B.												C.															
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES												PHOTO-SCORED ATTACKS				NIGHT CELESTIAL				OTHER LEGS							
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (IN-10)	CIRCULAR ERRORS	NO. OF LEGS	GRID	DAY CEL	CELL. 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	13-19	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	
1 CHIEF OF STANDBOARD, 3 ASSISTANT STANDBOARD CREWS, 1 SELECT CREW, 14 LEAD CREWS, 14 COMBAT READY CREWS, NEGATIVE NON-COMBAT READY CREWS, 12 "IN" CREWS.																															
**FOR PURPOSE OF FLYING TIME UTILIZATION, IN CREW FLYING TIME AND ACCOMPLISHMENTS APPEAR BELOW AND WILL BE SUBTRACTED FROM XXXX TOTAL.																															
"IN" CREW	BO47E	27	147	-	-	-	-	-	-	-	-	-	-	09	14	-	-	-	-	-	-	-	-	02	05	02	-	-			
PREVIOUS EDITION IS OBSOLETE.																															

CONFIDENTIAL

Air Force - SAC, USAF, C-47, C-46, C-45, C-44

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT		MONTH			PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL													
B. GENERAL		E. REFUELING										F. GUNNERY			G. CRUISE CONTROL				H. SIM CASE															
CREW NUMBER	12	RENDIEVOUS			REFUELINGS							MAXIMUM LOAD			MAXIMUM LOAD TOTALS			PERFORMANCE INDEX				21												
		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 ROUNDS			OVERALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		DQ GUNNERY							
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	TOTAL NO. OF MISSIONS		LOADED	FIREO	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67
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	68-69	71
S08	02	02	01	01	04	04	-	-	03	03	02	02	02	02	02	02	95	100	-	92	001400	001368	98	02	-	100	100	100	-	03	03	-	-	-
L37	01	01	01	01	03	03	-	-	03	03	02	02	01	01	02	02	61	-	-	01	000700	000430	61	-	-	100	100	-	-	02	02	-	-	-
L43	01	01	-	-	03	03	-	-	03	03	01	01	03	03	-	-	51	100	100	-	-	-	-	-	100	100	-	-	02	02	-	-	-	
S19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	-	04	002400	002055	86	-	-	-	-	-	-	-	-	-	-	
L29	01	01	01	01	04	04	-	-	03	03	03	03	02	02	02	02	100	-	-	01	000700	000700	100	02	-	099	100	-	-	02	02	-	-	-
SQ STBD SETOT 03	03	02	02	10	10	-	-	09	09	06	06	06	06	04	04	04	-	-	06	003800	003185	84	03	-	-	-	-	-	06	06	-	-	-	
S19	-	-	-	-	01	01	-	-	-	-	01	01	-	-	100	-	-	01	000700	000700	100	-	-	-	-	-	-	-	-	-	-	-		
L06	04	04	03	03	04	04	-	-	03	03	03	03	03	03	01	01	* 54	* 100	-	02	001400	001080	77	03	-	* 098	* 100	-	-	02	02	-	-	-
L09	04	04	03	03	05	05	-	-	04	04	03	03	03	03	02	02	100	100	-	02	001400	001400	100	10	-	100	100	-	-	02	02	-	-	-
L18	03	03	03	03	03	03	-	-	02	02	02	02	02	02	01	01	54	100	-	02	001400	001080	77	01	-	098	099	-	-	02	02	-	-	-
L20	03	03	03	03	04	04	-	-	03	03	04	04	03	03	01	01	100	100	-	02	001400	001400	100	06	-	098	100	100	-	03	03	-	-	-
L32	03	03	02	02	03	03	-	-	03	03	03	03	01	01	02	02	100	100	100	03	001700	001700	100	02	-	098	100	100	-	03	03	-	-	-
L35	03	03	02	02	04	04	-	-	03	03	03	03	03	01	01	01	99	100	-	02	001400	001392	99	02	-	100	100	100	-	03	03	-	-	-
L36	04	04	03	03	04	04	-	-	03	03	03	03	02	02	02	02	100	100	-	02	001400	001400	100	03	-	100	100	-	-	02	02	-	-	-

CONFIDENTIAL

JET CREW AIR TRAINING REPORT - PART II										UNIT	310th Bombardment Wing, Medium								MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL															
D. GENERAL	E.	REFUELING										F.	GUNNERY										G.	CRUISE CONTROL										H. SIGHT CRSE						
12	13	14										15	16										17	19										21						
REW NUMBER	RENDEZVOUS			REFUELINGS										MAXIMUM LOAD										MAXIMUM LOAD TOTALS										SIMU 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	OVERALL PER CENT FIRE-OUT	NO. OF FIGHTER ATTACKS	DD GUNNERY	1	2	3	LOADING	FIRED	1	2	3	4	TOTAL NUMBER	UNSUPER. LONG RANGE	SUPER. LONG RANGE	NONLONG RANGE SUPER.	NONLONG RANGE SUPER.	71											
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	68-69	71						
L47	06	06	03	03	06	06	-	-	05	05	04	04	05	05	01	01	100	100	-	02	001400	001400	100	05	-	100	100	100	-	03	03	-	-	-						
L52	03	03	02	02	04	04	-	-	04	04	03	03	03	03	01	01	100	100	100	03	001900	001900	100	08	-	100	100	100	100	04	04	-	-	X						
L61	04	04	02	02	05	05	-	-	04	04	02	02	03	03	02	02	100	100	-	02	001300	001300	100	02	-	098	100	-	-	02	02	-	-	-						
L07	04	04	02	02	05	05	-	-	04	04	03	03	04	04	01	01	93	100	-	02	001400	001350	96	-	-	098	-	-	-	01	01	-	-	-						
L12	NEGATIVE, ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																														-									
L13	03	03	-	-	01	01	-	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-							
L46	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
L&S CR SUB TOT	45	45	28	28	49	49	-	-	39	39	33	33	33	33	16	16	-	-	-	25	016800	016102	96	42	-	-	-	-	-	-	28	28	-	-	-					
R07	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	100	-	-	-	01	01	-	-	-						
R12	03	03	02	02	03	03	-	-	03	03	03	03	02	02	01	01	50	100	-	02	001360	001010	74	02	-	100	100	100	100	04	04	-	-	X						
R13	02	02	02	02	05	05	-	-	05	05	04	04	03	03	02	02	50	100	100	03	002100	001750	83	02	-	100	100	100	100	04	04	-	-	-						
R29	-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
R46	02	02	02	02	04	04	-	-	03	03	03	03	03	01	01	75	100	-	02	001400	001225	88	08	-	100	100	-	-	02	02	-	-	-							
R10	03	03	02	02	03	03	-	-	03	03	02	02	02	02	01	01	100	100	-	02	001400	001400	100	01	-	099	100	100	-	03	03	-	-	-						
R22	03	03	03	03	05	05	-	-	03	03	05	05	04	04	01	01	100	100	-	02	001400	001400	100	01	-	098	099	099	100	04	04	-	-	-						
R25	03	03	02	02	03	03	-	-	03	03	02	02	02	02	01	01	100	100	100	03	002100	002100	100	01	-	099	100	100	-	03	03	-	-	-						

SAC FORM 18 NOV 54 186e PREVIOUS EDITION IS OBSOLETE

Air Force - SAC, Detach D-448(35)

~~CONFIDENTIAL~~

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT 310th Bombardment Wing, Medium			MONTH JAN-FEB-MAR		PAGE NO. 3	NO. OF PAGES 6	REPORTS CONTROL SYMBOL 3-SAC-T12															
O. GENERAL 12	REFUELING											GUNNERY					CRUISE CONTROL					H.SIM CRSE 21												
	13		14									15			16		17		18		19		20											
CREW NUMBER	RENDIEVOUS											REFUELINGS					MAXIMUM LOAD			MAXIMUM LOAD TOTALS		TOTAL ROUNDS		PERCENT FIRE-OUT		PERCENT FIRE-OUT		PERCENT FIRE-OUT		PERCENT FIRE-OUT				
	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		NO. OF GUNNERY		PERFORMANCE INDEX		MISSIONS		
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	68-69	71
R31	04	04	03	03	03	03	-	-	01	01	02	02	02	02	01	01	100	100	-	02	001400	001400	100	01	-	098	099	099	100	-	-	-	-	6
R40	02	02	02	02	04	04	-	-	02	02	02	02	02	02	02	02	100	100	-	02	001400	001400	100	03	-	099	099	099	100	04	04	-	-	6
R41	03	03	02	02	04	04	-	-	01	01	03	03	03	03	01	01	51	100	100	03	002100	001760	84	01	01	098	099	100	100	04	04	-	-	6
R44	03	03	02	02	03	03	-	-	03	03	02	02	02	02	01	01	57	100	-	02	001400	001100	79	04	-	099	099	100	-	03	03	-	-	6
R50	05	05	02	02	04	04	-	-	04	04	02	02	03	03	01	01	86	100	-	02	001400	001300	93	03	-	100	100	100	100	-	-	-	-	6
R55	02	02	02	02	04	04	-	-	03	03	03	03	03	03	01	01	100	-	-	01	000700	000700	100	08	-	099	099	099	100	-	-	-	-	6
R57	07	07	04	04	07	07	-	-	03	03	04	04	05	05	02	02	51	100	-	02	001400	001055	75	03	-	098	100	100	-	03	03	-	-	X
R04	04	04	04	02	02	-	-	02	02	02	02	02	02	-	-	55	76	-	02	001400	000866	62	04	01	098	098	098	100	04	04	-	-	6	
R11	09	09	02	02	06	06	-	-	03	03	02	02	05	05	01	01	100	100	-	02	001400	001400	100	01	-	100	100	100	100	04	04	-	-	6
R39	03	03	02	02	05	05	-	-	05	05	04	04	04	04	01	01	100	-	-	01	000700	000700	100	01	-	100	-	-	-	01	01	-	-	6
R42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6		
R45	02	02	02	02	04	04	-	-	04	04	03	03	03	03	01	01	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	6
R59	NEGATIVE, ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																																	
R76	NEGATIVE, ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																																	

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II										UNIT					MONTH			PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																																															
D. GENERAL		E.		310th Bombardment Wing, Medium										JAN-FEB-MAR			4		6		3-SAC-T12																																																
REF. NUMBER		12		13		REFUELING								F.		GUNNERY				CRUISE CONTROL				H. SIM CRSE																																													
RENDIEVOUS						REFUELINGS								15		16				17		18		19				20		21																																							
TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		MAXIMUM LOAD		MAXIMUM LOAD TOTALS				TOTAL J. MISSIONS		PER CENT FIRE-OUT		TOTAL ROUNDS		OVER-ALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		GUNNERY		PERFORMANCE INDEX				MISSIONS		C-310-075 C																													
ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		1		2		3		1		2		3		4		1		2		3		4		TOTAL, NUMBER:		NON- LONG RANGE		SUPER- LONG RANGE		SIMULATOR COURSE																									
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		68-69		71	
CBRRC SBTOT		61		61		40		70		70		-		-		52		52		48		48		51		51		19		19		-		-		-		33		023060		020566		89		45		03		-		-		-		-		60		60		-		-		-			
NO4		01		01		01		01		01		-		-		01		01		01		01		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-															
N59		02		02		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-																			
N76		03		03		01		01		01		-		-		01		01		-		01		-		-		51		-		01		000700		000360		51		-		-		-		-		-		-		-																	
N42		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-		-																							
NONCBR SUBTOT		06		02		02		02		02		-		-		02		02		01		01		01		-		-		-		-		01		000700		000360		51		02		-		-		-		-		-																	
WING TOT		117		117		73		135		135		-		-		105		105		90		90		93		93		41		41		-		-		67		045760		041581		91		94		03		-		-		97		97		-													
IN11		UPGRADED TO COMBAT READY		18 JANUARY 1956																																																																	
IN28		DISBANDED		14 FEBRUARY 1956		, AIRCOM		DECEASED																																																													
IN59		UPGRADED TO NON-COMBAT READY		25 JANUARY 1956																																																																	
IN60		DISBANDED		16 MARCH 1956		, AIRCOM		TO WING STAFF																																																													
IN67		AC 95% 65		P 80% 65																																																																	
IN68		DISBANDED		1 MARCH 1956		, CREW REALIGNMENT																																																															
IN69		DISBANDED		31 MARCH 1956		, AIRCOM AND OBS		TO WING STAFF																																																													

SAC FORM 15 NOV 54 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-440(E) (When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II								UNIT 310th Bombardment Wing, Medium										MONTH JAN-FEB-MAR		PAGE NO. 5		NO. OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12																						
D. GENERAL		E. REFUELING																F. GUNNERY				G. CRUISE CONTROL				H.S. CR. 2																				
NEW NUMBER	12	13		14												15		16				17		18		19				20																
	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. OF MISSIONS		TOTAL ROUNDS		NO. OF FIRES ON TARGET		OG GUNNERY		1		2		3		4		TOTAL NUMBER		UNSUPER. LONG RANGE		SUPER. LONG RANGE		UNSUPER. SUPER. LONG RANGE		SUPER. LONG RANGE		SIMULATOR
6-10	12-13	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	21-22	12-13	15-16	18-19	23-28	29-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71										
IN72	DISBANDED 31 MARCH 1956, AIRCOM AND OBN TO SQDN STAFF																																													
IN73	AC G				P G												0 20% 35																													
IN74	AC X 21				P G												0 20% 15																													
IN75	AC G				P G												0 G																													
IN76	UPGRADED TO NON-COMBAT READY 25 JANUARY 1956; UPGRADED TO COMBAT READY 31 MARCH 1956																																													
IN77	AC G				P G												0 30% 16																													
IN78	DISBANDED 31 MARCH 1956, CREW REALIGNMENT																																													
IN79	AC 60% 0				P G												0 30% 0																													
IN80	AC 95% 48				P X 37												0 80% 42																													
IN81	AC X 11				P 60% 13												0 50% 27																													
IN82	AC 80% 10				P 70% 14												0 60% 22																													
IN83	AC 80% 58				P 40% 16												0 50% 22																													
IN84	AC X 36				P 60% 10												0 60% 0																													
IN85	AC X 6				P 50% 7												0 30% 16																													
IN86	XXXX	07	07	02	02	10	10	-	-	04	04	05	05	09	09	01	01	-	-	-	03	002100	001750	83	-	-	-	-	-	-	-	02	02	-	-											

SAC FORM 1B NOV 54 184a PREVIOUS EDITION IS OBSOLETE

Air Force - BAC, Offset O-688

(u) CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II										UNIT		MONTH			PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL												
D. GENERAL		E. REFUELING								310th Bombardment Wing, Medium			JAN-FEB-MAR			6		6		3-SAC-T12											
CREW NUMBER	12	13		14								F. GUNNERY			G. CRUISE CONTROL			H. SIM CRSE													
		RENDZVOUS		REFUELINGS								MAXIMUM LOAD			MAXIMUM LOAD TOTALS					19		20									
		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 LOAD OF MISSIONS				TOTAL ROUNDS		PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		GUNNERY					
ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		ATT. SUCC.		1 2 3		LOADED FIRED		17 18		19		20									
6-10		12-13 13-16 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 68-69		71	
CBR CR PRACT		-		-		-		-		-		-		-		-		-		-		-		-		-		-			
NON CBR PRACT		-		-		-		-		-		-		-		-		-		-		-		-		-		-			
1 CHIEF OF STANDBOARD, 3 ASSISTANT STANDBOARD CREWS, 1 SELECT CREW, 14 LEAD CREWS, 14 COMBAT READY CREWS, NEGATIVE NON-READY CREWS, 12 "IN" CREWS.																															
** FOR PURPOSES OF FLYING TIME UTILIZATION, IN CREW FLYING TIME AND ACCOMPLISHMENTS APPEAR BELOW AND WILL BE SUBTRACTED FROM XXXXX TOTAL. "IN" CREW 01 01 01 01 01 01 - - - - 01 01 - - - - 02 001400 001050 75 - - - - - 01 01 - -																															
SAC FORM 18 NOV 54 184a PREVIOUS EDITION IS OBSOLETE.																															

CONFIDENTIALAir Force - SAC, Office O-48838 (When Filled In) **CONFIDENTIAL**

CONFIDENTIAL (When Filled In)

CONFIDENTIAL

JET CREW AIR TRAINING REPORT - PART III												UNIT 310th Bombardment Wing (Medium)		MONTH Jan-Feb-Mar 1956		PAGE NR 1		NR OF PAGES 6		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										
CREW NUMBER	23		24		25				26		27		28		29		30		31		32		33	34	35	36	37	38	39	
	LARGE SCALE	TRI-METROGON	ATT.	ACC.	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 DRILLS	NIGHT CELL NIGHT MISSIONS	DIPPER SURVEY FLYING	ARMED TAKEOFF	GLOBE FROTTER MISSIONS	MOUNTAIN CLOUD LEVELCAST STANDARDIZATION CHECK								
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	56-58	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		
S08																							0001	002	002	-	-	-	NOV	
L37																							0001	007	001	006	-	-	JAN	
L43																							0001	-	002	-	-	-	NOV	
S19																							-	002	-	001	-	-	-	NOV
L29																							0001	008	001	006	-	-	-	DEC
SQS1BD SUBTOT																							0003	017	004	013	-	-	-	
S19																							0001	001	-	-	-	-	-	NOV
L06																							0001	004	002	003	-	-	-	MAR
L09																							0001	011	003	012	-	-	-	DEC
L18																							0001	006	002	004	-	-	-	JAN
L20																							0001	002	002	003	-	-	-	OCT
L32																							0001	004	001	003	-	-	-	NOV
L30																							0001	001	001	004	-	-	-	JAN
L36																							0001	003	002	003	-	-	-	NOV
L47																							0001	009	003	007	-	-	-	JUL

C-310-295-C

CONFIDENTIAL (When Filled In)**CONFIDENTIAL**

JET CREW AIR TRAINING REPORT - PART III										UNIT 310th Bombardment Wing (Medium)			MONTH Jan-Feb-Mar 1956		PAGE NR 2		NR OF PAGES 6		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	
CREW NUMBER	LARGE SCALE	ATT.	ACC.	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 RECOGNITION MISSIONS	AIR MISSIONS ACCOMP.	EMERGENCY PROCEDURE DRILL	NIGHT TELL MISSIONS	DEPRESS-BURIED FLYING	ASSISTED TAKEOFF'S	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST 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								
L52																							0002	003	002	003	-	-	DEC							
L61																							0001	004	003	003	-	-	JUN							
L07																							0001	001	003	-	-	-	MAR							
L12																							ALL ACCOMPLISHED PRIOR TO UPGRADING													
L13																							-	-	-	-	-	-	SEP							
L4																							0001	002	-	-	-	-	-	OCT						
LD ^{✓R} SUB TOT																							0014	051	024	045	-	-	-							
R07	NOT APPLICABLE																						002	-	003	-	-	-	MAR							
R12																							0001	001	002	003	-	-	NOV							
R13																							0001	001	002	004	-	-	SEP							
R29																							-	002	-	001	-	-	-	DEC						
R46																							-	006	003	008	-	-	-	OCT						
R10																							0001	009	002	006	-	-	NOV							
R2																							0001	006	002	005	-	-	NOV							
R25																							0001	001	002	003	-	-	OCT							
R31																							0001	004	002	005	-	-	MAR							

C-310-295-C

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III												UNIT	310th Bombardment Wing (Medium)												MONTH	Jan-Feb-Mar 1956	PAGE NR	3	NR OF PAGES	6	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											
2.	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.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.	IP-TARGET RUNS	NR OF RADAR ROUTE MISSIONS	AIR MISSIONS ACCOMP.	EMERGENCY PRECISE DRILL	NIGHT CELL MISSIONS	DIAERED SURVEYED FLYING	ABSTINENT TAKEOFFS	GLOBE TROTTER MISSIONS	RIGHT TIME PRECISION STANDARD 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													
R40																							0001	002	002	006	--	--	DEC											
R41																							0001	002	001	003	--	--	NOV											
R44																							0001	001	002	008	--	--	NOV											
R50																							0001	009	003	008	--	--	MAR											
R55																							0001	008	002	005	--	--	NOV											
R57																							0001	001	003	003	--	--	NOV											
R04																							0001	006	002	004	--	--	NOV											
R11																							0001	002	003	003	--	--	JAN											
R39																							0001	005	002	004	--	--	NOV											
R42																							-	001	-	001	--	--	--											
R45																							-	003	002	003	--	--	--											
R59																							ALL ACCOMPLISHMENTS PRIOR TO UPGRAD																	
R76																							ALL ACCOMPLISHMENTS PRIOR TO UPGRAD																	
CBR CR SUB TOT																							0015	072	037	086	--	--	--											
N04																							-	001	-	-	-	-	-	-										
N59																							-	003	-	002	-	-	-	-										

C-310-295-C

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III										UNIT 310th Bombardment Wing (Medium)			MONTH Jan-Feb-Mar 1956			PAGE NR 4		NR OF PAGES 6		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																			
Z.	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		IR OF ROUTE MISSIONS		AIR MISSIONS ACCOMP.	EMERGENCY PROCEDURE DRILL		NIGHT CALL MISSIONS		DEPRESS SUBMID PL-TRAIN		ASISTED TAKE-OFFS		GLOBE TROTTER MISSIONS		MONTH COMPLETED LAST STEWARDNESS CHECK	
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.		ACC.	ATT.	ACC.	ATT.	ACC.	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	62-64	65-67	68-70	71-73	74-76						
N76																																						
N42																																						
NON CCR SUB TOT																																						
WING TOTAL																																						
IN11	UPGRADED TO COMBAT READY, 18 JANUARY 1956																																					
IN28	DISBANDED, 14 FEBRUARY 1956, AIRCOM DECEASED																																					
IN59	UPGRADED TO NON-COMBAT READY, 25 JANUARY 1956																																					
IN60	DISBANDED 16 MARCH 1956, AIRCOM TO WING STAFF																																					
IN67	NOT APPLICABLE	AC	95	65	P	80	65	O	X	88																												
IN68	DISBANDED 1 MARCH 1956, CREW REALIGNMENT																																					
IN69	DISBANDED 31 MARCH 1956, AIRCOM AND OBSERVER TO WING STAFF																																					
IN72	DISBANDED 31 MARCH 1956, AIRCOM AND OBSERVER TO SQD STAFF																																					
IN	AC	G			P	G		O	20	35																												
IN74	AC	X	21		P	G		O	20	15																												
IN75	AC	G			P	G		O	G																													

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III										UNIT 310th Bombardment Wing (Medium)										MONTH Jan-Feb-Mar 1956		PAGE NR 5		NR OF PAGES 6		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																																																																					
2.	23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38																																																											
CREW NUMBER	LARGE SCALE		TRI-METROGON		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		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		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		62-64																																			
IN76	UPGRADED TO NON-READY STATUS 25 JANUARY 1956; UPGRADED TO COMBAT READY 31 MARCH 1956																																																																																									
IN77	AC		G				P		G				0		30		16																																																																									
IN78	DISBANDED 31 MARCH 1956, CREW REALIGNMENT																																																																																									
IN79	AC		60		0		P		G				0		30		0																																																																									
IN80	AC		95		48		P		X		37		0		80		42																																																																									
IN81	AC		X		11		P		60		13		0		50		27																																																																									
IN82	AC		80		10		P		70		14		0		60		22																																																																									
IN83	AC		80		58		P		40		16		0		50		22																																																																									
IN84	AC		X		36		P		60		10		0		60		0																																																																									
IN85	AC		X		6		P		50		7		0		30		16																																																																									
** XXXX	NOT APPLICABLE																																																																																									
CBR CR PRACT																																																																																										
NON-CBR PRACT																																																																																										

SAC FORM 1 AUG 58 1841 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Office O-9234

(When Filled In)

CONFIDENTIAL

C-310-295-C

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III												310th Bombardment Wing (Medium)												MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL						
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															
24	23		24		25				26		27		28		29		30		31		32		33		34		35		36		37		38		39	
CREW NUMBER	LARGE SCALE	TRI-METRAGON			ATT.	ACC.	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	DEPRES-SURVEYED FLYING	ASSISTED TAKEOFFS	GLOBE FLIGHT MISSIONS	MONTHLY COM-PLAYED LAST STANDAR-DIZATION 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	<i>C-310-295-C</i>								
1 CHIEF OF STANDBRD CREW, 3 ASSISTANT STANDBRD CREWS, 1 SELECT CREW, 1 LEAD CREWS, 1A COMBAT READY CREWS, NEGATIVE NON-COMBAT READY CREWS, 12 IN CREWS																																				
** FOR PURPOSE OF FLYING TIME UTILIZATION, "IN" CREW FLYING TIME AND ACCOMPLISHMENTS APPEAR BELOW AND WILL BE SUBTRACTED FROM "XXXXX" TOTAL																																				
"IN"	CI																									-	007	-	006	-	-	-				
NOT APPLICABLE																								NOT APPLICABLE												
SAC FORM 100-184b PREVIOUS EDITIONS ARE OBSOLETE.												Air Force - SAC, Offcr C-92(56) (When Filled In)																								
0200												CONFIDENTIAL												CONFIDENTIAL												

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV					UNIT 310th Bombardment Wing (Medium)										MONTH Jan-Feb-Mar 1956			PAGE NR 1		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12											
GENERAL		PILOT PROFICIENCY																	S.		MISCELLANEOUS												
CREW NUMBER	ID	41	42	43	44					45					46					47			48			49	50	51	S2 SPEC WEA	S3 INTE MAS	S4 ATP	S5 REFLG	S6 SUIC
	NR OF PILOT PROFICIENCY HOURS	TAKE-OFF'S		LANDINGS					GCA					ILAS					APPROACHES			FORMATION											
	ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT CONDR	CO-PILOT	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 WEA	INTE MAS	ATP	REFLG	SUIC		
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	53-54	56-57	59-61	62-64	65-67	68-70
S08	-	-	012	002	10	01	11	04	08	12	06	01	07	02	04	06	-	-	-	-	-	03	-	-	02	02	008	008	001	001	-	-	
L37	-	-	010	002	11	-	11	01	-	01	07	02	09	01	02	03	-	-	-	-	-	09	01	04	02	02	-	-	-	001	-	-	
L43	-	-	013	-	11	02	13	02	-	02	03	-	03	01	01	02	-	-	-	-	01	01	01	-	-	02	02	-	-	001	-	-	
S19	-	-	-	001	01	-	01	-	-	-	-	-	-	-	01	01	-	-	-	-	01	-	-	-	-	-	001	-	-	-			
9	-	-	008	001	08	09	17	01	02	03	04	-	04	-	-	-	-	-	-	-	02	-	01	02	02	002	002	001	001	-	-		
SQSTD SUBTOT	-	--	031	004	31	11	42	04	02	06	14	02	16	02	04	06	-	-	-	01	01	13	01	05	06	06	002	002	002	003	-	-	
S19	--	--	003	002	04	-	04	02	-	02	03	01	04	01	-	01	-	-	-	-	-	-	-	-	-	005	005	-	001	-	-		
L06	001	003	014	004	13	02	15	03	02	05	02	-	02	01	-	01	-	-	-	-	04	01	01	05	03	005	005	002	001	-	-		
L09	001	004	015	002	14	06	22	03	-	03	12	04	16	03	-	03	-	-	-	-	13	03	02	07	06	006	006	002	001	-	-		
L18	001	005	010	001	08	03	11	02	06	08	05	-	05	-	-	-	-	-	-	04	01	01	05	04	003	003	001	001	-	-			
L20	001	005	015	003	15	02	17	03	-	03	08	-	08	01	-	01	-	-	-	-	04	01	01	03	02	003	003	002	001	-	-		
L32	001	003	012	003	13	-	13	02	-	02	10	-	10	-	01	01	-	-	-	-	12	02	03	05	04	003	003	002	001	-	-		
L35	001	005	015	005	14	01	15	05	04	09	09	02	11	04	03	07	-	-	-	-	15	01	01	03	02	003	003	001	001	-	-		
L36	001	003	009	003	08	-	08	04	-	04	06	-	06	02	-	02	-	-	-	-	03	01	02	05	04	003	003	001	001	-	-		
L47	001	004	014	004	14	-	14	05	-	05	06	-	06	02	-	02	01	01	02	-	-	09	-	01	05	04	003	003	001	001	-	-	

SAC FORM 184C PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offset O-93(56) *(This Field)*

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

~~CONFIDENTIAL~~

JET CREW AIR TRAINING REPORT - PART IV								UNIT 310th Bombardment Wing (Medium)												MONTH Jan-Feb-Mar 1956				PAGE NR 2		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12							
Q. GENERAL		PILOT PROFICIENCY																S. MISCELLANEOUS																	
CREW NUMBER	41	42	43		44				45				46				47				48				49		50		51						
	NR OF PILOT PROFICI- ENCY HOURS		TAKE-OFFS		LANDINGS				GCA				ILAS				APPROACHES				FORMATION				52		53		54						
	ACFT COMDR	CO- PILOT	ACFT COMDR		CO-PILOT		ACFT COMDR		CO-PILOT		ACFT COMDR		CO-PILOT		ACFT COMDR		CO-PILOT		AIRBORNE RADAR		GYRO OUT		TOTAL TIME		HIGH ALTITUDE		SPEC W/ STK COLLUS		NITE MASS		RFLG AT		NITE MASS		RFLG 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	6264	6567	6870		
L52	001	003	010	003	11	-	11	02	-	02	01	02	03	-	02	02	-	02	02	-	-	-	05	01	02	02	02	003	003	002	001	-	-		
L61	001	005	007	004	07	06	13	04	09	13	01	02	03	01	01	02	-	-	-	-	-	-	03	01	02	05	04	009	009	001	001	-	-		
L07	001	004	010	002	11	-	11	01	01	02	05	02	07	01	02	03	-	-	-	-	-	-	02	02	-	05	02	-	-	-	001	-	-		
L12	NEGATIVE -- ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																																		
L13	001	006	004	003	04	-	04	03	-	03	02	-	02	03	01	04	-	-	-	-	-	-	01	-	-	-	-	001	-	-	001	-	-		
LD CR SUBTO	-	-	003	001	03	-	03	01	-	01	02	-	02	01	01	02	-	-	-	-	-	-	02	-	-	01	01	-	-	-	001	-	-		
R07	-	-	005	-	05	-	05	-	-	01	-	01	-	-	-	-	-	-	-	-	-	02	01	01	-	-	004	004	001	-	-	-	-		
R12	002	013	011	005	12	06	18	04	01	05	01	-	01	01	-	01	-	-	-	-	-	03	02	02	04	04	003	003	001	001	-	-			
R13	-	-	007	001	05	-	05	03	-	03	05	02	07	02	03	05	-	-	-	-	-	04	01	-	06	06	004	004	001	-	-	-			
R29	-	-	002	-	02	03	05	-	01	01	01	02	-	01	01	-	-	-	-	-	-	01	01	01	-	-	002	002	-	-	-	-			
R46	001	005	011	003	13	-	13	01	-	01	10	03	13	01	08	09	-	-	-	-	-	07	06	05	02	12	004	004	002	-	-	-			
R10	001	004	015	003	17	07	24	01	06	07	08	03	11	01	03	04	-	-	-	-	-	03	02	02	11	04	005	005	001	001	-	-			
R22	001	004	016	006	17	-	17	03	-	03	11	05	16	01	10	11	-	-	-	-	-	07	04	02	05	03	004	004	001	001	-	-			
R25	001	004	012	003	11	-	11	04	-	04	08	-	08	04	-	04	-	-	-	-	-	04	04	03	05	04	005	005	001	001	-	-			
R31	001	006	016	002	16	08	24	02	03	05	14	01	15	01	02	03	-	-	-	-	-	03	01	01	05	03	006	006	001	001	-	-			

CONFIDENTIAL (When Filled In)

~~CONFIDENTIAL~~

JET CREW AIR TRAINING REPORT - PART IV										UNIT 310th Bombardment Wing (Medium)										MONTH Jan-Feb-Mar 1956				PAGE NR 3		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12					
Q. GENERAL R.		PILOT PROFICIENCY																		MISCELLANEOUS													
CREW NUMBER	40	41	42	43			44			45			46			47			49	50	51	52	53	54	55	56							
	NR OF PILOT PROFICIENCY TEST SIGNS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA			IL AS			APPROACHES																
	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	AIRBORNE RADAR	PPI	GYRO GUIT	FORMATION	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	SPEC WEAPONS	SIM COURSES	WHITE MASS	WHITE MASS	WHITE MASS		
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	5264	5157	6870
R40	001 004	007	003	06	01	07	03	-	03	04	-	04	01	-	01	-	02	02	01	01	02	05	04	03	02	02	005	005	002	001	-	-	
R41	001 003	014	002	13	02	15	03	01	04	06	05	11	01	04	05	-	-	-	-	-	-	03	03	02	03	02	003	003	001	001	-	-	
R44	001 003	017	003	18	-	18	05	-	05	05	-	05	01	-	01	03	-	03	-	01	01	09	01	01	05	04	003	003	001	001	-	-	
R50	001 003	015	002	14	03	17	01	03	04	12	-	12	01	-	01	-	-	-	-	-	04	01	01	05	05	004	004	003	001	-	-		
R55	001 003	009	004	10	-	10	03	-	03	04	-	04	03	-	03	-	-	-	-	-	04	03	01	05	04	005	005	002	001	-	-		
R57	001 003	017	001	18	-	18	-	01	01	08	-	08	-	-	-	-	-	-	-	-	03	04	01	05	04	013	013	001	001	-	-		
R04	001 005	008	002	08	-	08	02	-	02	02	07	09	02	07	09	-	-	-	-	-	05	02	02	01	-	003	003	002	001	-	-		
R11	001 003	010	006	09	-	09	07	10	17	07	04	11	03	-	03	-	-	-	-	07	01	02	03	02	020	020	001	001	-	-			
R39	001 004	013	003	10	04	14	06	04	10	06	05	11	03	03	06	-	-	-	-	04	01	01	02	02	003	003	001	001	-	-			
R42	-	-	004	-	04	-	04	-	-	02	01	03	-	01	01	-	-	-	-	-	01	02	-	-	-	-	-	-	-	-	-	-	
R45	-	-	009	-	09	01	10	-	-	03	-	03	-	01	01	-	-	-	-	03	01	-	02	02	003	003	-	-	-	-	-	-	
R59	NEGATIVE - ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																																
R76	NEGATIVE - ALL ACCOMPLISHMENTS PRIOR TO UPGRADING																																
CBR CR SUBTOT	016	067	218	047	217	35	252	48	30	78	118	37	155	29	43	72	03	02	05	01	02	03	82	45	31	71	53	099	099	023	014	-	-
NO4	-	-	003	-	03	-	03	-	-	01	01	02	-	01	01	-	-	-	-	-	-	-	-	-	006	006	-	-	-	-	-	-	
N59	-	-	005	-	03	-	03	01	04	05	03	-	03	01	-	01	-	-	-	-	01	01	-	-	027	027	001	-	-	-	-	-	-

SAC 1 FORM 184C PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offset: O-93(36) (This)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV												UNIT 310th Bombardment Wing, Medium												MONTH Jan-Feb-Mar 1956		PAGE NR 4	NR OF PAGES 6	REPORTS CONTROL SYMBOL 3-SAC-T12													
Q. GENERAL		R.		PILOT PROFICIENCY																								S.		MISCELLANEOUS											
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	TAKE-OFFS				LANDINGS				GCA				ILAS				APPROACHES				FORMATION				49	50	51	52	53	54	55	56					
					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	PIR	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED									DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	AIR VPNS SIM	NITE MASS REFLG ATTL	NITE MASS REFLG SUP
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	65-67	68-70								
N76	-	013	-	13	05	18	-	02	02	04	-	04	--	02	02	-	-	-	-	-	-	-	-	-	-	-	007	007	-	-	-	-									
N42	-	002	-	02	-	02	-	--	-	02	02	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
NON CBR SUB TOT	-	023	-	21	05	26	01	06	07	10	03	13	01	03	04	-	-	-	-	-	-	03	01	-	-	-	040	040	001	-	-	-									
WING TOTAL	028	117	425	093	418	74	492	97	68	165	220	56	276	54	65	119	04	05	09	01	03	04	177	61	53	130	99	195	195	042	032	-	-								
IN11	UPGRADED TO COMBAT READY 18 JANUARY 1956																								C-310-295-C																
IN28	DISBANDED 14 FEBRUARY 1956, AIRCOM DECEASED																																								
IN59	UPGRADED TO NON-COMBAT READY 25 JANUARY 1956																																								
IN60	DISBANDED 16 MARCH 1956, AIRCOM TO WING STAFF																																								
IN67	AC	95	65	P	80	65	O	X	88																																
IN68	DISBANDED 1 MARCH 1956, CREW REALIGNMENT																																								
IN69	DISBANDED 31 MARCH 1956, AIRCOM AND OBS TO WING STAFF																																								
IN72	DISBANDED 31 MARCH 1956, AIRCOM AND OBS TO SQUADRON STAFF																																								
IN	AC	G		P	G		O	20	35																																
IN74	AC	X	21	P	G		O	20	15																																
IN75	AC	G		P	G		O	G																																	

CONFIDENTIAL (When Filled In)

CONFIDENTIAL

JET CREW AIR TRAINING REPORT - PART IV										UNIT 310th Bombardment Wing, Medium										MONTH Jan-Feb-Mar 1956					PAGE NR. 5		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12					
Q. GENERAL		R.		PILOT PROFICIENCY										S.										MISCELLANEOUS										
CREW NUMBER	40	41	42	43		44					45					46					47					48								
		NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS					GCA					ILAS					APPROACHES					FORMATION								
		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	AIRBORNE RADIUS	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER AIR MISSIONS	AIR WARNS SIM	NITE MASS REFLG ATT	NITE MASS REFLG STC	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	53-54	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	65-67	67-68	70
IN76	UPGRADED TO NON-READY STATUS	25 JANUARY 1956																																
IN77	AC G					P G			O G																									
IN78	DISBANDED 31 MARCH 1956, CREW REALIGNMENT																																	
IN79	AC 60 0	P G				O 30 0																												
IN80	AC 95 48	P X 37			O 80 42																													
IN81	AC X 11	P 60 13			O 50 27																													
IN82	AC 80 10	P 70 14			O 60 22																													
IN83	AC 80 58	P 40 16			O 50 22																													
IN84	AC X 36	P 60 10			O 60 0																													
IN85	AC X 6	P 50 7			O 30 16																													
** XXXX	- - 089	013 99	49 148	06 29	35 45	28 73	03 20	23 -	02 02	- 01	01 17	05 04	- -	082	082	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -					
CBR CR PRACT	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -					
NON CBR PRACT	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -					

SAC FORM 100-184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offset O-9354 (When Filled In)

CONFIDENTIAL

C-310-295-C

CONFIDENTIAL (When Filled In)

FAITIA

SAC : FORM NO. 184c PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offutt C-935

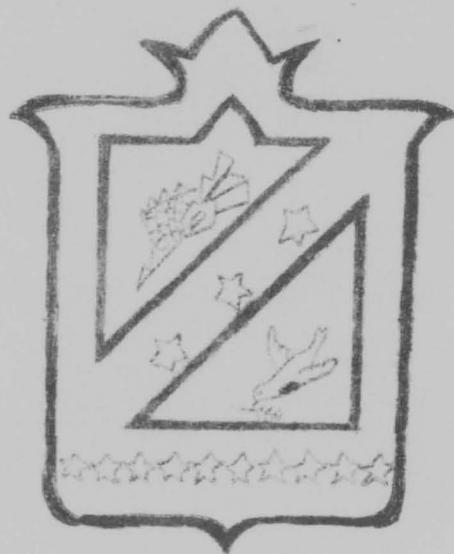
CONFIDENTIAL

CONFIDENTIAL

HISTORIAN

310 BOMB WING M.

RCS: I-SAC-T35



QUARTER ENDING MARCH 1956

MANAGEMENT CONTROL SYSTEM

CONFIDENTIAL

6-310-328-C
2694-C

CONFIDENTIAL

TABLE OF CONTENTS

	Page
SECTION I: ANALYSIS OF SCORES	1-3
SECTION II: SPECIAL SUBJECT	4
SECTION III: SCORES AND DATA	5-22

Distribution List

<u>Code</u>	<u>Copies</u>	<u>Code</u>	<u>Copies</u>
HQ SAC	1	310DOR	1
HQ SAF	1	310DO	1
COMDR	1	310WP	2
DM	1	310AC	1
DO	1	310HEDRON	1
DP	1	379BOMRON	1
BAAC	1	380BOMRON	1
Historian	4	381BOMRON	1
310CO	1	310FLD MAINTRON	1
310DM	1	310A&E MAINTRON	1
310DMMC	1	310PER MAINTRON	1
310TACHOSP	1	40AC	1

CONFIDENTIAL

CONFIDENTIAL

SECTION I

A. Personnel:

1. Officer MIRS: Officer manning in required specialties increased 4% during the current quarter. This is represented by 88% body manning and 88% effective manning as of 31 March 1956. Of the 438 authorized officer positions, 387 are effectively manned. Increased effectiveness in Officer MIRS is limited at this time by the shortage of 51 officer personnel to fill the remaining authorized positions within the Wing.

2. Airmen MIRS: Airmen personnel in required specialties direct support is low at 71.8% and represents a regression of 10% maximum score from the previous quarter. Indirect support continues at 10% maximum score with no change from the previous quarter.

Although the Wing OJT program is being vigorously maintained at 99% - 100%, this program will not be able to substantially alleviate the low MIRS Status in the immediate future. Upgrading to 7 level skills where considerable shortages exist is hampered by the requirement of personnel to possess the grade of Staff Sergeant. All Staff Sergeants not possessing the 7 level skill are on OJT. In addition, 79 Airmen First Class are on 7 level OJT so that upgrading of these personnel can be made as soon as possible after their promotion to non-commissioned officer status.

Upgrading examinations were given to 146 personnel, primarily in direct support areas, during the current quarter. Based on an attrition factor of 20%, it is estimated that these examinations should result in a direct support MIRS increase to 75.9% (20% maximum score) during the next quarter. Examinations for indirect support are to be given during April 1956. Results obtained from these examinations should be similar to that for direct support.

3. AWOL Rate: During the current quarter the Wing AWOL Rate increased to 100% maximum score representing 1.5 AWOL's per 1000 personnel assigned. This is a 10% increase from November scores.

4. Reenlistment Rate: The Reenlistment Rate continues at 30% maximum score; however the rate increased approximately 2% during the current quarter.

B. Materiel:

1. Flying Hours As a Percent of Required: 98.7% of maximum points have been scored, representing an increase of 1.1% over November scores.

CONFIDENTIAL

CONFIDENTIAL

1. Manhour Utilization, Aircraft Maintenance: This item increased 1.4% over the previous quarter. Both Productive Direct and Productive Indirect Manhour scoring were 100%. Weak areas existed in Undistributed Direct Manhours and Non Productive Indirect Manhours. See attached special subject - Manhour Utilization, Aircraft Maintenance, for further discussion.

(C) C. General Items:

1. Cost per Flying Hour: This item increased to 80% maximum score during the current quarter. An increase of 2% was made from November scores.

2. Flying Safety: During February, the 310th Bomb Wing suffered one major aircraft accident and during March, one minor aircraft accident. These two accidents during the quarter reduced scoring to 50% of maximum, and reflects 26 accidents per 100,000 hours flown.

3. Ground Safety: Ground Safety decreased from 100% maximum score to 55% due to four fatalities. The total cost of accidents increased \$91,598 over the previous quarter. As a result of these accidents during the current quarter, a vigorous ground safety program has been placed into effect to help prevent in all possible ways future accidents of such serious nature.

(C) D. Operations:

1. Training Minimums: Bomber Training Minimums reflect a 3.6% increase in maximum score from the previous training quarter. Tanker Training Minimums increased 3.4%. These accomplishments represent the highest percent of 50-8 completions since the Wing was declared Combat Ready in January 1955.

2. Flying Hour Utilization: Training produced per Flying Hour decreased 5.1% during the current training quarter. Several factors hampered improving this item. During January and February, the Tanker Squadron was TDY, Harmon Air Force Base, Newfoundland with primary responsibility for support of ordered missions. In addition, 1020 B-47 hours flown during Operations Swandive, Facesetter II, and SAC Bombing Evaluation, plus 135 hours of ferry flights during the quarter which were scheduled to include 50-8 training influenced a decrease in B-47 training produced per flying hour.

CONFIDENTIAL

CONFIDENTIAL

3. Cost of Training Produced: This item decreased 4% commensurate with the decrease in Training Produced per Flying Hour.

4. Proficiency: All Proficiency items increased during the current training quarter except Night Celestial Navigation which remained the same at 98%.

5. Bomber Crews: B-47 combat ready crew status continued at 20% maximum score. Tanker crew status increased 60% during the current quarter. This is reflected by an increase from 15 combat ready crews to 19 ready crews.

CONFIDENTIAL

CONFIDENTIAL

SECTION II

Manhour Utilization, Aircraft Maintenance

SPECIAL SUBJECT

During the current reporting period, strong command action was initiated to improve the Manhour Accounting program. A vigorous effort is continuing to be made throughout all Maintenance activities of the Wing to insure accurate and timely submission of time cards. Spot checks of Airmen's time cards are being made daily by Commander's, Chief of Maintenance, Stand team, Supervisors, etc to determine if Airmen are maintaining their cards as required by SAC Manual 66-14. In order to improve accuracy of the U-22 report so that valid studies can be made, time cards are audited daily by the Maintenance Control Section. Errors found on individual time cards are corrected and reported to the respective unit Commanders, who in turn are taking immediate corrective action to prevent reoccurrences. This is resulting in a remarkable decrease in errors. Classes have been conducted to further aid in improving the manhour accounting program. Airmen who display a lack of understanding about the time reporting system are scheduled in additional classes as are required.

During the month of March, improvements were made in the following areas by close command attention.

1. Direct Manhours increased to 44.5% of the total hours expended. This is an increase of 10.8% over February.
2. Productive Indirect manhours decreased 4% over February to 48.5% of total expended time.
3. Less time expended in Supervision may have been responsible in a small portion to the decrease of overtime to 9000 hours during March.

The substantial improvements being made in the mechanics of preparing the SAC-U22 report and the continuing command emphasis being placed on proper reporting, will make it possible to attack areas of weakness with certainty in the future. Reliable data on which to base valid studies has been a serious handicap in the past.

Non Productive Indirect Manhours: In order to reduce the large number of manhours wasted through awaiting work assignment, Squadron OJT programs are being implemented. This will replace lost time to training time. As this program begins to take firm hold it is expected that the quality of maintenance will also improve. The largest portions of lag time due to awaiting work assignment have been in both Field and A&E Maintenance Squadrons and it is to these Units that the Squadron OJT program is being initially directed.

CONFIDENTIAL

CONFIDENTIAL

SECTION III

SCORES & DATA

	Last Statement		Current Period				Average Total
	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	
1. PERSONNEL	48.1%	32.7%					39.3%
a. Officer MIRS, % Score,	40%	30%					30%
(1) Number Required					438	438	
(2) Number Assigned					387	387	
(3) Number IRS					387	387	
(4) % IRS					88%	88%	
b. Airmen MIRS, Direct Support Skill, % Score.	50%	20%					10%
(1) Number Required					1052	1052	
(2) Number Assigned					989	989	
(3) Number IRS					755	755	
(4) % IRS					71.8%	71.8%	
c. Airmen MIRS, Indirect Support Skills, % Score.	10%	10%					10%
(5) Number Required					566	566	
(6) Number Assigned					486	486	
(7) Number IRS					360	360	

CONFIDENTIAL

CONFIDENTIAL

Last Statement		Current Period				Average or Total
SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	
(9) % IRS					63.8%	63.8%
c. AWOL Rate, % Score	100%	90%				100%
(1) Average Strength		1626	1757	1618	1670	6871
(2) Number AWOL		3	3	1	3	10
(3) Rate/1000		1.84	1.71	1.07	1.79	1.5
d. Reenlistment Rate/40%	30%					30%
(1) Number Eligible		67	49	53	56	225
(2) Number Reenlisted		18	15	15	22	70
(3) % Reenlisted		26.8%	30.6%	26%	39%	31.1%
e. MATERIEL	99.3%	81.8%				82.4%
a. Flying Hours Delivered, % of Required, % Score	100% 99%					98.7%
(1) Hours Required						
(a) Bomber		1450	1365	1365	4180	
(b) Tanker		450	462	838	1748	
(c) Total		1900	1827	2201	5928	
(2) Hours Flown						
(a) Bomber		1372	1314	1487	4173	
(b) Tanker		370	456	851	1677	
(c) Total		1742	1770	2338	5850	

CONFIDENTIAL

~~CONFIDENTIAL~~

Last Statement	SAC Upper Quartile	Wing Data	Current Period			Average or Total
			DEC	JAN	FEB	
b. Manhour Utilization						78%
	91%	76.6%				
(1) Hours Flown						
(a) B-47			1372	1314	1487	4173
(b) KC-97			370	456	851	1677
(c) Total			1742	1770	2338	5850
(2) Direct Labor						
(a) Standard B-47						
1 Tactical Squadrons			22775	21812	24699	69286
2 Periodic Maintenance Squadron			4939	4730	5353	15022
3 Field Maintenance Squadron			10016	9592	10855	30463
4 A & E Maintenance Squadron			10839	10381	11747	32967
5 Total			48569	46515	52654	147738
(b) Actual B-47						
1 Tactical Squadrons			17607	12813	17433	47853
2 Periodic Maintenance Squadrons			4240	1960	2176	8376
3 Field Maintenance Squadrons			14197	6627	10003	30827
4 A & E Maintenance Squadrons			10747	6950	10770	28467

~~CONFIDENTIAL~~

CONFIDENTIAL

Last Statement SAC Upper Quartile	Wing Data	Current Period				Average of Total
		DEC	JAN	FEB	MAR	
1 Total		40732	28150	20182	15567	
(a) Standard Personnel						
1 Air Refueling Squadrons						(CUMULATIVE) 144.4%
2 Periodic Maintenance Squadrons						(CUMULATIVE) 179.4%
3 Field Maintenance Squadrons						(CUMULATIVE) 98.8%
4 A & E Maintenance Squadrons						(CUMULATIVE) 115.8%
5 Total						(CUMULATIVE) 127.8%
(b) Direct Labor						
(a) Standard Personnel						
1 Air Refueling Squadrons	5069	6247	11659	22994		
2 Periodic Maintenance Squadrons	1295	1596	2970	5870		
3 Field Maintenance Squadrons	3256	4013	7489	11759		

CONFIDENTIAL

~~CONFIDENTIAL~~

Last Statement Current Period

SAC Upper Quarantine	Wing Data	DEC	JAN	FEB	MAR	Average or Total
1 A & E Maintenance Squadrons			629	775	1447	2851
2 Total			10249	12631	23574	46454
(b) Actual KC-135						
1 Air Refueling Squadrons		7456	5751	7007	20194	
2 Periodic Maintenance Squadrons		927	689	1062	2678	
3 Field Maintenance Squadrons		3877	3280	5127	12284	
4 A & E Maintenance Squadrons		850	438	1072	2370	
5 Total		13100	10138	12268	37506	
(c) Standard % of Actual KC-135						
1 Air Refueling Squadrons				(CUMULATIVE)	111.8%	
2 Periodic Maintenance Squadrons				(CUMULATIVE)	214.2%	
3 Field Maintenance Squadrons				(CUMULATIVE)	180.3%	

~~CONFIDENTIAL~~

CONFIDENTIAL

Last Statement SAC Upper Quartile	Wing Data	Current Period				Average or Total
		DEC	JAN	FEB	MAR	
5 A & E Maintenance Squadrons			(CUMULATIVE)			120.1%
Total			(CUMULATIVE)			120.1%
(4) Direct Labor (Undistributed)						
(a) Standard		1045	1062	1403	3510	
(b) Actual		8259	5739	8217	22215	
(c) Standard % of Actual						15.8%
(5) Indirect Labor						100%
(a) Group 1 Codes						
1 Standard					127300	
2 Actual		45250	40863	42494	128607	
2 Standard % of Actual						98.9%
(b) Group 2 Codes						
1 Standard					49692	
2 Actual		16618	14386	11740	42744	
2 Standard % of Actual						116.3%
(c) Group 3 Codes						

CONFIDENTIAL

Last Statement		Wing Data	Current Period			Average or Total
SAC Upper Quartile			DEC	JAN	FEB	
1 Standard						45400
2 Actual			13545	10942	13482	42592
3 Standard % of Actual						94.6%
Total Numerator						219951
Total Denominator						216751
(b) Indirect Labor Non-Productive						
(a) Actual			20054	14804	10937	45795
(b) % Effective						10%
3. GENERAL ITEMS 91.3% 78.2%						70.6%
a. Cost per Flying Hour % Score	90%	78%				80%
(1) B-47 Personnel % Score						80%
(a) Total Costs	392550	36403635552	34173			1353852
(b) Total Flying Hours	1055	1409	1368	1509		5041
(c) Cost per Flying Hour	27730	25837	25989	22647		25348
(d) Standard Cost per Flying Hour	220.	220.	220.	220.		220.
(e) Standard % of Actual	79.3%	85.2%	84.7%	97.1%		86.8%

CONFIDENTIAL

Last Statement SAC Upper Quadrant	Wings Data	Current Period				Average of Total
		DEC	JAN	FEB	MAR	
(2) B-47 Supply, % Short POL Supplies						80% 100%
(a) Total Costs						
(1) PCI	16942	25475	24734	27190	27190	
(2) Supplies	41639	16771	45080	32873	135980	
(b) Total Flying Hours	1055	1409	1368	1509	5541	
(c) Cost per Flying Hour						
(1) POL	15870	18083	18081	18021	17628	
(2) Supplies	39.47	11.62	32.95	23.78	25.44	
(d) Standard Cost per Flying Hour						
(1) POL	197	197	197	197	197	
(2) Supplies	43	43	43	43	43	
(e) Standard % of Actual						
(1) POL	124%	109%	109%	109%	112%	
(2) Supplies	100+%	100+%	100+%	100+%	109%	
(3) B-47, Contractual						100%
(a) Total Costs	5946	9955	19798	11288	46387	
(b) Total Flying Hours	1055	1409	1368	1509	5541	

CONFIDENTIAL

~~CONFIDENTIAL~~

Last Statement SAC Upper Quartile	Wing Data	Current Statement				Average of Total
		DEC	JAN	FEB	MAR	
(a) Costs per Flying Hour		5.07	7.07	14.7	7.48	8.69
(d) Standard, % of Actual		100%	100%	95.2%	100%	101.1%
(e) KC-97 Personnel % Score						100%
(a) Total Costs		132308	13489	81825	167804	527823
(b) Total Flying Hours		537	370	458	894	2259
(c) Standard Cost per Flying Hour		265	265	265	265	265
(d) Standard, % of Actual		97%	77%	148%	141%	113.4%
(f) KC-97 Supply, % Score POL Supplies						80% 20%
(a) Total Costs						
1 POL		-0-	43905	-0-	214550	258445
2 Supplies		20800	16692	1400	13859	52781
(b) Total Flying Hours		537	370	458	894	2259
(c) Cost per Flying Hour						
1 POL		-0-	119	-0-	240	114.41
2 Supplies		38.75	45.11	3.12	15.5	20.36
(d) Standard Cost per Flying Hour						

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Last Statement		Current Period				Average or Total
SAC Under Qualities	Wing Data	DEC	JAN	FEB	MAR	
1. POL	-0-	135	135	135	135	135
2. Supplies	137	9	9	9	9	9
(a) Standard, % of Actual						
1. POL	-0-	112%	-0-	55%	51%	51%
2. Supplies	100%	20%	1.9%	58%	38%	38%
(b) Services & Other % Score						20%
(a) Total Costs	828.7	588	1035	2747	87338	
(a) Total Flying Hours	537	370	458	854	2259	
(c) Cost per Flying Hour	154.3	1.59	2.91	3.07	38.75	
(d) Standard Cost Per Flying Hour	15	15	15	15	15	
(e) Standard, % of Actual	9.5%	100%	100%	100%	38.8%	
b. Flying Safety 100% -0%						50%
(1) Number of Accidents	-0-	-0-	1	1	2	
(2) Flying Hours	1592	1779	1826	2403	7600	
(3) Rate per 100,000 Hours Flown	-0-	-0-	14.6	26.0	26	
c. Ground Safety 100% 100%						55%
(1) Ground Safety Index	1.82	1.73	3.82	18.6	5.53	

~~CONFIDENTIAL~~

CONFIDENTIAL

Last Statement SAC Upper Quartile	Wing Data	Current Period				Average or Total
		DEC	JAN	FEB	MAR	
(a) Military Injuries		1	1	2	6	10
(b) Man Days Exposure	5,350	57691	52258	57691	272190	
(c) Rate per 100,000 Man Days	1.82	1.73	3.82	10.4	4.49	
(d) Government Motor Vehicle Accidents	-0-	-0-	-0-	1	1	
1 Miles Operated	26634	15683	14012	12167	68496	
2 Rate per 100,000 miles Operated	-0-	-0-	-0-	8.2	1.04	
(e) Civilian Injuries	-0-	-0-	-0-	-0-	-0-	
1 Manhours Exposure	5544	672	5280	5808	17304	
2 Rate per 100,000 Manhours Exposure	-0-	-0-	-0-	-0-	-0-	
(f) Accident Cost Index	.04	.41	34.34	17.24	12.88	
(g) Total Cost	79	770	63021	32652	96522	
(h) Mean Strength	1897	1865	1835	1894	7491	
4. Operations	88.1%	74.5%				77.6%
a. Training Minimums						(CUMULATIVE)

CONFIDENTIAL

CONFIDENTIAL

Last Statement	SAC Upper Quartile	Wing Data	Current Period				Average or Total
			DEC	JAN	FEB	MAR	
(1) Bombardment -							
% Score	99.1%	95.1%		40.1%	73.2%	98.7%	98.7%
(a) Number of Crews Considered			28	27	25		25
S & L			11	11	14		14
n			16	15	10		10
N			1	1	1		1
1. Bombing % Score			36.9%	57.2%	96.8%		96.8%
a. Number Required			624	596	504		504
b. Number Accomplished			230	341	488		488
2. Navigation			47.8%	70.8%	98.4%		98.4%
a. Number Required			226	216	184		184
b. Number Accomplished			108	153	181		181
3. Flight Engineering			27.1%	62.7%	100%		100%
a. Number Required			70	67	58		58
b. Number Accomplished			19	42	58		58
4. Air Refueling & Radar Rendezvous			25.1%	81.6%	98.6%		98.6%
a. Number Required			243	234	216		216
b. Number Accomplished			61	191	213		213

CONFIDENTIAL

CONFIDENTIAL

Line Statement SAC Upper Quartile	Wing Data	Current Period				Average or Total
		DEC	JAN	FEB	MAR	
5 Gunnery		33.3%	80.8%	96.7%	98.6%	
a Number Required		81	78	72	72	
b Number Accomplished		27	65	71	71	
6 Air Weapons Training Flight		18.5%	50%	100%	100%	
a Number Required		27	26	24	24	
b Number Accomplished		5	13	24	24	
7 Miscellaneous		60.1%	89.3%	99.5%	99.5%	
a Number Required		909	875	804	804	
b Number Accomplished		574	781	800	800	
8 Flying Time		59.6%	94.6%	100%	100%	
a Number Required		735	735	915	915	
b Number Accomplished		428	695	915	915	
(2) Air Refueling % Score	100% 95.8%		28.4%	51%	99.4%	99.4%
(a) Crews Considered			18	18	18	18
	T		17	17	17	17

CONFIDENTIAL

CONFIDENTIAL

Last Statement SAC Upper Quartile	Wing Data	Current Period				Average or Total
		DEC	JAN	FEB	MAR	
M		1	1	1	1	1
1. Weather and Radar		18.4%	19.5%	90.4%	93.5%	
a Number Required		204	204	204	204	
b Number Accomplished		194	101	201	201	
2. Navigation		21.9%	19.7%	100%	100%	
a Number Required		187	187	187	187	
b Number Accomplished		41	93	187	187	
3. Flight Engineering		-0-	5.9%	100%	100%	
a Number Required		17	17	17	17	
b Number Accomplished		-0-	1	17	17	
4. Miscellaneous		58.0%	76.2%	99.9%	99.9%	
a Number Required		648	648	648	648	
b Number Accomplished		378	494	647	647	
5. Flying Time		22.2%	49%	100%	100%	
a Number Required		90	90	90	90	
b Number Accomplished		20	44	90	90	

CONFIDENTIAL

CONFIDENTIAL

Last Statement		Current Period				Average or Total
SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	
b. Flying Hour Utilization						
(1) Training Produced per Flying Hour	81%	77%	61.7%	62%	65.9%	61.9%
(a) B-47						
1 Hours Flown		1287	2387	3972	3972	
2 Flying Hour Equivalent		821.1	1488.1	2512.5	2512.5	
2 % Utilization		59.4%	61.0%	65.0%	61.0%	
(b) KC-97						
1 Hours Flown		369	827	1694	1694	
2 Flying Hour Equivalent		259.8	535.9	1224.3	1224.3	
2 % Utilization		70.4%	64.8%	72.0%	72.0%	
(c) Tactical and Tanker						
1 Total Hours Flown		1756	3424	5666	5666	
2 Total Flying Hour Equivalent		1082.9	2124.5	3736.9	3736.9	
(2) Cost of Training Produced % Score	93%	77%				73%
(a) B-47 % Score						70%
1 Total Cost		64516166774	965782	1970739	1970739	

CONFIDENTIAL

CONFIDENTIAL

Last Statement		Wing Data	Current Period				Average or Total
SAC Upper Quartile			DEC	JAN	FEB	MAR	
2 Cost of Flying Hour Equivalent			73287	87245	71196	78421	
2 Standard Cost			546	546	546	546	
(b) Tanker % Score							80%
1 Total Cost			195079	84597	98960	679629	
2 Cost of Flying Hour Equivalent			756	106.87	79.51	855.00	
2 Standard Cost			442	442	442	442	
C. Wing Proficiency							
(1) RBS Radar % Acceptable	97%	87%		87%	91%	82%	89.1%
(a) Crews Considered				33	25	30	34
(2) RBS Visual % Acceptable	93%	79%		92%	88.8%	88%	86.4%
(a) Crews Considered				6	11	25	31
(3) Night Celestial % Acceptable	97%	98%					97.7%
(a) Number Accomplished				44	35	98	177
(b) Number Acceptable				43	32	98	173
(4) Flight Engineering % Acceptable	100%	85%					99.2%

CONFIDENTIAL

CONFIDENTIAL

Last Statement		Current Period				Average or Total
SAC Upper Quartile	Data	DEC	JAN	FEB	MAR	
(a) Number Accomplished			21	38	58	117
(b) Number Acceptable			21	38	57	116
(5) Gunnery % Acceptable	89% 55%					80.6%
(a) Number Accomplished			5	47	15	67
(b) Number Acceptable			5	40	9	54
(6) Air Refueling						
(a) Wet Hookups % Successful	100% 97%					100%
1 Number Attempted			62	120	64	246
2 Number Successful			62	120	64	246
(b) Radar Rendezvous	100% 83%					100%
1 Number Attempted			41	61	145	247
2 Number Successful			41	61	145	247
d. Probation Status	90% 20%		NOT SCORED			
e. EWP Mission Examination	90% 90%		NOT SCORED			
f. Combat Ready Crews						
(1) B-47 % Score	50% 20%					20%

CONFIDENTIAL

CONFIDENTIAL

Last Statement	SAC Upper Quartile	Wing Data	Current Period				Average or Total
			DEC	JAN	FEB	MAR	
(a) Number of Combat Ready Crews				33	33	33	33
(2) KC-97 % Score	100%	25%					85%
(a) Number of Combat Ready Crews			19	19	19	19	19
b. Physical Conditioning % Score	65%	10%					10%
(1) Previous Ground Training Phase % Score							10%
(a) Number of Combat Crew Personnel							210
(b) Number completing Combative Measures			(SEP) 10	(OCT) -0-	(NOV) 15	(DEC) 18	43
(c) % Completing Combative Measures							21%
(2) Current Ground Training Phase % Score					-		10%
(a) Number of Combat Crew Personnel							213
(b) Number Completing Combative Measures			18	-0-	24		42
(c) % Completing Combative Mea- sures							20%

CONFIDENTIAL

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

AERONAUTICAL ORDERS)
NUMBER 14)

13 March 1956

1. CAPT CHARLES C STEWART, 17643A, 380BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.
2. CAPT ROBERT M HORSKY, 18043A, 379BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A

PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, MEDIUM

DATE 1-31 March 1956

a. Flying time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average per Posi)
379BS	<u>493:25</u>	<u>14</u>	<u>35:14</u>
380BS	<u>503:15</u>	<u>10</u>	<u>50:19</u>
311BS	<u>512:05</u>	<u>16</u>	<u>32:00</u>
310th BOMW Total	<u>1508:45</u>	<u>40</u>	<u>37:28</u>
310th AFMFS Total	<u>894</u>	<u>20</u>	<u>44:42</u>

b. Number of Aircraft Assigned:

B-47 46 KC-97 21

c. Average number of Aircraft Possessed:

B-47 40 KC-97 20

d. Number of Periodic Inspection Scheduled:

B-47 7 KC-97 3

Number of Periodic Inspection Completed:

B-47 5 KC-97 3

e. Number of Engine Change:

B-47 15 KC-97 3

Average Time at Engine Change:

B-47 440:29 KC-97 443:00

f. Number of Cylinder Changes:

KC-97 1

g. Number of Turbo changes:

KC-97 2

h. In Commission - Rate and Figures:

(1) Wing Percentage In Commission

B-47 76.98% KC-97 76.56%

(2) Number Hours Aircraft In Commission

B-47 22617 KC-97 11392

(3) Average Hours In Commission per Possessed Aircraft:

B-47 565:25 KC-97 569:36

i. AOCM- Rates and Figures:

(1) Wing Percentage AOCM:

B-47 24.48% KC-97 23.44%

(2) Number Hours Aircraft AOCM:

B-47 7392 KC-97 3600

(3) Average Hours AOCM per Possessed Aircraft:

B-47 186:57 KC-97 174:24

Production and Statistical Summary - Continued

j. AOCP Rate and Figures:

(1) Long Percentage AOCP:	B-47	<u>.445</u>	KC-97	<u>0</u>
(2) Number Hours Aircraft AOCP:	B-47	<u>196</u>	KC-97	<u>0</u>
(3) Average Hours AOCP per Possessed Acft	B-47	<u>4.54</u>	KC-97	<u>0</u>
(4) Item AOCP at present:	B-47	<u>0</u>	KC-97	<u>0</u>
(5) Number item AOCP this month:	B-47	<u>2</u>	KC-97	<u>0</u>
(6) Number item received this month:	B-47	<u>2</u>	KC-97	<u>0</u>

k. ANFE Rates and Figures:

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

l. Number Aircraft item Cannibalized
this month: B-47 14 KC-97 15

m. Technical Order Compliance Status Date:

(1) TOC Percentage Rate:	B-47	<u>.45</u>	KC-97	<u>1.75</u>
(2) TOC Total Man-hours accomplished:	B-47	<u>745.75</u>	KC-97	<u>0</u>

n. Number of field Maintenance Work-Order Requested: 1542

o. Number of Armament & Electronics Work-Orders Requested: 1150

Valentine S. Kudrikoff
VALENTINE S. KUDRIKOFF
CWO USAF
REPORTS AND ANALYSIS OFFICER

SAC REG 39-9/310BOMWG SUPPL I

310BOMWG SUPPL) HEADQUARTERS, 310TH BOMBARDMENT WING, MEDIUM
) Smoky Hill Air Force Base, Kansas
 TO SAC Regulation 39-9) 9 March 1956

ENLISTED PERSONNEL

Placement of Maintenance Personnel
(Non-crew Members) on Flying Status
(Supercedes 310BOMWG SUPPL I, 15 FEB 56 to SAC REG 39-9)

NOTE: To be filed in front of SAC Regulation 39-9, 20 June 1955, until
the SAC Regulation is superceded or rescinded.

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
310th Field Maint Sq	4.5 airmen per month (4 airmen per month. A second airman 15 days per month)

KC-97 Aircraft

310th Air Refueling Sq	1 per aircraft assigned
310th Periodic Maint Sq	1 airman per month
310th A&E Squadron	2 airmen per month
310th Field Maint Sq	1 airman per month

See Paragraph 6, SAC Regulation 39-9

1. Requests for flying status orders will indicate the following information in addition to name, grade and AFSN:

a. Inclusive dates or specific month and year.

b. Type aircraft.

c. Date of last altitude chamber training (must be within the previous two years for personnel flying in B-47 type aircraft and within the previous three years for personnel flying in KC-97 type aircraft).

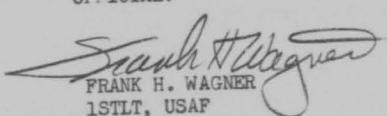
d. Date of last physical examination for flying status (must be within one year).

310BOMWG SUPPL 1 to SAC REG 39-9

2. Squadron commanders will submit requests for orders through the Wing Ground Training Officer to the Wing Adjutant not later than the 28th calendar day each month indicating airmen to be placed on flying status for the following month.

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK H. WAGNER
1STLT, USAF
Adjutant

FRANK H. WAGNER
1STLT, USAF
Adjutant

DISTRIBUTION: "A"

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

SUBJECT: Letter Order 207

2 March 1956

TO: See Distribution

FNO, ORG INDC, are APTD as "Board of Officers in lieu of Report of Survey" IAW AFR 11-1 for the purpose of investigating property losses in 310 PLDMAINTRON, 310 BOMWG, as revealed by inventory conducted by Board of Officers pursuant to letter order 932, HQ 802 ADIV, 27 DEC 55. The BD will determine extent of losses, fix responsibility for: And recommend relief from or imposition of pecuniary liability of responsible person or persons concerned. Proceeding of the BD will comply with AFR 11-1 and SACREG 11-8.

LTCOL	JAMES E. JORDAN JR	6344A	310 PLDMAINTRON	310 BOMWG PRE
LTCOL	ARNOLD R. MEGNITY	AO 741049	HQ 310 BOMWG	Member
LTCOL	LEROY T. SHULER	A0796037	HQ 40 BOMWG	Member
2NDLT	ROBERT B. ODLAND	A02210155	HQ 802 ABGRU	Recorder (Non-Voting)
2NDLT	HAL E. CLEAVENGER	AU3033286	HQ 802 ABGRU	Legal Adviser (Non-Voting)

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A

TRUE COPY

TRUE COPY

DISPOSITION FORM

SUBJECT: Aircraft Records

TO: 379BS
380BS
381RS
310ARS

FROM: 310DCO

DATE: 6 MAR 56

COMMENT NO. 1
COL Wood/207

1. This will confirm verbal instructions given to you at the Stand-up Briefing 6 March 1956.
2. You, your Flight Line Maintenance Officer, Line Chief and Flight Chiefs will review all aircraft records for discrepancies and correct all that are found. The review will be thorough and detailed. It will be completed by 1700 hours, 13 MAR 56.
3. The Eighth Air Force Assistance Team will check your aircraft records commencing 0800, 14 MAR 56. I will expect a satisfactory report from them.

s/t/D. P. WOOD, Colonel, USAF
Deputy Commander

TO: Comdr, 310thBW

FROM: Comdr, 380BS

DATE: 13 Mar 56 COMMENT NO 2

In compliance with the above instructions, the screening of all aircraft records for discrepancies was completed 13 March 1956. The discrepancies noted were corrected on-the-spot except in those cases where the subjective titles of Technical Orders were not entered. Sufficient space was not available for adding the required information to the original entry without expending excessive manhours in re-accomplishing the 781-2.

s/t/T. W. HOPFENSPRINGER, LTCOL, USAF
Commander

TRUE COPY

TRUE COPY

SECRET

310TH BOMBARDMENT WING - MEDIUM

SMOKY HILL AIR FORCE BASE

K-1300-310-H1

25A-1156

HISTORY



ABM 1956

S-17251

AC
RA 5335

U.S. 2014-8

SECRET

SECRET

46-72117-3

S^{RSI cont'd}
17251

SECRET

SECRET

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

APRIL 1956

Smoky Hill Air Force Base, Kansas

This document is prepared by
A/2C Thomas A. Quinn, under
the supervision of 1st 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

SECRET

1

CONTENTS

	<u>Page No.</u>
Title Page	
Contents	1
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
Inspector	5
Comptroller	6
Chapter II Personnel	8
Administration	8
Command	9
Staff	10
Critical Shortages	11
Manning: Officers	12
Manning: Airmen	12
Reenlistment Rate	12
Discipline	13
Awards	14
On-The-Job Training	15
Promotions	16
Morale, Welfare and Discipline	16

SECRET

0245

SECRET

ii

Chapter III Operations and Training	19
Flying Training	19
Accomplishments	26
Combat Crew Strength	29
Operational Problems	30
Ground Training	32
Ground Safety	33
379th Bombardment Squadron	36
380th Bombardment Squadron	39
310th Air Refueling Squadron	45
Chapter IV Materiel and Maintenance	53
Materiel	53
Maintenance	60
Supply	65
Roster of Key Personnel	69
Bibliography	70
Appendix	72
List of Exhibits	73
Exhibits	

* * * * *

SECRET

SECRET

1

CHRONOLOGY

11 April 1956

On this date, the most extensive Traffic Safety Program ever witnessed by 310th Bombardment Wing Personnel was launched. Command emphasis was placed on the importance of safe driving. Personnel of the wing were briefed on the new on and off base driving policies, and particular stress was placed on the penalties for speeding, reckless driving, etc.

18 April 1956

Colonel Selmon W. Wells, 310th Wing Commander departed Smoky Hill for Davis-Monthan Air Force Base, Arizona, to attend a two day conference concerning operational matters.

26 April 1956

Thirty B-47 aircraft of the 310th Bombardment Wing participated in Pace Setter III, the third in a series of Eighth Air Force ordered competitive bombing missions. The 310th had 19 crews judged as "Outstanding" as the wing placed second in the competition.

SECRET

SECRET

2

GLOSSARY OF IRREGULAR ABBREVIATIONS

TDY	Temporaray 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
ANFE	Aircraft Not Fully Equipped
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
WEMP	Written Evaluation of Mechanics Proficiency

SECRET
0248

CHAPTER I
ORGANIZATION AND ADMINISTRATION

MISSION:

The primary mission of the 310th Bombardment Wing remained unchanged during the month of April 1956.

With operation SNOW BANK completed in March, the wing concentrated on permanently retiring the Brigadier General Jack Roberts Memorial Trophy. Early in the month, with PACE SETTER III looming in the distance, all operational and training facilities of the 310th were geared for "X" day preparations.

When the big day came, and afterward when the scores were totaled, the 310th placed second in the competition with a total of 1045.43
1/ points earned.

ORGANIZATION:

The organizational structure of the 310th Bombardment Wing remained unchanged during the month of April 1956. There were no changes in the number of assigned or attached squadrons within the wing and none anticipated. On 30 April 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

1/ This total obtained from Commander's Briefing Slides, and is Classified SECRET.

4

and Electronics, 310th Field and 310th Periodic Maintenance Squadrons.

The only other unit assigned was the 310th Tactical Hospital.

ADMINISTRATION:

A major change of key personnel was consummated when, on 1 April,
Major John L. Kindlesparger replaced First Lieutenant Frank H. Wagner
as Adjutant of the 310th Bombardment Wing. Lieutenant Wagner was re-
assigned to the 310th Air Refueling Squadron for duties as a crew member
^{2/}
on KC-97 aircraft.

Aside from routine duties, the Wing Adjutant coordinated with all
wing Adjutant sections in the retirement of all 1954 noncurrent records.
^{3/}
This project was initiated on 20 April.

As a result of an administrative staff visit made on 19 April, the
Adjutant Section received a reply on 26 April from the 310th Armament and
Electronics Squadron. In accordance with the suggested action to be taken
on discrepancies noted during this visit, the Adjutant section of 310th
Armament and Electronics now maintains a relative index for its file.

In the correction of other errors, Armament and Electronics now files all
TWX's subjectively and maintains all classified records separately, in
^{4/}
accordance with the system outlined in Air Force Regulation 205-1.

During the period from 3 to 12 April, Major Kindlesparger was assigned
^{5/}
the additional duty of Commander of the 310th Headquarters Squadron.

^{2/} 310th Bomb Wing Special Orders Number 27, dated 12 March 1956.

^{3/} Dispo, "Retirement of 1954 noncurrent Records", fm ADJD, 20 Apr 56.

^{4/} Dispo, "ADMIN Staff Visit, 19 APR 56", to 310AG fm 310A&E, dated
26 APR 56.

^{5/} Orders assigning Maj. Kindlesparger as 310 Hq Sq CO, and orders re-
turning him to 310AG. Exh. 1

SPECIAL EVENTS:

On 13 April, 85 giggling youngsters decided that the 379th Bombardment Squadron would be a pretty good outfit to join. They helped themselves to a profusion of cake, cookies, fruit punch, and other refreshments served by squadron members. Some of them were overheard to remark that if every day at the squadron were like Saturday, they didn't see why their dads should complain about their jobs.

The children and their mothers were guests of their dads and husbands at a "Kid's Day" open house held by the squadron.

About 150 guests were welcomed by Lieutenant Colonel Howard McClatchy, squadron commander, who outlined the functions of the bomber unit for the visitors.

Later the group saw a display of personal equipment used by combat crewmen. Then the children watched cartoons and movies while their mothers had coffee in the squadron dayroom.

After seeing the movies, the group went onto the base flightline for a look at the airplanes which their fathers fly. They looked through the interiors of B-47's and KC-97's, and returned to the squadron headquarters building for refreshments.
^{b/}

INSPECTOR:

For the third time in as many months, the 310th Bombardment Wing had a new Inspector. Lieutenant Colonel William A. Garrett was relieved

^{b/} Base Newspaper "Impact", April 20 issue, page one.

6
7/
of his assignment as Wing Inspector effective 26 April 1956. Lieutenant Colonel Arnold R. Megenity was named as the new Wing Inspector
8/
as of 25 April.

Prior to his reassignment, Colonel Garrett completed a screening of all inspection reports for the past year. Information was extracted from these reports and made into a folder to be sent to all 310th units. As promised in the staff meeting of 11 April, this information was disseminated to all squadrons and staff sections to assist them in preparing for the visit sometime in May by the Eighth Air Force Inspection Team.

Two semi-annual inspections were completed in April. From 2 through 6 April, 310th Field Maintenance was visited, and from 16 through 20 April 310th Armament and Electronics was inspected.

COMPTROLLER:

Aside from routine duties, the Directorate of Comptroller continued to coordinate with all 310th agencies concerned on the proper preparation and timely submission of all RCS reports. A survey was again taken which showed that 11 percent of all RCS reports required during the month of April were not submitted on time. A total of 94 reports were required,
9/
84 of which were received on the specified date, with 10 late reports.

On 19 April, Division Regulation 174-2 was published in an effort to initiate a firm policy on the preparation, submission and transfer of all RCS reports destined for a higher headquarters. Along with an outline for

7/ 310th Bomb Wing Special Orders Number 44, para 1. Exh. 2

8/ 310th Bomb Wing General Orders Number 10, 25 April 1956. Exh. 3

9/ Report, "RCS Status for April". Exh. 4

the proper submission of reports, the regulation states that the adjutant will maintain a log similiar to the one in attachment number one to this regulation on all RCS reports leaving this installation and provide reports control with a copy of this log daily. This log will serve as a final check to insure that reports are leaving this base on time.

10/

10/ 802 ADIV Regulation 174-2, "Reports Control System", 19 April 1956. Exh. 2

CHAPTER II

PERSONNEL

ADMINISTRATION:

In April, continued stress was placed on the thorough accomplishment of Officer Effectiveness Reports. The 310th Personnel Directorate completed a total of 80 of these reports during the month. The Personnel section received a report from Eighth Air Force Headquarters which gave a complete breakdown of ER lateness from Smoky Hill as compared to all other Eighth Air Force installations. For Smoky Hill, 94 reports were submitted, 19 of which were late for a percentage submitted late of 20.2. This meant that 13.3 percent of all late reports submitted to Eighth Air Force originated from Smoky Hill Air Force Base.

To further emphasize the importance of the ER program within the wing, Lieutenant Colonel Bruce E. Hart, Wing Director of Personnel, wrote a letter to all squadrons and staff sections outlining the responsibilities of reviewing Effectiveness Reports. In part, the letter states that:

The Deputy Commander has directed that all Officer's Effectiveness Reports will be reviewed personnally by the Commander or the appropriate Director of the rating and/or endorsing officer prior to submission to the Director of Personnel who will again review each report.

The letter also warned those responsible for the proper disposition of these reports that errors in spelling, grammar, etc., will not be tolerated, and the report will be returned for reaccomplishment.

11/ 8AF Report, "Late Officer's Effectiveness Reports", 23 Apr 56.

12/ Ltr, All Sqns. & Staff Sects., "USAF Officer Effectiveness Reports", 19 Apr 56, 310DP. Exh. 6

9

Administrative action was taken in April to insure conformance with an Eighth Air Force directive concerning the standardization of Personnel Action Memorandums. This directive, which reached 310th Personnel at the beginning of the month, was aimed toward command-wide uniformity in the preparation of PERAMS. The letter explained ^{13/} the proper method to be used in the accomplishment of the memorandums.

On 3 April, Colonel Selmon W. Wells, 310th Wing Commander, wrote a letter to all squadron commanders and staff sections concerning personnel accounting procedures by supervisors. In order to provide proper supervision, the letter stated that the Wing Inspector will, in coordination with the supervisors and directors, Chief of Maintenance and Squadron Commanders, devise a standard accounting system for all NCO and airmen supervisors. This should be a simple chart type of accounting system indicating name, rank, duty assignment, present location, time ^{14/} departed duty station, time expected to return.

COMMAND:

There were no changes in the command of the 310th Bombardment Wing during the month of April 1956. Colonel Selmon W. Wells remained as Commander while Colonel Delmore P. Wood continued as Deputy Commander of the 310th Wing during the month.

From the 18th through the 20th of April, Colonel Wells went TDY to Davis-Monthan Air Force Base, Tucson, Arizona. In his absence, Colonel

^{13/} Hq 8AF directive, "Standardization of PERAMS", 2 April 1956.

^{14/} Memo for each sq. C.O. and Staff Officers, "Personnel Accounting Procedures by Supervisors", 3 April 1956. Exh. 7

10

Wood assumed Command of the 310th Wing.

15/

STAFF:

Two major changes of staff officers, one projected change and one possible reassignment occurred during the month.

Effective 1 April, Major John L. Kindlesparger, formerly of the 310th Air Refueling Squadron, replaced First Lieutenant Frank H. Wagner as 310th Wing Adjutant. Lieutenant Wagner, who served in the post of Adjutant for two years, was reassigned to the 310th Air Refueling Squadron for training as a crew member on a KC-97 aircraft.

16/

The other major change was that of Wing Inspector. Lieutenant Colonel William A. Garrett was relieved of his assignment as Inspector and reassigned to the 310th Air Refueling Squadron. Lieutenant Colonel Arnold R. Megenity took over the duties of the Inspector effective 25 April.

17/

Late in April, Lieutenant Colonel Shadrach E. Davis, the 310th Director of Materiel was projected for reassignment to Loring Air Force Base to assume the duties of Director of Materiel at that station.

One possible loss which may develop during May was that of 310th Director of Comptroller. First Lieutenant Jack W. Taylor, presently serving in that capacity, was nominated in April for shipment to Japan.

15/ 802ADIV Letter Order 322, para. 3, 19 April 1956. Exh. 8

16/ 310th Bomb Wing Special Order 27, 12 March 1956.

17/ 310th Bomb Wing Special Order 44, para. 1, 26 Apr 56. Ref. Exh. 2

18/ 310th Bomb Wing Special Order 10, 25 Apr 56. Refer Exh. 3

CRITICAL SHORTAGES:

Shortages within five airmen career fields were the primary contributing deficiencies which affected the training accomplishments in April 1956. Deficiencies in the airmen's field, in most cases, was due to the low skill level, rather than in total number of personnel.

The wing was body manned 93 percent and effectively manned 70.2 percent in the airman field. The shortage of seven level supervisory and technician personnel is a continual factor in the effective manning of the wing. Through continued and intensive OJT, utilization of MTDs, FTDs, and attendance at formal training schools, this deficiency can be lessened to an appreciable degree providing the wing does not lose three and five level airmen who are potential supervisors and/or technicians.

The wing had a shortage of 27 Bomb-Nav systems mechanics and supervisors, particularly in the seven level. Another shortage of two office machine repairmen rendered the wing with no machine repair capability.

The Field Maintenance Squadron was body manned 73 percent and effectively manned 36 percent in the electrical field. The auto-pilot field was body manned 100 percent and effectively manned 12 percent, with a combined electrical maintenance backlog of 170 manhours for the month. To bring the electrical field up to standard, 15 electrical repairmen are needed, together with an influx of skilled auto-pilot technicians in the ^{19/} Armament and Electronics Squadron.

19/ Section I, Materiel and Personnel Problems, SAC T-12 Report for
April 1956.

12

MANNING: OFFICERS

On 1 April, there were 366 officers manning the 310th Bombardment Wing. As of 30 April 30, the 310th wing had 368 officers in its command.

MANNING: AIRMEN

At the beginning of April, 1390 airmen were assigned to the 310th Bombardment Wing. On 30 April there were 1413 airmen assigned for an increase of 23 airmen over the beginning of the month total.

REENLISTMENT RATE:

During April, the 310th Bombardment Wing joined wholeheartedly with other units on the base in fostering a very successful reenlistment program. Of the 31 units or squadrons on Smoky Hill Air Force Base, 10 had a 100 percent reenlistment rate for the month of April. Five of the 10 top units were squadrons of the 310th Bombardment Wing. Those squadrons of the 310th which were praised for their perfect record were: 310th Field Maintenance Squadron, 379th, 380th and 381st Bombardment Squadrons and the 310th Tactical Hospital. The overall reenlistment rate for the wing was 56 percent. This information was disseminated to all units on base and posted on all bulletin boards. ^{20/}

On 4 April, in a letter to the Wing Commander, Colonel C.W. Lilley, Base Director of Personnel discussed the new policy of reenlistment interviews for all personnel pending discharge. He stated that recent surveys substantiated the fact that many airmen are leaving the Air Force

^{20/} Letter of Congratulation from Division Commander and Dispo Form inclosure showing breakdown of reenlistment rates for each unit for month of April. Exh. 2

13

with the false impression that civilian life will be a "Bed of Roses" in comparison to military life.

Under the new plan, the reenlistment panel will utilize several airmen and NCOs who have reenlisted in the Air Force after spending several months on the "outside". These men will counsel the discharges, and, using as a proof of the benefits of an Air Force career their own civilian experience, will best be suited to illustrate the good points ^{21/} of an Air Force life.

Lieutenant Willis L. Preston, Base Reenlistment Officer, followed through on this original suggestion, explaining the importance of counseling, and the importance of continuous counseling of a future discharges. Lieutenant Preston went even further, listing the proper methods to be employed while interviewing future reenlistees. He concluded that the success of a reenlistment program depends to a large extent on the effectiveness ^{22/} of the Unit Commander's counseling-interview sessions.

DISCIPLINE:

During the month of April, the 310th Bombardment Wing had a total of 4 men AWOL, two completed Courts-Martial and 13 Delinquency Reports. In addition, there were eight traffic violations, two in-town arrests by Air Police and three arrests by civilian authorities. There were two disabling injuries and three bad check charges in the wing. ^{23/}

21/ Ltr, DP to 310BOMBWING COMDR, "Reenlistment Interview", 4 Apr 56.

22/ Disp Form, "Reenlistment Counseling at Sq. Level", 16 Apr, Exh. 10

23/ Data extracted from Comptroller's "Commander's Briefing Charts".

14

Continuing with a great measure of success was the policy initiated during March whereby both the squadron commander and the first sergeant must personally escort personnel of their unit detained by civilian authorities back to the base. The dire recriminations which result when one's Unit Commander or First Sergeant is called out of bed at 3 a.m. have caused many to think twice before committing an offense.

Also in April there was a tightening of the speed laws on the base and the access road to Salina. All 310th car owners were briefed of their responsibilities while driving on base, and what the punishment would be if these stipulations were not obeyed. A Division Traffic Board was instituted to investigate these offenses and to establish laws governing speeding ^{24/} and other violations.

AWARDS:

Airman Second Class Lewis R. Rountree Jr., of the 310th Armament and Electronics Maintenance Squadron was selected as the "Airman of the Month" for the 310th Bombardment Wing for the month of April.

Honored as the "Maintenance Man of the Month" for the 310th Bombardment Wing for the month of April was Airman Second Class John O. Penland, also of the 310th Armament and Electronics Maintenance Squadron.

Airman First Class Darrel E. Baxter and Airman Second Class Joseph J. Sterbenz of the 379th Bombardment Squadron and Airman Second Class

^{24/} 802ADIV Regulation 125-2A, "Traffic Board", 24 April 1956. Exh. 11

15

Bradley S. Barros from the 310th Armament and Electronics Maintenance Squadron were selected as the "Maintenance Ground Crew of the Month" for the month of April.

The above mentioned airmen, for their devotion to duty and outstanding efforts were rewarded with a weekend flight to Puerto Rico.

ON-THE-JOB TRAINING:

In April, many new revisions were made to the program of upgrading airmen to the next higher skill level. These revisions came about as a result of a revised Airman Proficiency Testing Program initiated during the March testing cycle.

Under the new program, test score results will place the testee in three distinct categories. The first, or "A" category scores are considered qualified for upgrading upon submission of request for upgrading.

"B" category scores compel airmen to either be retested and possibly raise their test score after more OJT, or to meet the 802nd Air Division Classification Board for evaluation of their qualifications. The course of action to be taken will be at the discretion of the commander.

"C" category scores render the airman ineligible for upgrading. This information was distributed to all squadrons, complete with the Letter from Air Force Headquarters initiating the revisions and a chart showing the interpretation of APT scores and a new APT schedule.

25/ Disposition Form, "Revised APT Program", 26 Apr 56, from DP to all ABGP Sqns and 310WP. Exh. 12

16

Proficiency testing for maintenance personnel of the 310th continued in full scale during the reporting period. MTD and FTD units at Smoky Hill have been performing very efficiently to better familiarize and specialize airmen in their jobs.

It was reported that since October 1955, 7000 student hours have been utilized through the base MTD Unit. Personnel tested under the WEMP Program that received a Stanine of one or two were scheduled to attend the WEMP Mobile Training Detachment Familiarization Course. Those who received a low stanine in just one or two systems were scheduled to attend a specialized course covering just the particular system or systems. ^{26/}

PROMOTIONS:

As of 1 April, two men were promoted to the rank of Master Sergeant, ^{27/} three to Technical Sergeant and 22 to Staff Sergeant. In the lower three grades, 46 men were promoted to Airman First Class, 57 to Airman Second Class.

There were no officer promotions made within the 310th Bombardment Wing during the reporting period.

MORALE, WELFARE AND DISCIPLINE:

The morale of the men of the 310th Bombardment Wing during the month of April remained in a high status.

26/ Ltr, 310DM to 310DMT, "Data on WEMP Training", 26 April 1956. Exh. 13

27/ 310th Bomb Wing Special Orders Number 38, 13 April 1956. Exh. 14

17

Despite a general increase in the work load, the implementation of a five-day work week has helped considerably to boost morale. New command policies and new activities, plus an improvement of the old one's have also proved a help to morale. Dining facilities have improved 100 percent in the past few months, which is an important contribution.

The program of both the Service Club and the Athletic Office has been increased to provide more and better recreation for base and wing personnel. New uniform policies have also been put into being which has virtually doubled the attendance at the base theatre.

On 9 April the wing held its monthly Commander's Call. To insure the success of the program, a regular dress rehearsal preceeded, at which time changes were made and rough spots in the presentation were corrected. To the satisfaction of the Wing Commander and all the personnel as well, the April Commander's Call was a wonderful success. One person was heard to remark, "that's the first time I've ever been to a Commander's Call where nobody fell asleep."

Also during April, emphasis was once again brought to bare on the importance of NCO and Airman Advisory Councils. In the 310th Wing Staff Meeting on 3 April, the Wing Commander stated:

It is again reiterated that the Division NCO Council meeting minutes for the month of March be posted on all bulletin boards within the wing, and replaced with the new meeting minutes each month within 72 hours after the Division and Wing NCO Council meetings. The squadron NCO Council meetings will meet at 1330 the first Monday of every month. The meeting will be held with a quorum present and the squadron commander will preside.

28/ 310th Bomb Wing Staff Meeting Minutes of 3 April 1956.

18

The Commander also urged squadron commanders to conduct these council meetings in a formal, businesslike manner. He directed that, in the future, commanders will come to the meetings fully prepared, and that after the meeting, the commander should take action on as many of the items which can be handled in the squadron. Those matters which he cannot handle should be incorporated in the meeting minutes to be investigated at the next Wing or Division Council meeting.

CHAPTER III
OPERATIONS AND TRAINING

FLYING TRAINING:

The operational highlight of the month of April was the flying and winning of the Eighth Air Force competitive bomber stream mission "Pace Setter III". The mission was scheduled to begin on 26 April, having as its main objective simulated bombing missions against selected GZ's at Little Rock, Arkansas; Dallas, Texas and Amarillo, Texas and accomplish a night celestial navigation leg. The objectives were to assess the wing on the following:

- (a) Radar Bombing.
- (b) Celestial and/or grid navigation.
- (c) Staff Planning.
- (d) Radar Target Analysis.
- (e) Unit Briefings.
- (f) Radar and Maintenance Support.
- (g) Scoring of Bomb Impact Points from Radar Scope Photography.

The following is a list of operational requirements for each crew participating in the Pace Setter III mission:

- (a) One Take Off.
- (b) Three Radar practice RBS. Two runs were offset, one run direct.
- (c) One night celestial navigation leg.
- (d) One radar monitored letdown.
- (e) One ground controlled approach.
- (f) One long range cruise control.
- (g) One night landing.

20

Thirty aircraft of the 310th Bombardment Wing participated in this
29/ mission.

To insure the success of this mission, insofar as support was concerned, Colonel Delmore P. Wood, Deputy Commander of the 310th Wing, specified, in a letter to the 802nd Air Base Group Commander, the requirements necessary for Pace Setter III.

Leaving no stone unturned in the preparation for the mission, the letter listed all the particulars which would be provided in the way of operational support, Food Service, Transportation, refueling, security, 30/ Base Supply and Base Communications.

Aside from the Pace Setter III mission, April was designated as a special training month, the minimum requirements of SAC Regulation 50-8 training not applying. No record activity was authorized for April, with all training being logged as practice.

A total of 2055:00 air training hours were scheduled for the month, with 1500 hours assigned to B-47 and 555 hours slated for KC-97 training. The flying time priority was as follows:

- a. Accomplishment of AFR 60-2 requirements;
 - b. Higher headquarters directed missions: 195 hours
 - c. (1) Maintain "HI JINKS" proficiency: Included in
 - (2) Pacesetter III: "c" below,
 - (3) Practice bomb/RECON competition:
 - c. Upgrading of non combat ready crews 595:00 hours
 - d. Combat ready crew training 655:00 hours
-

29/ 310th Bomb Wing Operations Order 215-56, 6 April 56, nickname "PAGE SETTER III". EXH. 15

30/ "General Information and Base Support Requirements for Operation "PAGE SETTER III". CONFIDENTIAL. EXH. 16

21

e. Staff Crew proficiency. 190:00 hours

f. Accomplishment of Standardization Checks. 60:00 hours

During April the 310th Air Refueling Squadron was required to send 20 crews into block training. All crews with EWP targets will accomplish four hours of EWP study during the month. Phase III of ECM training, as outlined in SAC Regulation 51-19 was to be given on 7 April for all aircraft commanders, and all pilots as well. All observers, except those in 51-19 observer training under the direction of the wing observer, were directed to attend. Pilots present for the ECM presentation on 7 April were to complete this training by 1⁴/₄ April.

Also, the 310th was committed to send two crews to the 3943d SES at Davis-Monthan Air Force Base, Tucson, Arizona. Scheduled for re-evaluation were Captain Kruse, crew L-32 on 6 April 1956, and Captain Austin, crew L-43 on 23 April.

The 379th Bombardment Squadron was scheduled to fly 72 sorties for a total of 480 flying hours. The 380th Bombardment Squadron was committed to provide 60 sorties for 403 flying hours and the 381st Bombardment Squadron 93 sorties for 617 hours.

On 17 April, a request for waiver of certain SAC Regulation 51-19 training requirements was sent to Eighth Air Force Headquarters. This was done in view of the programmed heavy commitments of flying training under SAC Regulation 51-19.

31/ Information on Pages 20 and 21 of this history excerpted from 310th Bomb Wing Operations Order 203-56, "Training For April 1956", dated 1 April 1956. Exh. 17

32/ TWX, to COMAF 8 fm COMADIV 802, 17 Apr 56, "Request for Waiver of Certain SAC 51-19 Requirements". Exh. 18

22

Major David M. Lindquester, Wing Director of Operations, sent a letter to the Wing Commander and Bombardment Squadron Commanders on 10 April containing a TMX from higher headquarters relating to practice for the impending Commander's Bombing Competition being included in the practice for Pace Setter III. The TMX stated that adequate time had been provided for Pace Setter III targets, and as these same targets will be utilized in the Commander's Competition, it was recommended that a portion of the assigned time on Little Rock, Dallas ^{33/} and Amarillo be made available to the Unit Commanders for practice.

On the following day, at the Wing Staff Meeting, the fact was revealed that at the beginning of June, the wing would hold its own bombing competition to select crews for the August Bombing Competition. It was disclosed that these crews would have all their training in the ^{34/} new aircraft, and stay with that aircraft until the August competition.

In order to create a firm procedure for checking rendezvous and/or "K" system using a ground check station as described in SAC Manual 137-2, the wing published regulation 55-42 on 5 April. Henceforth, rendezvous equipment checks will be performed on all aircraft being preflighted or postflighted by Armament and Electronics Maintenance personnel on completion of a frequency check, and on all aircraft scheduled for rendezvous missions and being preflighted by aircrews.

^{33/} Dispo, 31000 to 31000 and all Sq. CO's, "Practice for Commander's Bombing Competition" 10 April 1956. Exh. 19

^{34/} 310th Bomb Wing Staff Meeting Minutes for 11 April 1956.

23

In addition, all aircraft scheduled for rendezvous, when airborne, will make a check at greater than 100 miles whenever 100 miles range was not attainable during the mission. Regulation 55-42 also lists the proper settings recommended for the radar equipment check, as well as the explanation of the function of "K" system Guinea Pig number two circuit.

B-47 and KC-97 Standardization Missions were completely outlined on 1 April when the 310th Wing published Annex I to Operations Memorandum Number 55-6. The first part of the annex is concerned with the proper scheduling and utilization of these missions. It is stated in part I that..."Prior to the weekly 60-9 meeting preceding the date of assignment of individuals or crews to the Wing Standardization Section for checks, B-47 Squadron Commanders will select the desired observer mission and bomb plot (see inclosures) and will inform the Standardization Scheduling Officer of these selections. Coordinating with Squadron Operations Officers, the Standardization Scheduling Officer will then schedule station times, fuel loads, tankers, and other mission requirements."

The second part of the annex gives, in full detail, the different missions and bomb plots for aircraft commanders, co-pilots and observers, explaining the different mission requirements, routes, control times, altitudes enroute, take-off times and fuel loads for the various missions.

On 17 April, the 802nd Air Division circulated a first supplement to Air Force Regulation 60-18. Concerning flying by personnel assigned to

35/ 310th Bomb Wing Regulation 55-42, "Radar Equipment Check", 5 April.

36/ Annex I to Ops Memo 55-6, "B-47 and KC-97 Standardization Missions".

24

locations or organizations not having flying facilities, the supplement states that requests for orders for all bomb wing personnel being assigned to Air Base Group for flying purposes only will be coordinated through ^{37/} Base Operations.

On 25 April, the 310th Director of Operations circulated a letter to all tactical squadrons within the 310th containing an Eighth Air Force message the subject of which was the standardization checks required by SAC regulation 51-19 prior to initial checkout. The first part of the TMX disclosed that standardization checks required by 51-19 before initial checkout will be replaced by a pre-solo proficiency check. This pre-solo proficiency check will consist of a written crew member procedures examination as contained in flight handbooks, and/or in proficiency and emergency procedures to cover each individual specialty. The minimum passing grade for this exam will be 90 percent.

The second part of this pre-solo check will consist of an emergency procedures check in a flight simulator, with emphasis on those emergencies which cannot be safely or adequately accomplished during flight.

In the second phase of the check, which is the flight check, the aircrew member must demonstrate ability to perform pre, in and postflight duties correctly. Receiver pilots must maintain contact for at least five minutes in order to be cleared, and no one will be passed if he demonstrated an unsafe flying practices. Also, crew coordination checks will be ^{38/} placed by briefings at the aircraft by the aircraft commander.

37/ 802ADIV Suppl. I to AFR 60-18, 17 April 1956. Exh. 20

38/ Ltr & TMX, 310DO to Ops. Sections and Tactical Sq. Comdrs., "Standardization Checks Required by SAC REG 51-19 Prior to Initial Checkout." 25 April 1956. Exh. 21

25

On 24 April, Special Orders were cut designating 16 officers of the 310th Bombardment Wing as instructor pilots and instrument check ^{39/} pilots for B-47 aircraft. Topping the list was Colonel Selmon W. Wells, who was also awarded his Command Pilot rating this month along with Colonel Delmore P. Wood, the 310th's Deputy Wing Commander.

Word was received on 7 April from SAC Headquarters concerning the changing of Instrument Flight Rule Plans after departure from an originating base. The message said that pilots in the Kansas City ARTC area in which Smoky Hill Air Force Base is a member have been creating serious workload problems for ARTC by following the general practice of revising IFR flight plans, including extensive changes in the route of flight, altitude and mission changes. Such practices are detrimental to permitting the ARTC center to operate with maximum efficiency, and, on an overall ^{40/} basis, actually restrict and limit the volume of IFR operations required. All aircraft of the 310th wing were warned to heed this message.

Another operational practice was enacted in April when, at the direction of Colonel Delmore P. Wood, Deputy Wing Commander, all fuel quantity gauges were marked to indicate the minimum fuel that may be present in tanks to permit operation of the booster pumps. One code was used to indicate the minimums to be used for ground operation, while another was employed to show the operation of the booster pumps during flight. A solid red line was used for minimums for operation in flight and a dashed red line for ground operation.

39/ 310th Bomb Wing Special Orders 43, para's 5&5, 24 April 56. Exh. 22

40/ TWX, Unclassified, DOOPF 28605, 7 April 56. Exh. 23

41/ DispO, 310DDO to 310UWMC, 16 Apr 56, "Booster Pump Oper." Exh. 24

ACCOMPLISHMENTS:

On 26 April, 30 aircraft of the 310th Bombardment Wing participated in the third in a series of Eighth Air Force ordered competitive bombing missions. The unclassified nickname for this mission was "Pace Setter III".

Twice before the 310th had won the Pace Setter competitions, and, going into the third round, the wing would have retired the Brigadier General Jack Roberts Memorial Trophy if they took the third "Pace Setter" competition. The results showed the 310th in second place ^{42/} behind the 40th wing, with a total points earned of 1045.43.

Despite this setback, the Eighth Air Force Commander lauded the 310th Wing for their most excellent performance on the mission. In the big event, the 310th was tops in the "Outstanding Crew" department, placing 19 crews on the coveted roster. As was quoted in the message of congratulation, "This is a direct reflection of good staff planning ^{43/} and excellent target study."

A rundown of the results shows that the 310th aircraft made 108 runs on all targets and 36 navigation legs, of which 99 target runs and 33 navigation legs were scored. The Wing's CEP for the mission was 1207, while the circular error average was 1825 feet. As for gross errors, the wing had one on the first target, four on the second and one on the third for an overall total of only six on all targets. The reliability factor on the runs was a high 92.9 percent, with a 100 percent

^{42/} Information extracted from Commander's Briefing Slides. Refer to footnote 1, Page three of this history.

^{43/} Message of Congratulation, Part II, from Eighth Air Force Headquarters. This message posted on all base bulletin boards. Exh. 25

27

reliability on the navigation legs. In running down the aborts on the mission, the wing had three on each target for an aggregate of nine, with an abort rate of 9.09 percent for the runs and only 2.77 percent on the navigation legs.
^{44/}

One significant factor of the "Pace Setter III" mission--while the 310th had nineteen crews place in the "Outstanding" category, five of these crews were on nonready crew status.
^{45/}

Listed below are the Eighth Air Force training priorities for the

month of April 1956:

<u>Priority</u>	<u>Commitment</u>	Hours Programmed	Hours Accomplished
1	Air Force Regulation 60-2	*	*
2	Higher Headquarters directed missions	195***	268**
Maintain Hi-Jink Proficiency			
Pace Setter III			
Practice Bomb/Recon Comp.			
3	Non-Combat Ready Crew Training	595	473
4	Combat Ready Crew Training	655	820
5	Staff Crew Proficiency	190	84
6	Standardization Checks (51-4)	60	76
		1500	1721***

* Air Force Regulation 60-2 requirements accomplished in conjunction with other types of training.

** Included in subparagraphs 3&4.

***Not to be construed as total flying time, since time flown in priority two is included in Priorities 3 and 4. Total time is 1615:15.

44/ Report on Pace Setter III to 8AF Comdr. SECRET. Exh. 26

45/ Message of Congratulations. Refer to Exh. 25.

28

With reference to priority two, Pace Setter III was overflown due to the inclusion of nonready crews. This requirement for nonready crew flying on Pace Setter III did not exist at the time of programming.

As for priority five, much of the time flown by nonready crews could not be counted in this category, due to the time being flown with combat ready crews or 5X crews as fourth members.

In referring to priority five, much of the time flown by staff people could not be counted in this category under "Staff Crew Proficiency Time", because it was flown with other crew members or as a member of a 5X crew. No provision was made for 5X time.

The Flying Training Program of the 310th Bombardment Wing for the month of April was based on the following data:

	<u>Projected</u>	<u>Actual</u>	<u>Percent</u>
(1) Total Flying Time	1500	1616	108.5
(2) Total Aircraft Available	40	43	107.3
(3) Average Flying Time per acft. available	37.5	37.5	100 <u>47/</u>
More specific accomplishments of the Air Training program for the month of April are listed below:			
Number of sorties		167	
Flying time		1616	
Total Releases		25	
Radar Attacks		83	
Visual Attacks		02	

46/ Section I, Part VI SAC T-12 Report for the 310th Bomb Wing for April. Pages 1 and 2. Exh. 27

47/ Section II, Paragraph 1 (b), SAC T-12 Report for April. Ref. Exh. 21

29

Navigation legs	50
Day Celestial	03
Grid Legs	16
Rendezvous	11
In darkness	03
Refuelings	06
In Darkness	02
Interhal Gross Weight	06
Gunnery Missions	02
Number of fighter attacks	07
Cruise control missions	01
Emergency Procedure Drills	21
Depressurized flying	20
GCA-Aircraft Commander	83
Copilot	25
Dry contacts	171
Fighter attack missions	03 <u>48/</u>

COMBAT CREW STRENGTH:

The combat crew strength for the 310th Bombardment Wing for the month of April consisted of one Chief of Standboard, five assistant standboard, one select, 13 lead, 16 combat ready, four non-ready and eight IN crews.

48/ Totals extracted from Parts I, II, III, IV of the 3-SAC-E12 report for the 310th Bombardment Wing for April. Ref. exhibit 27.

30

In April, two new pilots were gained, one PCS from the 3516th Student Training Squadron at Randolph Air Force Base, the other from the 3646th Pilot Training Squadron at Lackland Air Force Base. On the other hand, one aircraft commander and one observer were grounded indefinitely.

Crew member changes consisted of two aircraft commanders transferred to two IN crews, while four pilots were also transferred, two to combat ready crews and two to IN crews. Two observers were switched to IN crews.

As of 6 April, six new IN crews were formed within the wing. A total of twelve crews were upgraded and one downgraded during April, and crews L-43, L-18 and L-06 were on Standboard duty. Crew L-43 was relieved from standardization duty effective 11 April 1956. A total of 11 crews have been forecasted for upgrading, the latest date for upgrading is 15
49/ October for crew IN88.

The subject of crew upgrading was given command emphasis in the 310th Bombardment Wing during the month of April. The new policy put into effect calls for a more concerted effort on the part of all to get all crews upgraded as soon as possible. Also made effective was the policy whereby squadron commanders and squadron operations officers may be called upon at any time to give a complete and detailed briefing of the upgrading
50/ program of his unit.

OPERATIONAL PROBLEMS:

The 310th Bombardment Wing continued to receive higher headquarters

49/ Section I, Part VI, page 2 & 3, SAC T-12 Report for April. Ref. Exh.27

50/ 310th Bomb Wing Staff Meeting Minutes for 3 April 1956.

31

commitments after the monthly operations and maintenance plans have been made firm. This results in an exorbitant number of manhours being expended in replanning the monthly schedule. The key operations and maintenance personnel involved in this replanning are also the ones who should be implementing and supervising the plan for the current month. It is obvious that the wing is losing much of its effective utilization of staff and supervisory personnel under such circumstances. As of 30 April this unit did not have sufficient ordered mission information on which to base a sound plan for the month of May.

The "Hair Clipper" type missions that this wing has been directed to fly are worth very little on the basis of utilization of flying time under the SAC Management Control System. It is recommended that units involved in this project be credited hour for hour utilization on "Hair Clipper" missions.
^{51/}

In April, temperature variations, combined with prop can filling techniques by maintenance personnel resulted in numerous sorties being delayed for takeoff or landing early because of excessive number of re-enrichments required to fill prop oil cans in flight. A concentrated instruction program was initiated on the prop can filling procedures, and is expected to improve this situation.

On 11 April, attached to a letter from Colonel Donald G. McPherson, was a copy of the findings and suggestions of the Eighth Air Force Assistance Team. One finding by the Assistance Team was that there was no apparent indication that staff pilots were accomplishing their air training requirements in accordance with Eighth Air Force Regulation 51-2. The

^{51/} Section I, Part VI, page 9 and 10 of SAC T-12 Report for April 1956.

32

Assistance Team made a suggestion which is being carried out that records for monitoring these training requirements be established as soon as possible.

In another instance, the critiqueing of hi-jinks runs was found to be a particular problem in that the late receipt of SAC Form 47's and RBS plotting sheets prevents them from being accomplished in a timely manner. The Assistance Team made the recommendation that Hi-jinks RBS runs, their critique and the disposition of SAC Form 47 be an item for special consideration during the next 30 days to insure that all the items required in the Eighth Air Force Directive in this subject be covered.

GROUND TRAINING:

The ground training for the month of April for aircrew personnel consisted of the following:

(1) Number of crews responsible for Phase I Ground Training requirements in accordance with SAC Regulation 50-25: 51

(2) Number of crews that completed Phase I: 49

Also during April, 98.8 percent of all applicable personnel in the non-aircrew status completed the Phase I requirements in accordance with SAC regulation 50-24.

A total of 1293 personnel completed training in April on SAC manual 66-13, while 1363 people attended the training film on planned inspection.

It was discovered upon receipt of the eight hour requirement for fuel

52/ Report of Findings and Recommendations of the Eighth Air Force Assistance Team, rec'd 11 April 1956 by 310DO from DO.

33

cell repair training that there was no one in either the 310th or the 40th Wings who was familiar with or trained in this subject. Arrangements are still being made to send fuel cell specialists from both wings to the Boeing plant at Wichita, Kansas for schooling on this subject.
^{53/}
This training should be completed sometime during May.

The wing accomplished 7,758 student hours on SAC Manual 66-12 in April. In order to conduct normal flying and other training commitments it was necessary to conduct 66-12 training before and after duty hours.

During the month, the Field Training Detachment was not capable of supporting the 66-12 instructor requirement. Well-qualified maintenance personnel from within the wing resources were used for this training.

The airborne B-47 ECM program will begin with the arrival of the new aircraft. Considerable progress has been made by the ECM section in preparing for this new capability. None of the aircraft now assigned carry ECM equipment.

No ECM equipment has been received at the present time, but quantities and approximate delivery date have been indicated in the SAC ECM allocation schedule.

Phase V has been completed and space allocated for ECM administration,
^{54/} flight planning, classroom, library and trainer.

GROUND SAFETY:

The all-out program for ground safety initiated during March really

^{53/} Section II, SAC T-12 report for April. Refer. Exh. 27

^{54/} Section I, "Comments or Recommendations of the Wing Commander", SAC T-12 Report for April.

34

received command emphasis in April.

Last March, the traffic safety program was initiated by the presentation of a goat, nicknamed "Smelly Bill from Smoky Hill", to the base by Salina Rodeoman Bill Perry, in recognition of the base's work on the recent operation "Life Saver" campaign. The goat was to be fed and housed by the squadron which had a member involved in an automobile accident, and appropriate signs on the base told the world which unit was the "Goat" squadron.
^{55/}

The program did not stop there, however. That was only the beginning of the most intensive traffic and ground safety program this base and the 310th wing has ever known!

On 17 April, Colonel James W. Wilson, Division Commander, issued a policy letter which layed down the law to speeders, reckless drivers and traffic violators. The letter stated that posters emphasizing the campaign would be distributed base-wide, that the base newspaper would give complete coverage of all accidents (which, in itself, is a new policy), and that vehicle accident prevention would be a continuous item of discussion at Commander's Calls. Colonel Wilson further stated that all wrecks would be displayed at the main gate, with appropriate signs indicating cause and effect, and set the speed limit on the access road from the base to town at 40 miles per hour (this speed limit was shortly upped to 50 miles per hour). Furthermore, it was stipulated that offenders in town would be taken to the Salina Jail where their commander and first sergeant would personnally have to report in order to return them to the base. The squadron commander would, in turn, be obligated to report to the Division Commander, through channels, as to why the accident occurred and what was

^{55/} Photograph of "Smelly Bill" and two members of the "Goat" Sq. Exh. 28

35

done to preclude the accident. Next, Colonel Wilson directed all squadron commanders to personally interview the men in their squadron who reside on base and own automobiles. To insure that the airmen were briefed, they were made to sign pledges to that effect.

56/

On the same day the policy letter was published, Colonel Gordon E. Hein, Base Commander, wrote a letter to the Wing Commanders outlining Colonel Wilson's new program for on-base vehicle inspection. As directed, all vehicles on the base, whether or not they had on-base insurance, were to be given a rigid inspection. This inspection was in conjunction with the Kansas State Highway Commission, and cars passing the scrutinization would be given the Kansas "OK" sticker. Those cars which failed to pass the inspection were given three weeks in which to correct the trouble, or they would not be allowed on the base. The inspections were made by the 10 sharpest mechanics in the Base Motor Pool, and supervised by Troopers from the Kansas Highway Commission. A single car could be thoroughly inspected in one and a half minutes.

Colonel Heins letter to the Commanders contained the dates and place the inspections were to be conducted. Units of the 310th Bombardment Wing were inspected on 17 and 18 April.

57/

On 27 April, a procedure was established for the issue and control of flight line decals for civilian vehicles. The policy stated that personnel who have the approval of their unit commander, with the concurrence of the Wing Adjutant or the Provost Marshall, would first have to report to the Base Director of Safety for a driving test prior to final

56/ Policy Letter Number 21, "Vehicle Accident Prevention", 17 April 1956
Exh. 29

57/ Letter, BCOMDR to 310 & 4000's, "Safety Inspection", 17 Apr. Exh. 30

36

approval of the decal. Commanders were instructed to create a system of control of decals to be issued to the driver through the Base Exchange.

Personnel were instructed not to loan their vehicles to anyone for the purpose of driving it on the flight line. The loan of the vehicle, bearing a decal for use on the flight line will result in the loss of ^{58/} the decal to the owner.

379TH BOMBARDMENT SQUADRON:

During the month of April, there were 84 airmen and 74 officers assigned to the 379th Bombardment Squadron as against authorizations for 93 airmen and 81 officers. Staff Sergeant Drew Dallas Jr., and First Lieutenant Robert C. Totten were lost to the squadron through reassignment and discharge. Personnel shortages within the squadron existed primarily in the aircraft maintenance field, with a severe ^{59/} shortage of authorized seven level technicians and supervisors.

A big personnel problem which continued to plague the 379th was the loss of clerical personnel to the Headquarters Squadron pending notification of a Unit Manning Document change. There are no gains ^{60/} in clerical personnel for the 379th Bombardment Squadron anticipated.

The OJT status of the squadron for April was fairly good. In that month there were six men on OJT for three levels in their AFSC's, 15 on OJT for a five level and two on OJT for a seven level in their specialty. In April, however, only one man was upgraded to a five level. -----

58/ Ltr, "Method of Procurement, issue and control of F.L. Decals". Exh.31

59/ C&A Listings of 9 Apr 56 posted from April Morning Reports.

60/ Information from LTCOL B.E. HART, 310 Director of Personnel.

61/ ibid.

37

In April, the 379th had Eight lead, eight ready and four non-ready crews participate in the Face Setter III mission. Six of these crews qualified as "Outstanding" in the competition. Five RBS runs were not completed by ready crews because of K-system malfunctions, however, no runs actually completed were unreliable.

Listed below are the other operational accomplishments of the 379th Bombardment Squadron for the month of April:

a. Total flying time projected	561:00
b. Total flying time accomplished	532:45
c. Sorties Flown	76:00
d. Direct RBS runs	42
e. Offset RBS runs	107
f. Visual RBS runs	6
g. Radar Camera Attacks	6
h. Visual Camera Attacks	6
i. Visual Releases	24
j. Night Celestial	19
k. Day Celestial	5
l. Pressure Pattern	2
m. K-Grid	4
n. Celestial Grid	9
o. Long Range Cruise Control	1
p. Refuelings: Radio Silent	5
Night	8
Maximum internal	1
Day contact	237
Night Rendezvous	3
Day Rendezvous	9
q. Gunnery	2

0283

38

r. Fighter intercept	1
s. Take-offs	94
t. Touch-and-go landings	162
u. GCA	71
v. Radar approach	9
w. PPI APP	12
x. Gyro Out Approach	1

During the month, four pilots of the squadron attended advanced survival training. One pilot and one observer were attending B-47 transition at Wichita and one lead crew completed SES at Tucson, Arizona. Two crew attended one week block training courses. The crew status at the end of the month consisted of one select, five lead, four ready and seven nonready. Crew R-59, Captain Thomas King, aircraft commander, was downgraded from ready to nonready. Captain Franklin Johnson was transferred from N81 to N82 and Captain Harold Hopkins was transferred from N82 to N81. During the month Major Virgil Westling and Captain Wells Rollins returned from transition school at Wichita, and are in the process of completing 51-19 training as aircraft commanders on crews IN73 and IN89, respectively. On 12 April, Captain Roy S. Huffman was granted the rating of Senior Pilot.

The squadron flew a total of 534:55 hours during the reporting period. There were 81 sorties accomplished out of a total of 84 projected, with three aborts and seven late take-offs. On the Pace Setter mission, only one aircraft aborted. For their outstanding work, six crews

62/ Eighth Air Force T-31 Report, April 1956.

63/ Aeronautica 1 Orders Number 18, 12 April 1956. Exh. 32

39

were awarded silver cigarette lighters and a week off. For the aircraft which had the lowest CEA's within Pace Setter scoring, their corresponding ground crews were also given the week off.

Airman First Class Darrell E. Baxter and Airman Second Class Joseph J. Sterbenz won the wing's "Maintenance Ground Crew of the Month" award for July, and were presented with a three-day pass plus many other suitable awards.

Also during the month, Captain Martin G. Colladay, 17344A, was promoted to the rank of Major. Three Second Lieutenants were promoted, and three Airman First Class were upgraded to Staff Sergeants, and two Airman First Class and two Airman Third Class were advanced one grade. A total of four officers and seven airmen were promoted during the reporting period.
64/

There were no Courts-Martial, AWOLs, or Article 15's for the month of April, which reflected no change over the previous month.
65/

380TH BOMBARDMENT SQUADRON:

During the month of April, the 380th Bombardment Squadron had 82 enlisted personnel assigned against an authorization for 105, and also 66 officers assigned against an authorization for 77. This shortage was felt in each and every section being understrengthed for the month of April.
66/

In April, the 380th had a total of 16 combat crews assigned, with one select, five lead, seven ready, one IN and two N crews. On 19 April,

64/ Par 1, SO 38, 310EW, 13 Apr 56 and Par 1, SO 21, 379BOMRON, 13 Apr 56.

65/ Interview by Wing Historian with M/Sgt R.B. Kyle, 379th First Sgt.

66/ Strength figures ascertained from unit Morning Reports.

40

Captain George L. Wright was upgraded to the aeronautical rating of Senior Pilot.
67/

There were no losses, gains or transfers of crews in April, but one crew was sent to SES and two crews were assigned to the Wing Stand-
68/ board during the month.

The OJT status for the month was as follows:

Five men on OJT for their three level.

17 men on OJT for their five level.

12 men on OJT for their seven level.

In April, 10 men took the test for their five level, with only four making a passing grade. Four men took the test for their seven level and
69/ only two passed.

Operationally, April was a very good month for the 380th, the main reason being their splendid showing in the Pace Setter III mission. The 380th did the best in the wing, with seven crews qualifying as "Outstanding" on the mission. Luckily enough, no great problems developed in the flying of the Pace Setter operation.

The further accomplishments of the 380th Bombardment Squadron are listed below:

Total flying time projected	379 hours
Total flying time accomplished	480.20 hours
Sorties flown	75
Air aborts	5
Ground aborts	3

67/ Aeronautical Orders Number 19, 19 April 1956, para 1. Exh. 33

68/ Information received from Major Billie R. Wise, Sqd. Operations Officer.

69/ Information rec'd from Capt. Richard B. Kuyk, Sq. OJT Officer.

41

Direct RBS Runs	46
Offset RBS runs	65
Visual RBS runs	16
Malfunction	6
Radar Camera Attacks	25
Visual releases	44
Night Celestial	25
Day Celestial	7
Celestial grid	8
Long range cruise	1
Refuelings:	
Radio silence	3
Night	1
Maximum internal	4
Maximum external	2
Dry contacts	49
Day rendezvous	11
Gunnery	1
Fighter	2
Pilot proficiency	6
Takeoffs	89
Landings	89
Touch and Go	80
GCA	55
Airborne Radar Approaches	20
PPI approaches	3

0287

42

Gyro out	1
ILAS	1 <u>70/</u>

During April, the squadron was directed to accomplish the maximum 51-19 training in order to upgrade combat crews. Preparing for the Pace Setter III mission strongly interferred with this upgrading program, due to the necessity of flying combat ready crews on practice Pace Setter missions and the standing down of the aircraft prior to the flying of these missions. Even with the interference of the Pace Setter III mission, the squadron accomplished 87 percent of this 51-19 ^{71/} training to become number one in the wing in that category.

The Ground Training accomplished by the squadron during the reporting period was:

2 men to Advanced Survival Training.
1 crew completed pre-SES ground school.
squadron 75 percent complete on ECM ground school.
100 percent utilization of all trainees.

The projected training for the month of May is the following:

2 men to Advanced Survival School.
1 crew to Thermal Nuclear School.
3 crews to Block Training.
1 crew to "Chuck Wagon" exercise.

Normal T-2 KIFM, T-1A and C-11 trainees.

7 Crews to B-47 Conversion training.
^{72/}
1 crew to pre-SES school.

70/ Eighth Air Force T-31 Report for April 1956.

71/ Information rec'd from Major Billie E. Wise, Sq. Operations Officer.

72/ Monthly Ground Training Schedules.

43

Despite a shortage of maintenance personnel in the squadron, the Engineering section completed 75 pre-flight and 24 post flight inspections during the month, along with two engine changes. The maintenance-engineering supply system was generally good during the reporting period, although two of the ground aborts were due to the late arrival of parts. The third abort was due to a K-system mal-function.

73/
The Supply branch of the 380th Bombardment Squadron still suffered from a lack of personnel. During the month, there were one officer and three airman assigned, as against a manning document calling for two additional personnel, a 6431 and a 70250.

Although the 380th Supply section has repeatedly asked, they have never received additional credit in their Local Purchase Fund. Another problem of the Supply system of the 380th was the lack of cooperation on the part of all personnel in the squadron in turning in excessive property. This problem has been discussed with the different section heads, 74/ but their full cooperation has not yet been received.

The Personal Equipment system in this squadron is still very poor. During April, two airmen and one officer were assigned to the Personal Equipment section on an extra or additional duty basis. This was an inefficient and bothersome situation. The Personal Equipment section was authorized three airmen and one officer on a permanently assigned basis.

73/ Information rec'd from Captain John B. Littlejohn, Sq. Maint. Officer.

74/ Information rec'd from 1st Lt. Noel Olsen, Unit Supply Officer.

75/ Personal Equipment information rec'd from 2nd Lt. Meyer, Sq. P.E. Off.

44

During the reporting period, a total of eight men in the 380th Bombardment Squadron were promoted. Three men were promoted to the rank of Staff Sergeant, two to Airman First Class and three to Airman Second Class.

Also during April, seven crews were awarded silver cigarette lighters and a week off for their "Outstanding" rating in the April Pace Setter III competition. Twenty crew chiefs and assistant crew chiefs of the 380th were awarded the week off for their outstanding maintenance work performed during the Pace Setter III competition.

The following named officers received silver cigarette lighters for CES of under 1500 feet on Pace Setter III:

Captain R. Tolliver
Captain P. Siglin
First Lieutenant W. Maxson
First Lieutenant R. Jobin
Captain E. Wayman
Captain G. Jones
Captain R. Higdon
Captain F. Kruse
Captain Forbes
Major E. Kelly
Major W. Preston
Captain H. Peck
Captain R. Ratezberg
Captain MacDonough
First Lieutenant D. Fair
Captain G. Hart
Major C. Balch
Captain L. Wiseman
Captain J. Beattie
Captain M. Putt
Captain C. Kuyk

45

310TH AIR REFUELING SQUADRON:

This squadron had an authorized strength of 100 officers and 225 airmen for April. The Morning Report of 1 April carried 92 officers and 209 airmen, while the Morning Report of 30 April carried 95 officers and 211 airmen, for an increase of three officers and two airmen. This gave an average of 94 officers and 210 airmen for a 94 percent body manning for officers and a 93 percent body manning for the airmen. The personnel shortages for the squadron are listed below:

Ten pilots - 1234C
One Maintenance Officer - 4344
One Intelligence Officer - 2054
One Communications Officer - 3034
Six Flight Engineers - 43371
One Intelligence Technician - 20470
One apprentice aircraft mechanic - 43131B
One apprentice supply clerk - 70230
One operations supervisor - 60170
Two apprentice Personal Equipment Specialists - 92230
Two aircraft technicians - 43171B
Three aircraft mechanics - 43151B
Seven engine mechanics - 43251

The only overages in the squadron were of three Radio Operators. 76/

One of the most critical problems confronting this organization at

76/ This information obtained from the Squadron Mobility Officer, First Lieutenant James K. Street.

46

this time is the projected losses of Flight Engineer Technicians, AFSC 43371. A completed recapitulation has been submitted to Eighth Air Force on Eighth Air Force Form 104. It is submitted herein to reemphasize this problem.

Six engineers are due to terminate six year indefinite enlistments and three more will shortly terminate regular enlistments between 1 May 1956 and 1 January 1957. In every case, these personnel have indicated a desire to reenlist at a station of their own selection, or are non-committal at this time. One engineer was reassigned on 30 April 1956 and one engineer is on a SAC quota for an Air Force nomination to the Alaskan Air Command.

A complete recapitulation is as follows:

	May 23	June 21	July 21	August 19	Sept. 17	Dec. 14	1 Jan. 14
Assigned							
Anticipated Loss	0	2	0	2*	2	3	0
Crews Assigned	21	21	21	21	21	21	21
Combat ready Flt. Eng.20	21	21	19	17	14	14	
Students assigned	3	2*	0	0	0	0	0

* One student checking out in July is projected for loss in August.

NOTE: The recapitulations do not consider any possible input of personnel.

The primary problem in the aircraft maintenance career field is that the squadron is still suffering from the loss of fully qualified personnel. More probable than not is the fact that any personnel assigned would not be qualified to fill these vacancies. The projected losses through discharge of personnel in the aircraft maintenance career field is as follows:

47

FASC	JUN	JULY	AUG	SEPT	OCT	NOV	DEC	TOTAL
43171B	1	2	1	-	-	0	0	4
43251	2	2	-	-	1	1	0	6
43151B	3	5	2	3	4	3	3	23
43131B	0	0	0	2	0	0	2	4
TOTAL	6	9	3	5	5	4	5	37
								77/

There were no new crews formed during the month of April, which left the total undisturbed at 19 combat ready and two non-ready crews assigned. The two non-combat ready crews will be upgraded as follows:

- a. DM40 to T40: 15 June 1956
- b. DM41 to T41: 1 June 1956

Crew M-39 was disbanded on 23 April. The members of this crew were used to supplement other crews changes, with the balance of the crew used to form DM41. Crew T04 was Wing Standardization Crew while Crew T12 was squadron Standardization Crew for the month of April. The crew member losses, gains and transfers for the month were the following:

A/C	PILOTS	NAV.	FLT ENG.	RAD OP.	BOOM OP.
Gains	1	7	-	-	-
Losses	1	1	-	-	3
Transfers	-	3	-	1	4

The On-The-Job Training status of the 310th Air Refueling Squadron for April was:

77/ Recapitulation of the Flight Engineer and Maintenance engineering personnel shortages extracted from recently submitted Eighth Air Force Form 104, RCS: 2-8AF-T2.

48

	<u>Pers. Eligible</u>	<u>Pers. on OJT</u>	<u>Pers. upgraded</u>
1 to 3 level	7	7	0
3 to 5 level	63	63	1
5 to 7 level	16	16	0 <u>78/</u>

The operations and training accomplishments of the 310th Air Refueling Squadron for the month of April consisted of the following:

A. Hours Flown Performing Missions Ordered by:

1. Higher Headquarters: COMMITMENT		HOURS PROGRAMMED	HOURS ACCOMPLISHED
a.	Fifteenth Air Force Operations Order 212-56 "Fingers Crossed"	12:00	6:15
b.	Eighth Air Force TWX ODT112235 SECRET - "Hair Clipper"	15:00	25:20
c.	SAC Operations Order 72-56 SECRET - "Home Run"	22:30	25:15
d.	Eighth Air Force TWX ODS49486	12:30	13:45
PRIORITY COMMITMENT		PROGRAMMED	ACCOMPLISHED
1	Air Force Regulation 60-2 Flown with other commitments		
2	Operation "Fingers Crossed"	12:00	6:15
3	Operation "Hair Clipper"	15:00	25:20
4	Operation "Home Run"	22:30	25:15
5	Eighth Air Force TWX ODS49486	12:30	13:45
6	Nonready Crew Training	40:00	45:20
7	Ready crew training	505:00	514:35
8	Test Flights	<u>10:00</u>	<u>12:45</u>
	TOTALS	555:00	572:00

78/ This information extracted from the April T-12 report for the 310th Bombardment Wing.

49

With reference to priority two, the 310th Air Refueling Squadron was scheduled to fly four sorties for 12 hours on this mission, but due to the Smoky Hill Air Force Base runways being closed on the weekends for repairs and extensions, two of these sorties were flown by Lincoln Air Force Base.

Referring to priority three, eight hours and twenty minutes of additional flying time was required to complete this mission, due to last minute changes in the routing.

The additional accomplishments of the 310th Air Refueling Squadron for the month of April were:

Total Flying time projected for the month 555:00

Total flying time accomplished 572:40

Sorties Flown:

Missions directed by higher headquarters 4

Non-combat ready crew training 8

Wing Standardization Flights 6

Combat ready crew training 6

Transitions, crew member upgrading 33 79/

Aborts:

Ground 13

Air 2 80/

79/ Information extracted from the April T-12 Report for the 310th ARS.

80/ Information from 310ARS Operations NCOIC, S/Sgt. Robert H. Mattson.

50

Navigation Legs Flown:

Day Celestial	4
Night celestial	17
Celestial grid	22

Refuelings:

Radio Silent	16
In darkness	10
To gross weight of receiver	6
Dry hook-ups	388
APN 12/76 rendezvous	26
APN 11/69 rendezvous	4

Pilot Proficiency:

A/C take-offs	115
Co-pilot take-offs	74
A/C Landings	107
Copilot landings	79
A/C GCA	24
Copilot GCA	4
Radar Approaches	81
PPI approaches	17
Gyro out approaches	7

During April, the Phase I ground training requirements for the 310th Air Refueling Squadron were completed 100 percent. A total of 94 personnel, as projected, attended six hours training in SAC Manual 66-12, and 94 attended the "Planned Inspection" training film.

81/ Accomplishments extracted from the April T-12 report for the 310th Air Refueling Squadron.

51

Maintenance activity was on the upswing during the month of April. During this time, the Maintenance-Engineering section completed four engine changes, one cylinder and three turbosupercharger changes. Also performed were 23 post-flight inspections, of which two were maintenance quality control and six were 50 hour inspections.

The Maintenance-Engineering section completed this maintenance despite the fact that they ~~were~~ critically undermanned. The Unit Manning Document for this section authorized 107 men, against 97 presently assigned in April.
82/

Overage in excess of \$100,000.00 were found in the squadron Unit Supply following the recent inspection by the Unit Supply Improvement Team in March 1956. By the end of April, this unit had corrected approximately 95 percent of the discrepancies noted by the team, and had turned in to Base Supply some \$50,000.00 worth of excess equipment and supplies. The remaining overages will be justified on SAC Form 144's prior to 15 May.

The results of a recent 310th Bombardment Wing Inspection found the 310th Air Refueling Supply to be above the SAC Standard category by a 45 point margin. The minor discrepancies noted were slated for correction during the month of May.
83/

Crew number T-24 of this squadron was selected as the Division "Crew of the Month" for the month of April. The crew consists of Captain William A. Newman, Aircraft Commander, Second Lieutenant John H. Reeves, Copilot,

82/ Information extracted from a monthly accomplishment report forwarded to 310ARS Commander.

83/ Interview by Wing Historian with S/Sgt/ Gene Gallegos, 310DMAT Supply NCOIC.

52

First Lieutenant Edward G. Carr, Navigator, Master Sergeant Francis F. Jones, Flight Engineer, Staff Sergeant Ribert H. Mattson, Radio Operator, and Technical Sergeant Irvin E. Goutcher, Boom Operator.

84/

84/ Information gathered from appropriate Base-Wide publicity on the subject.

CHAPTER IV
MATERIEL AND MAINTENANCE

MATERIEL:

Midway in April, Lieutenant Colonel Shadrach E. Davis, Wing Director of Materiel, received orders transferring him to Loring Air Force Base, Maine, where he will assume the duties of Base Director of Materiel. The orders were effective in May.

The orders of transfer came after Colonel Davis had held the Directorate for more than nine months. Named as Colonel Davis' replacement in this position was Colonel Walter Y. Lucas. Colonel Lucas will come to Smoky Hill Air Force Base from Westover Air Force Base, where, for the past 20 months he held the post of Chief of Supply for the Eighth Air Force. A veteran of 16 years of service, Colonel Lucas has served with ^{85/} the Strategic Air Command since May, 1946.

The chief task of the Materiel Directorate in April was the coordination of the aircraft records check program, which, for the past two months has been given command emphasis throughout the 310th Wing. Prior to the receipt of a letter from Eighth Air Force Headquarters on 10 April, the Materiel Directorate instituted a program of aircraft records inspection built around a three man team of seven-level NCO's, composed of a flight chief from each tactical squadron, which reviewed one complete set of aircraft records per day. This system went into effect on 9 April, the very same day the Director of Materiel began his part of the plan by reviewing aircraft records personally. In this connection, Colonel Davis

85/ Base Newspaper "IMPACT" feature story on Materiel switch.

54

himself reviewed 18 complete sets of aircraft records and sent information of discrepancies found to Quality Control and the appropriate squadron commander. Each squadron commander was also directed to review a complete set of aircraft records daily until all aircraft records have been reviewed, and thereafter to review a minimum of two sets per week to comply with SAC Manual 66-12, paragraph 281.

The Quality Control Unit also carried their share of the load in this program. During the month, the Quality Control inspectors placed emphasis on aircraft records during 25 percent aircraft inspections, forwarding the results of these inspections to the squadron Flight Line Maintenance Officer, Squadron Commander, Director of Materiel and Wing Commander.

On 11 April, Captain Robert M. Horsky, the Quality Control Officer, sent a chart to each squadron commander, and one to the Wing Commander, which enabled them to pinpoint the aircraft forms in their organizations which were sub-standard. The figures on this chart were not based on any given number of forms, but on all DD Form 781-2 accomplished over a ninety day period. The letter accompanying the chart gave listings of the different types of discrepancies, saying that the main reason for aircraft forms being erroneous or incomplete was not through ignorance of existing Technical Orders, but purely through carelessness on the part of the crew chief concerned.

86/ Unclassified TWX from COMADIV 802 to COMAF 8 concerning aircraft records. Exh. 34

87/ Letter, "DD Form 781-2 Discrepancies Analysis", to 31000 from 310DMQ, 11 April 1956.

55

By way of starting off this program, Colonel Davis directed the Bombardment Squadrons and the Air Refueling Squadron to have their records ready for review when contacted at the unit Engineering Office between 0800 and 0900 hours each day. The records picked for review were to be hand-carried to the Directorate of Materiel not later than 0930 hours, and would be ready for pick-up at 1500 hours. Colonel Davis assured these squadrons that records would be selected for review so as not to interfere with aircraft scheduled to fly that day.

Support for this program came from the top on down. Colonel Davis listed the discrepancies for Colonel Jones, Division Director of Materiel, who would in turn pass them through channels to the Division Commander for review. Colonel Wilson would then pass them to the Wing Commander, who would then send them to the particular squadron commander with a requirement for a reply-by-endorsement on the future action which will be taken to remedy the situation.

The Director of Materiel would also send his own critique of the individual aircraft's records to the squadron responsible for its maintenance. Many of the discrepancies found were written up in the following manner:

Forms #81-2 indicate periodic inspection was completed on 18 August 1955. Form dated 18 November 1955 erroneously picked up the date of 18 October 1955. This erroneous date has been consistently carried forward.

88/ Letter, 310DM to all Tactical Sq., "Aircraft Records Inspection", 17 April 1956. Exh. 35

89/ Disp Form, to All Tactical Sq., "Aircraft Records Check", 27 Apr 56.

90/ Letter, "Aircraft Records", 310DM to 379th B.S. 23 April 56. Exh. 36

Another main project for coordination by the Materiel Directorate was that of initiating AFTO Form 26 series work card deck system for the Engine Build Up section of the Field Maintenance Squadron. Under this new system, "Locally devised work sheets" were replaced by 5x8 chrystralboard cards, and the information contained in the power pack and the engine build inspection work sheets will be entered on these 5x8 cards with the requirements of each engine build-up station or the general category of work entered on separate cards. As the engine build-up is completed and ready to be put into storage, awaiting installation, the Maintenance Control Unit Quality Control inspectors will be called in and perform an inspection on the work accomplished utilizing the AFTO 26B. The entire card deck will then become a part of the engine records maintained at the engine, until installation. At installation time, the Quality Control inspectors will again inspect the engine at or immediately subsequent to the installation, utilizing the DD Form 781-2-1. Upon completion of the engine installation, all the records discussed above will be forwarded to the Maintenance Control Records Section for insertion in the engine records file.

During April, the Materiel Directorate coordinated with the 310th Field Maintenance Squadron to insure that the discrepancies noted by the SAC Follow-Up Inspection Team, with reference to the poor condition of the 310th Ground Power Section, were cleared up as soon as possible. In a reply to Colonel Davis' first Comment on the subject, Lieutenant Colonel Nelson S. Deck, 310th Field Maintenance Commander, noted that work was underway to clear these discrepancies found within this section.

91/ Ltr, 310DM to 310FMS&310DM, "Engine Build-Up Section Work Sheet Procedure", 26 April 1956.

new production line type central area work bench system has been set up inside the hangar, and the office shack has been torn down and replaced by another office in the lean-to side of the hangar. Colonel Deck also noted that more care was being exercised in the housekeeping of the section. Staff Sergeant James A. Theobald was charged with securing the maximum supply support for the repair of Ground Power units, while Staff Sergeant Harms was assigned the primary responsibility of up-dating and correcting all of the ground power equipment records. ^{92/} This information was presented to the Division Commander in a detailed report by Colonel Selmon W. Wells, 310th Wing Commander. ^{93/}

On 6 April, Major Bartlett R. Andrews, Base Communications Officer, submitted a report to the Materiel Directorate concerning the new ramp telephone system currently undergoing consideration at SAC Headquarters. The letter stated the position of SAC on the matter, namely, that such a project would be too costly at this time, and would have to be more fully justified and better tested before extensive fundings would be appropriated. Major Andrews, in an effort to determine the cost of the project, asked the Director of Materiel to list some of the features which the 310th maintenance activities desire in a ramp telephone system, coupled with another list of objections to the field telephone system presently installed.

In answering this request, Colonels Griffin and Davis both brought forth the point that a ramp telephone system, as such, was not in accordance

^{92/} "Report on Discrepancies Noted by SAC IG Follow-up Team", 310DM to 310FMS, Comment Nol and 2.

^{93/} "Report on Discrepancies Noted...", 310CO to COMDR, 11 April 1956.

58

with SAC Manual 66-12. Lieutenant Colonel Griffin stated that the system which the 310th wanted was a speaker system going to each tactical engineering office and the supervision offices of the Field Maintenance and A&E Squadrons.

Colonel Davis went further in saying that if a ramp system is the eventual outcome of the investigation, the only acceptable system would be a dial type instrument, installed in a waterproofed, recessed receptacle in the maintenance ramp, preferably at each aircraft parking position, and not less than every third aircraft position. Colonel Davis stated that this phone system should be connected to the Maintenance Controller in the Wing Maintenance Control office.

An answer was received to a message sent to Eighth Air Force Headquarters by the Director of Materiel concerning certain UAL changes within the 310th Wing. The message stated that eight Unit Manning Document changes affecting the wing were received on 1 April. It stated further that the three Bombardment Squadrons and the Air Refueling Squadron each received one new UAL, and the Headquarters Squadron has received one since the beginning of November.

Mr. Albert W. Power, Hamilton Standard Technical Representative, was assigned to this base for a thirty day period at the beginning of April. During the month he conducted formal and on-the-line instruction for propeller mechanics. He also conducted a course of instruction for pilots and flight engineers. This instruction program greatly improved the ability

94/ Letter, subject "Ramp Telephone System", from BCOM to 310MM, 6 Apr 56, Comments Nr. 1,2 and 3.

95/ TWX, Unclassified, 310MM 41172, Ref SAF MDL46358, 2 April 56.

of assigned personnel to correctly service the propellers and adequately
96/
diagnose mechanical difficulties.

In connection with contract technical services personnel assigned to this station, Colonel Davis established a firm policy in the wing whereby all these personnel will sign-in and sign-out of the wing in the Directorate of Materiel's register, located in the Division Directorate of Materiel office. Referencing a message from Eighth Air Force telling of the difficulties resulting at many bases when these personnel leave the station with just a letter of recall from their company, Eighth Air Force reasserted their right by stating that these representatives will not move from place to place without either a letter order or a
97/
TWX confirmation from headquarters.

One problem which the Materiel Directorate made a coordinated effort to resolve during April was that of the jet engine run-up stand assigned to the 310th Wing. This stand was redistributed to another station within the command, leaving only one other stand to be used by the engine Build-Up section of both wings. Needless to say, this brought about many maintenance delays, despite the efforts of the Materiel Directorate to appropriate another stand for use in the 310th. This delay is expected to continue until 23 May, when the equipment for the Shaw-Estes test
98/
stand will be delivered to this station.

A lack of, or shortage of, aircraft parts was the greatest materiel weak spot during April. These items were critical--either depot stocks

96/ PART VII, Para 2, SAC T-12 Report for the 310th Bomb Wing for April.
Refer Exh. 27

97/ Letter, "Contract Technical Services Personnel", 310DM to 310BM, A&E,
FMS, 3 April 1956. Exh. 27

98/ PART VII, Para 4, SAC T-12 Rep't for April. Refer Exh. 27

60

were low, or exhausted due to insufficient lead time being provided by contractors, or had not been provided for in planning requirements.

Although there were no outstanding requisitions on these items during April, lack of timely depot action adversely effected maintenance and supply efforts.

<u>Class</u>	<u>Stock No.</u>	<u>Noun</u>	<u>Acft Effected</u>	
01F	LaFH-8-4113-62	Pane Nesa	KC-97	51-345
05D	2366-165-0134-9230-1	Probe	B-47	146
16A	1600-013570015	Radio Collins	B-47	146
03C	4246-A2828799-2	Alt. Control Panels	B-47's	
03F	4577-18401-8	Refrigeration Unit	B-47's	
FED	1005-030-7731	Charger Gun	B-47's	
FED	5929-5880100	Motor, Const. Speed	B-47's	<u>22/</u>

MAINTENANCE:

Maintenance within the 310th Bombardment Wing was provided on the basis of the following statistics:

	Total Flying Time	Avg.No Acft Possessed	Flying per pos Acft
379BS	532:30	15	35:30
380BS	486:35	14	34:35
381BS	597:10	16	37:19
310BOMWG Total	1616:15	45	35:54
310th AREFS Total	572:10	21	27:14
b. Number of Aircraft Assigned	B-47	46	<u>KC-97</u> <u>21</u>
c. Average number of acft possessed	B-47	42.8	<u>KC-97</u> <u>21</u>

22/ SECTION I, PART VI, SAC T-12 Report for April. Refer exh 27

61

- d. Number of Periodic Inspections Scheduled: B-47 7 KC-97 5
- e. Number of Periodic Inspections Completed: B-47 7 KC-97 5
- f. Number of Engine Changes: B-47 10 KC-97 4
Average Time at Engine Change: B-47 455:04 KC-97 740:45
- g. Number of Turbo Changes: KC-97 2

The Wing percentage in-commission rate for B-47 aircraft was 76.07 percent, and for KC-97, 77 percent. The aircraft of the wing were in commission for a total of 33,551 hours, B-47's being in commission for 23,380 and KC-97's 11,171 hours.

The AOCM rate for B-47 aircraft was 20.88 percent, and for KC-97's 22.99 percent. The wing AOCP rate for B-47's was .03 percent, with the aircraft being AOCP for a 12 hour total. Fourteen items were cannibalized from B-47's and four from the tankers.

The TOC percentage rate for B-47 aircraft was .139, for KC-97's it was .35. Four hundred and seventy-four total TOC manhours were accomplished on the B-47's and 211 hours were completed on KC-97's in April.

Also, during April, 683 Field Maintenance Work Orders were requested, 100/ and 513 Ammunition and Electronics Work Orders were completed.

In April, a concerted effort was made by all maintenance supervisors to educate their personnel on the importance of the time card and maintenance accounting systems, and accuracy in maintenance manhour reporting was stressed.

In order to make this an effective program, the wing continued throughout April to have all unit commanders spot check at least 15 time cards daily. Commanders and Engineering and Maintenance Officers were directed

100/ 310th Bombardment Wing Production and Statistical Summary for the month of April 1956. Exh. 38

62

to report their findings to the Deputy Wing Commander for further action. In one such report, submitted by Chief Warrent Officer Jerald C. Andrews, Engineering Officer for the 310th Periodic Maintenance Squadron, he made a complete list of all discrepancies found on all of the 90 cards which he personnally checked. An example of the thoroughness of this report is the following:

- d. Airman Kenneth Carter, 310th Field Maintenance. Card showed a lag time code but airman was working on a PCU at the time. Card checked at 10:50 hours. 101/

Weekly reports were made out for each squadron, showing, in a day-by-day manner, and with complete identifications, which person made 102/ what discrepancy.

If an airman was found to be a repeated offender, constantly turning in incorrect or incomplete time cards, he was enrolled in a time card school. The importance of this school was emphasized by the fact that it was conducted after normal duty hours, and on many occasions 103/ on Saturday evenings.

Close supervision was exercised over the individuals sent to this training to insure that he was fully cognizant of the instructions 104/ given to him.

According to a report submitted by Lieutenant Colonel James E. Jordan, Jr., 310th Periodic Maintenance Squadron Commander, most of the discrepancies noted on these time cards were minor, with most of the men having very good cards. He stated that "They are obviously trying to follow directions to the letter." 105/

101/ Report, CWO Andrews to 310DCO, "Time Card Check", 11 Apr 56.

102/ Report, "Errors in Time Cards", 381st Bomb Sq., 5-11 April. Exh. 39

103/ Report, "Time Card School", 310AG to all Sqs, 310BW, 13 April.

104/ ibid.

105/ "Time Card Inspection Report", 310DCO to 310PMS, 4 Apr. Exh. 40

63

On 3 April, notification was sent to the 310th Commander that the Boeing and General Electric Indoctrination Team would arrive at Smoky Hill Air Force Base on 8 April. The purpose of this visit was to discuss water alcohol operations; the compressor blade interference problem which occurs during 650 RPM water alcohol injection on a small percentage of engines and an explanation of the new water alcohol procedure resulting from the extensive testing at Wichita, Wright Field and Evansdale. The following is the outline of the agenda for the Indoctrination team:

1. Engine starting.
2. Engine tabbing and adjustments.
3. Water alcohol injection and effects.
4. Engine problems and their causes and correction.
5. High gross weight airplane performance.
6. Takeoff performance, flap configuration schedule.

All commanders, squadron Operations Officers, Instructor Pilots, Lead and Standboard crews, Engine conditioning personnel, flight chiefs, line chiefs and all available combat crews were directed to attend this
106/ indoctrination program.

The program was held on 9 and 10 April, with 31 officers and airman
107/ attending on the first day.

The other main training for maintenance personnel which was conducted during the month was the six hour orientation course on SAC Manual 66-12 requirements.

106/ Letter, "Boeing and General Electric Indoctrination", to 310CO from DO, 3 April 1956.

107/ Attendance Report for Boeing and GE Indoctrination, 9 April 56, to 310CO through 310CM. Exh. 41.

64

The training was divided into four separate classes to cover the first two phases of the training. A total of 334 student slots were allotted to the 310th Wing for this training, with Armament and Electronics committed for 90 students and the remainder of the units ranging from 25 to 45 students.

As was mentioned previously, the course was divided into two phases of three hours each. The course, which was exceptionally well attended, had as its main aim to teach the proper aircraft maintenance organization and procedures. Approximately 85 instructor hours were provided to make this program a success.

On 27 April, the wing Director of Operations notified the 310th Training Officer to begin making preparations for a 100 hour course of instruction for maintenance personnel in the KC-97 aircraft. This training was slated to begin on 14 May 1956.

The monthly maintenance plan of the 310th Bombardment Wing called for maintenance support to support 1655 hours of flying for both KC-97 and B-47 aircraft. The loss of flying time for the month of April was caused by the following:

1. Aircraft 52-297 at depot Tucson	13 hours
2. Aircraft 52-282 at Oklahoma City Depot	40 hours
3. Aircraft 52-106 at depot Tucson	25 hours
4. Aircraft 52-290 at depot Tucson	25 hours
5. Aircraft KC-1354 at IRAN	<u>36 hours</u>
	139 hours

108/ Letter, "Six Hour Orientation on SAC Manual 66-12, 310DMMT to All Sq's.

109/ "Orientation of SAC Manual 66-12", classroom schedule.

110/ Letter to 310ARAFS from 310DDO, "KC-97 MTD Training for Maintenance Personnel", 27 April 1956. Exh. 42

65

As was noted in the monthly maintenance plan, the heavy work-load projected on Field Maintenance was felt most keenly in the Parachute, Engine Build-Up (both 4360 and Jet), Fuel Cell Repair and Tire Shops. In those particular shops, the manhour requirement exceeded the manhour capability by 278 hours, causing excessive overtime to be put in by all personnel concerned.

Another maintenance problem of considerable proportions was the adjustment of propeller low-limit stops, which created a considerable overtime commitment for the Field Maintenance Propeller Shop. Eight manhours were required per KC-97 aircraft, and adjustment was required on all propeller driven type aircraft assigned to this station. A big limiting factor in this situation was the lack of propeller test stands to check out this equipment. One one test stand was available during the month with which to examine and repair propeller domes.

SUPPLY:

A total of ten Reports of Survey were processed during the month of April. The total amount involved in these reports was \$2,279.91. The Reports of Survey completed totaled 16. All the persons involved in these Reports of Survey were relieved of pecuniary liability and responsibility.

111/ Annex "B" to 310th Bomb Wing Ops. Order 203-56, "Training for the month of April 1956", Page 10. Refer Exh. 25

112/ SAC T-12 Report for April. Refer Exh. 27

Personnel of the 310th Directorate of Materiel and Supply section cut their backlog of Reports of Survey to three, which were still outstanding due to personnel involved either having been discharged or 113/ reassigned.

The 310th Bombardment Wing Staff Supply section, composed of Major Harry J. Darlington and Staff Sergeant Gene Gallegos, inspected the following organizations, and assigned them the following ratings:

1. 310th Armament and Electronics, SAC Standard, score 515
2. 310th Periodic Maintenance, SAC Standard, score 545
3. 310th Air Refueling Squadron, SAC Standard, score 557

These inspections are made every 90 days in accordance with SAC regulation 114/ 67-32.

The 310th Bombardment Wing did not receive any new Unit Authorization Lists during the month of April. Three squadrons, notably 310th Armament and Electronics, 310th Periodic and 310th Field Maintenance Squadrons 115/ are still in need of these Unit Authorization Lists.

The 310th Field Maintenance Unit Supply was the subject of an administrative staff visit during the month of April. Following the extensive investigations of this unit supply which have been conducted since October 1955, this visit was primarily an inspection of the Records Management Program currently in effect in that organization. The discrepancies noted 116/ were corrected by the latter part of April.

113/ This information was compiled from the 310th B.W. Repts. of Survey Log.

114/ The above information was compiled from SAC Form 310's.

115/ Interview by Wing Historian with Maj. Harry Darlington, Wing Supply Officer.

116/ Report, "Administrative Staff Visit", Comments 142, Exh. 43

The 310th Bombardment Wing reported two major supply problems on the April T-12 Report in the Commander's Remarks Section. The first problem was the shortage of tem battery chargers, stock number 8100-175342-9, which were authorized to 310th Field Maintenance and have been due in to them since July 1955. A letter was submitted to Base Supply in accordance with SAC Regulation 67-32 on 2 March 1956. The estimated date of delivery for these battery chargers had been set at 30 March 1956. Follow up action was accomplished on 26 April 1956 from Eighth Air Force by Base Supply for the status of the item.

The critical shortage of these battery chargers has necessitated the utilization of the battery chargers assigned to 310th Ground Power. These battery chargers are not the same type as the one's required to charge aircraft batteries, which in itself is an undesirable situation.

The other supply problem was the constant speed motors for the tracking computers. They have been in short supply, causing excessive ANB storage of computers, and reducing pre-issue levels below safe operating conditions. Depot stocks have been exhausted. A letter was submitted in accordance with SAC Regulation 67-32 on 2 March 1956. The manufacturers deliveries are expected to begin on approximately 15 May 1956, with the shipment being direct from the manufacturer to the base. Depot support on this project has been excellent, and through cannibalization of reparables at the depot, day by day support has prevented the grounding of aircraft.

68

During the month, considerable thought was put into the problem of issuance of TOC Kits. The Director of Materiel queried the Base Supply Officer as to his standpoint on the TOC matter. The Aircraft Service Unit stated that the kits would be issued complete, in lieu of waiting until 80 percent of the base requirement had been received. Colonel Davis stated that if this policy was inacted, a greater administrative workload would result, as well as a storage problem. Nothing definite has been established as a firm base and wing policy 117/ to date.

117/ Correspondence between Materiel Directorates concerning the TOC Issuance matter, Exh. 44

310th BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 30 April 1956)

Colonel Selmon W. Wells	Commander
Colonel Delmore P. Wood	Deputy Commander
David M. Lindquester	Director of Operations
Lt. Col. Shadrach E. Davis	Director of Materiel
Lt. Col. Bruce E. Hart	Director of Personnel
Lt. Col. Arnold R. Megenity	Inspector
1st. Lt. Jack W. Taylor	Director of Comptroller
Colonel Robert E. Corwin	310th Tactical Hospital
Major John L. Kindlesparger	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, 381th 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

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.

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. 310th Field Maintenance.

380th Bombardment. 310th Periodic Maintenance.

381st Bombardment. 310th Armament and Electronics.

310th Air Refueling. 310th Headquarters Section.

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

APPENDIX

LIST OF EXHIBITS

Exhibit No.

1. Orders assigning Major Kindlesparger as 310th Hq. Sq. C.O., and orders returning him to 310AG.
2. 310th Bomb Wing Special Orders Number 44, para 1.
3. 310th Bomb Wing General Orders Number 10, 25 April 1956.
4. Report, "RCS Status for April".
5. 802ADIV Regulation 174-2, "Reports Control System", 19 April 1956.
6. Ltr, all Sqns. & Staff Sections, "USAF Officer Effectiveness Reports".
7. Memo for each Sq. C.O. and Staff Officers, "Personnel Accounting Procedures by Supervisors", 3 April 1956.
8. 802ADIV Letter Order 322, para. 3, 19 April 1956.
9. Letter of Congratulations from Division Commander and Dispo Form inclosure showing breakdown of reenlistment rates for each unit for month of April.
10. Dispo Form, "Reenlistment Counseling at Sq. Level", 16 April 1956.
11. 802ADIV Reg. 125-2A, "Traffic Board", 24 April 1956.
12. Dispo Form, "Revised APT Program", 26 April 1956.
13. Ltr, 310BM to 310DMT, "Data on WEMP Training", 26 April 1956.
14. 310th Bomb Wing S.O. 38, 13 April 1956.
15. 310th Bomb Wing Ops Ord 215-56, 6 Apr, PACE SETTER III. CONFIDENTIAL.
16. "General Information and Base Support Requirements for Operation Pace Setter III. CONFIDENTIAL. E
17. Information on Pages 20 and 21 of this history excerpted from 310th Bomb Wing Operations Order 203-56, "Training For April 1956".
18. TWX, to COMAF 8 fm COMADIV 802, 17 Apr 56, "Request for Waiver of Certain SAC 51-19 Requirements".
19. Dispo, 310DO to 310CO and all Sq. CO's, "Practice for Commander's Bombing Competition", 10 Apr 56.
20. 802ADIV Suppl. I to AFR 60-18, 17 April 1956.

Exhibit No.

21. Ltr & TMX, 310DO to Ops. Sections and Tactical Sq. Comdrs., "Standardization Checks Required by SAC Reg. 51-19 Prior to Initial Checkout".
22. 310th Bomb Wing Special Orders 43, para's 4&5, 24 April 1956.
23. TMX, Unclassified, DOOPF 28605, 7 April 1956.
24. Dispo, 310DO to 310MMC, 16 Apr 56, "Booster Pump Operation".
25. Message of Congratulation, Part II, From Eighth Air Force Headquarters.
26. Report on Pace Setter III to 8AF Comdr. SECRET.
27. Section I, Part VI SAC T-12 Report for the 310th Bomb Wing for April. This report is classified CONFIDENTIAL.
28. Photograph of "Smelly Bill" and two members of the "Goat" Squadron.
29. Policy Letter Number 21, "Vehicle Accident Prevention", 17 April.
30. Letter, BCOMDR to 310CO, "Safety Inspection", 17 April 1956.
31. Ltr, "Method of Procurement, Issue and Control of F.L. Decals".
32. Aeronautical Orders Number 18, 12 April 1956.
33. Aeronautical Orders Number 19, 19 April 1956, para. 1.
34. Unclassified TMX from COMADIV 802 to COMAF 8 concerning acft records.
35. "Aircraft Records Inspection", Ltr, 310DM to all Tactical Sqs.
36. Letter, "Aircraft Records", 310DM to 379BS, 23 April 56.
37. Letter, "Contract Technical Services Personnel", 3 April 1956.
38. 310th Bomb Wing Production and Statistical Summary for April.
39. Report, "Errors in Time Cards", 381st Bomb Sq., 5-11 April.
40. "Time Card Inspection Report", 310DCO to 310PMS, 4 April.
41. Attendance Report for Boeing and GE Indoctrination, 9 April 56.
42. "KC-97 MTD Training for Maintenance Personnel", 310ARS from 310DO
43. "Administrative Staff Visit...", Comments 1&2.

0320

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

SPECIAL ORDERS
NUMBER 34

3 APRIL 1956

1. MAJOR L. KINDLESPARGER, A0566954, 310HEDRON, 310BOMWGM, SAC, this STA, is APTD COMDR of 310HEDRON, 310BOMWGM, SAC, this STA, during the TEMP ABS of CAPT DAVID L. MCCRACKEN, JR, 2340A.

2. ESPWFO CFM VOC, Dates INDC, FNA, ORGN INDC, 310BOMWGM, SAC, this STA, are AUTH to RAT SEP and reside off Base.

Grade	Name	AFSERNR	ORGN	Date VO
TSGT	GEORGE D. TYNER	AF17068518	310FLDMAINTRON	31 APR 56
A/IC	ROBERT E.L. FITZGERALD		310PDMAINTRON	2 APR 56

3. CAPT MARK C. LIDDELL, A0753189, 18TH BOMRON, 310BOMWGM, SAC, this STA, is REL of ASG Duties and ASG to 310HEDRON, for Duty as 1431, Operation Plan Section.

4. 2NDLT WILLIAM A. SANFORD, A03046343, 380TH BOMRON, SAC, this STA, is REL of ASG ONG and Duties and ASG to 310HEDRON. REPT date 4 APR 56, EDGSAJ 8 APR 56.

5. SMOP 3 SO 24, 9 MAR 56, as reads Technical SGT HOMER L. BROCK AF18288903, EFF date 10 MAR 56 IATR TSGT HOMER L. BROCK, AF 18288903, EFF date 2 APR 56.

6. FNO, 379BOMRON, 310BOMWGM, SAC, this STA, are APT CLASS "A" pay agents for an INDEF PD, to the DISBO, Smoky Hill AFB, KANS, for the purpose of paying regular and SUPP Pay Roll of the 379BOMRON, 310 BOMWGM. VICE: CAPT ROBERT A. WORTMAN, A01904748 and MAJ WALTER S. KING, A0818488.

Grade Name AFSERNR
CAPT MARTIN G. COLLADAY, 17344A
MAJ CHARLES D. GUNN JR, 13929A

BY ORDER OF THE COMMANDER:

OFFICIAL:

John L. Kindlesparger
JOHN L. KINDLESPARGER
MAJOR, USAF
Adjutant

JOHN L. KINDLESPARGER
MAJOR, USAF
Adjutant

DISTRIBUTION: "A" Plus
3 EA INDIV

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

SPECIAL ORDERS)
NUMBER 37}

12 APRIL 1956

1. CAPT DAVID L. MCCRACKEN, JR, 23740A, 310HEDRON, 310BOMWGM, SAC, this STA, ASSUMES COMMAND of the 310HEDRON, 310BOMWGM, SAC, this STA, MAJOR JOHN L. KINDLESPARGER, A0666954, is RELIEVED.

2. A/IC JOHN W. MOYLE, AF13442810, 381BOMRON, 310BOMWGM, SAC, this STA, is awarded the Good Conduct Medal for his demonstration of HON, EFFCT, and Fidelity during PD of 2 MAY 52 to 1 MAY 55.

3. MSGT FRANK KOONS, AF37254245, HEDRON, 310BOMWGM, SAC, this STA, is AWD PERM GR of MSGT with DR 21 SEP 51.

4. SSGT THEODORE J. GPELLER, AF17098830, 381BOMRON, 310BOMWGM, SAC, this STA, is AWD PERM GR of SSGT with DR 1 APR 55.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. KINDLESPARGER
MAJOR, USAF
Adjutant

John L. Kindlesparger
JOHN L. KINDLESPARGER
MAJOR, USAF
Adjutant

DISTRIBUTION "A" PLUS
3 EA INDIV

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

26 April 1956

SPECIAL ORDERS)
 NUMBER 44)

1. LTCOL WILLIAM A. GARETT, 10858A, (DAFSC 1231C), 310HEDRON, this STA, is RSG to 310AREFS. REPTG: 26 APR 56, NTI.
2. SMOP 2 SO 42, CS, IATR, 310HEDRON, 310BOMWG.
3. SMOP 3 SO 42, CS, IATR, 310HEDRON, and to include, EDCSA: 26 APR 56. NTI
4. SMOP 4 SO 42, CS, IATR, 310HEDRON.
5. FNA, ORG INDC, 310BOMWG, SAC, this STA, are RSG to ORG INDC, REPT Date & EDCSA 1 MAY 56, NTI.

Grade, Name, AFSERNR,	UAFSC	FROM	TO
TSGT ALLEN D. LIVERANCE, AF16190240	43171B	310AREFS	310HEDRON
TSGT JAMES R. BAKER, AFL3030442	43171E	310HEDRON	381BOMRON
*MSGT JOHN C. GEHAY, AF18052844	43171E	381BOMRON	310HEDRON
MSGT ROBERT M. ROONEY, AF17002138	43371	310AREFS	381BOMRON
SSGT PAUL L. HOUSEHOLDER, AF33678979	43151E	379BOMRON	381BOMRON
A/IC WILLIAM T. HERMAN, AF16415653	43151E	379BOMRON	310HEDRON

* (EDCSA & REPT Date 10 MAY 56, NTI.)

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. KINDLESPARGER
 Major USAF
 Adjutant

John L. Kindlesparger
 JOHN L. KINDLESPARGER
 Major
 Adjutant

DISTRIBUTION: "A" Plus
 3 EA INDW

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

25 April 1956

GENERAL ORDERS)
NUMBER 10)

STAFF ASSIGNMENT. LIEUTENANT COLONEL ARNOLD R. MEGENITY, AC0741049
this headquarters, is assigned Inspector General, VICE LIEUTENANT
COLONEL WILLIAM A. GARRETT, 10858A, this headquarters relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. KINDLESPARGER
Major USAF
Adjutant

John L. Kindlesparger
JOHN L. KINDLESPARGER
Major USAF
Adjutant

DISTRIBUTION. "A" Plus
10 CYS CINCSAC
10 CYS COMAF R
10 CYS COMADIV 802

TRUE COPY

TRUE COPY

RCS STATUS

APRIL

1. Total number of RCS reports required during the month of April. 94

2. Total number of RCS reports required during the month of April submitted on time. 84

3. Total number of RCS reports required during the month of April submitted late. 10

<u>RCS</u>	<u>ORGANIZATION</u>
8AD-U3	310A&E
8AD-U3	310FMS
1-8AD-Z1	380BOMRON
1-8AD-Z1	310ARS
SAC-P13	WP
SAC-T4	310DOB
8AD-C1	379BOMRON
8AD-C1	380BOMRON

4. Percent of reports submitted on time. 89%

5. Percent of reports submitted late. 11%

JACK W. TAYLOR
1STLT, USAF
Director of Comptroller

TRUE COPY

TRUE COPY

ADIV REG 174-2
3 Pages
Page 1

AIR DIVISION REGULATION
NUMBER 174-2)

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
19 April 1956

REPORTS CONTROL

Reports Control System

1. REFERENCE: AFR 174-1 and Air Division Regulation 5-3.

2. PURPOSE AND SCOPE: This regulation is to outline basic policies and procedures for the operation of the Air Force reports control system on this installation. The provisions of this regulation apply to the 802d Air Division, all organizations assigned thereto, and all attached units who, for reasons of attachment, are issued certain reporting instructions.

3. RESPONSIBILITY: The statistical services section, office of the director of controller, is responsible for the establishment and operation of the reports control system for this installation.

4. REPORTS CONTROL FUNCTIONS: The functions of the reports control section are as follows:

a. Monitor the timely submission of all controlled reports, both recurring and one-time reports, required of the Wings, Air Base Group and/or Headquarters 802d Air Division.

b. All RCS reports will be hand carried to the reports control section of statistical services for necessary final prescribed actions. This will include all classified reports.

c. Maintain files of all directives pertaining to recurring and one-time reports.

d. The reports control section will use SAF Form 96 to suspense the activities preparing the reports, and will base its suspense dates to the preparing activities on the transmission "lag time" to higher headquarters.

e. Perform periodic reviews of controlled reports and directives to prevent duplication of existing reports.

ADIV REG 174-2
3 Pages
Page 2

f. Review all proposed internal reporting directives prior to distribution or publication and, if justified, assign reports control symbols to new reports or authorize inclusion of a clause exempting the report under consideration from control procedures. (This does not apply to internal directives that remain within a wing. The wings will establish their own procedures for control of reports within their respective organizations.)

g. Issue and maintain a current manual or listing of recurring reports to aid the responsible staff and/or reporting activity in complying with reporting requirements.

5. RESPONSIBILITIES OF STAFF AGENCIES:

a. As required or whenever it is deemed necessary, interested staff agencies will perform coordination on all RCS reports pertaining to their particular agency. All coordinating actions will be completed prior to presentation to reports control section, which has final responsibility for insuring that all reports are submitted on time to higher headquarters.

b. Requests for new or one-time reports will be forwarded by reports control to the activity having primary interest in the subject material of the report.

6. RESPONSIBILITIES OF REPORTING ACTIVITIES:

a. The activities preparing a report will comply with due dates established by reports control to effect timely submission of RCS reports. When this date falls on a non-workday, the preparing activity will insure that the report is prepared in such a manner as to effect submission on the last workday preceding the non-workday; e.g., if a report due date falls on Saturday, the report will be submitted on or before the preceding Friday.

b. All RCS reports originating in the wings will be initially coordinated through the wing comptrollers prior to submission to reports control. Preparing agencies of the Air Base Group will submit all completed reports to the reports control section.

c. Suspense slips (8AF Form 96) which are forwarded from reports control, statistical services, five to seven days prior to the established due date will be attached to the completed report before leaving the reporting activity.

d. Signatures, as required by commanders and their respective representatives on reports, will be affixed prior to submission.

KODAK SAFETY FILM

ADIV REG 174-2
3 Pages
Page 3

7. RESPONSIBILITIES OF THE BASE ADJUTANT:

- a. The adjutant will route all reporting directives and/or requests for reports to reports control section, statistical services, for necessary action.
- b. The adjutant will maintain a log similar to the one in Attachment #1 to this regulation on all RCS reports leaving this installation and provide reports control with a copy of this log daily. This log will serve as a final check to insure that reports are leaving this base on time.

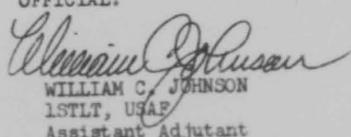
8. EWP/D-DAY REPORTING:

- a. The two terms EWP and D-Day are considered to be synonymous for reporting purposes.
- b. D-Day reporting will become effective immediately upon notification that emergency war plans are to be implemented. Reports control will immediately notify each staff agency and/or reporting unit that D-Day reporting is in effect and will begin suspending reports in accordance with the D-Day schedule. During this time:
 - (1) Normal reporting will continue in accordance with established schedule and directives.
 - (2) D-Day reports will be prepared, but will not be dispatched off the station. These reports will be delivered to the inspector general for evaluation as part of the EWP exercise.

9. DELINQUENT REPORTS: Reporting agencies will, when unable to meet a report due date, immediately advise statistical services by phone and confirm in writing a request for a due-date extension (prior to the actual due date), giving complete justification for the delay and, concurrently, an information copy of this request will be sent the appropriate division or base activity having primary interest in the subject report. Until an extension is granted, every effort will be made to meet the established due date.

BY ORDER OF THE COMMANDER:

OFFICIAL:


WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
Major, USAF
Adjutant

DISTRIBUTION
"A"

0328

RCS	SHORT TITLE	SUBM ED BY	HOW	SUMMITTED
		Staff	R	DATE
	310 40 ABG Activity	SUBMITTED TO	A	DISPATCHED
		TT	Mail	Mail

ATTCHMT 1. ADIV REG 174-2 , 19 APR 56

INSTRUCTIONS:

- RCS: Found in the subject of the letter or teletype normally; found in upper left or upper right hand corner of forms.
- SHORT TITLE: Self explanatory.
- SUMMITTED BY: Place "X" in appropriate block to indicate organization that is submitting report.
If submitted by Division or Air Base Group staff activity, use office symbol.
- SUMMITTED TO: Indicate where original copy sent; indicate where copies sent if other than where original was sent.
- HOW SUBMITTED: Place "X" in appropriate blank.
- DATE DISPATCHED: Date report left SHAFB.

TRUE COPY

TRUE COPY

USAF Officer Effectiveness Reports

All Squadrons
All Staff Directors

3MP

19 Apr 56
LtCol Hart/kba/8132

1. The Deputy Commander has directed that all Officer's Effectiveness Reports will be reviewed personally by the Commander or appropriate Director of the rating and/or endorsing officer prior to submission to the Director of Personnel who will again review each report.

2. In addition to correct information and proper reporting, reports will be reviewed for poor grammar, misspelling, erasures, typing errors, dirty or damaged forms, etc. These discrepancies will render the report unacceptable and it will be returned to the appropriate activity for reaccomplishment.

3. Raters, endorsing officers, commanders, and directors are reminded that suspense dated for Effectiveness Reports are established for complete, correct, and acceptable reports. When an Effectiveness Report must be returned for reaccomplishment the original suspense must be met.

4. Further, the Deputy Commander directs the attention of addressee's to 3MP Memorandum, Subject "Officer's Effectiveness Reports", dated 15 March 1956, signed by the Wing Commander.

s/t/ BRUCE E HART, LTCOL, USAF
Director of Personnel

HDS
FILE

2122

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

3 April 1956

MEMORANDUM FOR: EACH SQUADRON COMMANDER AND STAFF OFFICERS
SUBJECT: Personnel Accounting Procedures by Supervisors

1. If our supervisory people are to provide the proper supervision required to insure effective control of their people, it will be necessary for them to have some type of accounting method. There are many methods presently in existence at our shops, line maintenance and office work areas, some good -- some inadequate for the type of accounting required.
2. The Wing Inspector will, in coordination with the Directors, Chief of Maintenance and Squadron Commanders, devise a standard accounting system to be used by all airmen and NCO supervisors. This should be a simple chart type of accounting system indicating name, rank, duty assignment, present location (leave, pass, barracks, barber shop, etc.), time departed duty station, time expected to return.
3. This will be completed and in operation by 13 April 1956. During the interim period, the supervisors will use a temporary chart indicating the same information.

S. W. Wells
S. W. WELLS
Colonel, U.S.A.F
Commander

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

SUBJECT: Letter Order 322

19 April 1956

TO: See Distribution

1. CAPT WILLIAM WARDELL, A0754781 (PRIMAFSC 1525B) 379 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Westover AFB, MASS, on or ABT 23 APR 56, on TDY APRX 3 days, for purpose to participate in Spot Promotion Board Meeting. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-594 10 B. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19, and 8 AF MSG ODT4A 49519 3 APR 56.

2. A/1C WALLACE O. ALEWINE, AF14510115 (PRIMAFSC 43151E) 310 FLDMAINTRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY of SECRET for PD this TDY only, WP Wallingford CONN (Cox and Stevens Co), on or ABT 1 MAY 56, on TDY APRX 12 days, for purpose to accompany Weights and Balance Tester to factory for check, and repair. Excess baggage of 100 lbs required. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-593 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

3. ESPWO VOC 18 APR 56, CFM and made REC:
FNO, ORG INDC, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Davis-Monthan AFB, Tuscon, ARIZ, on or ABT 18 APR 56, on TDY APRX 2 days, for purpose Operations matter pertaining to this command. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-592 10C. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

COL	SELMON W. WELLS	3991A	310 HQRON
MAJ	FOUNTAIN L. BROWN JR	14084A	do
MAJ	GEORGE W. ELDREDGE	11620A	381 BOMRON
CAPT	EARL E. WESTERN	A0663682	379 BOMRON

4. 1STLT WAYNE M. MILLER, A02255040 (PRIMAFSC 7924) 802 HQRON, 802 ABGRU, AUTH access of CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP First Presbyterian Church, Pittsburgh, PENN, on or ABT 8 MAY 56, on TDY APRX 5 days, for purpose of attending religious Conference. (DPUO); UCWR this STA. TVL by this order does not entitle TVL to expenses of TVL. AUTH: AFR 35-52, SACREG 35-19.

LTR0 322, 19 APR 56

5. ESPWO VOC 17 APR 56, CFM and made REC:

1STLT DARRELL D. DES ORMEAUX, A03011076, (PRIMAFSC 7821), 802 HQRON, d02 ABGRU, WP Galva, Kansas, on or ABT 17 APR 56, on TDY APRX 1 day, for purpose to investigate claims against the United States Government. (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. TPA being more advantageous for the convenience of the United States Government. TCS. BUD & ACCT NR 802-658 10D. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35052, SACREG 35-19.

6. ESPWO VOC 12 APR 56, CFM and made REC:

FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Macdill AFB, FLA, on or ABT 12 APR 56, on TDY APRX 4 days, for purpose of Transporting Cargo. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-393 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

1STLT	GEORGE J. MORRIS	A03005357	802 HQRON, 802 ABGRU
1STLT	ALBERT D. ALEXANDER	AC2208574	40 HQRON, 40 BOMWG

7. ESPWO VOC 11 APR 56, CFM and made REC:

FNOA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Whiteman AFE, MO, Tinker AFB, OKLA, on or ABT 11 APR 56, on TDY APRX 1 day, for purpose of Transporting Cargo. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-392 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

MAJ	CARL W. HAUTH	A0428672	802 HQRON, 802 ABGRU
CAPT	THOMAS J. WARREN	A0764845	802 FDSVRON, 802 ABGRU
1STLT	HAROLD W. LUKE	A0680664	45 BOMRON, 40 BOMWG
A/1C	ALFRED M. LANGE	AF1737441	802 HQRON, 802 ABGRU

BY ORDER OF THE COMMANDER:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION
A

This correspondence to be placed on all Bulletin Boards

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

COMDR

8 May 1956

SUBJECT: Reenlistment Rates for April 1956

TO: Commander, 40th Bombardment Wing, Smoky Hill AFB, Salina, Kansas
Commander, 310th Bombardment Wing, Smoky Hill AFB, Salina, Kansas
Commander, 802d Air Base Group, Smoky Hill AFB, Salina, Kansas

1. The attached disposition form, listing the reenlistment rates for each squadron during the month of April, evidences decided improvement over the past several months. It is extremely gratifying to me that our current reenlistment program is obtaining positive results.

2. I wish to thank the commanders, the squadron commanders, and the non-commissioned officers concerned for the efforts expended in making the program successful, and urge continued interest and effort in order that our future rates will be even more improved.

1 INCL
Dispo Form

James W. Wilson
JAMES W. WILSON
Colonel, USAF
Commander

REENLISTMENT RATES FOR APRIL 1956

ORGANIZATION	DISCHARGED		REENLISTMENTS		PERCENTAGE
	ELIG TO REENL	NOT ELIG TO REENL			
310 FMS	6	0	6	100	
25 BS	5	1	5	100	
40 PM	4	0	4	100	
10 ARS	4	1	4	100	
379	1	0	1	100	
380 PS	1	0	1	100	
381 BS	1	0	1	100	
40 Hq Sq	1	0	1	100	
310 Tac Hosp	1	1	1	100	
537th Band	1	0	1	100	
40 A&E	6	0	5	83.3	
802 FSS	4	5	3	75	
802 MVS	3	2	2	66.7	
4166th USAF Hosp	2	0	1	50	
40 FMS	9	2	4	44.4	
802 SUP	10	3	4	40	
802 Instl	5	3	2	40	
310 ARS	5	0	2	40	
802 OPS	3	1	2	33.3	
310 Hq Sq	5	0	1	20	
310 * & E	5	0	1	20	
802	13	1	1	07.5	
802 Hq Sq	2	2	0	00	
40 Tac Hosp	1	0	0	00	
44 BS	0	0	0	00	
45 BS	0	0	0	00	
310 PMS	0	0	0	00	
9th Alt Chamb	0	0	0	00	
*3496th Mob Tng Sq	1	0	1	100	
*2028th AACB	1	0	0	00	
*3rd Wea Det	1	0	0	00	
TOTAL	101	22**	54	53.5	

*NOT ASGD SAC

NOTE:**Airmen ineligible due to low AQE scores, lost time, hardship discharges, retirement, and discharges under other than honorable conditions.

Eighteen (18) reenlistments were result of discharges under AFR 39-10 (Normal ETS).

Thirty two (32) reenlistments were result of discharge under AFR 39-14 (Convenience of Government)

Four (4) reenlistments were result of discharges under AFR 39-15 (Resignation).

Fifty (50) of above reenlistments were to fill their own vacancy on this base.

Four (4) of above reenlistments were from civilian life.

No airmen reenlisted for another base.

	DISCHARGES (ELIG)	REENLISTMENTS	PERCENTAGES
40th Bomb Wing	30	23	76.7
310th Bomb Wing	25	14	56
802d Air Base Group	43	16	37.2
Separate Units	3	1	33.3

D I S P O S I T I O N F O R M

SUBJECT: Reenlistment Rates for April 1956

TO: See Distribution FROM: BP DATE 1 May 1956 COMMENT NR 1
LT COL Crawford/pk/8222

1. The chart on the reverse side reflects each squadron's reenlistment rate for the month of April 1956. Overall Division rate is 53.5%.

2. It is emphasized that the figures and percentages originating at the Re-enlistment Office are based on the number of airmen who actually reenlist at this station. All airmen who reenlist here are counted as a reenlistment for Smoky Hill in this tabulation. This will include immediate reenlistments, reenlistments for base of choice, and reenlistments of civilians who qualify under existing directives. This computation is not made in accordance with SAC Management Control Statement 2-SAC-T-35. Also, the number of airmen indicated as eligible to reenlist will be lower than the official number released by the Comptroller. This is because airmen who are ineligible to reenlist due to low AQE scores and/or over thirty days bad time, will be carried as eligible to reenlist by the Comptroller. However, it is believed that our method of figuring the reenlistment rate shows more clearly the actual reenlistment picture at Smoky Hill.

3. The reenlistment rate of 53.5% for April indicates a tremendous improvement over the past several months. Commanders and supervisors are urged to continue their fine efforts in carrying out the USAF Reenlistment Program.

William A. Crawford
WILLIAM A. CRAWFORD, LTCOL, USAF
Base Director of Personnel

DISTRIBUTION
A

ADT

DISPOSITION FORM

SUBJECT: Reenlistment Counseling at Squadron Level

TO: See Distribution

FROM: CIPR

DATE: 16APR56 COMMENT: NRL
ZNDLT Preston/mc/547

1. The following excerpts from the Air Force Personnel Newsletter, Volume IX, Number 3, March 1956, are quoted for your information and possible use. It is suggested that this subject be used in your Commander's Call, as it is important that the information reach those who actually are doing the counseling.

An integral part of every base re-enlistment program is effective practical career counseling conducted by carefully selected, experienced individuals. There is often a tendency to regard counseling as periodic attempts to convince airmen "they never had it so good". This approach is diametrically opposed to the true meaning and intent of career counseling.

Counseling does not begin and end with scheduled interviews conducted in a private office. After the initial, introductory interview, counseling should become an established part of an airman's military life. Daily contacts between supervisors and Unit Commanders and airmen offer unlimited opportunities to inject spontaneous counseling into the everyday routine. Reenlistment news published in the daily bulletin and periodic emphasis at Commander's Call programs will serve to keep this requirement in the minds of the Unit Commanders and Reenlistment NCO's. This continuing, informal counseling should consist primarily of discussions of Air Force career advantages and ramifications inherent in civilian employment. Especially pertinent are comparisons of the airman's present job and similar civilian occupation.

Daily informal counseling does not meet all counseling requirements. The periodic interviews required by AFR 39-2 must continue to be conducted in the most effective manner possible. The scheduled interview is the most effective method of allowing an airman to examine objectively his own limitations, desire, and opportunities. In addition, the interview provides the opportunity to consolidate and stress the numerous advantages of an Air Force career and the deep personal satisfaction the airman experiences from the knowledge that he is a vital part of the largest single factor in world peace.

2. The following principles of interviewing are listed:

- a. Be prepared - Utilize service records and unit files.
- b. Establish the right mood - A friendly greeting indicates a sincere desire to help.
- c. Allow self expression - Encourage interviewee to express his views.
- d. Explore his Air Force and civilian opportunities fairly - Stress retirement benefits. Don't high pressure individuals who flatly state they think civilian life is more advantageous.

DF, SUBJ: Reenlistment Counseling at Squadron Level

In summary, the success of a reenlistment program depends to a large extent on the effectiveness of the Unit Commander's counseling-interview sessions.

Willis L Preston
WILLIS L PRESTON, 2NDLT, USAF
Base Reenlistment Officer

DISTRIBUTION
A

7

DIV REG 125-2A
1 Page
Page 1

DIVISION REGULATION)
NUMBER 125-2A)

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
24 April 1956

PROVOST MARSHAL

Traffic Board

Division Regulation 125-2, 19 April 1956, is changed as follows:

PROVOST MARSHAL

Traffic Board

2. REFERENCES: AFR 125-14, SAC Manual 125-3 and Eighth Air Force Regulation 125-3.

7. * * * * *

a. * * * * *

(2) Speeding: (Up to 15 MPH over Posted or designated speed limit).

BY ORDER OF THE COMMANDER:

OFFICIAL:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
Major, USAF
Adjutant

DISTRIBUTION

A

DISPOSITION FORM

SUBJECT: Revised APT Program

TO: 3 WP 8 HQ SQ FROM: DP 26 April 56 COMMENT NO. 1
4 WP 8 MOVRON Lt Watters/8158
8 OPRON 8 PSVRON
3 APRON 8 INSTRON
3 SUPRON 4166th USAF HOSP

1. Due to the revised Airman Proficiency Test Program being placed in effect during the March testing cycle, the following revisions will be made in the policies of upgrading airmen to the next higher skill level.

2. In accordance with letter, Department of the Air Force, AFPDP, dated 27 December 1955, Subject: Major Revisions to the APT Program, all test scores will fall in three categories. A copy of this letter is attached for your information and guidance. Inclosure 2, to this letter describes the system and meaning of the A, B, and C score categories.

3. Airmen who fall into category A scores are considered qualified and will be upgraded upon submission of request for upgrading. It should also be brought to the attention of all supervisors that paragraph 7, of the above mentioned letter, states that Airman Proficiency Tests are to be used in conjunction with other criteria for awarding AFS's. Achievement of a qualifying score on APT does not necessarily mean airman is qualified to be upgraded. Only airmen who have shown the ability to perform duties at the next higher skill level should be considered for upgrading. Strict compliance with the above will result in better qualified personnel.

4. Airmen who fall into category B scores will comply with paragraph 8b of the above mentioned letter. This paragraph allows for airmen to either be retested and possibly raise their test score after more OJT, or to meet the 802D Air Division Classification Board for evaluation of their qualifications. The course of action to be taken will be at the discretion of the Commander.

5. The following will be accomplished before airman's name is submitted to this section to meet the Classification Board:

a. The Wing Personnel Section will submit the airman's AF Form 623, On Job Training Records, along with the AF Form 1098, Classification Action Request. The AF Form 1098 will contain reference to airman having Category B test score in Section I under justification.

b. The Squadrons within the Air Base Group will submit the airman's AF Form 623, On the Job Training Record, and AF Form 1098, Classification Action Request to this section. AF Form 1098 will contain reference to airman having Category B score in Section I under Justification. If the Squadron does not have information available to complete section I of AF Form 1098, as much information as is available will be recorded and the Form forwarded to this section for completion.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFPDP

DEC 27 1955

SUBJECT: Major Revisions to the APT Program

TO: Commander-in-Chief
Strategic Air Command
Offutt Air Force Base
Nebraska

1. Beginning 1 March 1956, the APT Schedule found on page 42, AFM 35-8, 1 September 1954, will be changed to permit testing three times a year instead of the previous two times a year. This new schedule will assist in skill upgrading by permitting testing in each AFSC every four months instead of every six months as at present. It will also permit airmen to be retested four months after they fail to attain a qualifying score on the test. The revised schedule is shown in Inclosure 1.

2. With the implementation of the new schedule, testing dates are being changed to enable the return of test scores to the field within four weeks after receipt of answer sheets at the 2200th Test Squadron. Changes in testing dates are as follows: (a) ZI Installations will test during the second full week of the testing month, and (b) overseas installations will test one week in advance of ZI Installations. All installations must forward answer sheets no later than one working day after the end of a testing period to insure that the new system will work efficiently.

3. In order to accomplish this more frequent testing, it will be necessary to discontinue regularly-scheduled make-up testing. Off-schedule testing of airmen will be authorized by the 2200th Test Squadron under circumstances to be outlined in AFM 35-8, currently under revision. Under special circumstances outlined in paragraph 16f, AFM 35-1, waiver of test requirements will continue to be authorized.

4. To implement this new schedule it is necessary to eliminate the regularly-scheduled February 1956 make-up period. January 1956 testing will be conducted according to schedule. Elimination of the February make-up should not cause any undue hardship as the career fields concerned will be tested again approximately two months later.

5. AFM 35-8 is being revised to include these changes to the APT schedule. Further instructions concerning this change will also be disseminated in the next ALL-TOO letter from the 2200th Test Squadron, in December 1955.

Ltr to SAC, Subj: Major Revisions to the APT Program

6. Along with this change in testing, a change in APT scoring is being implemented. Inclosure 2 gives a description of the new scoring procedure to be implemented 1 March 1956. It should be noted that cut-off scores are being raised from 80 to 85 for 5-skill level tests, and from 90 to 95 for 7-skill level tests. In addition, the range of APT scores is divided into three categories: A, B, and C (Inclosure 2). This change is made to place APT scores in the proper perspective with respect to other criteria in the process of awarding AFS's.

7. APT's establish objective Air Force-wide measurement standards of mandatory knowledges required for award of an AFS. They are meant to be used in conjunction with the other criteria for awarding AFS's, such as demonstrated proficiency on the job, recommendation by the airman's supervisor, and final approval by the local commander. It is not intended that APT results be used to the exclusion of other criteria, nor that the attainment of a qualifying score will result in automatic upgrading. Test scores are relative and should be thought of as representing points on a scale of the characteristic being measured. Too low a score on an APT (Category C, Inclosure 2) represents too great a risk in accomplishing quality upgrading. Notwithstanding the fact that this risk decreases as scores go higher (Categories B and A respectively, Inclosure 2) it is incumbent upon commanders, in the entire classification process, to consider and weigh the other criteria available only at the local level. By so doing, all the important criteria are placed in the proper perspective in the skill upgrading of airmen making test scores in Categories A and B.

8. Inclosure 2 describes the new APT scoring system and the meaning of the A, B, and C score categories.

a. Airmen with APT Category A scores are qualified on the appropriate APT. Mandatory knowledge qualifications prescribed in paragraph 3a of the Air Force Specialty description have been fulfilled for award of the appropriate AFS. Airmen must meet all other requirements specified in paragraph 15, AFM 35-1, before award of AFS.

b. Airmen who obtain APT Category B scores are in the marginal zone, and the possession of the mandatory knowledges required in paragraph 3a of AFS description for award of AFS is questionable. Such airmen must either retake the APT and score in Category A, or meet and pass a personnel classification board. The course of action to be taken will be at the discretion of commanders. The scope of the personnel classification board action will be in accordance with paragraph 8e, AFM 35-391, "Board action will be confined to the evaluation of a person's qualifications in terms of the specialty qualifications established in paragraph 3 of the Air Force Specialty descriptions concerned and in consideration of his record of performance. Appropriate recommendations will be made to the commander concerned".

Ltr to SAC, Subj: Major Revisions to the APT Program

c. Airmen obtaining scores in Category C have not fulfilled the mandatory APT test requirement, prescribed in AFM 35-1, for award of the AFS. These airmen do not have satisfactory knowledge of the appropriate AFS and cannot be considered for award of the AFS.

9. It is requested that the foregoing information be given the widest possible dissemination.

BY ORDER OF THE CHIEF OF STAFF:

2 Incls
As stated above

George E. Howard
Colonel, USAF
Chief, Career Development Div.
Director of Personnel Planning

INTERPRETATION OF APT SCORES

5 Skill Level APT's			
Standard Score	Below 85	85 - 89	90 and Above
Letter Designation	C	B	A
Meaning of Letter Designation	Unqualified	Qualified on APT only if mandatory knowledges of AFSs are confirmed by a classification board.	Qualified in mandatory knowledges of AFS.
Percent Expected in Each Category	About 23%	About 8%	About 69%
7 Skill Level APT's			
Standard Score	Below 95	95 - 99	100 and Above
Letter Designation	C	B	A
Meaning of Letter Designation	Unqualified	Qualified on APT only if mandatory knowledges of AFSs are confirmed by a classification board.	Qualified in mandatory knowledges of AFS
Percent Expected In Each Category	About 40%	About 10%	About 50%

CATEGORY

- A - Qualified on APT and possesses mandatory knowledges required in paragraph 3a of AFS description. Must meet other requirements specified in paragraph 15, AFM 35-1 before award of AFS.
- B - Borderline qualification on APT. Possession of mandatory knowledges required in paragraph 3a of AFS description for award of AFS is questionable. Classification Board must confirm knowledges and evaluate record of performance before award of AFS.
- C - Unqualified on APT, does not possess mandatory knowledges required in paragraph 3a of AFS description. Cannot be considered for award of AFS at this time.

NEW APT SCHEDULE
(EFFECTIVE 1 MAR 56)

<u>Month</u>	<u>Phase Tested</u>	<u>Career Fields</u>	<u>Tested in Each Phase</u>	
		<u>Phase I</u>	<u>Phase II</u>	<u>Phase III</u>
March	I	36	20	22 58
April	II	42	27	23 59
May	III	43	29	25 65
June	*	64	46	30 67
July	I	90	47	32 68
August	II	98	56	40 70
September	III		60	44 72
October	/		62	45 74
November	I		73	53 75
December	II			55 77
January	III			57 92
February	*			

* Reserved for Item Analysis and possible implementation of new testing programs.

/ Reserved for W. O. testing.

TRUE COPY

TRUE COPY

Data on WEMP Training Re: SAF MSG MDM532004 10 Mar56

310DM

310DMMT

26 Apr 56 Msgr Keep/590

1. Personnel tested under the WEMP Program that received a Stanine of 1 or 2 are scheduled to attend WEMP MTD Familiarization Course.
2. Personnel tested that received a low stanine in one or two systems were scheduled to attend a specialized course covering just the particular system.
3. Since OCT 1955, 7000 student hours have been utilized through the MTD Unit on the base. These hours were students in the category as stated in Paragraph 1 and 2 above.
4. Results of the WEMP teste are used in selecting candidates in the 71 school.

INCL
8 ea SAC PRT 29a
2 ea SAC PRT 36a
3 ea SAC PRT 6a

HARRY N GRIFFIN
LTCOL USAF
Chief of Maintenance

TO DM FROM #L)DM DATE 26 Apr 56 COMMENT NO. 2

3 INCL: N/C

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

TRUE COPY

TRUE COPY

OCARRE Field Commandery ALL OTHERS

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

SPECIAL ORDERS
NUMBER 38)

13 April 1956

1. Under the PROV of AFR 39-29, 31 MAR 54, as AMND, and 8AF MSG PDR2 12216 DTD 9 APR 56, EA OF THE FNA, ORG INDC, this WG, this STA, are PROM to GR INDC, with DR 1 APR 56.

MASTER SERGEANT (TEMP)
TSGT JAMES C. WALLACE, AF20457006 310ARMECTMAINTRON
TSGT TROY J. LIVELY, AF35779025, 310HEDRON

TECHNICAL SERGEANT (TEMP)
SSGT FRANKLIN M IMPSON, AF18381135, 310FDMAINTRON
SSGT HAYES W. REID, AF18351135, 310FLDMAINTRON
SSGT HERBERT V. HARMS, AF37221729, 310FLDMAINTRON

STAFF SERGEANT (TEMP)
A/IC RAYMOND L ABBOTT, AF19468798, 310FLDMAINTRON
A/IC ALVA J. BAILEY, AF17372152, 310ARMECTMAINTRON
A/IC ROGEN A. BOISSENAULT, AF11253635, 379BOMRON
A/IC GLENN A. BOWER, AF17362447, 381BOMRON
A/IC JAMES L. DANIELSON, AF17367146, 310AREFS
A/IC ROBERT R. FARNHOLTZ, AF17356751, 310AREFS
A/IC ROBERT A. HOLCOMB, AF17358551, 310ARMECTMAINTRON
A/IC DAVID L. JORDAN, AF16243666, 310ARMECTMAINTRON
A/IC GUY M. KESSEL, AF13418209, 310HEDRON
A/IC MARVIN T. LATSON, AF45057226, 380BOMRON
A/IC EUGENE W. MCPHERSON, AF15657669, 379BOMRON
A/IC DARREL E. NICHOLS, AF16418395, 310AREFS
A/IC BILLY D. OZMENT, AF25771093, 310FDMAINTRON
A/IC ANDREW J. FELTIER, AF18417791, 310FLDMAINTRON
A/IC MARTIN E. PORTER, AF14489083, 380BOMRON
A/IC WILLIAM J. RANCOUR, AF17386087, 379FMTDN
A/IC KENNETH G. RUSHING, AF15475450, 310ARMECTMAINTRON
A/IC RODNEY G. SLAGTER, AF17370967, 310AREFS
A/IC ANDRE R. TARRUTTON, AF18436953, 310AREFS
A/IC RICHARD A. TUTT, AF18438954, 380BOMRON
A/IC ROBERT C. WESTERHOLD, AF17361125, 310AREFS
A/IC GENE E. ZARLING, AF16411595, 310HEDRON

AIRMAN FIRST CLASS (PERM)
A/2C JIMMIE L. BIVINS, AF13505505, 310HEDRON

HQ 310BOMWGM, SAC, SHAFB, Salina, KAN. SO37, DTD 13 APR 56.

2. SMOP 3 SO 36, this HQ, CS, as reads SSGT LEO M SZCZEPANSKI,
AF15512484 IATR A/2C LEO M SZCZEPANSKI, AF15512484.

3. SMOP 3 SO 36, this HQ, CS, pertaining to the reassignment of
MSGT VERNON D. STEWART, AF18037872, 380BOMRON IATR reassigned from
380BOMROM to 310HEDRON.

BY ORDER OF THE COMMANDER:

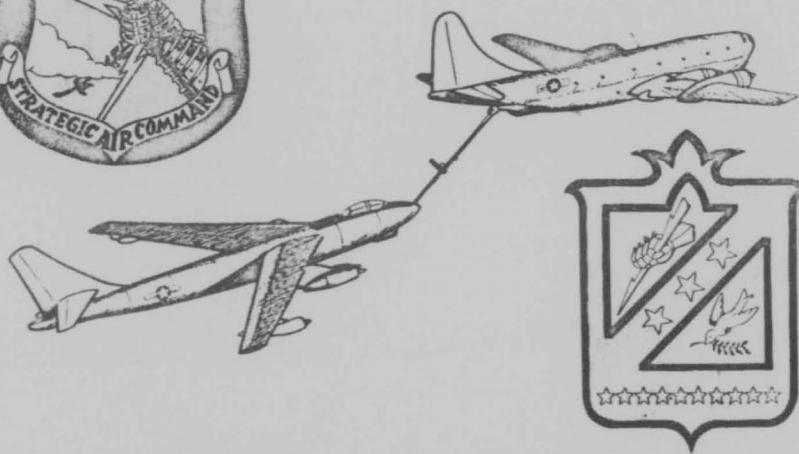
OFFICIAL:

William L. Turner
WILLIAM L. TURNER
1STLT USAF
ASST Adjutant

JOHN L. KINDLESPARGER
Major USAF
Adjutant

DISTRIBUTION: "A" Plus
3 EA INDV

CONFIDENTIAL



310TH BOMB WING (M)
OPERATIONS ORDER

NO

215-56

5

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 000Z

OPERATIONS ORDER

SERIAL NR 215-56

(NICKNAME "PACESETTER III")

HQ 310BOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

C-310-288-56-C

37.

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

OPERATIONS ORDER SERIAL NR 215-56

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 "PACESETTER" dated 5 FEB 56 for the 310BOMWG to conduct a bomber stream mission making simulated bombing attacks on three target complexes. Unclassified nickname for this operation is "PACESETTER III". X-day is 26 APR 56.

a. Intelligence: See Annex "A". (U)

b. Friendly Forces:

(1) As listed in 8AF OPLAN "PACESETTER".

(2) 802ABGRU will provide: (U)

(a) Briefing-interrogation room security and flight line security.

(b) Transportation, messing and ground refueling support as required.

(c) Photographic developing support for briefing preparation and aerial camera film processing.

HQ 310BOMWG
OPORD 215-56
6 APR 56

C-310-288-56-C

CONFIDENTIAL

CONFIDENTIAL

2. MISSION: To conduct a simulated bombing mission against selected GZ's at Little Rock, ARK; Dallas, Texas and Amarillo, Texas and accomplish a nite celestial navigation leg.

3. TASKS FOR SUBORDINATE UNITS:

a. The 379th, 380th and 381BOMRONS will provide B-47 aircraft and combat 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. 310HEDRON will provide: (U)

- (1) Planning, briefing and interrogation team personnel.
- (2) One field grade officer 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.

X. GENERAL INSTRUCTIONS:

(1) This OPORD is effective upon receipt for planning. (U)

(2) Non combat ready crews may participate. 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)

(5) Bombardment phase:

(a) Bomb load for scoring purposes is one simulated 1,000 pound GP bomb utilizing SAC TP 50-7, NOV 52 bombing tables
(Project "SHACK").

HQ 310BOMNG
OPORD 215-56
6 APR 56

CONFIDENTIAL

CONFIDENTIAL

- (b) Targets and method of aiming will be:
 - 1. Little Rock DGZ "FOXTROT" radar practice offset.
 - 2. Dallas DGZ "DELTA" radar practice direct.
 - 3. Amarillo DGZ "DELTA" radar practice offset.
- (c) All bomb runs will be .74 Mach 425K TAS.
- (d) Detailed information on targets will be contained in target folders and crew flimsies. (U)
- (6) Navigation phase:
 - (a) The scheduled navigation leg will be night celestial flown and scored IAW SAC REG 51-11. (U)
 - (b) Individual crews will be responsible for navigation over the entire route. (U)
 - (c) Reliability for navigation for purposes of this mission will be 20NM.
- (7) Participating crews will complete SAC Form 284, Radar Scope Photo Log, IAW provisions of SAC REG 95-11.
- (8) Reports: See Annex "A". (U)
- (9) H-Hour control point times as scheduled in Annex "B", this OPORD, will be made good within plus or minus two minutes. Bomber stream integrity will be maintained at all times. (U)
- (10) Aircraft forced to abort will turn right 90 degrees, contact ARTC for clearance and assume an altitude at least 2,000 feet above or below the stream block altitudes. Caution will be exercised to avoid violations of any airspace restricted area, ADIZ's or active RBS sites. (U)

HQ 310BOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

CONFIDENTIAL

- (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. (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)
- (17) Squadron commanders are responsible for assuring that adequate security of aircraft is maintained. (U)
- (18) Scoring and awards:
 - (a) Scoring will be IAW 8AFR 51-31. (U)
 - (b) Outstanding crew awards will be IAW 8AFR 51-32. (U)
- (19) All aircraft will have optics masked throughout the flight. (U)
- (20) Appropriate survival equipment including cold weather clothing will be carried. (U)

4. ADMINISTRATION AND LOGISTICS: See Annex "D". (U)

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal. (U)
- b. Communications: See Annex "C". (U)

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:

- "A" - Intelligence
- "B" - Operations
- "C" - Communications
- "D" - Administration and Logistics

HQ 310BOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

0 3 5 4

CONFIDENTIAL

DISTRIBUTION:

COMAF 8, 5 CYS
COMADIV 802, 2 CYS
COMABGRU 802, 6 CYS
COMBOMWG 310, 2 CYS
COMBOMWG 40, 2 CYS
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

HQ 310BOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

0355

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING(M)
SMOKEY HILL AIR FORCE BASE, KANSAS
0001 Z, 6 APRIL 1956

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 215-56

INTELLIGENCE

This Annex consists of 6 pages

C-310-288-C-56

ANNEX A TO
310TH BOMB WING
OPORD 215-56

CONFIDENTIAL

0 3 5 6

CONFIDENTIAL

HEADQUARTERS 310TH BOMB WING (M)
SMOKY HILL AIR FORCE BASE, KANSAS
0001 Z, 6 APRIL 1956

ANNEX A TO 310TH BOMB WING OPERATIONS ORDER 215-56 - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) The 310th Bomb Wing has been directed to fly a bomber stream bombing and navigation mission. The objectives are to exercise and assess this Wing on the following:
 - (a) Radar bombing
 - (b) Celestial and/or grid navigation
 - (c) Staff planning
 - (d) Radar target analysis
 - (e) Unit briefings
 - (f) Radar and maintenance support
 - (g) Scoring of bomb impact points from radar scope photography
- (2) Political, Economic and Psychological (Omitted)

b. Enemy Order of Battle: (Omitted)

c. Capabilities of Enemy Forces: (Omitted)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information (EEI):

- (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.

C-310-288-C-56

CONFIDENTIAL

2.

ANNEX A TO 310BW OPORD 215-56

0 3 5 7

~~CONFIDENTIAL~~

3. INTELLIGENCE ACTIVITIES:

a. Maps and Charts: The following maps and charts are available for this mission.

JN:29, 30, 44, 45.

WAC ; 305, 306, 307, 359, 360, 361, 362, 406, 407, 408.

Sectional Charts : Oklahoma City, Little Rock, Dallas.

Air Navigation Chart (Navy) : V30-21.

b. Target Materials: Target materials for study and in-flight use by crew observers will be provided in standard three-ring loose leaf binder form recommended in 8th Air Force Regulation 50-9. These binders will be classified "CONFIDENTIAL" and issued to individual observers on hand receipt; they will be returned to Intelligence personnel at de-briefing.

c. Targets: Practice RBS radar attacks will be made against the following DGZ's in LITTLE ROCK, DALLAS, and AMARILLO.

Target	DGZ	Description	Coords	OAP	Coords
Little Rock	"F"	Arkansas Power & Light Co. A/P: Center of base of smoke stack located on west side of bldg	34-45-01 N 92-16-36 W	Center of West RR Bridge	34-45-15 N 92-16-53 W
Dallas	"D"	Proctor & Gamble Mfg Co. A/P: Base of NW corner of 8 story main bldg	32-45-13 N 96-46-28 W	None	
AMARILLO	"D"	Great West Mill & Elevator Co. A/P: Top of SW corner of tallest tower on southern-most of two large grain elevator bldgs	35-12-41 N 101-48-35 W	Zinc Plant NW of town, A/P center of radar return	35-13-54 N 101-52-08 W

d. Photography:

(1) Radar and aerial photography (where practicable) will be accomplished in accordance with the tactical doctrine and the provisions of SAC Manual 50-38.

C-310-288-C-56

~~CONFIDENTIAL~~

3.

ANNEX A TO OPORD 215-56

0 3 5 8

CONFIDENTIAL

Every attempt will be made to obtain the best possible photo quality consistent with bombing accuracy.

- (2) The Wing Intelligence Officer will furnish each crew observer with a radar scope photo log containing all data which can be predetermined for the mission. This will include all required data on the reverse side of the log pertinent to grid coordinates of both direct and offset aiming points, as well as applicable chart references and DGZ designations. The observer will be required to fill in only those remaining items on bomb release time, photo number, and the ballistics set in the computer on the bomb run. Photo logs will be reviewed at de-briefing by target intelligence personnel prior to their submission to the B-51 scoring team.

- (3) Within ten (10) days after completion of the mission, all film and logs will be forwarded to the 8th Reconnaissance Technical Squadron, Westover AFB, Mass., for further evaluation and study.

- e. Survival Intelligence: Basic Survival techniques as contained in consolidated Black Training Program will be used. Clothing and foot gear for temperatures as low as 20° F will be worn.

4. REPORTS:

- a. Pre-Mission Maintenance Report: As required by Eighth Air Force Regulation 66-4.

This report will be the responsibility of the Wing Director of Materiel

- b. Pre-Mission Operations Report: This report will be the responsibility of the Wing Observer. Not less than forty-eight (48) hours preceding the first scheduled take-off an UNCLASSIFIED ZIPPO message will be sent to each RBS site being utilized, the parent RBS squadron (s) and to 8th AF Headquarters, ATTN: ODTG, including the following:

- (1) Unit tactical call sign.
(2) Type aircraft (encoded)

C-310-288-C-56

CONFIDENTIAL

ANNEX A TO OPORD 215-56

CONFIDENTIAL

(3) Type bombing equipment (encoded)

(4) For each increment:

(a) First and last IP times at each RBS site.

(b) Listing of each participant under columns as follows:

1. Column One: Crew Number

2. Column Two: Aircraft Commander's name.

3. Column Three: Observer's name.

4. Column Four: Observer's rank.

5. Column Five: Observer's serial number.

(5) Requirement that coded scores be (released to) (withheld from) participating

crews.

c. Cancellation Report: When the scheduled mission is cancelled for any reason, the Wing Director of Operations will take the following immediate actions:

(1) Notify each RBS site involved by commercial telephone call and confirm the cancellation by message transmitted by electrical means.

(2) Notify the Eighth Air Force Controller via SOCS and by ZIPPO confirmation message, giving reason for cancellation.

d. Combat Reports, Distribution A: Submitted in accordance with SAC Manual 55-8 series:

(1) Reports required in accordance with paragraph 6a (1). The M-35 report will be the responsibility of the Wing ECM Officer. All others under 6a (1), will be the responsibility of the Operational Intelligence Officer.

e. Combat Reports, Distribution B: Submitted in accordance with SAC Manual 55-8 series:

(1) B-2, B-10, B-15, reports will be the responsibility of the Wing Control Officer.

(2) B-11 report will be the responsibility of the Aircraft Commander. The targets will be identified in strike reports by the following numbers:

CONFIDENTIAL

First target: 111

Second target: 222

Third target: 333

- (3) B-17 report will be the responsibility of the Aircraft Commander, in the case of a landing at other than briefed destination. Additional reports required in this case are covered in the Reports Flimsy in the crew folder.
- (4) B-21 report will be the responsibility of the Weather Officer.
- (5) B-25 report will be the responsibility of the Operational Intelligence Officer.
- (6) B-27 report will be the responsibility of the Wing Commander.
- (7) B-51, E-1 reports will be the responsibility of the Target Intelligence Officer.
- (8) M-36 report will be the responsibility of the Wing ECM Officer.
- (9) B-81 report will be the responsibility of the Wing Director of Operations. Reference paragraph 2f of report format prescribed by SAC Manual 55-8B, an "effective Aircraft" is one that is effective on all scheduled targets.
- (10) JANAF 146 (c) will be complied with and will be the responsibility of the Operational Intelligence Officer.
f. Post Mission Navigational Report: This report will be the responsibility of the Target Intelligence Officer.
g. Post Mission Maintenance Report: As required by Eighth Air Force Regulation 66-4 and will be the responsibility of the Wing Director of Material.
h. Final Mission Summary Report: A final mission summary will be submitted to 8th AF Headquarters, ATTN: ODT, within ten (10) days after completion of the exercise. For instructions and format, refer to 8th AF OPLAN PACE-SETTER, Annex F, page 10. This report will be the responsibility of the Reports Analysis Officer.

C-310-288-C-56

CONFIDENTIAL

ANNEX A TO OPORD 215-56

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 215-56

OPERATIONS

Annex "B"
HQ 310BOMWG
OPORD 215-56
6 APR 56

C-310-288-56-C

CONFIDENTIAL

*CONFIDENTIAL*ANNEX "B"

TO

OPERATIONS ORDERSERIAL NR 215-56OPERATIONS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 6 April 1956, 0001Z

1. TACTICS:

a. This mission will be flown in bomber stream at 10 minute interval with 3,000 foot altitude separation. Odd aircraft will fly base altitude. Even aircraft will maintain base plus 3,000 feet. Stream integrity will be maintained once airborne with no attempt to be made to fill up space ahead should it be vacated. The mission will be flown on two successive nights with take off order in accordance with the following schedule. All times are local (CST) unless otherwise indicated. 26 APR 56:

PSN	ACFT	CREW NR	ACFT NR	GRAN CALL	START STA	H-HCT	LAND SHAPE
	COMDR		SQDN	NR	ENG	TAXI T.O.	NASHVIL ALT
1	WELLS	L-61	381	307	58	1234 1504	1519 1534 26 APR Base 2340Z
2	HUBBES	L-37	381	261	50	1244 1514	1529 1544 2350Z Plus 3M
3	SIGLIN	R-31	380	299	40	1254 1524	1539 1554 27 APR Base 2300 0000Z
4	KANTOR	L-13	380	117	31	1304 1534	1549 1604 0010Z Plus 3M
5	BLAKE	L-18	379	107	11	1314 1544	1559 1614 0020Z Base 2320
6	SWENSON	R-25	379	102	10	1324 1554	1609 1624 0030Z Plus 3M

Annex "B"
 HQ 310BOMWG
 OPORD 215-56
 6 APR 56

C-310-288-56-C

CONFIDENTIAL

~~CONFIDENTIAL~~

PSN	ACFT	COMDR	CREW NR	ACFT NR	GRAN CALL	STA	START ENG	TAXI	T.O.	H-HOT NASHVL	ALT	LAND	
												SQDN	SHAFB
7	STROMBERG		R-40	381	146	49	1334	1604	1619	1634	0040Z	Base	2340
8	MANN		R-12	381	271	51	1344	1614	1629	1644	0050Z	Plus 3M	2350
9	WAYMAN		R-11	380	111	46	1354	1624	1639	1654	0100Z	Base	27 APR 0000
10	BALCH		R-80	380	147	33	1404	1634	1649	1704	0110Z	Plus 3M	0010
11	WOLFE		L-07	379	115	13	1414	1644	1659	1714	0120Z	Base	0020
12	ROLEFSON		R-55	379	113	12	1424	1654	1709	1724	0130Z	Plus 3M	0030
13	WILKE		L-52	381	114	48	1434	1704	1719	1734	0140Z	Base	0040
14	ROWLEY		L-20	381	104	43	1444	1714	1729	1744	0150Z	Plus 3M	0050
15	GARBADE		R-41	380	283	37	1454	1724	1739	1754	0200Z	Base	0100
16	PUTT		R-82	380	120	32	1504	1734	1749	1804	0210Z	Plus 3M	0110
17	MUELLER		R-76	381	305	57	1514	1744	1759	1814	0220Z	Base	0120
18	KRUSE		L-32	380	110	29	1524	1754	1809	1824	0230Z	Plus 3M	0130
19	RENFRO		L-46	379	108	45	1534	1804	1819	1834	0240Z	Base	0140
20	ARMSTRONG		N-67	381	105	44	1544	1814	1829	1844	0250Z	Plus 3M	0150
21	KING, T.		R-59	379	289	20	1554	1824	1839	1854	0300Z	Base	0200
22	HORSKY		N-82	379	297	22	1604	1834	1849	1904	0310Z	Plus 3M	0210

27 APR 56

1	PRESTON	S-08	380	116	30	1724	1954	2009	2024	28 APR 0430Z	Base	28 APR 0330
2	SMITH	L-09	380	101	26	1734	2004	2019	2034	0440Z	Plus 3M	0340

Annex "B"
HQ 310BOMWG
OPORD 215-56
6 APR 56

~~CONFIDENTIAL~~

CONFIDENTIAL

3	EVANS	L-35	381	096	42	1744	2014	2029	2044	0450Z	Base	0350
4	BLENIS	R-57	381	303	55	1754	2024	2039	2054	0500Z	Plus 3M	0400
5	THOMAS	R-44	379	306	25	1804	2034	2049	2104	0510Z	Base	0410
6	NIEMANN	L-06	379	293	21	1814	2044	2059	2114	0520Z	Plus 3M	0420
7	MACDONOUGH	R-10	380	279	35	1824	2054	2109	2124	0530Z	Base	0430
8	STEWART	R-04	380	290	39	1834	2104	2119	2134	0540Z	Plus 3M	0440
9	PORTER	L-36	381	112	47	1844	2114	2129	2144	0550Z	Base	0450
10	FORY	L-47	381	287	52	1854	2124	2139	2154	0600Z	Plus 3M	0500
11	CRAVEN	R-22	379	281	18	1904	2134	2149	2204	0610Z	Base	0510
12	JOHNSON (WOOD)	N-81	379	302	24	1914	2144	2159	2214	0620Z	Plus 3M	0520

- b. All aircraft will fly station altimeter settings the entire route.
- c. All crews will use briefed aiming points for each target.
- d. H-HCT at Nashville is the only designated control point. With the bomb runs coming as close together as they do, it is imperative that control times be made good within $\frac{1}{4}$ or - two minutes and that briefed TAS be maintained to prevent possible loss of a bomb run by overloading bomb plot.

2. SCHEDULED ACCOMPLISHMENTS:

- a. One take off.
- b. Three radar practice RBS. Two runs are offset. One run is direct.
- c. One night celestial navigation leg.
- d. One radar monitored letdown.
- e. One ground controlled approach.
- f. One long range cruise control.
- g. One night landing.

Annex "B"
HQ 31OBOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

*CONFIDENTIAL*3. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:

- a. Fuel.
- b. Bombs: None.
- c. Ammunition: None.
- d. Cameras: O-15 and O-23.
- e. Survival Equipment: Standard cold weather clothing. No overwater equipment required.
- f. Radar: Radar bombing capability with optics obscured.

4. BRIEFING, MISSION PLANNING, BRIEFING AND CRITIQUE: See APP "1", this Annex.5. ROUTE: See APP "2", this Annex.6. AIRCRAFT PERFORMANCE: As briefed.7. FLIGHT CLEARANCES:

- a. Commanders of each bomb squadron will prepare following forms for each assigned scheduled crew.

- (1) 802ABGRU Form 47 - Tactical Aircraft Clearance.
- (2) Flight orders.
- (3) Form 365F - Weight and Balance.
- (4) 802ABGRU Form 241 - Mission Accomplishment Report.
- (5) DD Form 175 - (Route - "PACESETTER III")

- b. Flight clearance packages for all crews of each wave will be presented at the first pre-take off briefing for that wave for approval by the Wing Commander and Director of Operations.

8. FUEL RESERVES: The following is a list of alternate base fuel reserves:

a. McConnell AFB	72NM	14,650#
b. Forbes AFB	90NM	14,490#
c. Whiteman AFB	123NM	13,980#
d. Lincoln AFB	130NM	13,620#

Annex "B"
HQ 31OBOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

CONFIDENTIAL

e. Offutt AFB	157NM	13,330#
f. Altus AFB	262NM	*11,340#
g. Ellsworth AFB	401NM	*9,040#
h. Ellsworth AFB diverting from end nite celestial leg at Grand Island.		
	276NMn	13,000#
i. * indicates fuel reserves less than 12,000#. These bases could possibly be utilized by high aircraft in bomber stream or with more favorable winds.		
j. Reserves are based on a wind of 270/40k.		

S. W. WELLS
 Colonel, USAF
 Commander

APPENDICES:

"1" - Schedule of Events
 "2" - Route

DISTRIBUTION: Same as basic OPORD.

OFFICIAL:

David M. Lindquester
 DAVID M. LINDQUESTER
 Major, USAF
 Director of Operations

Annex "B"
 HQ 310BOMWG
 OPORD 215-56
 6 APR 56

5

C-310-288-56-C

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 215-56

SCHEDULE OF EVENTS

APP "1", Annex "B"
HQ 310BOMWG
OPORD 215-56
6 APR 56

CONFIDENTIAL

C-310-288-56-C

*CONFIDENTIAL*APPENDIX "1"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 215-56SCHEDULE OF EVENTS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM

Smoky Hill Air Force Base, Kansas

6 April 1956, 0001Z

All times are local (CST).

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Target Study	All observers	Wing TGT Study	Daily 1600
Mission Planning	All crews	379th Briefing Room	0900 & 1400 23 & 24 APR
General Briefing	All crews	Ground TNG AUD	1000 25 APR
Special Briefing	A/C's & Pilots	Ground TNG AUD	1030 25 APR
Special Briefing	Observers	Wing INTEL Plan Room	1030 25 APR
Pre T.O. Briefing	<u>1st Wave</u> Crews 1 thru 5	381st Briefing Room	1200 26 APR
" " "	Crews 6 thru 10	" " "	1200 26 APR
" " "	Crews 11 thru 15	" " "	1340 26 APR
" " "	Crews 16 thru 18	" " "	1430 26 APR
Pre T.O. Briefing	<u>2nd Wave</u> Crews 1 thru 6	381st Briefing Room	1650 27 APR
" " "	Crews 7 thru 12	" " "	1750 27 APR
Debriefing	All crews	Ground TNG AUD	On Landing
Critique	All crews Maintenance Supervisors	Ground TNG AUD	1600 4 MAY

APP "1", Annex "B"

HQ 310BOMWG

OPORD 215-56

6 APR 56

C-310-288-56-C

CONFIDENTIAL

0 3 6 9

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 215-56

ROUTE

APP "2", Annex "B"
HQ 310BOMWG
OPORD 215-56
6 APR 56

C-310-288-56-C

CONFIDENTIAL

APPENDIX "2"

TO

ANNEX "B"~~CONFIDENTIAL~~

TO

OPERATIONS ORDERSERIAL NR 215-56ROUTE

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Kansas
 6 April 1956, 0001Z

"PACESETTER III"

FROM TO	FORE CAST	AVG	GRD	ACC					
	WIND	T.C.	VAR	ALT	TAS	DIST	TIME	FUEL	REMARKS
							94405		
RTTO-ACC							:03	4800	
							:03	89605	
FALLS CITY NEBR	290/40	050	-10		420	120	:16		
							:19		
LEVEL OFF	064	- 9	29/32	420	171	51	:07	8100	
IOWA CITY VOR	064	- 7			425	323	:26	81505	
GLENVIEW, ILL	078	- 4			425	496	:23	8775	
LAPAYETTE, IND VOR	290/50	156	- 2	33/36	425	611	1:09	72730	STEP CLIMB
LOUISVILLE, KY VOR	290/55	155	- 2		425	753	1:42		
36-31N 85-27W		175	- 2		425	102	:14		
						855	1:56		

APP "2", Annex "B"
 HQ 310BOMWG
 OPORD 215-56
 6 APR 56

~~CONFIDENTIAL~~

C-310-288-56-C

CONFIDENTIAL

<u>FROM</u>	<u>TO</u>	<u>FORE CAST WIND</u>	<u>T.C.</u>	<u>Avg Var</u>	<u>Alt</u>	<u>TAS</u>	<u>GRD DIST</u>	<u>Acc Time</u>	<u>Fuel</u>	<u>Remarks</u>
NASHVILLE, TENN VOR		290/55	243	+ 2	33/36	425	919	64 :10 2:06	10800 61930	H-HCP
JACKSON, TENN VOR		280/55	249	- 4		425	1029	110 :18 2:24		PIP
MEMPHIS, TENN		270/55	257	+ 5		425	1096	67 :11 2:35		IP
LITTLE ROCK, ARK			258	- 6		425	1211	115 :19 2:54		TGT
GREENON LAKE				246	- 7	425	1289	78 :13 3:07	10430 51500	PIP
PARIS, TEX				250	- 8	425	1387	98 :16 3:23		IP
DALLAS, TEX		270/50	231	+ 9		425	1470	83 :13 3:36		TGT
LAKE KEMP		270/40	296	+ 10		425	1604	134 :21 3:57		PIP
CHILDRESS, TEX				310	- 11	425	1668	64 :10 4:07		
AMARILLO, TEX				301	- 12	425	1761	93 :14 4:21	11660 39840	TGT STEP CLIMB
BOISE CITY, OKLA				340	- 12	37/40	425 1859	98 :14 4:35	5740 34100	START CELESTIAL
41-00N 109-20W				308	- 14	425	2268	409 1:00 5:35	8200 25900	
GRAND ISLE, NEBR		280/45	090	+ 14		425	2768	500 1:04 6:39	7900 18000	END CELESTIAL
SHAFB				165	- 10	425	2901	133 :18 6:57	2160 15840	

APP "2", Annex "B"
 HQ 310BOMWG
 OPORD 215-56
 6 APR 56

CONFIDENTIAL

Confidential

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
6 April 1956, 0001Z

ANNEX C

TO

OPERATIONS ORDER

NUMBER 215-56

COMMUNICATIONS

C-310-288-C-56

This Annex Consists of 4 Pages
ANNEX C
310BW OPORD
215-56

Confidential

Confidential

HEADQUARTERS 310TH BOMB WING, (M)
SMOKY HILL AIR FORCE BASE, KA
6 April 1956

ANNEX C TO OPERATIONS ORDER 215-56

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) SACCOMINET.
 - (3) AIRCOMNET.
 - (4) Commercial Facilities:
 - (a) TWX
 - (b) Long Distance Telephone.
 - (5) Radioteletype and CW manual radio (to be used only in the 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 ADC control.

C-310-288-C-56

*2
Confidential*

ANNEX C
310BW OPORD
215-56

Confidential

- b. IFF will be in accordance with SAC Regulation 55-23.
- 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. (See Communications Folder)
- 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 overflew, and/or as prescribed by unit commander.
- g. HF frequencies will be in accordance with current Radio Facility Charts.
- h. Call Signs:
 - (1) Aircraft air/ground - Aircraft Tactical Call Sign.
 - (2) Aircraft air/air - Aircraft Tactical call sign.
 - (3) Ground Station - Appropriate Radio Facility Charts.
- i. Position reporting: Normal CAA and ADIZ reporting will be adhered to. Aircraft elements responsible for reporting will be as directed by unit commander.
- j. Communications Control Stations:
 - (1) Control stations for simulated strike reports will be as directed by unit commanders. GLOBEAIRCOM stations selected should be a minimum of 1500 miles from the target.

C-310-288-C-56

*3
Confidential*

ANNEX C
310BW OPORD
215-56

0 3 7 5

Confidential

- k. Simulated strike reports will be relayed to "STORM TROOPER".
- l. Navigational aids will be in accordance with appropriate Radio Facility Charts.
- m. Communications security will be observed and no clear text transmission 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 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.
- o. RBS site frequencies will be in accordance with SACCEI, Figure 11-34.
- p. Recall Word: "TALL CORN".

C-310-288-C-56

Confidential

4
ANNEX C
310BW OPORD
215-56

Confidential

"PACEMITTER III"

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

ATTACH "D"

TO

OPERATIONS ORDER

SERIAL NR 215-56

(RECKNAME "PACEMITTER III")

ADMINISTRATION AND LOGISTICS

SP-3240000
APR 56
215-56
6 APR 56

C-310-288-C

Confidential

Confidential

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 215-56

(NICK NAME "PACESETTER III")

ADMINISTRATION AND LOGISTICS

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 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 215-56.
- 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 IF-5 rations necessary for each crew not later than twelve (12) hours in advance.

HQ 310BOMWG
Annex "D"
OPORD 215-56
6 APR 56

C-310-288-C

Confidential

0 3 7 8

Confidential

- c. Class II and II A:
 - (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 VI A: 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 310MM.

4. SERVICES:

- a. Medical: omitted.

HQ 310MMG
Amex "D"
OPORD 215-56
6 APR 56

C-310-288-0

²
Confidential

0 3 7 0

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 Order 215-56.

(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 acceptance checks.

- (c) Submit Phase II report as required by letter MDML to arrive at 8th AF, ATTN: MDML, not later than ten (10) days after completion of the mission.

(3) Periodic Maintenance:

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

(4) Ammunition 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 MDML by TWX to arrive at 8th AF, ATTN: MDML, not later than ten (10) days prior to mission date.

HQ 310BOMG
Annex "D"
OPORD 215-56
6 APR 56

C-310-288-C

3
Confidential

0 3 8 0

Confidential

(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. WELLS
Colonel, USAF
Commander

HQ 310BOMWG
Annex "D"
OPORD 215-56
6 APR 56

C-310-288-C

Confidential

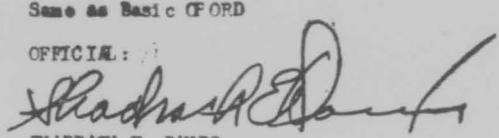
4

0 3 8 1

DISTRIBUTION:

Same as Basic OPORD

OFFICIAL:



SHADRACH E. DAVIS
LTCOL, USAF
Wing Director of Materiel

HQ 310BOMC
Annex "D"
OPORD 215-56
6 APR 56

C-310-288-C

Confidential
"PACESETTER III"

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

APPENDIX I

TO

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR. 215-56

(NICKNAME "PACESETTER III")

HQ 310BOMWG
Appendix I
Annex "D"
OPORD 215-56
6 APR 56

G-310-288-C

Confidential

Confidential

APPENDIX I

TO

ANNEX "D"

TO

OPERATIONS ORDER

STRIAL MR 215-56

(NICKNAME "PACESETTER III")

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
6 April 1956, 0001Z

1. GENERAL:

a. This maintenance plan is published to facilitate the planning and directing of the wing maintenance plan in support of "PACESETTER III". The mission requires thirty-two (32) aircraft in two (2) waves of eighteen (18) and fourteen (14) each.

b. Aircraft will be selected according to systems effectiveness as reported by malfunction and data collection and analysis branch or Armament and Electronics squadron. A two (2) day stand down is required to insure good aircraft on this mission. Aircraft requiring in-flight K-acceptance and test flights will be flown. All aircraft records, which might reveal flight discrepancies will be thoroughly reviewed by Quality Control in the Quality Control Office.

Maintenance required will be scheduled by the Job Control Section to provide maximum utilization of the wing capability. Post Flight status will be screened and required inspections accomplished. Two

HQ 310BOMWG
Appendix I
Annex "D"
OPORD 215-56
6 Apr 56

0-310-299-C

Confidential

spare aircraft will be readied to replace abort aircraft. Known maintenance requirements will be scheduled at the earliest practical times after the last flight prior to the mission.

2. SPECIAL INSTRUCTIONS:

- a. Special requirements for support units.
 - (1) Field Maintenance Squadron.
 - (a) Accomplish load bank check on ground powered equipment and aircraft electrical systems.
 - (b) Form a team of qualified specialists with proper tools who can monitor each starting engines, take off and provide last minute assistance as required.
 - (c) Provide drivers and operate six (6) pick up trucks at times during the mission and preparation for the mission.
 - (d) Insure proper pre-issue and bench stock levels.
 - (e) Perform inverter frequency checks on all affected aircraft.
 - (f) Test all starter vibrators for proper voltage output.
 - (g) Check sextants as required and replace dessicant.
 - (2) Armament and Electronics Squadron.
 - (a) Check historical data compiled on bombing and navigation systems and assist job control in selection of best aircraft for the mission.
 - (b) Insure adequate pre-issue and bench stock levels.
 - (c) Insure close supervision over "TANGO" aircraft and keep job control constantly informed of the status and estimate time of completion.

HQ 310BOMWG
Appendix I
Annex "D"
OPORD 215-56
6 APR 56

Confidential

Confidential

- (d) Insure operation of all authorized vehicles.
- (e) Install required type of cameras with film to fulfill the mission.
- (f) Have most qualified specialists on ready standby for pre-flights and take offs.
- (g) Bore site and collimate radar on affected aircraft.
- (h) Perform watt meter check on ARC 27 radio.
- (i) Balance check auto pilot amphibiers.
- (j) Check AF 115 and HF radio.
- (k) Air field maintenance squadron if performing load tank checks as directed by Job Control.
- (3) Three Tactical Squadrons.
 - (a) Maintain radio contact with Job Control at all time just prior to mission and during preparation of mission as directed by Job Control.
 - (b) Arrange to have personnel available to be at aircraft for unscheduled maintenance during the preparation period.
 - (c) Keep Job Control informed of all status changes as they happen.
 - (d) Men all available Coleman tractors during mission and preparation of the mission.
- (4) Periodic Maintenance Squadron.
 - (a) Dispatch teams and personnel to tactical squadrons for assistance as directed by Job Control.

HQ 310BOMWG
Appendix I
Annex "D"
OPORD 215-56
6 APR 56

Confidential

Confidential

- (b) Continue periodic inspections until such times as relieved by Job Control.
- (c) Have coleman and driver on duty during preparation and during the mission.

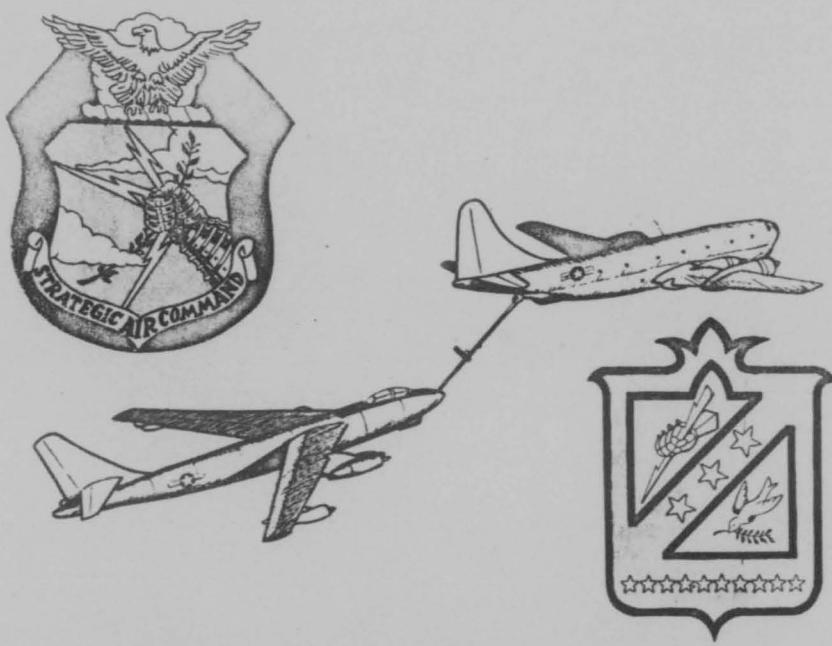
HQ 310BOMWG
Appendix I
Annex "D"
OPORD 215-56
6 APR 56

4

C-310-288-C

Confidential

0387



310TH BOMB WING (M)
OPERATIONS ORDER

NO 215-56

TRUE COPYCONFIDENTIALTRUE COPY

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

31000

9 April 1956

SUBJECT: General Information and Base Support Requirements For
Operation "PACSETER III"

TO: Commander
802d Air Base Group
Smoky Hill Air Force Base

1. This letter outlines general information and base support requirements for operation "PACSETER III". The mission is a maximum effort bomber stream directed by Eighth Air Force Operations Order 215-56, supplemented by 310th Bombardment Wing Operations Plan 215-56 dated 6 April 1956. The mission will be conducted on 26 and 27 April 1956.

2. The following are significant times that concern the 802d Air Base Group.

a. General Briefing: 1000 hours, 25 April 1956, in Ground Training Auditorium. (Already coordinated)

b. Thirty B-47's are scheduled to be flown on this mission. Times are as follows on the nights indicated. (Central Standard Time)

26/27 April 1956
(First Wave - 18 Aircraft)

	STATIONS	TAKE-OFF	LANDING
First Aircraft	1234	1534	2234
Last Aircraft	1624	1924	0224

27/28 April 1956
(Second Wave - 12 Aircraft)

First Aircraft	1724	2024	0324
Last Aircraft	1834	2234	0534

NOTE: Aircraft will take off at ten minutes intervals.

C-310-312-56-C

ANSWER

- (1) One non-radio truck for each B-47 Squadron engineering.
 - (2) All Coleman tractors in commission two days prior to mission.
 - (3) One bus made available at 1200 hours on each day of the mission. (Field Maintenance will operate)
 - (4) Taxi service to support all combat crew requirements.
 - (5) Normal dispatch to maintenance units.

2. 3100-3100-3100

B. 3100-3100-3100: On 1948 and Base Support Plan for
"Operation III"

d. Refueling:

- (1) Request a diesel fuel truck refuel all diesel type ground power units within the period of take-off minus four hours to take-off minus two hours on 26 and 27 April. Also request this truck be available for emergency dispatch until 1900 hours each mission night.
- (2) Request that six refueling JP-4 pits be open and operable to cover landing period from this mission. (234-534) Also on call operators to handle refueling in case of an early return.

e. Security:

- (1) Request security gates 9, 10, 11 and 12 be open all night 26 and 27 April and manned by air police until authorized to close by a call from Captain Harry Parsons, 310th Maintenance Control Section to the air police security station, home 467.
- (2) Request North Gate be open.

f. Base Supply:

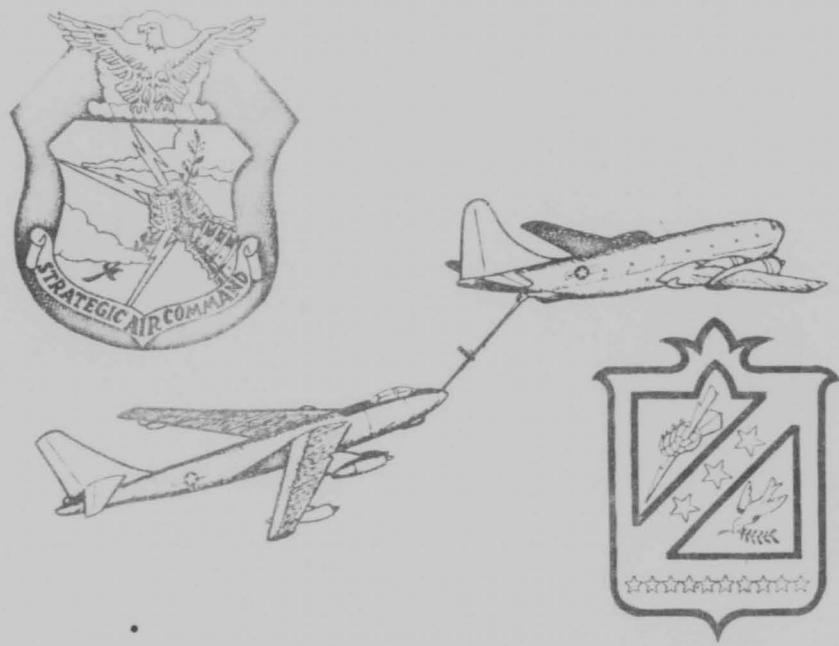
- (1) Service unit be open on Saturday, 20 April; will not require full support. This will be coordinated on 19 April as to exact requirements.
- (2) Full supply support on 26 and 27 April until last take-off time.
- (3) Request more than the normal C1 at service unit on night of 25 April after 1700 hours.

g. Base Communications: Repair equipment in radio vehicles on priority basis as needed.

h. Request you disseminate the above information to your people to assure that support will be available. If any requirement cannot be met, request immediate notification so that action can be taken to remedy the situation and preclude the possibility of hindering the mission.

INFO: C. M. COOK
C. M. COOK
TO: 3100-3100-3100

P. P. WOOD
Colonel, USAF
Deputy Commander



310TH BOMB WING (M)
OPERATIONS ORDER

NO 203-56



HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

OPERATIONS ORDER
SERIAL NR 203-56
TRAINING FOR APRIL 1956

HO 310BOMWG
OPORD 203-56
1 APRIL 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 APRIL 1956 - 0600Z

TABLE OF CONTENTS

OPERATIONS ORDER 203-56

ANNEX "A" - OPERATIONS AND TRAINING

Appendix "1" - Training Projection

Attachment "A" - 379BOMRON Training Projection
Attachment "B" - 380BOMRON Training Projection
Attachment "C" - 381BOMRON Training Projection
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" - MAINTENANCE

HQ 310BOMWG
OPORD 203-56
1 April 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

OPERATIONS ORDER 203-56

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

379BOMRON	LTCOL Howard L. McGlatchy
380BOMRON	LTCOL Thomas W. Hopfenspirger
381BOMRON	MAJ Wayne M. Frarie
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: April is designated a special training month and the minimum requirements of SAC REG 50-8 do not apply. Training during the month of April 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 in seasonal tactics.
- d. Experimentation with new tactics and equipment.
- e. Continuation of proficiency training under the principles outlined in SAC REG 50-8.
- f. Accomplishment of requirements of SAC REG 50-24.

HQ 310BCMWG
CPORD 203-56
1 April 56

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.

X. GENERAL INSTRUCTIONS:

- (1) This OPORD becomes effective 1 April 1956.
- (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 monthly flying safety meeting to be held in the Officer's Club at 1600 hours on HQ 310BOMWG 6 April and 13 April.

OPORD 203-56
1 April 56

- (8) Squadron 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 April.
 - (10) Details pertaining to preparing crews and aircraft for SES are contained in APP "6", Annex "A", this OPORD and OPORD 203-56, 5 NOV 55.
 - (11) The 31OBOMWG requires one B-47 be loaded with an EWP training unit by 1300 on Tuesday 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. M A I N T E N A N C E: Reference Annex "B".
5. C O M M A N D A N D C O M M U N I C A T I O N S: Normal.

S. W. WELLS
Colonel, USAF
Commander

ANNEXES:
"A" - Operations and Training
"B" - Maintenance

HQ 31OBOMWG
OPORD 203-56
1 April 56

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

OPERATIONS AND TRAINING

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z.

1. GENERAL: APRIL is designated a special training month and the minimum requirements of SAC REG 50-8 do not apply. No record activity is authorized for APRIL 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.

DISTRIBUTION:
See Basic OPORD

S. W. WELLS
Colonel, USAF
Commander

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations

HQ 310BOMWG
Annex "A"
OPORD 203-56
1 April 56

DISTRIBUTION:

COMAF 8, 1 CY
DO SAF, 1 CY
DM SAF, 2 CYS
TNG DEPT SAF, 1 CY
COMADIV 802, 1 CY
DM 802, 1 CY
COMABGRU 802, 6 CYS
COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 10 CYS
379BOMRON, 3 CYS
380BOMRON, 3 CYS
381BOMRON, 3 CYS
310AREFS, 7 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
310HIST, 4 CYS

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations

HQ 310BOMWG
OPORD 203-56
1 April 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

ATTACHMENT "A"

TO

APPENDIX "I"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

379BOMRON TRAINING PROJECTION

HO 310BOMWG
ATT "A", APP "I", Annex "A"
SPORD 203-56
1 April 56

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

TRAINING PROJECTIONS

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

The following code is used in Attachments of this Appendix.

A	AIRCRAFT COMMANDER	I	LEAVE
ALT	ALTITUDE CHAMBER	LT	LINK TRAINER
AO	AIRDROME OFFICER	MP	MISSION PLANNING
AT	ALERT CREW	O	OBSERVER
B	BRIEFING	OD	OFFICER OF THE DAY
BT	BLOCK TRAINING	OQ	OO RANGE
C	CRITIQUE	P	CO-PILOT
CM	COMBATIVE MEASURES	PHY	FLIGHT PHYSICAL
CR	CONDITIONING ROOM	PS	PASS
D	SQUADRON DUTY	PT	PHYSICAL TRAINING
DB	DERBRIEFING OFFICER	R	REFUELING OFFICER
DS	DETACHED DUTY	S	MTD
EE	SURVIVAL SCHOOL BASE	SB	STANDBOARD
EE	SURVIVAL SCHOOL STEAD	SD	SENIOR DUTY OFFICER
EW	EW TARGET STUDY	SW	SPECIAL WEAPONS TRAINING
ECM	ELECTRONICS WINTER MEASURES COURSE	SE	SPECIAL WEAPONS EXERCISE
F	FLYING	T	TDY
FS	FLIGHT SIMULATOR	T-1A	GUNNERY TRAINER
FTG	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 INFILIGHT MAINTENANCE	Z	COMPENSATING TIME OFF
INS	INSTRUMENT SCHOOL	47C	B-47 CONVERSION COURSE

ATTACHMENTS:

- "A" - 3790CMRON Training Projection
- "B" - 3800CMRON Training Projection
- "C" - 3810CMRON Training Projection

APP "1", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 April 56

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

ATTACHMENT "B"
TO
APPENDIX "1"
TO
ANNEX "A"
TO
OPERATIONS ORDER
SERIAL NR 203-56
380BOMRON TRAINING PROJECTION

ATT "B", APP "1", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

3.0

APRIL

CREW NR	A/C	PILOT OBSERVER	S	M	T	W	F	SAT	S	M	T	W	F	SAT	S	M	T	W	F	SAT	S	M	T	W	F	SAT	S	M				
			ALT	MP	F	ECM	203	②	A-INS	P	MP	HTD																				
147 IN80	BALCH	WISEMAN HART	300 153	073	1	ECM	1	①	ATO	PERIODIC	ECM	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
101 L09	SMITH	WRIGHT	200 153	073	1	ECM	1	①	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
200 R04	STEWART	MAPLE RADTKE	200 153	073	1	ECM	1	②	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
203 R41	GARBAE	STAHL SHAGNER	200 153	073	1	ECM	1	②	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
109 R11	WAYMAN	JONES JOBIN	200 153	073	1	ECM	1	③	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
107 R50	HART	SALMINEN MEANS	200 153	073	1	ECM	1	④	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
219 R10	MACDONOUGH	FAIR	200 153	073	1	ECM	1	⑤	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
106 R13	KANTOR	RATZEBURG WEBER	200 153	073	1	ECM	1	⑥	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
206 L29	MAYS	GUANDI DELL ANDREA	200 153	073	1	ECM	1	⑦	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
200 R31	SIGLIN	MAXSON TOLLIVER	200 153	073	1	ECM	1	⑧	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
102 L32	KRUSE	FORBES HIGDON	200 153	073	1	ECM	1	⑨	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
104 S08	PRESTON	PECK KELLY	200 153	073	1	ECM	1	⑩	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
202 S05	THOMAS	LITTLE JOHN	200 153	073	1	ECM	1	⑪	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
231 IN74	PIRINO	KEARNEY JOHNSTON	200 153	073	1	ECM	1	⑫	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
108 IN77	PUTT	CASEY KUKY	200 153	073	1	ECM	1	⑬	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO			
		BEATTIE						⑭	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO		
		KUHLEMAYER						⑮	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	
		MAUNSELL						⑯	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	
5X3	WISE	BENNETT VOGEL	200 153	073	1	ECM	1	⑰	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO		
5X2	WOOD	MEGINITY FARLEY	200 153	073	1	ECM	1	⑱	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO		
		HOPFENSPIGER						⑲	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	
STE 1/E15	MEYER HOLMES		200 153	073	1	ECM	1	⑳	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO		
		KOSTLER						㉑	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO
ANDERSON	WATKINS CIRCE		200 153	073	1	ECM	1	㉒	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	
	LACY DELAPP		200 153	073	1	ECM	1	㉓	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO
	BUCKNER		200 153	073	1	ECM	1	㉔	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO
	ABBOTT ETC. 2/ERS		200 153	073	1	ECM	1	㉕	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO
	GABRIEL		200 153	073	1	ECM	1	㉖	AIO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO	ATO

0406

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

381BOMRON TRAINING PROJECTION

ATT "C", APP "1", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

0 4 0 5

381

APRIL

	CREW NR	A/C	PILOT OBSERVER	SUN	M	T	W	TH	F	SAT	S	T	W	TH	F	SAT	S	M	T	W	SAT	SUN	M	
098	L35	EVANS	TRIPP, DISHMAN																					
148	R40	VANLEEUWEN	PETERSON																					
165	R57	BLENIS	KATELY, WALTER																					
178	L36	PORTER	STROMBERG																					
282	IN67	ARMSTRONG	ALLISON, WOLTER																					
271	R12	MANN	TOURTELLOT, HOYE																					
295	L47	FORY	HODGES, PUTZEK																					
14	L52	WILKE	TIPPING, PALMER																					
104	L20	ROWLEY	BERTIC, BENNETTE																					
141	L37	HUBBES	YOUNG, WASHINGTON																					
107	L61	KING, W.	MC COWEN, MURPHREE																					
515	R70	MUELLER	TEETER, SILVER																					
233	L12	LIU	ELL																					
172	MARONDE	LISHEPHARD, BIRD																						
175	DILLS	TAYLOR, WILKINS	SMILEY, CARLSON																					
287		DAHLSON	DAHLSON																					
		SHIYER	JONES, HANLEY																					
		SOBOLIK	CARLISLE, BLUNDON																					
		RUBLE																						
		DUNN																						
		BARNARD	URBAN																					
5X-1	WELLS	BROWN, ROWAN																						
5X-4	FRARIE	BARNETT, MOSES																						
		GALLO																						
5X-9	FIELD	HODLER, CLARK																						

0 4 0 6

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

ATTACHMENT "D"

TO

APPENDIX "C"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

310AREFS TRAINING PROJECTION

ATT "D", APP "1", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

0 4 0 7

SAFETY FILM

310

A/C
 WILES
 PORRITT
 ROSE
 GILES
 BAUER
 DUNSTAN
 GEORGE
 DEAM
 LOVELL
 NEWMAN
 HAUCK
 CANNON
 WILLIS
 MILLER
 BRALEY
 WEAVER
 DUNBAR
 WORLE
 SCHOLZ
 PINKTON

APRIL

CREW NO	SUN M T W TH F SAT				SUN M T W TH F SAT				SUN M T W TH F SAT				SUN M T W TH F SAT				SUN M T W TH F SAT				SUN M T W TH F SAT									
	M	T	W	TH	F	SAT	SUN	M	T	W	TH	F	SAT	SUN	M	T	W	TH	F	SAT	SUN	M	T	W	TH	F	SAT	SUN		
01	EWP	QS	QS	QS	QS	08/	QS	52/	15	46/	(ACM)	15	AO	09/	13	T6/	QS	QS	QS	09/	55/	QS	09/	9/	Q3	9/	10/			
02	QS	15/	EWP	QS	QS	QS	BT	BT	BT	L	15/	QS	15/	QS	15/	QS	QA	QS	AO	15/	16/	QS	6/	10/	10/	10/				
04	QS	52/	QS	QS	QS	SB	SB	SB	SB	SB	QS	QS	49/	EWP	(ACM)	QS	5B/	QS	5B/	QS	QS	11/	43/	6/	9/	9/	9/			
12	QS	SB	SB	EWP	L	QS	QS	QS	BT	BT	BT	QS	5B/	SB	SB	SB	QS	QS	QS	QS	QS	QS	QS	7/	9/	9/	9/			
16	LEAVE												45/	L	52/	AL	QS	QS	EWP	BT	BT	BT	QS	QS	QS	QS	2/			
18	QS	QS	43/	52/	AO	QS	QS	BT	BT	BT	QS	52/	12/	QS	QS	QS	EWP	QS	52/	15/	52/	7/	11/	11/	11/	11/	11/			
19	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	45/	09/	TW/	F	F	F	LEAVE												3/
21	44/	F	44/	F	QS	QS	QS	EWP	QS	QS	QS	L	BT	BT	BT	48/	11/	F	QS	48/	48/	48/	AT	7/	7/	10/	10/	10/	10/	
23	46/	O6	49/	F	QS	QS	QS	F	QS	QS	QS	L	BT	BT	BT	43/	58/	QS	49/	BT	BT	BT	EWP	7/	7/	9/	9/	9/	9/	
24	49/	STAND	5B/	F	QS	QS	QS	F	QS	QS	QS	55/	BT	BT	BT	QS	55/	QS	42/	EWP	QS	58/	7/	9/	9/	9/	9/	9/		
26	QS	QS	09/	F	QS	QS	QS	QS	QS	QS	QS	09/	BT	BT	BT	QS	16/	09/	6/	F	QS	08/	8/	8/	8/	8/	8/	8/		
27	5D/	II	12/	F	QS	STAND	BOARD	55/	BT	BT	BT	QS	12/	QS	12/	QS	12/	BT	BT	EWP	5B/	1/	F	QS	10/	10/	10/	10/	10/	
28	F	QS	QS	F	QS	QS	EWP	12/	11/	12/	F	QS	QS	F	QS	12/	BT	BT	BT	AL	12/	49/	QS	7/	7/	7/	7/	7/	7/	
29	LEAVE												QS	BT	BT	STAND	BOARD	45/	46/	QS	45	End	2/	L	7/	7/	7/	7/		
32	QS	07/	15/	F	QS	07/	EWP	07/	F	QS	07/	AO	07/	BT	BT	BT	QS	07/	AL	07/	F	QS	7/	10/	10/	10/	10/	10/	10/	
33	QS	QS	42/	13/	F	QS	42/	EWP	42/	F	QS	42/	AL	42/	QS	43/	F	42/	BT	BT	BT	QS	44/	8/	8/	8/	8/	8/	8/	
34	EWP	L	BT	BT	BT	QS	QS	QS	QS	QS	QS	11/	49/	LEAVE												2/	7/	7/	7/	
36	QS	QS	14/	F	L	QS	F	14/	F	F	F	55/	BT	BT	BT	QS	QS	QS	EWP	QS	14/	TD8/	14/	8/	10/	10/	10/	10/	10/	
38	Q	48/	48/	QS	QS	QS	QS	48/	13/	QS	QS	L	QS	46/	EWP	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/	48/
39	Q	08/	45/	08/	F	F	F	13/	08/	F	F	L	08/	EWP	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS	QS

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

OPERATIONS MEETINGS

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

1. The following meetings are scheduled during the month of APR. Location of meetings and personnel required to attend are as listed below. See PARA 2 for dates and times.

a. Weekly 60-9 Pre-Planning

WHERE

Wing Operations Conference Room

WHO

LTCOL Griffin
MAJ Farley
MAJ Prince
MAJ Lindquester
MAJ Wise
MAJ Holder
MAJ Barnett
MAJ Field
MAJ Preston
CAPT Colladay
CAPT Anderson
CAPT Hinds
CAPT Rose

b. Weekly 60-9 Aircraft Scheduling:

Wing Operations Conference Room

COL Wells
COL Wood
LTCOL Davis
LTCOL Griffin
LTCOL Hopfenspirger
LTCOL McClatchy

APP "2", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

0 4 0 0

LTCOL Jordan
LTCOL Stricklin
LTCOL Deck
MAJ Farley
MAJ Frarie
MAJ Fancher
MAJ Prince
MAJ Lindquester
MAJ Holder
MAJ Wise
MAJ Field
CAPT Colladay
CAPT Anderson
CAPT Hinds

c. RBS Scheduling:

Wing Observers Section

MAJ Farley
MAJ Eldridge
MAJ Rowan
MAJ Spierling
MAJ Clark
MAJ Kearney

d. Wing Commander's Briefing:

Wing Operations Conference Room

Wing Commander
Deputy Wing Commander
Director of Operations
Chief of OPS & Training
Squadron Commanders
Squadron Operations Officers
Chief of Maintenance
Base Weather Officer

e. Aircraft Malfunction and Abort Board:

Wing Operations Conference Room

COL Wood
LTCOL Davis
LTCOL Deck
LTCOL Hopfenspirger
LTCOL McClatchy
MAJ Lindquester
MAJ Frarie
MAJ Fancher
MAJ Rowan
MAJ Faivre
CAPT Pirino
TSGT Schuitt (On Call)
TSGT Wallace " "
TSGT McCarear " "

APP "2", Annex "A"
HQ 31OBOMWG
OPORD 203-56
1 APR 56

TSGT Jones (On Call)
TSGT Miller " "
A/IC Doyle " "
CIV Braun
CIV Kessel

f. Gross Error Board:

Wing Operations Conference Room

COL Wood
MAJ Farley
MAJ Rowan
MAJ Spierling
MAJ Clark
MAJ Eldridge
MAJ Kelly
MAJ Kearney
CAPT Handran
CAPT Fields
CAPT Moses
CIV Braun
CIV Kessel

g. Operations Officer's Meeting:

Wing Operations Conference Room

COL Wood
MAJ Lindquester
MAJ Barnett
MAJ Field
MAJ Wise
MAJ Holder
MAJ Sullivan
CAPT Colladay
CAPT Hinds
CAPT Anderson

h. Monthly 60-9 Pre-Planning:

Wing Operations Conference Room

Same as PARA "a" above.

i. Monthly 60-9 Scheduling:

Wing Operations Conference Room

Same as PARA "b" above.

j. Tactics Panel:

Wing Operations Conference Room

COL Wood
LTCOL McClatchy
LTCOL Hopfenspirger
MAJ Frarie
MAJ Farley
MAJ Brown

APP "2", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

2. Schedule of Operations Meetings

DATE		TIME	MEETING
2 APR	MON	0930	Operations Officer's Meeting
		1330	RBS Scheduling
		1500	Wing Commander's Briefing
3 APR	TUES	0830	Aircraft Malfunction and Abort Board
		0900	Weekly 60-9 Pre-Planning
		1500	Wing Commander's Briefing
4 APR	WED	1400	Weekly 60-9 Scheduling
		1500	Wing Commander's Briefing
5 APR	THURS	1500	Wing Commander's Briefing
6 APR	FRI	1330	Gross Error Board
		1500	Wing Commander's Briefing
	9 APR	MON	0930	Operations Officer's Meeting
		1330	RBS Scheduling
		1500	Wing Commander's Briefing
10 APR	TUES	0830	Aircraft Malfunction and Abort Board
		0900	Weekly 60-9 Pre-Planning
		1500	Wing Commander's Briefing
11 APR	WED	1400	Weekly 60-9 Scheduling
		1500	Wing Commander's Briefing
12 APR	THURS	1500	Wing Commander's Briefing
13 APR	FRI	1500	Wing Commander's Briefing
16 APR	MON	0930	Operations Officer's Meeting
		1330	RBS Scheduling
		1500	Wing Commander's Briefing

APP "2", Annex "A"
HQ 31OBOMG
OPORD 203-56
1 APR 56

61

17 APR	TUES	0830	Aircraft Malfunction and Abort Board
		0900	Weekly 60-9 Pre-Planning
		1500	Wing Commander's Briefing
18 APR	WED	1400	Weekly 60-9 Scheduling
		1500	Wing Commander's Briefing
19 APR	THURS	1500	Wing Commander's Briefing
20 APR	FRI	1500	Wing Commander's Briefing
23 APR	MON	0930	Operations Officer's Meeting
		1330	RBS Scheduling
		1500	Wing Commander's Briefing
24 APR	TUES	0830	Aircraft Malfunction and Abort Board
		0900	Weekly and Monthly 60-9 Pre-Planning
		1500	Wing Commander's Briefing
25 APR	WED	1400	Weekly and Monthly 60-9 Scheduling
		1500	Wing Commander's Briefing
26 APR	THURS	1500	Wing Commander's Briefing
27 APR	FRI	1330	Tactics Panel
		1500	Wing Commander's Briefing
30 APR	MON	0930	Operations Officer's Meeting
		1330	RBS Scheduling
		1500	Wing Commander's Briefing

APP "2", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

APPENDIX "3"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

WING DUTY SCHEDULE

APP "3", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

APPENDIX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-56

WING DUTY SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

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.

1 APR - 379BOMRON	11 APR - 380BOMRON	21 APR - 310ARS
3 APR - 380BOMRON	13 APR - 381BOMRON	23 APR - 381BOMRON
5 APR - 381BOMRON	15 APR - 310ARS	25 APR - 379BOMRON
7 APR - 310ARS	17 APR - 379BOMRON	27 APR - 380BOMRON
9 APR - 379BOMRON	19 APR - 310ARS	29 APR - 310ARS

2. 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 380BOMRON for duty.

381BOMRON - 1-8 APR	381BOMRON - 23-29 APR
379BOMRON - 9-15 APR	379BOMRON - 30 APR - 5 MAY
380BOMRON - 16-22 APR	

3. 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

APP "3", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

day the officer is scheduled for duty, he will contact the Director of Operations. If the Deputy Commander 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 APR - MAJ Field	16 APR - MAJ Holder
2 APR - MAJ Barnett	17 APR - MAJ Lindquester
3 APR - LTCOL Hopfenspirger	18 APR - LTCOL McClatchy
4 APR - MAJ Frarie	19 APR - MAJ Barnett
5 APR - MAJ Thomas	20 APR - LTCOL Hopfenspirger
6 APR - MAJ Wise	21 APR - MAJ Field
7 APR - MAJ Holder	22 APR - MAJ Frarie
8 APR - MAJ Lindquester	23 APR - MAJ Thomas
9 APR - LTCOL McClatchy	24 APR - MAJ Wise
10 APR - MAJ Field	25 APR - MAJ Holder
11 APR - LTCOL Hopfenspirger	26 APR - MAJ Lindquester
12 APR - MAJ Field	27 APR - LTCOL McClatchy
13 APR - MAJ Frarie	28 APR - MAJ Field
14 APR - MAJ Thomas	29 APR - LTCOL Hopfenspirger
15 APR - MAJ Wise	30 APR - MAJ Frarie

4. STAFF DUTY OFFICER: The tour of duty of the Staff Duty Officer is from 1630 to 0830 on week days. Week-end days will consist of two periods; one at 0730 to 1700 and one at 1630 to 0800. Field Grade officers scheduled below will report to the 802d Division Adjutant for briefing.

DATE	REPORTING TIME	OFFICER
1 APR	0730	MAJ W. A. Abbott

APP "3", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

1 APR	1630	MAJ C. E. Barnett
2 APR	1630	MAJ F. L. Brown, JR
3 APR	1630	MAJ G. S. Chapman
4 APR	1630	MAJ H. J. Darlington
5 APR	1630	MAJ E. H. Devlin
6 APR	1630	MAJ G. W. Eldridge
7 APR	0730	MAJ J. V. Farley
7 APR	1630	MAJ D. L. Field
8 APR	0730	MAJ J. E. Rowan
8 APR	1630	MAJ R. F. Stevens
9 APR	1630	MAJ C. L. Balch
10 APR	1630	MAJ E. T. Kearney, JR
11 APR	1630	MAJ E. W. Kelly
12 APR	1630	MAJ W. T. Preston
13 APR	1630	MAJ A. B. Thomas
14 APR	0730	MAJ V. C. Armstrong
14 APR	1630	MAJ M. E. Clark
15 APR	0730	MAJ D. W. Holder
15 APR	1630	MAJ L. Maronde

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.

APP "3", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

1 APR - 380BOMRON	11 APR - 379BOMRON	21 APR - 379BOMRON
2 APR - 381BOMRON	12 APR - 380BOMRON	22 APR - 381BOMRON
3 APR - 379BOMRON	13 APR - 379BOMRON	23 APR - 380BOMRON
4 APR - 381BOMRON	14 APR - 380BOMRON	24 APR - 379BOMRON
5 APR - 380BOMRON	15 APR - 381BOMRON	25 APR - 380BOMRON
6 APR - 379BOMRON	16 APR - 379BOMRON	26 APR - 381BOMRON
7 APR - 380BOMRON	17 APR - 380BOMRON	27 APR - 379BOMRON
8 APR - 381BOMRON	18 APR - 381BOMRON	28 APR - 381BOMRON
9 APR - 380BOMRON	19 APR - 379BOMRON	29 APR - 379BOMRON
10 APR - 379BOMRON	20 APR - 380BOMRON	30 APR - 381BOMRON

APP "3", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

APPENDIX "4"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

AIR TRAINING REQUIREMENTS

APP "4", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

APPENDIX "A"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

AIR TRAINING REQUIREMENTS

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

1. A total of 2055:00 air training hours are projected for the month of APR. 1500:00 hours for B-47's and 555:00 hours for KC-97's.
2. Flying time priority will be as follows:
 - a. Accomplishment of AFR 60-2 requirements:
 - b. Higher headquarters directed missions: 195:00 hours
 - (1) Maintain "HI JINKS" proficiency: Included in
 - (2) Pacesetter III: "c" below.
 - (3) Practice bomb/RECON competition:
 - c. Upgrading of non combat ready crews 595:00 hours
 - d. Combat ready crew training: 655:00 hours
 - e. Staff crew proficiency: 190:00 hours
 - f. Accomplishment of standardization checks (51-19) 60:00 hours
3. Staff crews are assigned 5X crew numbers as listed below. Staff crews will be scheduled a minimum of one crew mission per month. Staff pilots and aircraft commanders will be scheduled for a standboard check each six month; observers scheduled once a year.

APP "A", Annex "B"
HQ 310BOMW
OPORD 203-56
1 APR 56

a. 379BOMRON:

5X7	MAJ Lindaquester	CAPT Hindis	MAJ Eldridge
5X8	LTCOL McClatchy	CAPT Smith	CAPT Fields
5X9	CAPT Colladay	CAPT Hart	MAJ Spierling
5X10	CAPT Bennett	LT Nickerson	CAPT Savino

b. 380BOMRON:

5X2	COL Wood	LTCOL Megenity	MAJ Farley
5X5	MAJ Thomas	CAPT Littlejohn	MAJ Kearney
5X3	MAJ Wise	LT Bennett	CAPT Vogel

c. 381BOMRON:

5X4	MAJ Prairie	MAJ Barnett	CAPT Moses
5X9	MAJ Field	MAJ Holder	MAJ Clark
5X1	COL Wells	MAJ Brown	MAJ Rowan

4. B-47 aircraft will fly 1500:00 hours during APR. A breakdown of flying time and sorties follows:

379BOMRON: 490:00 hours - 74 sorties.

380BOMRON: 397:00 hours - 60 sorties.

381BOMRON: 615:00 hours - 93 sorties.

5. KC-97 aircraft will fly 555:00 hours and 112 sorties during APR.

KC-97F: 265:00 hours KC-97G: 290:00 hours.

6. TANKER SCHEDULE: The 310AREFS Tankers will be allocated at the Weekly 60-9 Meeting.

APPENDIX "5"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

GROUND TRAINING REQUIREMENTS

HEADQUARTERS

310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

1. ADVANCE SURVIVAL: The three B-47 squadrons will send personnel to Advance Survival Training on the following schedule:

a. 3 APR reporting date:

- (1) LT Vance - 379BOMRON (1)
- (2) LT Kuhlemeier - 380BOMRON (1)
- (3) LT Hanley - 381BOMRON (1)

b. 17 APR reporting date:

- (1) CAPT Sandel - 379BOMRON (1)
- (2) LT Fair - 380BOMRON (1)
- (3) TSGT Schomisch - 381BOMRON (1)

c. 24 APR reporting date:

- (1) CAPT Cain - 379BOMRON (1)
- (2) CAPT Johnston - 380BOMRON (1)
- (3) CAPT Carlson - 381BOMRON (1)

2. B-47 BLOCK TRAINING: B-47 crews will attend Block Training in APR on the following schedule:

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

a. 2 APR

- (1) CAPT Stewart and Crew - 380BOMRON.
- (2) CAPT Rowley and Crew - 381BOMRON.

b. 9 APR

- (1) CAPT Wolfe and Crew - 379BOMRON.
- (2) CAPT Wayman and Crew - 380BOMRON.
- (3) CAPT VanLeeuwen and Crew - 381BOMRON.

c. 16 APR

- (1) CAPT Rolefson and Crew - 379BOMRON.
- (2) CAPT Garbade and Crew - 380BOMRON.
- (3) CAPT Blenis and Crew - 381BOMRON.
- (4) CAPT Porter and Crew - 381BOMRON.

3. KC-97 BLOCK TRAINING: The 310AREFS will send 20 crews into Block Training during APR on the following schedule:

a. 4 APR

- (1) LT Wiles and Crew.
- (2) CAPT Porritt and Crew.
- (3) CAPT Rose and Crew.
- (4) LT George and Crew.
- (5) CAPT Dunbar and Crew.

b. 11 APR

- (1) CAPT Giles and crew.
- (2) CAPT Dunstan and crew.
- (3) CAPT Deam and crew.
- (4) CAPT Newman and crew.

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

(5) MAJ Hauck and crew.

c. 18 APR

(1) CAPT Cannon and crew.

(2) CAPT Willis and crew.

(3) CAPT Miller and crew.

(4) MAJ Braley and crew.

(5) LT Worle and crew.

d. 25 APR

(1) LT Bauer and crew.

(2) CAPT Lovell and crew.

(3) CAPT Weaver and crew.

(4) MAJ Scholz and crew.

(5) CAPT Pinkerton and crew.

4. ALTITUDE CHAMBER: The following schedule will be followed for the two day refresher course in APR.

a. 4 and 5 APR:

WING STAFF	379BOMRON	380BOMRON	381BOMRON	310AREFS
MAJ Abbott	Anderson	Wayman	Barnett	
LTCOL Garrett	Brennesteuhl	Wright	Wolter	
Schomisch	Western	Kantor	Urban	
	Savino	Byers	Gallo	
		Maxson	Holder	
		Megenity		
		Stevens		

b. 18 and 19 APR:

Chambers	Gunn	Stewart	Peterson	Turner
	Garvin	Rataburg	Mann	
	Fields	Littlejohn	Rowley	
	Speed	Bennett, L.	Bertic	
	Beford		Field	

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

5. EWP TARGET STUDY: All crews with EWP targets will accomplish four hours of EWP target study. Target study will be given every Monday thru Friday from 0830 to 1230 and 1300 to 1700 hours. Crews are scheduled as

a. 2 APR 56:

(1) 1300-1700: L-18 - Blake & Crew - 379th

b. 3 APR 56:

(1) 1300-1700: L-07 - Wolfe & Crew - 379th

c. 5 APR 56:

(1) 0830-1230: L-52 - Wilke & Crew - 381st

d. 6 APR 56:

(1) 0830-1230: L-52 - Wilke & Crew - 381st

e. 9 APR 56:

(1) 0830-1230:

(a) R-57 - Blenis & Crew - 381st

(b) L-20 - Rowley & Crew - 381st

f. 10 APR 56:

(1) 0830-1230:

(a) L-35 - Evans & Crew - 381st

(b) R-40 - VanLeeuwen & Crew - 381st

g. 11 APR 56:

(1) 1300-1700: L-47 - Fory & Crew - 381st

h. 12 APR 56:

(1) 0830-1230: R-04 - Hart & Crew - 380th

(2) 1300-1700:

(1) L-09 - Smith & Crew - 380th

(2) R-46 - Renfro & Crew - 379th

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

i. 13 APR 56:

- (1) 0830-1230: L-52 - Wilke & Crew - 381st
- (2) 1300-1700:
 - (a) R-76 - Mieller & Crew - 381st
 - (b) R-04 - Stewart & Crew - 380th
 - (c) R-55 - Rolefson & Crew - 379th
 - (d) R-44 - Thomas & Crew - 379th
 - (e) IN-59 - King, T. & Crew - 379th

j. 16 APR 56:

- (1) 0830-1230: R-10 - McDonough & Crew - 380th
- (2) 1300-1700: L-29 - Mays & Crew - 380th

k. 17 APR 56:

- (1) 1300-1700:
 - (a) R-25 - Swenson & Crew - 379th
 - (b) L-18 - Blake & Crew - 379th

l. 18 APR 56:

- (1) 0830-1230: L-26 - Porter & Crew - 381st

m. 19 APR 56:

- (1) 0830-1230:
 - (a) R-12 - Mann & Crew - 381st
 - (b) R-11 - Wayman & Crew - 380th
 - (c) R-13 - Kantor & Crew - 380th

n. 20 APR 56:

- (1) 0830-1230:
 - (a) S-08 - Preston & Crew - 380th

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

(b) IN-67 - Armstrong & Crew - 301st

o. 23 APR 56:

(1) 1300-1700: L-06 - Niemann & Crew - 379th

p. 27 APR 56:

(1) 0830-1230: R-12 - Mann & Crew - 381st

q. 30 APR 56:

(1) 0830-1230:

(a) R-41 - Garbade & Crew - 380th

(b) R-31 - Siglin & Crew - 380th

(2) 1300-1700: L-32 - Kruse & Crew - 380th

6. T-1A GUNNERY TRAINER: The following T-1A Gunnery Trainer schedule will be adhered to in APR:

a. 1300-1500 hours:

(1) 379BOMRON: 2, 5, 6, 11, 16, 19 and 24 APR.

(2) 380BOMRON: 3, 9, 12, 17, 20, 25 and 27 APR.

(3) 381BOMRON: 4, 10, 13, 18, 23, 26 and 30 APR.

b. 1500-1700 hours:

(1) 379BOMRON: 4, 9, 12, 17, 20, 25 and 30 APR.

(2) 380BOMRON: 2, 5, 6, 10, 13, 18 and 23 APR.

(3) 381BOMRON: 3, 11, 16, 19, 24, 26 and 27 APR.

7. T-2A TRAINER: Each two hours trainer period will have split utilization in APR. One hour will be devoted to current operation targets and one hour to EWP assignments. All observers with current operation an WP

APP "5", Annex "A"
HQ 310BOMNG
OPORD 203-56
1 APR 56

committments must have a minimum of two 2:00 hour rainer periods. The following schedule will be followed:

	0800 <u>1000</u>	1000 <u>1200</u>	1200 <u>1500</u>	1500 <u>1700</u>
2 APR	Aquire - 379	Byers - 380	Dishman - 381	Garvin - 379
3 APR	Jobin - 380	Allison - 381	Lipcsak - 379	Maunsell - 380
4 APR	Silver - 381	O'Bara - 379	Tolliver - 380	Murphree - 381
5 APR	Reinbold - 379	Shagner - 380	Milliken - 381	PS III Eberlein - 379
6 APR	Ratzburg - 380	Putzek - 381	Hart, W. - 379	Casey - 380
9 APR	Bird - 381	Western - 379	Means - 380	Walter - 381
10 APR	Aquire - 379	Casey - 380	Washington - 381	PS III Brennenstuhl 379
11 APR	Waple - 380	Wolter - 381	Cathey - 379	Wojciechowski 380
12 APR	Milliken Schyler - 381	Hart, W. - 379	Byers - 380	Bennette - 381
13 APR	Walberg - 379	Ratzburg - 380	Dishman - 381	Armstrong - 379
16 APR	Kelly - 380	Wolter - 381	Brennenstuhl -379	Tolliver - 380
17 APR	To be ASGD	Speed - 379	Beattie 380	Bird 381
18 APR	Western - 379	Jobin - 380	Washington - 381	Lipcsak - 379
19 APR	Byers - 380	Hoye 381	PS III Shelley - 379	Casey - 380
20 APR	To be ASGD	Speed - 379	Wojciechowski-380	Silver - 381
23 APR	Garvin - 379	Kelly - 380	Allison - 381	Cathey - 379
24 APR	Holmes - 380	Bird 381	Armstrong - 379	Shagner - 380
25 APR	Palmer - 381	Walborg - 379	Hart - 380	381 (To be ASGD)
26 APR	Hannon - 379	Beattie - 380	Putzek - 381	O'Bara - 379

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

	0800 1000	1000 1200	1-	1500 1700
27 APR	Higdon - 380	Bennet - 381	Schmidt - 379	Maunsell - 380
30 APR	Murphree - 381 EWP	Eberlein - 379 EWP	Ward - 380	Hoye - 381 EWP

8. B-47 SIMULATOR: The 310BOMWG will use the B-47 Simulator on the following schedule - 0800-1230:

- a. 379BOMRON: 5, 10, 18, 23, and 26 APR.
- b. 380BOMRON: 3, 11, 19, 24, and 27 APR.
- c. 381BOMRON: 4, 12, 17, 25, and 30 APR.
- d. 310BOMWG Standboards: 2, 6, 13, 16, and 20 APR.

9. INSTRUMENT SCHOOL: The Base Instrument School will be held on 12 and 13 APR and again on 19 and 20 APR. The school is located in BLDG 479.

10. C-11 INSTRUMENT TRAINER: Squadrons needing Link time to meet their SAC REG 50-24 requirements will adhere to the following space allocations:

- a. 1300-1500 hours:
 - (1) 379BOMRON: 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 25, 26, 27 and 30 APR.
 - (2) 380BOMRON: 2, 3, 5, 6, 10, 11, 13, 16, 18, 20, 23, 24, 26 and 27 APR.
 - (3) 381BOMRON: 4, 9, 12, 17, 21, 25 and 30 APR.
- b. 1500-1700 hours:
 - (1) 379BOMRON: 2, 5, 10, 13, 18 and 23 APR.
 - (2) 380BOMRON: 3, 4, 6, 9, 11, 12, 16, 17, 19, 20, 24, 25, 26, 27 and 30 APR.
 - (3) 381BOMRON: 4, 9, 12, 17, 21, 25 and 30 APR.

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

c. 1500-1700 hours:

- (1) 279BOMRON: 2, 5, 10, 13, 18 and 23 APR.
- (2) 380BOMRON: 3, 4, 6, 9, 11, 12, 16, 17, 19, 20, 24, 25, 26, 27 and 30 APR.
- (3) 381BOMRON: 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 25, 26, 27 and 30 APR.

11. P-3 LINK TRAINER: The 310AREFS will utilize the P-3 trainer every day Monday through Friday from 1000-1200 hours.

12. B-47 CONVERSION TRAINING: Each B-47 squadron will schedule crew members for the B-47 MTD conversion in APR on a schedule to be announced. This course is 12:00 hours long.

13. ECM TRAINING: Phase III ECM training as outlined in SAC REG 51-19 will be given on 7 APR for all aircraft commanders, pilots present for duty will attend. All observers except those in 51-19 observer training under the direction of the Wing Observer will be present. All pilots present for the ECM presentation on 7 APR will complete this training on 14 APR. ECM classes will be held in the 310AREFS Briefing Room and will start at 0800 hours.

14. OQ RANGE: The 310BOMWG has the following OQ Range schedule for APR.

a. 24 APR: 379BOMRON (1) 380BOMRON (1)

15. IN-FLIGHT MAINTENANCE: Each B-47 squadron will send a minimum of one observer for two hours of IFM on each Monday, Wednesday and Friday.

a. IFM classes will be held in the training section, 310A&E, BLDG 932, from 1500 to 1700 hours.

b. MAJ George Eldridge of the Wing Observer's Office will monitor the courses of instruction.

c. Squadrons are reminded that the minimum quarterly requirement for IFM

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

under SAC REG 50-24 is eight hours every four months with no more than four hours training for credit in any one month.

d. IFM will be given on the following dates: 2, 4, 6, 9, 11, 13, 16, 18, 20, 23, 25 and 30 APR.

16. GUNNERY INDOCTRINATION: The Gunnery Indoctrination Course will be held on the following dates (Wednesday): 4, 11, 18, 25 APR. This course is conducted from 1300 to 1700 in the 310A&E Training Room, BLDG 932. The 310BOMWG A-5 system technical representative, Mr Gambill, is in charge of course presentation.

17. SPECIAL WEAPONS EXERCISE: Each B-47 squadron will schedule one ready, lead or select crew to participate in the Special Weapons Exercise on 11 APR. Crews will report to MAJ Lester L. Barnard, BLDG 801, at 0830 on that date.

18. SPECIAL WEAPONS TRAINING: All ready, lead and select crews who are not in Block Training in APR will receive four hours of Special Weapons Training on the following schedule. Any Wednesday, Thursday or Friday at 0830-1230, 1300-1700, 18-2200 hours.

a. 6 APR:

(1) 0830-1230: Siglin & Crew - 380th

b. 11 APR:

(1) 0830-1230: W. King & Crew - 381st

c. 12 APR:

(1) 0830-1230: Johnson & Crew - 379th

(2) 1300-1700:

(a) Kantor & Crew - 380th

(b) Craven & Crew - 379th

APP "5", Annex
HQ 310BOMWG
OPORD 203-56
1 APR 56

d. 12 APR:

- (1) 0830-1230:
 - (a) Thomas & Crew - 379th
 - (b) Mueller & Crew - 381st
 - (c) Smith & Crew - 380th
- (2) 1300-1700:
 - (a) Wilke & Crew - 381st
 - (b) Hopkins & Crew - 379th

e. 18 APR:

- (1) 1300-1700:
 - (a) Preston & Crew - 380th
 - (b) Blake & Crew - 379th

f. 19 APR:

- (1) 0830-1230: Horsky & Crew - 379th

g. 20 APR:

- (1) 1300-1700:
 - (a) Mays & Crew - 380th
 - (b) Kruse & Crew - 380th
 - (c) Armstrong & Crew - 381st
- (2) 1800-2200: Swenson & Crew - 379th

h. 25 APR:

- (1) 0830-1230: Wolter & Crew - 379th

i. 27 APR:

- (1) 1300-1700: Man & Crew - 381st

APP "5", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

APPENDIX "6"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

LEAD CREW EVALUATION

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

1. The 310BOMWG will send two B-47 crews to the 394d SES at Davis-Monthan AFB in APR. Scheduled for re-evaluation are CAPT Kruse, Crew L-32 on 6 APR 56 and CAPT Austin, Crew L-43 on 23 APR 56. Scheduled for initial SES on 7 MAY are CAPT Evans, Crew L-35 and CAPT Nieman, Crew L-06.
2. The alternate crews for 7 May will be CAPT Smith, Crew L-09.
3. Pre SES training will be given to CAPT Evans and crew L-35 and CAPT Nieman and Crew L-06 and CAPT Smith and Crew L-09. This training will commence and terminate in APR.
4. Complete instructions for all administrative and logistic support functions relative to SES are outlined in the 310BOMWG OPORD NR 205-55, dated 5 NOV 55.

APP "6", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 203-56

WING STANDARDIZATION SCHEDULE

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0600Z

1. For purpose of compliance with SAC REG 51-4, Annex II, PARA 6c, the 310BOMWG OPORD is considered as sufficient orders in lieu of individual Special Orders. Crews are required to meet all scheduled periods and complete all individual written examinations. Crews are considered to be on detached service from squadrons during standboard activity.
2. All crews or individuals scheduled for standardization activity will personally report to the Wing Standardization Section at 0800 hours on the Friday preceding the first flight check for individual briefing and indoctrination with final scheduling in all phases.
3. Canned standardization missions will be prepared by the crews after briefing by applicable standardization personnel.
4. Squadron Observers and/or Operations Officers will determine RBS site to be utilized for observer's missions, select applicable canned mission to be flown and determine take-off time. This information will be given to the standardization representative at the Weekly 60-9 Meeting.

APP "7", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

NAME & PSN	S CR #	EXAMINATIONS											
		REPT	PROF	EMERG	GUNNERY	SPL WKR	LOADING	SIM	T-1A	PLT	OBSR	CRIT	MAKE-UP
SKED	STBD							MSN	MSN		MSN		
SWENSON ACFT COMDR	379 R-25	DATE: 30 MAR TIME: 0800	30 MAR 1300	4 APR 1430	1300	30 MAR 0830		3 APR	5 APR	6 APR TBA	30 APR		
REINCH CO-PLT	379 R-25	DATE: 30 MAR TIME: 0800	30 MAR 1300	4 APR 1430	4 APR 1300	30 MAR 0830	2 APR 1300	3 APR	5 APR	6 APR TBA	30 APR		
SPEED OBSR	379 R-25	DATE: 30 MAR TIME: 0800	30 MAR 1300	4 APR 1430	4 APR 1300			3 APR	5 APR	6 APR TBA	30 APR		
T. KING ACFT COMDR	379 N-59	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1430	18 APR 1300	13 APR 0830		17 APR	19 APR	20 APR TBA	30 APR		
CAIN CO-PLT	379 N-59	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1430	18 APR 1300	13 APR 0830	16 APR 1300	17 APR	19 APR	20 APR TBA	30 APR		
CATHY OBSR	379 N-59	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1430	18 APR 1300			17 APR	19 APR	20 APR TBA	30 APR		
FORY ACFT COMDR	381 L-47	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1300	18 APR 1430	13 APR 1030		17 APR	19 APR	20 APR TBA	30 APR		
HODGES CO-PLT	381 L-47	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1300	18 APR 1430	13 APR 1030	16 APR 1400	17 APR	19 APR	20 APR TBA	30 APR		
PUTZEK OBSR	381 L-47	DATE: 13 APR TIME: 0800	13 APR 1300	18 APR 1300	18 APR 1430			17 APR	19 APR	20 APR TBA	30 APR		
RENPRO ACFT COMDR	379 L-46	DATE: 2 APR TIME: 0800	2 APR 1830	4 APR 1300	4 APR 1430	2 APR 0830		5 APR	3 APR	6 APR TBA	30 APR		
BEFORD CO-PLT	379 L-46	DATE: 2 APR TIME: 0800	2 APR 1830	4 APR 1300	4 APR 1430	2 APR 0830	2 APR 1400	5 APR	3 APR	6 APR TBA	30 APR		
WALBERG OBSR	379 L-46	DATE: 2 APR TIME: 0800	2 APR 1830	4 APR 1300	4 APR 1430			5 APR	3 APR	6 APR TBA	30 APR		

APP "7", Annex "A"
HQ 310BOMWG
OPORD 203-56
1 APR 56

THE ABOVE TENTATIVE SCHEDULE WILL BE CONFIRMED AT WEEKLY 60-9

EXAMINATIONS

NAME & PSN	S CR #	SKED	REPT STD	PROF EMERG GUNNERY	SPL WEAP	LOADING	SIM	T-1A	PLT MSN	OBSR MSN	MAKE-UP MSN
JOHNSON ACFT COMDR	379 IN-81	DATE: 30 MAR TIME: 0800	30 MAR 1300				30 MAR 1030		3 APR		4 APR TBA
ANDERSON CO-PLT	379 IN-28	DATE: 30 MAR TIME: 0800	30 MAR 1300				30 MAR 1030	2 APR 1500	3 APR		4 APR TBA
VANCE CO-PLT	379 5X	DATE: 30 MAR TIME: 0800							3 APR		4 APR TBA
LITTLEJOHN THOMAS ACFT COMDR	380 5X	DATE: 30 MAR TIME: 0800	30 MAR 1300				6 APR 0830		5 APR		6 APR TBA
WISE MEGENITY CO-PLT	380 5X	DATE: 13 APR TIME: 0800	13 APR 1300				20 APR 0830		19 APR		20 APR TBA
B. ARMSTRONG (RELEFSON'S CR) OBSR	379 R-55	DATE: 20 APR TIME: 0800								23 APR TBA	24 APR N-A
KANTOR AND CREW	380 R-13	DATE: 16 APR TIME: 0800						17 APR		18 APR TBA	19 APR

THE ABOVE TENTATIVE SCHEDULE WILL BE CONFIRMED AT WEEKLY 60-9

APP "7", Annex "A"
 HQ 310BOMWG
 OPORD 203-56
 1 APR 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 April 1956, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 203-56

1 APRIL 1956

MATERIALS INC.

HQ 310BOMING
Annex "B", OPNS 203-56
1 APR 56

0 4 3 7

1. GENERAL:

a. The Monthly Planning Committee conducted the 21st of March 1956 in accordance with SAC Regulation 60-9 and SAC Manual 66-3 resulted in the following operational flying hours.

1500 B-47 flying hours

555 KC-97 flying hours

To meet this requirement, officers and supervisors must be informed and kept constantly aware of current operations as the month progresses, and further insure that all personnel are briefed in all changes in the maintenance plan. Changes will be limited to minimum requirements and will appear in the form of an Amendment or Appendix to this Operations Order.

b. The 310th Bomb Wing will fly, as scheduled under the ten (10) day maintenance flying cycle, (Reference 8AF Headquarters Regulation 64-9).

Aircraft will not fly other than its scheduled day. Substitution of aircraft within the schedule will be limited and controlled and will be accomplished, only under exceptional and justifiable circumstances, and on the 310th Wing Chief of Maintenance's approval.

c. In conjunction with this maintenance cycle, all flight crews will report to a centralized debriefing room (reference 310th Wing Regulation 66-3).

d. Special requirements for month of April:

(1) The 310th Air Refueling Squadron is committed to have one

(1) KC-97 on strip alert effective the 15th of April 1956.

(2) The 310th Bomb Wing is committed for the month of April to have

six (6) B-47s and six (6) KC-97s on quick strike status at all times.

- e. All maintenance personnel in 310th Bomb Wing will be required to attend a six (6) hour course at Ground Training Building on the new SAC Manual 66-12.
 - f. There will be nine hundred sixty (960) man hours utilized in the B-47 conversion program.
 - g. There will be six hundred (600) man hours utilized at MTO for newly assigned personnel.
 - h. Loss of flying time for month of April.
 - (1) Aircraft 52-297 at depot Tucson 13 hours
 - (2) Aircraft 52-282 at Oklahoma City depot 40 hours
 - (3) Aircraft 52-106 at depot Tucson 25 hours
 - (4) Aircraft 52-290 at depot Tucson 25 hours
 - (5) Aircraft KC-135A at IRAM 36 hours
2. TASKS FOR SUBORDINATE UNITS:
- a. Three Bomb Squadrons.
 - (1) Provide aircraft (reference Appendix I, II, III, and VI) as scheduled for quick strike with fuel load eight (8) and proper configuration.
 - (2) The 310th Bomb Squadron will have aircraft 52-110 leaving for SES 6 April and returning 19 April.
 - (3) The 379th Bomb Squadron will have aircraft 52-300 leaving 9 April for SES to fly one mission.
 - (4) Deliver aircraft to compass rose on dates indicated in Appendix I, II and III to be on the compass rose at 0800 hours unless otherwise indicated at a later date. There are ten (10) compass swings scheduled in April.

- (5) Provide an observer as required to accept "F" systems after maintenance is performed.
 - (6) There are eleven (11) aircraft scheduled for special weapons loading exercise, in the squadron area, (reference Appendix II, III and IV).
 - (7) There are nine (9) weight and balances scheduled for April to be defueled and put in hangar 6 at time of day scheduled by Chief Controller.
 - (8) Initiate inventory of 263 equipment and preparation of aircraft for scheduled conversion program.
- b. The three tactical squadrons and Air Refueling Squadron.
- (1) Postflights will be accomplished by maintenance as scheduled in Appendix I, II, III and IV.
 - (2) Fully utilize specialist support and supervise the work accomplished by specialist support.
 - (a) Notify Job Control via radio net immediately when specialists fail to report.
 - (b) Notify Job Control via radio net each work order completion, including manhours expended.
 - (3) Schedule and insure accomplishment of organizational maintenance on ground servicing and motorized equipment.
 - (4) Maintain an effective training program.
 - (5) Insure the performance of quality maintenance on assigned aircraft.
 - (6) Provide personnel to meet aircraft landing after 1700 hours.

- (7) Provide officers for refueling in accordance with Smoky Hill Air Force Reservation AAC, dated 10 August 1955.
 - (8) Provide number of personnel requested by Aircraft Maintenance Standby Team to complete TSO tests.
 - (9) Provide an officer any time an aircraft is in the need of jacking.
 - (10) The squadrons will have the crew chief of aircraft scheduled for pre-dock inspection at Maintenance Control at designated time for this meeting.
 - (a) The crew chief who attends the above meeting will accompany the aircraft through the dock inspection.
 - (11) Will draw out daily the authorized number of vehicles from Base Motor Pool on a "U" drive basis, reporting the same to Job Control via radio network by 0600 hours each morning.
 - (12) Comply with all phases of AF Manual 66-12, AF Regulation 9020 and AF Manual 66-3.
 - (13) Comply with TSO drawings as soon as proper forms are distributed.
6. 177th Bomb Squadron.
- (1) Provide maintenance (TM) supplies for a total of 120 flying hours.
 - (2) Deliver aircraft to the maintenance conference (aircraft ID) to commence work at time indicated by Job Control.
 - (3) Comprise twenty two (22) maintenance.

AF 310-1007
copy 180, copy 300-266
1 APR 56

- (4) There are five (5) periodic inspections scheduled for April (reference Appendix V).
 - (5) There are two (2) weight and balances scheduled for April 1956 (reference Appendix I).
 - (a) These aircraft will be defueled and in hangar 6 by 0800 hours on scheduled day (reference Appendix I).
 - (6) Provide aircraft as scheduled in Appendix I for special weapons exercise in squadron area, 0800 hours to 1700 hours.
 - (7) The manhours utilized for training.
 - (a) On-the-job training 4724 M/H
 - (b) 43171 school Shepard Field 336 M/H
- d. 380th Bomb Squadron.
- (1) Provide 60 sorties for a total of 403 flying hours.
 - (2) Accomplish twenty (20) postflights.
 - (3) Provide aircraft as scheduled in Appendix II for quick strike.
 - (4) Deliver aircraft as scheduled in Appendix II to compass rose at 0800 hours.
 - (5) There are two (2) aircraft scheduled for periodic inspections (reference Appendix V).
 - (6) There are two (2) aircraft scheduled for weight and balance in April 1956 (reference Appendix II).
 - (a) These aircraft will be defueled and in hangar 6 by 0800 hours on scheduled days (reference Appendix II).
 - (7) Provide aircraft as scheduled in Appendix II for special weapons exercise in squadron area 0800 to 1700 hours.

(a) The following manhours will be utilized for training.

(a) 43171 school Shepard Field 236 M/H

(b) Tucson depot 336 M/H

(c) On-the-job training 2352 M/H

e. 381st Bomb Squadron.

(1) Provide 93 sorties for a total of 617 flying hours.

(2) Accomplish twenty-seven (27) postflights as scheduled in Appendix III.

(3) Provide aircraft as scheduled in Appendix III for quick strike.

(4) Deliver aircraft as scheduled in Appendix III to the compass rose at 0000 hours.

(5) There is one (1) aircraft scheduled in April for weight and balance. The aircraft will be defueled and in hangar 6 13 April at 0800 hours.

(6) Aircraft 52-304 is scheduled for periodic inspection by periodic maintenance in April.

(7) Provide the aircraft as scheduled in Appendix III for special weapons practice loading in squadron area from 0800 hours to 1700 hours.

(8) The following manhours will be utilized for training.

(a) TDY to Tucson 168 M/H

(b) 43171 school Shepard Field 504 M/H

(c) Drivers School 168 M/H

(d) On-the-job training to 43171R level 1176 M/H

- (a) On-the-job training to 42151E level 840 M/H
- (b) On-the-job training to 70230 level 168 M/H
- (c) On-the-job training to 60130 level 168 M/H
- f. 310th Air Refueling Squadron.
 - (1) Provide one hundred twelve (112) sorties for a total of five hundred fifty five (555) flying hours.
 - (2) Provide six (6) quick strike and one (1) strip alert as scheduled in Appendix IV and VI.
 - (3) Accomplish thirty nine (39) postflights as scheduled in Appendix IV.
 - (4) There are five (5) periodic inspections scheduled (reference Appendix V) by periodic maintenance for the month of April.
 - (5) Maintaining necessary records and aircraft status keeping Job Control informed via radio network of any status changes.
 - (6) There will be an engine condition crew organized to condition 4360 engines at the direction of the Job Control officer.
 - (7) The following manhours will be utilized for training.
 - (a) On-the-job training 4032 M/H
 - (b) MTD 1100 M/H
- g. 310th Armament and Electronics Squadron.
 - (1) Provide necessary tools and equipment to accomplish preflights and postflights on aircraft as indicated in Appendix I, II, III and IV.
 - (2) Provide personnel, tools and equipment to support the dock schedule of the Periodic Maintenance Squadron (reference Appendix V).

HQ 310BOMWG
Annex "B", OPORD 203-56
1 APR 56

(3) All aircraft will be combat ready for each scheduled sortie with the following installed and checked: camera equipment, proper bomb bay configuration, and all special systems as listed in weekly 60-9 schedule and confirmed during daily maintenance meetings.

(4) Work load and maintenance capability for each system is as follows:

System	Capability	M/H Required
Comm-Nav	4737 M/H	2075 M/H
Bomb-Nav	7459 M/H	6910 M/H
Fire Control	2558 M/H	1128 M/H
Weapons Release	1294 M/H	1191 M/H
Photo	706 M/H	325 M/H

(5) Provide pre-issue and bench stocks as authorized and required.

(6) Nite shift and standby personnel will be scheduled as required by Job Control. Information from debriefing teams will be used to anticipate and plan support requirements.

(7) Accomplish necessary bomb bay configurations and ring-outs to maintain six (6) in commission aircraft (on the ground) ready for evading at all times.

(8) Monitor all bomb changes and reporting same to Job Control.

(9) Perform compass swings as scheduled in Appendix I, II and III.

(10) Monitor loading of ammunition and bombs giving 24-hour notice to 802d Munitions Section as to exact loading times.

(11) In the event of an alert, furnish support on a 24-hour basis.

- (12) The following manhours will be utilized for training:
 - (a) On-the-job training 30,240 M/H
 - (b) PGM school, Keesler AFB 336 M/H
 - (c) "K" systems, Lowry AFB 672 M/H
 - (d) Weapons release, Lowry AFB 336 M/H
 - (13) Provide specialists to support TOC program as requested and scheduled by Job Control officer and distribution of APTO 24E's.
 - (14) Provide support (as necessary) for the Base Flight and transient aircraft as requested by Job Control.
 - (15) Provide personnel, equipment and tools for support of SFS missions.
- h. 310th Field Maintenance Squadron.
- (1) Provide necessary personnel, tools and equipment to accomplish post flights on all aircraft as scheduled in Appendix I, II, III and IV.
 - (2) Provide personnel, tools and equipment to support seven (7) B-47 and four (4) KC-97 periodic inspections.
 - (3) Provide specialists to accomplish TOC program as scheduled in Appendix I, II, III, and IV and by Job Control officer.
 - (4) Provide pre-issue and bench stocks as authorized and required.
 - (5) Nite shift and standby will be scheduled as required by Job Control officer. Information from debriefing teams will be used to anticipate and plan support requirement.
 - (6) In the event of an alert will furnish support on a 24-hour basis.
 - (7) Provide specialists support for Base Flight and transient aircraft on priorities set by Job Control.

(8) Provide personnel, tools and equipment necessary for SES missions.

(9) The maintenance capability and work load for each shop is as listed below.

Shop	Capability	M/R Required
Electric Shop	2520 M/H	1645 M/H
Ground Power	2050 M/H	2035 M/H
Fuel cell repair	* 260 M/H	320 M/H
Tire shop	* 487 M/H	555 M/H
Instrument shop	1462 M/H	1295 M/H
Aircraft repair	1162 M/H	925 M/H
Hydraulic shop	1243 M/H	1110 M/H
IFR Boom shop	574 M/H	405 M/H
Sheet Metal	2570 M/H	1490 M/H
Machine shop	571 M/H	370 M/H
Propeller shop	974 M/H	605 M/H
ERU 4360	* 2352 M/H	2522 M/H
ERU J-47	* 3780 M/H	3807 M/H
Parachute shop	* 1902 M/H	2260 M/H

* Denotes shops that have deficiency in M/H.

i. 310th Periodic Maintenance Squadron.

- (1) Perform periodic inspections as scheduled in Appendix T, II, III, IV and V.
- (2) TOCs to be accomplished during periodic inspection will be scheduled during pre-inspection meeting.

- (3) Insure the accomplishment of high quality periodic inspections and maintenance including pre-dock, dock, and postdock (reference SAC Manual 46-15).
- (4) Fully utilize specialist support as required to maintain dock scheduled, notifying Job Control immediately of any deviations.
- (5) Insure prompt and accurate aircraft status and maintenance reporting.
- (6) Every effort will be expended to return aircraft to squadron on dates indicated (reference Appendix V).
- (7) Establish adequate dock stocks and insure that adequate levels are maintained.
- (8) The following manhours will be utilized for training.
 - (a) L3171 school Sheppard Field 168 M/H
 - (b) On-the-job training 5040 M/H

j. 802d Air Base Group.

- (1) 802d Motor Vehicle Squadron.
 - (a) Provide daily dispatch of vehicles as outlined in SAC Regulation 46-24.
 - (b) Coordinate maintenance schedule of vehicles with priority stressed on radio control vehicles.
 - (c) Provide additional vehicle support as coordinated with Base Materiel officer and Maintenance Control officer.
 - (d) Drivers school and testing of drivers as agreed between squadron commander and Director of Materiel, 310th Bomb Wing.

(2) 802d Supply Squadron.

(a) Base Supply.

- 1- Provide support for 1500 B-47 and 555 KC-97 flying hours for month of April.
- 2- Provide immediate delivery of all items requested via supply expeditor network.
- 3- Keen level of pre-issue items at authorized level at all times.
- 4- Maintain a night CO for emergency support during non-duty hours or as coordinated with Maintenance Control officer.
- 5- In the event of an alert, provide support on a 24-hour basis.

(b) 802d Refueling Section.

-1- Defueling.

- a- Maintain one (1) JP-4 truck and pit for defueling purposes at all times.

-2- Refueling.

- a- Normal daily requirements - 0730 to 2400 full operation, three (3) each JP-4 hydrants, one (1) JP-4 top off truck and one (1) 115/145 refueling pit.

-b- 2400 to 0730 and holidays normal standbys.

- c- The Petroleum Refueling Section will service all ground power equipment (diesels, C-26s, C-21s and other equipment) between the hours of 1130

to 1300 noon and 1230 and 0130 in the morning. Any difficulties encountered will be brought to the attention of the Job Control officer.

-3- In the event of an alert or a higher command ordered mission, as many pits that are feasible to operate for the time, as coordinated with Maintenance Control officer.

(c) Munitions Section.

-1- Bomb and ammunition loadings will be accomplished with existing regulations.

-2- The A&E supervision section, Job Control, will coordinate with the Munitions Section on loading times, giving a 24-hour advance notice.

-3- Bombs and ammunition will be offloaded as soon as possible at the direction of Job Control.

-4- Bombs and ammunition will not be scheduled or loaded on previous day's quick strike aircraft.

(3) 802d Food Service Squadron.

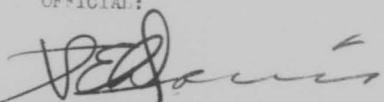
(a) Normal dining services will prevail.

(b) On an alert or special missions that are ordered, dining hall hours will be coordinated with Job Control officer.

(c) Special lunches will be furnished with a two (?) hour notice with a disposition listing names of personnel requesting lunches.

- (4) 802d Air Police Squadron.
 - (a) Normal requirements.
 - (b) That security gates be kept open as required in accordance with the maintenance work scheduled.
 - (c) That proper security be maintained after normal duty hours on aircraft that are not parked on the parking ramp but due to special requirements are located elsewhere on the Base.

OFFICIAL:



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

S.W. WELLS
Colonel, USAF
Commander

APPENDIXES:

APP "1" - 379BS flying schedule for April
APP "2" - 380BS flying schedule for April
APP "3" - 381BS flying schedule for April
APP "4" - 310ARS flying schedule for April
APP "5" - 310PMS dock schedule for April
APP "6" - Criteria for Alert Aircraft
APP "7" - TOC Listing

DISTRIBUTION:

See basic operations order

HO 310BOMMG
Annex "B", OPORD 203-56
1 APR 56

Acft #	379th April Maint.& Flying Schedule																		Appendix 1		27/3	
	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	
118	F			F		CS	F		WB	QS	F			F			F		QS	F		
102	P			52%	QS	QS	QS	F			QS	QS	SW	QS	QS	QS	QS	QS	F		CS	
302	QS	QS	F	(DOCK					TH)			F			F		QS	F		WB	
281		CS	F		QS	F		F					F			F		QS	F			
307	F				Y			F			F	52%	CS		F			F			F	
311	P				CS	QS	F			QS	QS	QS	Y			QS	P		F			
300		F			P			CS	QS							QS	Y			P		
285	40			QS	F			QS	P							QS	P			F		
313	← ①		QS	P			QS	F			QS	QS	CS	QS	QS	Y		QS	P		SW	
304	QS	QS	F	PD		Y	1	DOCK			TH		F				QS	P		QS	P	
289	(	DOCK				TH)				F			F			F		QS	GS	Y	
308	← ②	QS	QS	F	PD		P	(	DOCK				TH	F		TH	F		QS		
274		F			F		QS	P					F		TS	F	(	DOCK			
289	DOCK	TH		F	WS		Y		QS	F		CS				Y				Y		
227		TUSCON					RTN									F						
	2	2	+	4	3	4	3	4	2	2	3	2	3	3	3	4	3	3	4	4		
																				72SCE		

380th Bomb Sqdn April Flying and Maint Schedule

Appendix II 27/3

380th	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30		
120	F			F		WB	F			QS	F			F		QS	F			QS	F		
110	QS	F			F	(	—	SES	—	—	—	)	RTN			QS	F			QS		
283		QS	F			F		QS	F			QS	F		QS	F		QS	F				
101		534	SW QS	F		QS	F		QS	F		QS	F				F		QS	F			
347	F		WB	QS	F		QS	F			F		534	SW QS	F		QS	F			F		
109	QS	F			QS	F		QS	F		P		534	QS	F				F				
279		QS	F		QS	QS	F		QS	F		F			QS	F			F				
117	(	—	DOCK	—	TH)		QS	F			QS	QS	QS	F				F		F		
299	F			QS	F			SW QS	F		F			F		WB	QS	F					
237	F	(—	FWD & AFT GEAR CHG	—)	MAX F			(—	DOCK	—	TH)									
290	TUSCON				RTN		QS	F			F			F		WB	QS	F					
286	TUSCON		RTN			F			QS		F	QS	(	—	DOCK	—						
106	TUSCON										RTN		F				F						
116	TUSCON											RTN		F				SW QS	F				
282	AT DEPOT																						
	3	3	2	2	3	2	3	3	3	3	1	2	4	2	3	5	3	4	3	4	60		

381st Bomb Sqdn April Flying and Maint Schedule Appendix III 27/3

381st	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	
295	F			F			F			QS	F			F			F			QS	F	
146		F			F			F			QS	F			F			F			QS	
261	743		F		QS	F			F		534	SW QS	F			F			F			QS
111			QS	F			F		CS	F			QS	F			F		QS	F		
101	F		534	QS	F			F			F			QS	F			F			F	
305		F		312	QS	F			F			F		312	QS	F			F			
287		QS	F			SW QS	F			F			F		WB	QS	F			F		
112	←①		F		743	QS	F			F			F		534	SW QS	F			F		
114	QS	F			F		312	QS	F			F			F		312	QS	F			
303		F			F	534		SW QS	F			F			F			QS	F			
307	F			F		QS	F		CS	QS	F			F		QS	F			QS	F	
271	QS	F			F		QS	F			QS	F			F		QS	F			QS	
096	QS	F			F		QS	F			QS	F			F		QS	F				
292	CS	QS	F			F		QS	F			QS	F			F			F	(DOCK		
105	←②			SW QS	F			F			F		743	QS	F			F			F	
304		HARD	LANDING	26 MARCH	56																	
	3	4	5	5	4	5	5	4		5	4	4	5	5	4	5	5	4	4	5	93	

APPENDIX IV

310ARS APRIL FLYING AND MAINT SCHEDULE

	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
106		PF	QS	F		QS	QS	QS	F		QS	F	PD 292		(H)										DCK	TH			QS		
107		QS	F	PF	QS	QS	QS	QS	F		QS	F		QS	SA	SA	F	PF	QS	QS	QS	QS	F		QS	F	PD QS		QS		
108	QS	F	292 PF	QS	QS	F				QS	QS	QS	QS	QS	QS	F		QS	SA	SA	SA	SA			F	PF	QS		(DCK--)		
109		PF	QS	F		QS	QS	QS	F		QS	F	344 PF			QS	F		QS	F					F	PF	QS	QS	QS	F	
111		QS	QS	F	PF 292				QS	F		QS	F			QS	F	PF	QS	QS		QS	F		QS	F			QS	F	
112	QS	F	PF	QS	F		QS	QS		QS	F		QS	QS	QS	F	PF	QS	F					QS	F		QS	F	PF	PE	
113		PF QS	QS	F					QS	F		QS	F			PF		QS	F	PD									DCK		
114	QS	F		QS	F				QS	F	PF	QS	QS	QS	F		QS	QS	F					QS	F	TF	QS	QS	QS	F	
115	QS	F	PF	QS	F				QS	F		QS	F			PF	QS	SA	F					QS	F		QS	P	PP	PF	QS
116																								QS	F	TF	QS	QS	QS	F	
342	QS	QS	F		QS	QS	QS	F		QS	F	222 PF		QS	QS	F		QS	QS	QS	F			QS	F	PF	QS	QS	QS		
343		QS	F	222	QS				QS	F		QS	QS	QS	QS	F	PF	QS	F					QS	242	QS	F			QS	
344	QS	HLR	PF QS	HLR		(																			QS	SA	SA	SA	SA	F
345	QS	QS	F	PF	QS	QS	QS	F		QS	F	222 PF		QS	SA	F	222 PF	QS	QS	QS	QS	F			QS	F				QS	
346	QS	F	222 PF	QS	QS	QS	QS	QS	F		QS	F		QS	F		QS	F	PF	222			F		QS	P		SA			
348	QS	F	PF	QS	F	222 QS			QS	QS	F		QS			F	PF	QS	QS	F				QS	F		QS	QS	QS	F	
349	QS	F	PF	QS	F				QS	QS	F	222	QS	QS	QS	F	PF		242				F	QS	F		QS		QS		
350		F		QS	F				QS	F	222 PF	QS		QS	F		QS	F						QS	F	TF	QS	QS	QS	F	
351																															
355	(
298	QS	F	PF	QS	F				QS	F	222	QS	QS	QS	F	PF	QS	F	242	QS	QS		QS	F		QS	QS	QS	F		
SORTIES	0	6	4	6	5	5	0	0	5	6	5	6	5	0	0	1	5	6	4	5	0	0	5	5	6	6	5	0	0	6	

Appendix V
310th Periodic Maintenance Dock Schedule for April

ACFT NR	PRE-DOCK	WASH	DOCK		POST DOCK FM	POST DOCK	TEST FLT	TO SPDN
			FB	DATR				
1355	21/3 1330	26/3 0800	C	27/3	KC-97	3-5/4	6/4	2/4
2304	23/3 1030	27/3 1300	A	28/3	3/4	4-5-6/4	9/4	10/4
2289	26/3 1230	30/3 1300	A	2/4	6/4	9-10/4	11/4	12/4
3116	29/3 1030	2/4 0800	C	3/4	KC-97	10-12/4	13/4	16/4
2302	30/3 1030	4/4 1300	A	5/4	12/4	12-13/4	14/4	17/4
2306	4/4 1030	9/4 1300	A	10/4	15/4	18-20/4	20/4	20/4
1344	5/4 1330	9/4 0800	C	10/4	KC-97	17/19/4	20/4	22/4
2108	9/4 1030	12/4 1300	A	13/4	12/4	20-22/4	24/4	25/4
3124	13/4 1330	15/4 0800	C	17/4	KC-97	24-26/4	27/4	20/4
2237	12/4 1030	17/4 1300	A	18/4	24/4	25-26/4	27/4	30/4
2117	16/4 1030	20/4 1300	A	22/4	27/4	30/4-2/5	2/5	3/5
3113	20/4 1230	23/4 0800	C	24/4	KC-97	1-3/5	4/5	6/5
2276	20/4 1030	25/4 1300	A	26/4	2/4	2-4/5	5/5	7/5
2292	26/4 1030	30/4 1400	A	1/5	7/5	4-6/5	10/5	11/5
3108	27/4 1330	30/4 0800	C	1/5	KC-97	8-10/5	11/5	14/5

HQ 310BOMG
Annex "B", OPORD 203-56
1 APR '56

0 4 5 6

APPENDIX VI

1 December 1955

A. CRITERIA FOR ALERT AIRCRAFT
(HOT SHOTS OR QUICK STRIKES)(6 or each type per 24-hour period)

1. BE IN COMMISSION-READY TO GO ON A MISSION.
2. BOMBERS HAVE BOMB-BAYS PROPERLY CONFIGURED.
3. BOMB-NAV SYSTEMS HAVE RUNOUT-ENTRY IN 301-2.
4. GROUND CREWS WILL HAVE COMPLETED A COMPREHENSIVE OVERFLIGHT.
5. PROPER FUEL LOAD WILL BE ON BOARD THE AIRCRAFT.
6. TANKERS WILL HAVE A BOM 1B LOAD OF JP-4 ABOARD.
7. BOMBERS WILL MOVE TO SPECIAL AIRBORNE LOADING AREA ON INITIAL NOTIFICATION OF ALERT.
8. AIR CREWS WILL BE DESIGNATED AND ON STANDBY AT ALL TIMES.
9. AIRCRAFT MUST BE AIRBORNE WITHIN HOUR.
10. SCHEDULE OF AIRCRAFT IS DAILY (0800 to 0800 hours) WEEK ENDS AND HOLIDAYS ARE INCLUDED.
11. CREW CHIEFS WILL PULL A DOUBLE SHIFT EACH DAY THEIR AIRCRAFT ARE SCHEDULED.
12. THIS SCHEDULING TAKES PRIORITY OVER ALL OTHER NORMAL SCHEDULES.

B. AIR ON STRIP ALERT

1. THE ABOVE APPLIES TO STRIP ALERT AIRCRAFT.
2. THE GROUND CREW WILL BE ON STANDBY IN THE INSPECTING OFFICE.

HO 310BOMBING
Annex "B", OPORD 203-56
1 APR 56

APPENDIX VII

1. The following is a complete list of Tech Orders that have been scheduled in Appendix I, II, III, and IV by last Tech Order number:

B-47 T.O.C.

- 1B-47-743 PROVISE INCREASE IN FUNCTIONAL INCREASE IN RELIABILITY OF
NAVIGATORS EJECTION SEAT
2d-J47-312 INSTALLATION OF LOW PRESSURE WATER INJECTION NOZZLES
2J-J47-534 MODIFICATION OF THERMOCOUPLE ASSEMBLY P/N 99866933, AND
99866933

KC-97 T.O.C.

- 1C-97-344 INSTL OF FLUX JOINT IN CENTER SECTION OF FUEL TANK BOOM LINE
1C-97-328 INSTL OF THROTTLE LOCK PLATE SPRING
1C-97-292 EMERGENCY POWER PROVISIONS FOR PITOT HEATER
1C-97-242 ELEV SERVO MOTOR BRACKET MODIFICATION
& -242A
1C-97K-240 BOOM CHOCK SUPPORT FITTING REPLACEMENT
& -240A
1C-97K-224 REVISION OF AERIAL REFUELING ENGINE DRIVEY AND FUEL PLUMBING

HO 310RCMNG
Annex "B", OPORD 203-56
1 APR 56

0458

TRUE COPY

TRUE COPY

COMADIV 802 SMOKEY HILL AFB KANS

UNCLASSIFIED

PP

COMAF 8 WESTOVER AFB MASS

X

X

/UNCLASSIFIED/31000. ATTN: ODT2. SUBJ: REQUEST FOR
WAIVER OF CERTAIN SAC REG 51-19 REQUIREMENTS. THIS MSG IN TWO PARTS.
PART I. REQUEST WAIVER OF ADVANCE SURVIVAL TRAINING ON FOL PERS: CAPT
GILBERT A. HART, A01912356; CAPT MITCHELL A. PUTT, 27012A; CAPT CHARLES
F.G. KUYK, JR, 20253A; CAPT JAMES B. BEATTIE, A0698822. PART II. THIS
REQUEST IS MADE IN VIEW OF THE PROGRAMMED HEAVY COMMITMENTS OF FLYING
TRAINING UNDER SAC REG 51-19 TOWARD COMBAT READY DATE OF 30 APR 56.
REQUEST PRIORITY REPLY.

UNCLASSIFIED

1 1

DAVID M. LINDQUESTER, MAJ, USAF

31000 17 APR 56

433

TRUE COPY

TRUE COPY

0459

TRUE COPY

TRUE COPY

Practice for Commander's Competition

31000
37900
38000
38100

31000 10 Apr 56
31000B/Maj Eldridge/8350/al

The following message from Headquarters Eighth Air Force, Westover AFB, Massachusetts, is quoted for your information:

"//UNCLASSIFIED//OTIG 49113. SUBJECT: PRACTICE FOR COMMANDER'S COMPETITION. ADEQUATE TIME HAS BEEN PROVIDED FOR PRACTICE ON PACE SETTER III TARGETS. AS THESE SAME TARGETS WILL BE UTILIZED FOR THE COMMANDER'S COMPETITION IT IS RECOMMENDED THAT A PORTION OF ASSIGNED RBS TIME ON LITTLE ROCK, DALLAS, AMARILLO BE MADE AVAILABLE TO UNIT COMMANDER'S FOR PRACTICE."

s/t/ DAVID M. LINDQUISTER, Major, USAF
Director of Operations

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

AFR 60-18/802ADIVSUP-1

802D AIR DIVISION SUPPLEMENT-1) HEADQUARTERS, 802D AIR DIVISION
TO AFR 60-18 Smoky Hill Air Force Base, Kansas
) 17 April 1956

FLYING

FLYING BY PERSONNEL ASSIGNED TO LOCATIONS OR
ORGANIZATIONS NOT HAVING FLYING FACILITIES

NOTE: To be filed in front of AFR 60-18, 14 May 1952, until the AFR is
either amended to include the following or is superseded or re-
cinded.

See paragraph 2, AFR 60-18

Request for orders for all Bomb Wing personnel being assigned to the
Air Base Group for Flying purposes only will be coordinated through Base
Operations.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARL W. HAUTH
Major, USAF
Adjutant

CARL W. HAUTH
Major, USAF
Adjutant

DISTRIBUTION
A

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Standardization Checks Required by SAC REG 51-19
Prior to Initial Checkout

310D00 380BS 310DDO 25 APR 56
310D0SB 381BS 310D0/MAJ Lindquester/433/pc
310D0ST 310ARS
379BS

Eighth Air Force Message ODB 49782, 20 APR 56, is quoted for your information and compliance:

/UNCLASSIFIED/ODB 49782. FOLLOWING SAC MESSAGE DATED 16 APR 56 IS QUOTED FOR YOUR INFORMATION AND COMPLIANCE: "DOTRPP 31047. SUBJECT: STANDARDIZATION CHECKS REQUIRED BY SAC REG 51-19 PRIOR TO INITIAL CHECKOUT. THIS MESSAGE IN TWO PARTS. PART I. EFFECTIVE IMMEDIATELY, SAC REG 51-19 STANDARDIZATION CHECKS REQUIRED BEFORE INITIAL CHECKOUT, AS PRESCRIBED BY SAC REG 51-19 WILL BE REPLACED BY A PRE SOLO PROFICIENCY CHECK. PRE SOLO PROFICIENCY CHECKS WILL NORMALLY BE ADMINISTERED BY MEMBERS OF THE WING STANDARDIZATION SECTION. HOWEVER, IT IS RECOGNIZED THAT THERE WILL BE TIMES WHEN THE NORMAL WORKLOAD OF THE STANDARDIZATION SECTION IS SUCH THAT THE STANDARDIZATION EFFECTIVENESS MAY BE ADVERSELY EFFECTED BY THE REQUIREMENTS TO ADMINISTER PRE SOLO PROFICIENCY TESTS. IN SUCH INSTANCES, WING COMMANDERS MAY, AT THEIR DISCRETION, AUTHORIZE OTHER INSTRUCTORS TO ADMINISTER SUBJECT CHECKS. INSTRUCTORS SO SELECTED MUST BE FULLY QUALIFIED IN ACCORDANCE WITH SAC REG 60-7 NAD OF THE SAME SPECIALTY AS THE INDIVIDUAL BEING CHECKED. PHASE I OF THE PRE-SOLO PROFICIENCY CHECK WILL CONSIST OF:

(1) A WRITTEN, COMPREHENSIVE AIRCRAFT AND AIRCREW MEMBERS PROCEDURES EXAMINATION ON INFORMATION CONTAINED IN APPROPRIATE FLIGHT HANDBOOKS AND/OR ESTABLISHED COMMAND PROCEDURES IN TWO PARTS, PROFICIENCY AND EMERGENCY, TO COVER EACH INDIVIDUAL SPECIALTY. PROFICIENCY EXAM WILL BE OPEN BOOK AND WILL CONSIST OF A MINIMUM PASSING GRADE OF 90%.

(2) AN EMERGENCY PROCEDURES CHECK IN A FLIGHT SIMULATOR, IF AVAILABLE ON THE STATION, WITH EMPHASIS ON THOSE EMERGENCIES WHICH CANNOT BE SAFELY OR ADEQUATELY ACCOMPLISHED DURING FLIGHT.

PHASE II IS THE FLIGHT CHECK, DURING WHICH THE AIRCREW MEMBER MUST DEMONSTRATE ABILITY TO PERFORM PREFLIGHT, INFLIGHT AND POSTFLIGHT DUTIES IN ACCORDANCE WITH PRESCRIBED PROCEDURES AND DESIRED PROFICIENCY CHECKS. SPECIAL EMPHASIS WILL BE PLACED ON FLYING SAFETY, TO INCLUDE PROPER EMERGENCY PROCEDURE TECHNIQUE.

INDIVIDUALS WHO EXHIBIT ANY UNSAFE FLYING TENDENCIES WILL NOT BE CLEARED FOR UNSUPERVISED OR SOLO FLIGHT. THIS CHECK WILL INCLUDE AN INSTRUMENT CHECK FOR ALL PILOTS AND AN AIR REFUELING CHECK FOR ALL PILOTS FLYING AIRCRAFT WITH AIR REFUELING CAPABILITY. RECEIVER PILOTS BEING CHECKED IN AIR REFUELING MUST DEMONSTRATE ABILITY TO MAINTAIN CONTACT FOR A MINIMUM OF FIVE MINUTES WHILE TRANSFERRING FUEL WITHOUT EXPERIENCING A DISCONNECT. SUCCESSFUL COMPLETION OF THE PRE-SOLO PROFICIENCY CHECK QUALIFIES AIRCREW MEMBERS AND AIRCREWS FOR UNSUPERVISED OR SOLO FLIGHTS AND ALLOWS THEM TO CONTINUE

TRUE COPY

TRUE COPY

0-462

TRUE COPY

TRUE COPY

SUBJ: Standardization Checks Required by SAC REG 51-19 prior to initial Checkout.

SAC REG 50-43 TRAINING. PRIOR TO BEING UPGRADED TO COMBAT READY STATUS, EACH AIRCREW MEMBER MUST SUCCESSFULLY COMPLETE A COMPREHENSIVE STANDARDIZATION CHECK AS CURRENTLY OUTLINED IN SAC REG 51-19. PART II. EFFECTIVE IMMEDIATELY, CREW COORDINATION CHECKS ADMINISTERED BY THE WING STANDARDIZATION SECTION, AS PRESCRIBED BY SAC REG 51-19, WILL BE REPLACED BY A CREW COORDINATION BRIEFING. THIS BRIEFING WILL BE CONDUCTED AT THE AIRCRAFT BY THE AIRCRAFT COMMANDER. ITS PURPOSE IS TO ASCERTAIN THAT CREW COORDINATION REQUIRED FOR SAFE OPERATION OF THE AIRCRAFT AND EQUIPMENT IS UNDERSTOOD BY ALL CREW MEMBERS. EMPHASIS WILL BE MADE TO INSURE THAT PREFLIGHT, INFLIGHT POSTFLIGHT AND EMERGENCY PROCEDURES AFFECTING SAFETY OF FLIGHT ARE UNDERSTOOD IN DETAIL BY EACH MEMBER OF THE CREW. SPECIAL EMPHASIS WILL BE PLACED ON CREW COORDINATION BRIEFING DURING THEIR PRE-SOLO PROFICIENCY CHECK. PROVISIONS FOR THIS MESSAGE WILL BE RESCINDED IN 180 DAYS OR UPON INCLUSION IN DIRECTIVES BY THIS OR HIGHER HEADQUARTERS."

DAVID M. LINDQUESTER, MAJ, USAF
Director of Operations

TRUE COPY

TRUE COPY

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

24 April 1956

SPECIAL ORDERS)
 NUMBER 43)

1. PARA 4, SO 39, this WG, this STA, PERT to APPT certifying officers for Flight Pay is deleted.
2. PARA 3, SO 40, this WG, this STA, PERT to MAJ JOHN T. SULLIVAN, A0761792, and CAPT ORVAL R. PORRITT. A0824868, is deleted.
3. MAJ JOHN T. SULLIVAN, A0761792, and CAPT ORVAL R. PORRITT. A0824868 are APPT certifying officers for Flight Pay, vice MAJ JOHN I. KINDLESPARGER.
4. IAW SAC REG 60-7, FNO, this HQ, ORGN INDC, this STA, are DSG B-47 Instructor Pilots and Instrument Check Pilots. Effective 25 April 1956.

<u>Rank</u>	<u>Name</u>	<u>AFSERNR</u>	<u>Organization</u>
TOL	SELMAN W. WELLS	3991A	381BOMRON
MAJ	WILLIAM T. PRESTON	16816A	380BOMRON
MAJ	BILLIE WISE	12798A	380BOMRON
CAPT	DAVID A. AUSTIN	26422A	379BOMRON
CAPT	EARL G. BLAKE	15303A	379BOMRON
CAPT	MARTIN C. COLLADAY	17344A	379BOMRON
CAPT	GEORGE P. FORY	A0756212	381BOMRON
CAPT	WILLIAM H. HART	A0818536	380BOMRON
CAPT	ROBERT E. HUBBES	A02070651	381BOMRON
CAPT	ALBERT J. KANTOR	A0805485	380BOMRON
CAPT	GLOYD L. PORTER	A0781043	381BOMRON
CAPT	RICHARD D. MAYS	A02083755	380BOMRON
CAPT	ALVIN H. NIEMANN	A0674614	379BOMRON
CAPT	NORRIS R. SMITH	A0813598	380BOMRON
CAPT	WILLIAM W. THOMAS	A0800073	379BOMRON
CAPT	EUGENE C. WAYMAN	AC199391	380BOMRON

5. IAW SAC REG 60-7, FNO, this HQ, ORGN INDC, this STA, are DSG B-47 Instructor Observers. Effective 25 April 1956. All previous orders are superceded.

<u>Rank</u>	<u>Name</u>	<u>AFSERNR</u>	<u>Organization</u>
MAJ	MELVIN E. CLARK	14422A	381BOMRON
MAJ	GEORGE R. ELDRIDGE	11620A	381BOMRON
MAJ	JAMES V. FARLEY	7179A	380BOMRON
MAJ	NORMAN C. GARVIN	A0663252	379BOMRON
MAJ	EDWARD T. KEARNEY	A0759941	380BOMRON

HQ 310BOMWNG (SAC) SHAFB, SO 43, 24 APR 56 (Para 5 CONT)

Rank	Name	AFSERNR	Organization
MAJ	EMMITTE W. KELLY	A0745912	380BOMRON
MAJ	JOHN E. ROWAN	A0717896	381BOMRON
MAJ	JOHN A. SPIERLING	A0588122	379BOMRON
CAPT	SAMUEL A. ALLISON	A0774866	381BOMRON
CAPT	ROBERT S. BENNETTE	A02088243	381BOMRON
CAPT	PETER J. DELL'ANDREA	A02079314	380BOMRON
CAPT	DURER DISHMAN	A02073491	381BOMRON
CAPT	WILLIAM G. HART	A0780262	379BOMRON
CAPT	ROBERT G. HILL	A0773380	379BOMRON
CAPT	EUGENE F. MOSES	A0673919	381BOMRON
CAPT	FRANCIS MURPHREE	A02089149	381BOMRON
CAPT	RICHARD W. PALMER	A0759877	381BOMRON
CAPT	WILLIAM A. SHAGNER	A0668797	380BOMRON
CAPT	DONALD W. SPEED	A0741714	379BOMRON
CAPT	REXFORD O. TOLLIVER	A0566047	380BOMRON
CAPT	DAVID A. VOGEL	A094226*	380BOMRON
CAPT	CHARLES C. WAPEL	A0210197	380BOMRON
CAPT	EARL E. WESTERN	A0663582	379BOMRON

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. KINDLESPANGER
Major USAF
Adjutant

John L. Kindlespanger
JOHN L. KINDLESPANGER
Major USAF
Adjutant

DISTRIBUTION: "A" Plus
3 EA INDV

TRUE COPY

TRUE COPY

FM CINCSAC OFFUTT AFB NEBR
TO RJEPEO/COMAF & WESTOVER AFB MASS
INFO RJWFSY/COMAIRDIV 802 SMOKY HILL AFB KANS
/UNCLASSIFIED/DOOPF 28605. THIS MSG IN 5 PARTS. SUBJECT: CHANGING
IFR FLIGHT PLANS AFTER DEPARTURE FROM ORIGINATING BASE. PART I.
INFORMATION RECEIVED BY THIS HQ INDICATES PILOTS AT CERTAIN 8AF
BASES LOCATED IN KANSAS CITY ARTC AREA (SMOKY HILL, LINCOLN,
FORBES, AND WHITEMAN) ARE CREATING SERIOUS WORKLOAD PROBLEMS FOR
ARTC BY FOLLOWING WHAT APPEARS TO BE A GENERAL PRACTICE OF REVISING
IFR FLIGHT PLANS, INCLUDING EXTENSIVE CHANGES IN ROUTE OF FLIGHT,
ALTITUDES, AND/OR MISSION REQUIREMENTS, SHORTLY AFTER DEPARTURE
ON THE FLIGHT PLAN ORIGINALLY FILLED WITH AND APPROVED BY THE
ARTC CENTER. THIS PRACTICE PRINCIPALLY ASSOCIATED WITH INDIVIDUAL
ROUND-ROBIN TYPE FLIGHT PLANS OF B-47 AND KC-97 AIRCRAFT. SUCH
FLIGHT PLANS NORMALLY FILLED BY ABOVE BASES WITH KANSAS CITY ARTC
DURING PERIOD BETWEEN MIDNIGHT AND 0600C FOR AIRCRAFT PROPOSING
DEPARTURE AFTER 0600C. IN ORDER TO ALLOW ARTC SUFFICIENT TIME
DURING MIDNIGHT SHIFT TO RECEIVE, PLOT, PREPARE ENROUTE ESTIMATES,
AND COORDINATE WITH ADJACENT ARTC CENTERS AS REQUIRED TO FACILITATE
ISSUANCE OF ATC CLEARANCES AT PROPOSED TAKE OFF TIME. PART II.
ACCORDING TO INFORMATION RECEIVED, CREWS ARE ELEMTING TO DEPART
WITH ATC CLEARANCE BASED ON ORIGINAL FLIGHT PLAN AS FILED THROUGH
BASE/WING OPERATIONS EVEN THOUGH A CHANGE IN THE ORIGINAL FLIGHT
PLAN MAY BE CONTEMPLATED OR CONSIDERED PRIOR TO OR AT TAKEOFF TIME.

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

PART III. DUE TO THE NUMBER OF SAC BASES AND UNITS LOCATED IN KANSAS CITY ARTC AREA, THE PRACTICE OF FILING CHANGES TO THE APPROVED FLIGHT PLAN BY RADIO SHORTLY AFTER DEPARTURE CREATES A SERIOUS WORKLOAD PROBLEM FOR THE ARTC CENTER, SINCE ALL WORK DONE AND ACTION TAKEN TO PROCESS AND APPROVE THE ORIGINAL FLIGHT PLAN PRIOR TO DEPARTURE, INCLUDING COORDINATION WITH ADJACENT CENTERS, IS IMMEDIATELY NULLIFIED AND REQUIRES HANDLING AND REPROCESSING ON AN INDIVIDUAL BASIS AT TIME OF RECEIPT OF THE FLIGHT PLAN CHANGE FILED AFTER TAKEOFF. THIS PRACTICE SERIOUSLY ADDS TO CONGESTION ON UHF AND/OR VHF AIR-GROUND COMMUNICATIONS CHANNELS AND INTERPHONE CIRCUITS CONNECTING AIR-GROUND COMMUNICATIONS FACILITIES (INSACS OR TOWERS) TO THE ARTC CENTER. THE EXTENT OF THE ABOVE PRACTICE HAS ALSO, ON OCCASION, RESULTED IN THE KANSAS CITY ARTC CENTER BEING FORCED TO SUSPEND THE ISSUANCE OF CLEARANCES FOR ADDITIONAL AIRCRAFT AWAITING DEPARTURE FROM THESE SAME BASES AND OTHER BASES IN THEIR AREA, DUE TO THE AMOUNT OF SPONTANEOUS WORKLOAD PLACED ON THE CENTER IN HANDLING NUMEROUS SUCH FLIGHT PLAN CHANGES WITH NO PRIOR NOTICE. PART IV. IT IS EVIDENT THE ABOVE PRACTICE IS DETRIMENTAL TO PERMITTING THE ARTC CENTER TO OPERATE WITH MAXIMUM EFFICIENCY POSSIBLE WITH THEIR AVAILABLE PERSONNEL AND FACILITIES, AND, ON AN OVERALL BASIS, ACTUALLY RESTRICTS AND LIMITS VOLUME OF IFR OPERATIONS REQUIRED

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

BY THIS COMMAND AND OTHER AIRSPACE USERS. IN RECOGNITION OF THE RESULTING RESTRICTIONS TO ALL IFR OPERATIONS, REQUEST YOUR HQ TAKE STEPS TO ENSURE DISCONTINUANCE OF THIS PRACTICE AT THE BASES SPECIFICALLY LISTED AND OTHER BASES AS APPROPRIATE. EVERY EFFORT SHOULD BE MADE TO SIMPLIFY AND STREAMLINE PROCEDURES FOR REVIEW AND PROCESSING OF FLIGHT PLANS THROUGH OPERATIONAL CHANNELS TO PERMIT CREWS TO FILE ANY MANDATORY CHANGES IN THE ORIGINAL FLIGHT PLAN WITHIN A REASONABLE TIME PRIOR TO PROPOSED TAKEOFF TIME. EMPHASIS SHOULD BE PLACED ON THE NEED FOR ORIGINALLY FILING A FLIGHT PLAN THAT CAN BE USED WITHOUT INTRODUCING LAST MINUTE CHANGES EITHER PRIOR TO OR SHORTLY AFTER DEPARTURE. PART V. FOR 2AF AND 15AF. ABOVE PROBLEM CALLED YOUR ATTENTION IN EVENT THIS PRACTICE BEING FOLLOWED IN ARTC AREAS SERVING YOUR BASES.

BT

07/1622A APR RJEDMH

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Booster Pump Operation

310DMMC

310DO

16 APR 56
310DO/Maj Lindquester/433/

1. The inclosed SAC message is quoted for your information and necessary action.
2. COL Wood has directed that our fuel quantitygauges be marked to indicate the minimum fuel that may be present in tanks to permit operation of the booster pumps. One code should be used for minimums to be used for ground operation and a different one for operation of the booster pumps during flight.
3. Would suggest a solid red line for minimums for operation in flight and a dashed red line for ground operation.

1 INCL
SAC MSG DUTRPP 29777, 11 APR

DAVID M. LINDQUESTER, MAJ, USAF
Director of Operations

TRUE COPY

TRUE COPY

0 4 6 9

COPY

Post on ALL BULLETIN
BOARDS A S A P

R 031940Z ZFF-1

FM COMAF 8 WESTOVER AFB MASS

TO COMAIRDIV 802 SMOKY HILL AFB KANS

/UNCLAS/ C526. FOR COMMANDER WILSON FROM COMMANDER SWEENEY. THIS MESSAGE IN
TWO PARTS. PART 1. PLEASE PASS TO COLONEL BURNS AND THE 40TH BOMB WING MY
HEARTY CONGRATULATIONS ON THE RECORD THEY ESTABLISHED IN WINNING THE BRIGADIER
GENERAL JACK ROBERTS' TROPHY FOR PACE SETTER III. I WAS PARTICULARLY PLEASED
TO NOTE THE HIGH EQUIPMENT RELIABILITY AND PERCENT OF AIRCRAFT COMPLETING THE
MISSION AS BRIEFED. IT WAS APPARENT FROM THE RESULTS THAT THE 40TH BOMB WING
CAN PRODUCE WHEN THE CHIPS ARE DOWN. PART II. PLEASE PASS TO COLONEL WELLS AND
THE 310TH BOMB WING MY CONGRATULATIONS FOR THE EXCELLENT SHOWING MADE BY THE
WING ON PACE SETTER III. IN PLACING SECOND FOR THE BRIGADIER GENERAL JACK
ROBERTS' TROPHY, THE WING PRODUCED ON THIS MISSION A WELL ROUNDED PERFORMANCE,
BOTH OPERATIONALLY AND MATERIAL-WISE. IT WAS PARTICULARLY NOTEWORTHY THAT
THIS WING HAD NINETEEN CREWS (INCLUDING FIVE NONREADY) QUALIFY AS OUTSTANDING.
THIS IS A DIRECT REFLECTION OF GOOD STAFF PLANNING AND EXCELLENT TARGET STUDY.

03/2243Z MAY RJEPEO

COPY

TRUE COPY

SECRET

TRUE COPY

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

310 DO

SUBJECT: (UNCLASSIFIED) Report on Pace Setter III

TO: Commander
 Eighth Air Force
 Westover Air Force Base
 Massachusetts

1. In accordance with Eighth Air Force Operations Order, (SECRET) 215-56, dated 10 February 1956, the report on Pace Setter III is submitted for the 310th Bombardment Wing, Medium, Smoky Hill Air Force Base, Salina, Kansas.

2. A summary of unit results is as follows:

	RBS TGT 1	RBS TGT 2	RBS TGT 3	ALL TGTS	NAV
Runs Scheduled	36	36	36	108	36
Runs Scored	33	33	33	99	33
CEP	850	1770	1000	1207	10.0
CEA	1206	2856	1412	1825	10.1
Gross Errors	1	4	1	6	N/A
Gross Error Rate	3.33%	12.1%	3.33%	6.06%	N/A
Reliability Factor	96.9%	84.8%	96.9%	92.9%	100.0%
Aborts	3	3	3	9	1*
Abort Rate	9.09%	9.09%	9.09%	9.09%	2.77%

* 2 Additional navigation legs flown, but were unscored due to equipment malfunction.

FOR THE COMMANDER:

2 Incls

1. Summary of crew standings for Individual Requirements
2. Summary of Individual Crew Accomplishments.

SECRET

0 4 7 1

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

SECTION I

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:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	Air Force Regulation 60-2	*	*
2	Higher Headquarters-directed Missions	195**	268**
	Maintain Hi-Jink Proficiency		
	Pace Setter III		
	Practice Bomb/Recon Competition		
3	Non-Combat Ready Crew Training	595	473
4	Combat Ready Crew Training	655	820
5	Staff Crew Proficiency	190	84
6	Standardization Checks (51-4)	60	76
		1500	1721***

* Air Force Regulation 60-2 requirements accomplished in conjunction with other types training.

** Included in subparagraphs 3 & 4.

*** Not to be construed as total flying time, since time flown in Priority 2 is included in Priorities 3 and 4. Total time 1615:15.

The following explanation is made of significant differences between programmed and accomplished flying time:

(2) Reference Priority 2: Pace Setter III time was overflowed due to the inclusion of nonready crews. This requirement for non-ready crew flying on Pace Setter III did not exist at the time

310-379

CONFIDENTIAL

0472

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

of programming.

- (3) Reference Priority 3: Much of the time flown by members of nonready crews could not be counted in this category, due to the time being flown with combat ready crews or 5X crews as fourth crew members.
- (4) Reference Priority 5: Much of the time flown by staff people could not be counted as 'Staff Crew Proficiency' time, because it was flown with other crews or as a member of a 5X crew. No provision was made for 5X time.

b. Weather or Local Conditions:

None.

c. Restrictive Directives:

None.

d. Combat Crew Member Gains and Losses:

(1) Crew members gained:

- (a) Two pilots - one PCS from 3516th Stu Tng Sq, Randolph AFB; one PCS from 3646th Plt Tng Sq, Lackland AFB.

(2) Crew members lost:

- (a) One aircom - grounded indefinitely.
- (b) One observer - grounded indefinitely.

e. Crew Member Changes:

- (1) Two aircoms - two N crews.
- (2) Four pilots - two Combat Ready crews; two IN crews.
- (3) Two observers - two IN crews.

f. New Crews:

- (1) IN-86 - 6 April 56
- (2) IN-87 - 6 April 56
- (3) IN-88 - 6 April 56

g. Crew Status Changes:

- (1) R-50 to L-50 - Upgraded - 10 April 56

310-379

2

CONFIDENTIAL

0 4 7 3

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

- (2) L-43 - Relieved from Standardization duty, 11 April 56
- (3) L-18 - Assigned as additional Standardization crew, 11 April 56
- (4) L-06 - Assigned as additional Standardization crew, 11 April 56
- (5) R-59 to N-59 - downgraded - 23 April 56
- (6) IN-67 to N-67 - upgraded - 23 April 56
- (7) IN-80 to N-80 - upgraded - 23 April 56
- (8) IN-81 to N-81 - upgraded - 23 April 56
- (9) IN-82 to N-82 - upgraded - 23 April 56
- (10) IN-86 to N-86 - upgraded - 23 April 56
- (11) IN-84 to N-84 - upgraded - 26 April 56
- (12) IN-85 to N-85 - upgraded - 26 April 56
- (13) N-80 to R-80 - upgraded - 30 April 56
- (14) N-81 to R-81 - upgraded - 30 April 56
- (15) N-82 to R-82 - upgraded - 30 April 56
- (16) N-86 to R-86 - upgraded - 30 April 56

FORECAST FOR UPGRADING

1. Number of Crews Assigned: Combat Ready 32, Non-Combat Ready 16.
2. Crew Numbers: R04, L06, L07, S08, L09, R10, R11, L12, L13, L18, S19, L20, R22, R25, L29, R31, L32, L35, L36, L37, R40, R41, L43, R44, L46, L47, L50, L52, R55, R57, N59, L61, N67, IN73, IN74, IN75, R76, IN77, IN79, R80, R81, R82, IN83, N84, N85, R86, IN87, IN88.
3. Forecast date of Combat Ready crews to be upgraded to Lead status:
Deleted.
4. Forecast date of Non-Combat Ready crews to be upgraded to Ready status:
N-59 Indefinite. Aircom flying status in doubt.

310-379

3

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

N67 15 May 56

N73 15 Jun 56

N74 31 May 56

N75 30 Jun 56

IN77 31 Jul 56

N79 15 Jun 56

N83 31 May 56

IN84 30 Jun 56

N85 15 May 56

N87 15 Jun 56

IN88 15 Oct 56

5. Explanations as to why upgrading not accomplished on date forecast:

Not applicable.

h. Standardization Crews:

(1) Senior Wing Standardization Crew: S-08

(2) Wing Standardization Crews: L37, L29, L06, L18, L36.

i. Materiel and Personnel Problems:

(1) Materiel:

(a) The following materiel items adversely affected the maintenance efforts in support of the monthly training program:

(1) Local MTD training courses for aircraft conversion program has affected manhour availability for direct support of aircraft maintenance. An average of three airmen per squadron per class are scheduled for MTD.

(2) An average of 4 aircraft per month were on 'Tango' status and not available for combat crew training.

Depot assistance was requested and received. Aircraft are still being worked on as of 1 May 1956.

(3) The temperature variations, combined with prop can filling techniques by maintenance personnel resulted in num-

310-379

4

CONFIDENTIAL

0 4 7 5

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

erous KC 97 sorties being delayed for takeoff or landing early because of excessive number of replenishments required to fill prop oil cans in flight. A concentrated instruction program on prop can refilling procedures is improving this condition.

- (4) Adjustment of propeller low-limit stops has created a workload for the propeller shop. Eight manhours were required per KC-97 aircraft and adjustment is required on all prop driven type aircraft assigned this station. Limiting factor was availability of only one propeller test stand to test propeller domes.
- (5) A lack of, or shortage of, aircraft parts was the greatest materiel weak spot during April. These items were critical--either depot stocks were low, or exhausted due to insufficient lead time being provided by contractors, or had not been provided for in planning requirements. Although there are no outstanding requisitions on these items at present, lack of timely depot action has adversely affected maintenance and supply efforts.

<u>Class</u>	<u>Stock No.</u>	<u>Name</u>	<u>Aircraft Affected</u>
01F	1aFH-8-4113-62	Pane Nesa	KC-97 51-345
05D	2366-165-0134-9230-1	Probe	B-47 146
16A	1600-013570015	Radio Collins	B-47 146
03C	4246-A2828799-2	Alt. Control Panels	B-47's
03F	4577-18401-8	Refrigeration Unit	B-47's
FED	1005-030-7731	Charger Gun	B-47's
FED	5929-5880100	Motor, Const. Speed	B-47's

3. The following materiel items adversely affect the supply effectiveness of the wing:

- (a) The 310th Field Maintenance Squadron is authorized ten battery chargers, stock number 8100-175342-9. These items were requisitioned on Base Supply Voucher Numbers 55-170973 and 55-171350. Base Supply requisitioned these items from the depot on Requisition Number 17A-55-318-AF832. Supply difficulty action request was submitted on 6 September 1955, Control Number 15-11. Action

5 **CONFIDENTIAL**

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

from depot was received; items were back-ordered against contractor, EDD 30 March 1956. Follow-up action was accomplished on the 26th of April 1956, and Base Supply notified that EDD was inadequate. Base Supply has requested supply status of this item from 8AF.

(b) Constant Speed Motors for Tracking Computers have been in short supply causing excessive AWP storage of computers and reducing pre-issue levels below safe operating levels. All supply action has been taken. Action under 67-3 was initiated 22 March 56. Depot stocks are exhausted. Depot support has been excellent, and through cannibalization of reparables at the depot, day by day support has prevented grounding of aircraft. Manufacturer deliveries are expected to begin approximately 15 May 1956 with shipment direct from manufacturer to the base.

2. Personnel:

(a) General: Shortages within five airman career fields are primary contributing deficiencies affecting the training accomplishments during April 1956. Deficiencies in the airmen field, in most cases, are due to low skill rather than in total number of personnel. Specific airman shortages are as follows:

(1) The wing is body manned 93% and effective manned 70.2% in the airman field. The shortage of 7-level supervisory/technician personnel is a continual factor in effective manning of the wing. Through continued and intensive OJT, utilization of MTDs, FTDs, and the attendance at formal training schools,

310-379

6

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

this deficiency can be lessened to an appreciable degree providing the wing does not lose 3/5-level airmen who are potential supervisors and/or technicians.

- (2) Shortage of 27 Bomb-Nav Systems mechanics/supervisors, particularly at the 7-level. There is 121% body manning and 72% effective manning in this field. The excessive shortage of supervisory personnel is considered detrimental to the maintenance mission of the wing. There are 92 hours backlogged work.
- (3) Shortage of 2 office machine repairmen. This wing has no office machine repair capability. The wing possesses 198 office machines, consisting of typewriters, adding and subtracting machines, and calculators. As a result of this deficiency, the wing must depend wholly on repair facilities of the 40th Bombardment Wing and contractual service maintenance.
- (4) Shortage of 15 electrical repairmen in the Field Maintenance Squadron, and skilled auto-pilot technicians in the Armament and Electronics Squadron. The low percentage of effectiveness in the overall electrical field is caused by the large number of 3-level airmen and the critical shortage of supervisory personnel. The Field Maintenance Squadron is body manned 73% and effective manned 36% in the electrical field. The auto-pilot field is body manned 100% and effectively manned 12%. The combined electrical maintenance activity has accumulated 170 manhours backlog. The body and ef-

310-379

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

fective manning in the total electrical field is
79% and 30%.

- (5) Shortage of skilled weapons mechanics with 100% body manning and 74% effective manning. The deficiency will be lessened by the upgrading of 3-level airmen; however, the minimum training period of 90 days is applicable in this area, to insure proficiency.
- (6) Shortage of 6 ground power repairmen with 76% body manning and 48% effective manning resulting in 1820 manhours backlog. A 12-hour day has been initiated to lessen this backlog to some degree. The shortage of 5-level airmen will eventually be lessened by the upgrading of 3-level airmen.

b. RECAPITULATION:

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>BODY MANNED</u>	<u>EFFECTIVE MANNED</u>
32130E	9	57		
32150B/C/D/E	53	53	121%	72%
32170E	36	9		
40130	1	0		
40150	1	0	0	0
42330	5	26		
42350	45	12	73%	36%
42370	6	3		
42330R	2	16		
42350R	11	0	100%	12%
42370R	4	0		
46230	4	13		
46250	24	12	100%	74%
46270	6	9		
47230	3	10		
47250	17	5	76%	48%
47270	5	4		

310-379

8

CONFIDENTIAL

0 4 7 0

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

j. SAC Minimum Training Requirements:

Not applicable this month.

k. Deleted.

l. Non-Combat Ready Crew Training:

Non-Combat Ready crew training compared favorably with combat ready crew training this month.

m. Deleted.

n. Deleted.

o. Comments or Recommendations of the Wing Commander:

During the April Special Training Month the wing effort was directed toward upgrading non-combat ready crews. Four crews were upgraded to combat ready status as a result of our intensive program of nonready crew training. A total of 1965 individual hours were flown by personnel assigned to nonready crews or awaiting assignment to such crews. Practically all sorties carried a nonready crew member in the fourth man position.

This unit continues to receive higher headquarters commitments after our monthly operations/maintenance plans have been made firm. This results in an exorbitant number of man-hours being expended on replanning the monthly schedule. The key operations and maintenance personnel involved in this constant replanning are also the ones who should be implementing and supervising the plan for the current month. It is obvious that we are losing much of our effective utilization of staff and supervisory personnel under such circumstances. As of 30 April this unit did not have sufficient ordered mission information on which to base a sound plan for the month of May.

The 'Hair Clipper' type missions that this wing has been directed to fly are worth very little on the basis of utili-

318-379

20

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

zation of flying time under the SAC Management Control System.

It is recommended that units involved in this project be credited with hour for hour utilization on 'Hair Clipper' missions.

It is recommended that the Mass Night Air Refueling requirement included in the new SAC Regulation 50-8 be modified so as to reduce the requirement for twelve or more aircraft. As it now reads, the regulation requires three cells of four aircraft each. This is obviously designed with EWP and USCM-type missions in mind. Although all units have been relieved of the USCM requirement for this quarter, missions approximating USCM's in planning and execution will be necessary to complete this requirement. In any quarter, there will be crews who cannot participate in the USCM due to leave, SEG, DNIF crew members, etc, and thus cannot fulfill this requirement. Therefore, recommend that formations of four aircraft be allowed credit for 'mass night air refueling' by making prescribed rendezvous, and refueling as though part of a larger formation.

The wing accomplished 7,758 student hours on SAC Manual 66-12 and 1, 363 student hours on Training Film, "Planned Maintenance Inspection of USAF Aircraft", in April. In order to conduct normal flying and other training commitments it was necessary to conduct 66-12 training before and after normal duty hours.

The Field Training Detachment (MTD's) was not capable of supporting the 66-12 instructor requirement. Well-qualified maintenance personnel from within wing resources were used for this training.

The Airborne B-47 ECM program will begin with the arrival of new aircraft. Considerable progress has been made by the ECM Section in preparation for this new capability. None of the air-

310-379

CONFIDENTIAL
10

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

craft now assigned carry ECM equipment.

The Phase V has been completed and space allocated for ECM administration, flight planning, classroom, library, and trainer.

No ECM equipment has been received at the present time but quantities and approximate delivery dates have been indicated in the SAC ECM allocation schedule.

Capsule crew member status is as follows:

<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>TO ARRIVE SOON</u>
9 Officers	0 Officers	4 Officers
9 Airmen	7 Airmen	2 Airmen

310-379

CONFIDENTIAL

0482

310th Bombardment Wing, Medium, - 1 April through 30 April 1956

HJ JINKS

<u>CR NO</u>	<u>GRD CHK</u>	<u>AIR CHK</u>	<u>RBS APR</u>	<u>RBS TO DATE</u>	<u>CAM RUNS APRIL</u>	<u>CAM RUNS TO DATE</u>	<u>DATE OR EXPECTED DATE OF CHECKOUT</u>
R04	Yes	Yes	0	2	0	0	14 Mar 56
L06	Yes	Yes	0	2	0	1	19 Mar 56
L07	Yes	Yes	0	3	0	0	16 Dec 55
S08	Yes	Yes	0	1	0	0	16 Mar 56
L09	Yes	Yes	0	2	0	2	6 Mar 56
R10	Yes	Yes	0	3	0	0	29 Feb 56
R11	Yes	Yes	0	3	0	0	16 Dec 56
L12	Yes	Yes	0	3	0	0	14 Mar 56
L13	Yes	Yes	0	1	0	1	22 Mar 56
L18	Yes	Yes	0	3	0	0	17 Oct 55
S19					Reassigned PCS and currently TDY		Not Projected
L20	Yes	Yes	0	2	0	2	15 Mar 56
R22	Yes	Yes	0	3	0	0	21 Dec 55
R25	Yes	Yes	0	3	0	0	14 Dec 55
L29							May 56
R31	Yes	Yes	0	2	0	1	19 Mar 56
L32							May 56
L35	Yes	Yes	0	2	0	0	13 Mar 56
L36	Yes	Yes	0	3	0	1	14 Dec 55
L37	Yes	Yes	0	4	0	1	14 Dec 55
R40	Yes	Yes	0	1	0	0	27 Dec 55
R41	Yes	Yes	0	2	0	1	9 Mar 56
L43	Yes	Yes	0	2	0	0	14 Dec 55
R44	Yes	Yes	0	1	0	1	14 Mar 56
L46	Yes	Yes	0	2	0	1	16 Mar 56
L47	Yes	Yes	0	3	0	1	15 Mar 56
L50	Yes	Yes	0	4	0	3	7 Oct 55
L52							May 56

310-379

0483

310th Bombardment Wing, Medium - L April through 30 April 1956

R55	Yes	Yes	0	2	0	0	29 Dec 55
R57	Yes	Yes	0	2	0	0	15 Mar 56
N59							May 56
L61	Yes	Yes	0	3	0	0	19 Dec 56
IN67	Yes	Yes	0	3	0	0	15 Jun 56
IN73							Not Projected
IN74							31 Jul 56
IN75							Not Projected
R76							1 May 56
IN77							Not Projected
IN79							15 Jul 56
R80							30 May 56
R81							1 Jun 56
R82							1 Jun 56
IN83							1 Jul 56
IN84							1 Jul 56
N85							30 Jun 56
R86							Jun 56

*Opared Col
for S. W. WELLS
Colonel, USAF
Commander*

310-379

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

SECTION II

1. FLYING TRAINING PROGRAM:

- (a) The 310th Bombardment Wing flying training program for the special training month of April 1956 had the following 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 Strategic Air Command Regulation 50-8.

- (b) The program was based on the following data:

	Projected	Actual	%
(1) Total allocated flying time	1500	1616	108.5
(2) Total aircraft available	40	43	107.3
(3) Average flying time/aircraft available	37.5	37.5	100

- (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:

1	Air Force Regulation 60-2	*	*
2	Higher Headquarters-directed Missions	195**	268**
	Maintain Hi-Jink Proficiency		
	Pace Setter III		
	Practice Bomb/Recon Compet'n		
3	Non-Combat Ready Crew Training	595	473
4	Combat Ready Crew Training	655	820
5	Staff Crew Proficiency	190	84
6	Standardization Checks (51-4)	60	76

3/8-329

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

* Air Force Regulation 60-2 requirements accomplished
in conjunction with other types training.

** Included in subparagraphs 3 and 4.

- (d) Any difference between the projected and actual flying time for each item in paragraph 1 (c) above is explained in detail below:
- (1) Reference Priority 2: Pace Setter III time was overflown due to the inclusion of nonready crews. This requirement for nonready crew flying on Pace Setter III did not exist at the time of programming.
 - (2) Reference Priority 3: Much of the time flown by members of nonready crews could not be counted in this category, due to the time being flown with combat ready crews or 5X crews as fourth crew members.
 - (3) Reference Priority 5: Much of the time flown by staff people could not be counted as "Staff Crew Proficiency" time, because it was flown with other crews or as a member of a 5X crew. No provision was made for 5X time.

2. Specialized Observer Training Requirements:

CREW NO	CE		CEA		CE		CEA	
	VIS	REL	VIS	REL	NITE	CEL	NITE	CEL
R04					11		11	
L06					10		10	
L07								
S08	2000		2000		1		6.5	
					12			
L09	550		613		1.5		1.5	
	675							
R10	830		948		13		11	
	1065				9			
R11	590		640		10		10	
	690							

310-379

2

CONFIDENTIAL

0486

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

L12		11	11			
L13	1410 1260	1338	10 5	7.5	2	2
L18			22 10	16		
S19						
L20			10	10		
R22			13	13		
R25			10	10	14	14
L29						
R31	475 1410 1460	1115	6	6		
L32			3 ***	3	***	
L35	870 450	660	2 11	6.5	22	22
L36			11	11		
L37			12	12		
R40			12	12		
R41			8 2	5		
L43						
R44			9	9		
L46			15	15	64	64
L47			15	15		
L50	760 750	755	19	19	4	4
L52			1	1		
R55			7	7	23	23
R57			9	9		
*N59			17	17		
L61			18	18	7	7
N67			16	16		

310-379

3

CONFIDENTIAL

0482

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

IN73	2000 900 920 505	1081	23	23	
IN74	350 1005 860 980 650 740 175 555	707			
IN75					
R76		13 17	15	34 5	19.5
IN77		20	20		
IN79		9	9		
R80	380 260 350 360 275 1010	439	10 16	13 24	10 17
** R81			17 15	16	10 10 25
R82	** 220 335 615 1130 1100 330 635 195	570	35	35	19 ** 16 17.5
IN83	805 960 1125 1450 875 650 350 355	821	5 23	14	42 42
N84	1930 815 680 300	931	10 6	8	23 23

310-379

4
CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

N85	550	759	30	16.5	10	15
	625		10		20	
	1050		9			
	900					
	1030					
	225					
	690					
	1000					
R86	640	401	6	6	36	36
	340					
	400					
	225					
IN87	920	635	8	9.5		
	350		11			
IN88						
TOTALS	15,251		306		155	
	953 CEA		9.3 CEA		19.3 CEA	

* Accomplished as Ready Crew

** Accomplished as Non-Combat Ready Crew

*** Accomplished at SES, Scores unavailable

**** Totals do not include Non-Combat Ready crew activity.

A general explanation is offered for Special Training Month required items not completed. After the meeting at SAF at which Special Training Month observer requirements were decided upon, this wing was directed to maintain an intensive program of upgrading Non-Combat Ready crews to Ready status during April. First priority as to flying time for this program was emphasized. Such emphasis naturally had an adverse effect on combat ready crew accomplishments.

It was decided that each crew to fly Pace Setter III would fly the route twice on practice missions before the actual mission. These sorties were not always conducive to accomplishment of other required items.

Other routine and usual deterrents were cloud cover, (visual releases only) leave, DNIF status, SEG, malfunctioning cameras, poor film, etc.

*D. P. Wood Col*For
S. W. WELLS

COLONEL, USAF

COMMANDER

310-379

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

3. GROUND TRAINING:

- (a) Ground Training for Aircrew Personnel
(1) Number of crews responsible for Phase I Ground Training

Requirements in accordance with SAC REG 50-24: 51

- (2) Number of crews that completed Phase I: 49

- (b) Ground Training for Non-Aircrew Personnel:

- (1) Percent of applicable personnel that completed Phase I Ground Training Requirements in accordance with SAC

REG 50-24: 96.8

4. MAINTENANCE GROUND TRAINING:

- (a) The following indicates total personnel completing training indicated:

(1) SAC MANUAL 66-13 Training 1293

(2) Training Film 1-5034, Planned Inspection 1363

(3) Fuel Cell Repair *

* It was discovered upon receipt of the eight hour requirement for fuel cell repair training that there was no one in either the 310th or 40th Bomb Wings who was familiar with or trained in this subject. Arrangements are being completed to send fuel cell specialists from both wings to the Boeing plant at Wichita, Kansas for schooling on this subject. Training should be completed in May.

310-379

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH April 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						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS		RADAR		VISUAL		IBDA RUNS		NIGHT CELESTIAL				OTHER LEGS						
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	HIGH LEVEL BREAKAWAY	BOMB RELEASE (20-90)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	DAY CEL.	RADAR	UNREASONABLE 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	70-74	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	BO47E	03	22	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L29	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L37	BO47E	03	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L43	BO47E	02	15	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L06	BO47E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L18	BO47E	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L36	BO47E	05	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SQSTD SUPTOT	BO47E	12	81	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S19	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L06	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L18	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L36	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L07	BO47E	03	23	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L09	BO47E	05	24	-	-	-	-	-	-	-	-	-	-	-	-	02	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L12	BO47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

310-3375

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH April 1976		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								
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS RADAR	IBDA RUNS TOTAL GPI	HIGH LEVEL HIGH & LOW LOW	DORN RELEASE (N=12)	NIGHT CELESTIAL				OTHER LEGS								
				1	2	3	4	5	6	7	8	9	10					TOTAL RELEASES	1	2	3	4	5	NO. OF LEGS DAY CEL.	GRID 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
L13	B047E	05	28	-	-	-	-	-	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-	-	-	02	-	01	-	-
L20	B047E	05	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-
L32	B047E	10	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-
L35	B047E	07	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-
L43	B047E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01	-	-
L46	B047E	07	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-
L47	B047E	05	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-
L52	B047E	11	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-
L61	B047E	05	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-
L50	B047E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-
L&S CR SUBTOTL	B047E	67	374	-	-	-	-	-	-	-	-	-	-	-	-	-	11	27	-	-	-	-	-	-	-	11	03	05	-	-
R50	B047E	02	11	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	01	-	01	-	-
R04	B047E	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-
R10	B047E	06	37	-	-	-	-	-	-	-	-	-	-	-	-	-	02	03	-	-	-	-	-	-	-	02	-	-	-	-
R11	B047E	04	28	-	-	-	-	-	-	-	-	-	-	-	-	-	02	01	-	-	-	-	-	-	-	01	-	-	-	-
R22	B047E	06	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	01	-	-	-	-

SAC FORM 16 NOV 64 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-64(S) (When Filled In) **CONFIDENTIAL**

310-379

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH April 1956		PAGE NO. 3		NO. OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12					
GENERAL				BOMBING										C.											
1	2	3	4	5										NAVIGATION				10							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS				11							
				1	2	3	4	5	6	7	8	9	10	TOTAL	RADAR	7	8	NIGHT CELESTIAL							
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	100A RUNS	HIGH LEVEL BREAKAWAY	NOON RELEASE (M-191)	OTHER LEGS				
R25	B047E	07	35	--	--	--	--	--	--	--	--	--	--	--	01	--	02	--	--	--	GRID				
R31	B047E	04	31	--	--	--	--	--	--	--	--	--	--	--	03	--	--	--	--	--	CELESTIAL GRID				
R40	B047E	03	15	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	PATTERN				
R41	B047E	06	33	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	PATTERN				
R44	B047E	04	23	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	PATTERN				
R55	B047E	02	15	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	PATTERN				
R57	B047E	04	27	--	--	--	--	--	--	--	--	--	--	--	04	--	--	--	--	--	PATTERN				
R76	B047E	07	55	--	--	--	--	--	--	--	--	--	--	--	04	02	--	--	--	--	PATTERN				
R80	B047E	01	06	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	PATTERN				
R81	B047E	01	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PATTERN				
R82	B047E	01	08	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	PATTERN				
R86	B047E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PATTERN				
R59	B047E	04	28	--	--	--	--	--	--	--	--	--	--	--	09	--	--	--	--	--	PATTERN				
CB7 CR SUBLOT	B047E	66	409	--	--	--	--	--	--	--	--	--	--	--	13	29	02	--	--	--	PATTERN				
N80	B047E	02	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	PATTERN				
N81	B047E	03	22	--	--	--	--	--	--	--	--	--	--	--	03	--	--	--	--	--	PATTERN				

Air Force - SAC, OMEWS Q-494(83) When Filled In

~~CONFIDENTIAL~~

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH April 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										6		7	8	9	10				11						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS		RADAR	VISUAL	IBDA RUNS	HIGH LEVEL BREAKAWAY	SECOND RELEASE (N/A)	NIGHT CELESTIAL				OTHER LEGS				
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL						GPI	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
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	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101
N82	B047E	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N86	B047E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N59	B047E	03	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N67	B047E	03	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N84	B047E	03	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N85	B047E	02	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON CBR SUBTOP	B047E	19	125	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WING TOTALS	B047E	167	1011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN73	AC	S	-	4	-	-	-	P	S	-	-	0	50%	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN74	AC	X	-	28	-	-	-	P	S	7	-	0	40%	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN75	AC	S	-	-	-	-	-	P	S	-	-	0	30%	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN77	AC	S	-	-	-	-	-	P	S	7	-	0	50%	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN79	AC	80%	-	25	-	-	-	P	S	-	-	0	50%	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN83	AC	90%	-	58	-	-	-	P	40%	0	-	0	80%	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IN87	AC	50%	-	45	-	-	-	P	S	-	-	0	60%	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SAC FORM 10 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-494(53) (When Filled In)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT 310th Bombardment Wing, Medium										MONTH April 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								
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SOUTIES	FLYING TIME	VISUAL RELEASES										PHOTO-SCORED ATTACKS		IDA RUNS		HIGH LEVEL BREAKAWAY	SLOW RELEASE (INV)	NIGHT CELESTIAL				OTHER LEGS						
				1	2	3	4	5	6	7	8	9	10	TOTAL MILES	RADAR	GPI	VISUAL			1	2	3	4	5	DAY CEL.	GRID CEL.	DAY 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
IN88	AC	ER		P	ER		O	ER																						
NON CBR PRACT	RO47E	96	601	-	-	-	-	-	-	-	-	-	-	-	80	105	-	03	-	-	-	-	-	-	-	1	20	16	02	-
CBR CR PRACT	RO47E	148	886	-	-	-	-	-	-	-	-	-	-	-	25	59	-	02	-	-	-	-	-	-	-	41	03	11	-	-
NON CBR PRACT	RO47E	19	125	-	-	-	-	-	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	09	-	02	-	-
1 CHIEF OF STANDBOARD, 5 ASSISTANT STANDBOARD CREWS, 1 SELECT CREW, 13 LEAD CREWS, 15 COMBAT READY CREWS, 4 NON-READY CREWS AND 8 "IN" CREWS.																														
SAC FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.																														
Air Force - SAC, Offutt D-484(CSY) (When Filled In)																														

CONFIDENTIAL

350-329

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT 310th Bombardment Wing, Medium			MONTH April 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										
CREW NUMBER		RENDIEVOUS		REFUELINGS								MAXIMUM LOAD		MAXIMUM LOAD TOTALS		PERCENT FIRE-OUT		TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		NO. OF FIESTER ATTACKS		GUNNERY		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	J. NO. OF MISSIONS	1	2	3	LOADED	FIRIED	PER CENT FIRE-OUT	1	2	3	4	1	2	3	4	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	23-24	29-34	39-40	43-44	46-48	50-51	53-55	56-58	60-61	63-64	66-67	68-69	71
S08		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L29		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L37		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L43		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L06		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L18		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L36		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
SCSTBD SUB101		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
S19		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L06		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L18		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L36		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L07		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L09		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
L12		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT			MONTH			PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL															
D. GENERAL		E.		REFUELING						F.			GUNNERY			H.		CRUISE CONTROL		I. SIM CRSE																	
12		13		14						15			16			17		18		19		20		21													
				REFUELING						MAXIMUM LOAD			MAXIMUM LOAD TOTALS																								
				REFUELINGS						PER VUL FIRE-OUT			TOTAL ROUNDS			NO. OF FIGHTER ATTACKS		NO. OF SUBMIS		PERFORMANCE INDEX		MISSIONS															
				TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT																			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	TOTAL	NO. OF MISSIONS	LOADED	FIRED	OVERALL PRECISELY FIRE-OUT	NUMBER	1	2	3	4	TOTAL NUMBER	UNSUPER LONG RANGE	SUPER LONG RANGE	HORN-LONG RANGE	SIMULATOR COURSE
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	30-37	39-40	43-48	45-48	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71	
L13		02	02	-	-	02	02	-	-	-	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L20		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
L32		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L35		01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
L43		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
L46		01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
L47		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
L52		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
L61		02	02	01	01	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
L50		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
L&S CR SUBTOT		05	06	01	01	04	04	-	-	01	01	04	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
R50		01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
R04		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
R10		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
R11		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-															
R22		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																

SAC FORM 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Other 0-48(3) (When Filled In)

CONFIDENTIAL

310-379

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II										UNIT 310th Bombardment Wing, Medium				MONTH April 1955		PAGE NO. 3		NO. OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12														
D. GENERAL		E.		REFUELING						F.			GUNNERY			H. CRUISE CONTROL			I. H.SIM CRSE															
12		13		RENDZVOUS		REFUELINGS						15			16			17			18			20										
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	MAXIMUM LOAD TOTALS			TOTAL ROUNDS			OVERALL PERCENT FIREROOT	NUMBER OF FIGHTER ATTACKS	GUNNERY	PERFORMANCE INDEX			MISSIONS											
											ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.				ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	1	2	3	LOADED	FIREROOT	19	2	3	4	TOTAL NUMBER	SUPER LONG RANGE	LONG RANGE	NON-LONG RANGE	SIMULATOR COURSE
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	23-26	29-34	16-37	39-40	43-44	45-48	50-52	53-55	56-58	60-61	63-64	66-67	58-69	71
R25	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R76	01	01	-	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
R80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
R81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
R82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
R86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
R59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
CR SUBTOT	03	03	-	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-									
N80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
N81	01	01	01	01	01	01	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-										

SAC FORM 15 NOV 54 1844 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office 0-488/357 (When Filled In) **CONFIDENTIAL**

310-379

CONFIDENTIAL *(When Filled In)*

Air Force - SAC, Office (0483)(1) When FILED (in) **CONFIDENTIAL**

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART II										UNIT			MONTH			PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL															
D. GENERAL	E. REFUELING									310th Bombardment Wing, Medium			April 1956			5		5		3-SAC-T12															
CREW NUMBER	12		13		14					F. GUNNERY			G. CRUISE CONTROL			H. SIM CRSE																			
	RENDZVOUS		REFUELINGS					MAXIMUM LOAD			MAXIMUM LOAD TOTALS			PERFORMANCE INDEX			21																		
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		TOTAL LOAD		NO. OF FIGHTER ATTACKS		NO. OF DUMMIES		MISSIONS										
ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	39-34	39-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
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	39-34	39-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71	
IN88	AC	ER			P	ER			0	ER																									
XXXXX	20	20	03	03	32	32	-	-	06	06	13	13	32	32	-	-	-	-	02	-	-	-	-	01	-	-	-	-	-	01	01	-	-	-	
CBR CR PRACT	09	01	01	05	05	-	-	-	01	01	05	05	-	-	-	-	-	-	02	-	-	-	-	06	-	-	-	-	-	01	01	-	-	-	
NON CBR PRACT	02	02	02	01	01	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-		
1 CHIEF OF STANDBOARD, 5 ASSISTANT STANDBOARD CREWS, 1 SELECT CREW, 13 LEAD CREWS, 16 COMBAT READY CREWS, 4 NON-READY CREWS AND 8 "IN" CREWS.																																			

SAC FORM 18 NOV 54 1840 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office D-488(CS) (When Filled In)

CONFIDENTIAL

310-312

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III												UNIT			MONTH			PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL														
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.	ACG.	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 MISSION ACCOMP.		EMERGENCY PROCEDURE DRILL		NIGHT GOLF MISSIONS		DEPRESSED SURFACE FLYING		ASSISTED TAKE-OFFS		GLOBAL MISSIONS		MONTH COMPLETED EAST STANDARDIZATION	
	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.			ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.	ATT.	ACG.				
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	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61									
S08																														NOV						
L29																														DEC						
L37																														JAN						
L43																														NOV						
L06																														MAR						
L18																														JAN						
L36																														NOV						
SQSTBD SUBTOT	NOT APPLICABLE																																			
S19																														NOV						
L06																														MAR						
L18																														JAN						
L36																														NOV						
L07																														MAR						
L09																														DEC						
L12																														NOV						

SAC FORM 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56)

(When Filled In)

CONFIDENTIAL

310 - 375

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III										UNIT		MONTH			PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL																
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 SCOPE MISSIONS		AIR MISSIONS ACCOUNTS		ENEMY PROCEDURE DUTY		NIGHT FLIGHTS		DEBRIEFED FLYING		ASSISTED TAKEOFFS		GLOVE TAKES OFFS		MONTH COMPLETED LAST STANDARDIZATION CHECK		
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	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								
L13																																			
L20																																			
L32																																			
L35																																			
L43																																			
L46																																			
L47																																			
L52																																			
L61																																			
L50																																			
L&S CR SUBTOT																																			
R50																																			
R04																																			
R10																																			
R11																																			
R22																																			

NOT APPLICABLE

644-001

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III				UNIT		310th Bombardment Wing, Medium				MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL												
I. GRAL	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											
CREW NUMBER	LARGE SCALE	TRI-METROGON		ATT.	ACC.	26	27	28	29	30	31	32	33	34	35	36	37	38	39									
	ATT.	ACC.	ATT.	ACC.	ATT.	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 CALLS	NIGHT CELL MISSIONS	DEPRESSED FLYING	ASSISTED TAKEOFFS	GLOBE TRAVERS	MONT 4 COM- MONT 4 COM- MONT 4 COM- MONT 4 COM-									
22	23	24	25			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	39	
6-10	11-13	14-16	17-19	20-22	25-28	31-34																						
R25																												
R31																												
R40																												
R41																												
P ^{1/4}																												
R55																												
R57																												
R76																												
R80																												
R81																												
R82																												
R86																												
R59																												
R CR SUBTOP																												
N80																												
N81																												

Air Force - SAC, OSAF: O-9256 (When Filled In)

CONFIDENTIAL

/666-015

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III										UNIT 310th Bombardment Wing, Medium						MONTH April 1956			PAGE NR 4			NR OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12																
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 RDS RUNS			ACTUAL PHOTO FLASH RUNS			SIM. PHOTO FLASH RUNS			IP-TARGET RUNS		NR OF RADAR ROUTE MISSIONS		AIR MISSIONS ACCOMP		EFFICIENCY PROBLEMS		NIGHT CELL MISSIONS		DIPPER- SUNDED FLYING		ASSISTED TAKOFFS		GLOBE TROTTER MISSIONS		MONTH COM- STANDBY- IZATION CHECK		
	ATT.	ACC.	ATT.	ACC.			ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	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													
N82																																								
N86																																								
N59																																								
N67																																								
N84																																								
85																																								
NON CBR SUBTOP	NOT APPLICABLE																																							
WING TOTALS	NOT APPLICABLE																																							
IN73	AC	S			P	S			0	50%	0																													
IN74	AC	X	28		P	S	7		0	40%	47																													
IN75	AC	S			P	S			0	30%	67																													
IN77	AC	S			P	S	7		0	50	5																													
IN79	AC	80%	25		P	S			0	50	48																													
IN83	AC	90%	58		P	40%	0		0	50	48																													
IN87	AC	50%	45		P	S			0	60%	65																													

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III												UNIT 310th Bombardment Wing, Medium			MONTH April 1956			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							
		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.	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 CHNL	NIGHT CELL MISSIONS	OPREP-SURIZED FLYING	ASISTED TAKEOFFS	GLOBE TROTTER MISSIONS	MONTH COMPLETED LAST VALORIZATION CHECK		
						ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	33	34	35	36	37	38	39
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	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	
IN88	AC	ER			P	ER								ER														
XXXX																						-	021	-	010	-	-	-
CBR OR PRACT																						-	017	-	019	-	-	-
NON CBR PRACT																						-	005	-	001	-	-	-
NOT APPLICABLE																												

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT 310th Bombardment Wing, Medium										MONTH April 1956		PAGE NR 1		NR OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12											
Q. GENERAL R.		41		42		43		TAKE-OFFS				LANDINGS				PILOT PROFICIENCY				ILAS				APPROACHES				FORMATION				S. MISCELLANEOUS					
CREW NUMBER	NR OF PILOT PROFICIENCY HOURS	NR OF PILOT PROFICIENCY HOURS		ACFT CONDR		CO-PILOT		GCA				CO-PILOT				ACFT CONDR				CO-PILOT				ACFT CONDR				CO-PILOT									
		ACFT CONDR	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	PIR	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FLYER 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	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
L29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L37	-	-	003	-	03	-	03	-	-	-	02	-	02	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
L43	-	-	002	-	01	-	01	-	01	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
L6	-	-	001	-	01	-	01	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
L18	-	-	001	-	01	-	01	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
L26	-	-	004	001	05	03	08	01	11	12	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
SQSTBD SUBTOT	-	-	011	001	11	03	14	02	11	13	07	-	07	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
S19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
L06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
L18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-													
L36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-														
L6	-	-	003	-	03	-	03	01	-	01	04	-	04	-	03	03	-	-	-	-	-	-	06	-	-	015	015	-									
L09	-	-	003	002	03	03	06	02	08	10	02	-	02	-	-	-	-	-	-	-	-	-	01	-	-	-	-	001									
L12	-	-	002	001	03	-	03	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-												

SAC FORM 1 AUG 48 184c PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, OFFICE O-93(54) (When Filled In)

CONFIDENTIAL

6-15-1976

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT										MONTH										PAGE NR		NR OF PAGES				REPORTS CONTROL SYMBOL			
Q. GENERAL		R.		41		42		43		44		PILOT PROFICIENCY										April 1956		2		5				3-SAC-T12									
CREW NUMBER	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	TAKE-OFFS		LANDINGS						45		GCA		46		ILAS		47		48		APPROACHES		FORMATION		49		50		MISCELLANEOUS							
				FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	FULL STOP	TOUCH AND GO	AIRBORNE RADAR	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FLUTTER ATTACK Missions	S1	S2	S3	S4	S5	S6												
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									
L 13	-	-	003	001	03	-	03	-	02	02	02	-	02	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L 20	-	-	003	-	05	-	05	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
L 32	-	-	009	001	10	02	12	-	-	-	04	01	05	-	01	01	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-					
L 35	-	-	007	001	07	04	11	01	01	02	03	04	07	-	02	02	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-						
L 43	-	-	001	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-						
L	-	-	007	-	07	01	08	-	01	01	02	-	02	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-							
L 47	-	-	002	003	02	-	02	03	01	04	01	01	02	03	03	06	-	04	04	-	04	04	02	-	-	-	-	-	-	-	-	-							
L 52	-	-	008	002	07	-	07	03	-	03	-	01	01	01	-	01	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-							
L 61	-	-	003	-	03	-	03	-	-	-	01	-	01	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-										
L 50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	021	021	-												
L & S CR SUBTOT	-	-	051	011	54	10	64	10	13	23	23	07	30	06	09	15	-	04	04	-	04	04	11	08	-	-	-	129	129	002									
R 50	-	-	001	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
R 04	-	-	004	-	04	-	04	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-												
R 10	-	-	005	-	05	-	05	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-														
R 11	-	-	003	001	03	-	03	01	09	10	02	-	02	01	03	-	-	-	-	-	-	-	01	-	-														
R 22	-	-	004	-	04	-	04	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	-																

SAC : FORM 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Office O-93(54) (When Filled In)

CONFIDENTIAL

310-379

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT 310th Bombardment Wing, Medium										MONTH April 1958				PAGE NR 3		NR OF PAGES 5				REPORTS CONTROL SYMBOL 3-SAC-T12			
Q. GENERAL		R.		41		42		43		44		45		46		47		48		49		50		MISCELLANEOUS									
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	ACFT COMDR	CO-PILOT	TAKE-OFFS				LANDINGS				PILOT PROFICIENCY				GCA				ILAS				APPROACHES				FORMATION				
					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 PROBES	PRI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE			
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	60-51	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			
R25	-	-	007	-	07	-	07	-	-	-	02	02	04	-	01	01	-	-	-	-	-	-	-	-	-	-	001	001	-				
R31	-	-	004	-	04	-	04	-	-	-	01	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R40	-	-	003	-	01	-	01	-	-	-	02	-	02	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-				
R41	-	-	005	-	06	-	06	-	-	-	01	02	03	-	-	-	-	-	01	01	-	-	-	04	-	-	-	-	-				
R44	-	-	004	-	04	02	06	-	-	-	01	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R5	-	-	002	-	02	-	02	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R57	-	-	004	-	04	-	04	-	-	-	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R76	-	-	008	-	08	05	13	-	05	05	02	-	02	-	01	01	-	01	01	-	01	01	-	-	-	-	01	01	-				
R80	-	-	001	-	01	-	01	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-				
R81	-	-	001	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R82	-	-	001	01	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R59	-	-	004	-	04	-	04	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
CBR CR BTOT	-	059	002	60	07	\$7	01	14	15	27	05	32	03	04	07	-	02	02	-	01	01	09	01	-	-	-	014	014	-				
N80	-	-	002	-	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
N81	-	-	002	-	02	-	02	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	002	002	-				

SAC : FORM 184C PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, OFFICE O-93(56) (When Filled In)

CONFIDENTIAL

646-016

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT 310th Bombardment Wing, Medium					MONTH April 1956					PAGE NR 4		NR OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12									
Q. GENERAL R.		41		42		43		44		45		46		47		48		49		50		51		52		53		54		55		56	
CREW NUMBER	NR OF PILOT PROFICIENCY MIN. HOURS	NR OF PILOT PROFICIENCY MIN. HOURS	TAKE-OFFS		LANDINGS		GCA		ILAS		APPROACHES		FORMATION		AEROBATIC MANOEUVRES		DRY OUT		DRY CONTACTS ATTEMPTED		DRY CONTACTS SUCCESSFUL		FLIGHTER ATTACHMENTS										
			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	PHI	TOTAL TIME	HIGH ALTITUDE	SAC	OFFICER	NON-CBR SUBSTITUT	NON-CBR SUBSTITUT	NON-CBR SUBSTITUT	NON-CBR SUBSTITUT					
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			
N82	-	-	001	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01	-	01		
N85	-	-	002	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02		
N59	-	-	003	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03		
N67	-	-	003	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03		
N84	-	-	003	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03	-	03		
5	-	-	002	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02	-	02		
NON-CBR SUBSTITUT	-	018	-	18	-	18	-	18	-	18	-	12	-	12	-	12	-	12	-	12	-	12	-	12	-	12	-	12	-	12	-	12	
WING TOTALS	-	112	014	144	20165	13	38	51	71	32	83	09	15	48	-	01	14	-	05	16	24	08	07	-	17	17	30	-	002	002	002		
IN73	AC	S			P	S			P	S		O	50%	55																			
IN74	AC	X	28		P	S	7		P	S		O	40%	47																			
IN75	AC	S			P	S			P	S		O	30%	67																			
IN77	AC	S			P	S	7		P	S		O	50%	51																			
IN79	AC	80%			P	S			P	S		O	50%	48																			
IN83	AC	90%	58		P	40%	0		P	S		O	80%	65																			
IN87	AC	50%	45		P	S			P	S		O	60%	61																			

SAC FORM 184C PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, OFFICER O-93(56) (When Filled In) **CONFIDENTIAL**

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV								UNIT 310th Bombardment Wing, Medium												MONTH April 1956				PAGE NR 5		NR OF PAGES 5		REPORTS CONTROL SYMBOL 3-SAC-T12																							
Q. GENERAL R.				41				42				43				44				PILOT PROFICIENCY				45				46				47				48				5.				MISCELLANEOUS							
CREW NUMBER	NR OF PILOT PROFICIENCY HOURS	NR OF PILOT PROFICIENCY HOURS	ACFT COMCR	TAKE-OFFS				LANDINGS				GCA				ILAS				APPROACHES				FORMATION				49				50				51		52		53		54		55		56					
				ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT CONDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	GND OUT	TOTAL TIME	HIGH ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER MISSIONS	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	59-61	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																					
TM08																																																			
XXXX	-	-	087	013	88	87	181	09	47	56	48	18	66	02	17	19	-	-	-	-	-	08	01	01	-	-	279	279	001																						
CPR CR FRACT	-	-	124	014	128	20	148	13	38	51	59	12	71	09	14	23	-	06	06	-	05	05	23	09	-	-	-	159	159	002																					
NON CBR PRACT	-	-	018	-	18	-	18	-	-	12	-	12	-	02	02	-	-	-	-	-	01	-	01	-	-	002	002	001																							
1 CHIEF OF STANDBOARD, 5 ASSISTANT STANDBOARD CREWS, 1 SELECT CREW, 13 LEAD CREWS, 16 COMBAT READY CREWS, 4 NON-READY CREWS, AND 8 "IN" CREWS.																																																			

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

PART VII: DIVISION COMMANDER'S REMARKS

1. During IFR traffic at this station, particularly when cloud tops extend between 10,000 and 20,000 feet, extreme delays are experienced by tactical aircraft endeavoring to depart on scheduled time, in conformance with the 60-9 schedule. During the month of April, the above-stated weather conditions existed on only one day. However, on that day (23 April 1956) between the hours of 0800 and 2400, a total of 38 tactical IFR clearances were filed. Of these 38 clearances, which were to depart with a controlled takeoff time, 28 aircraft were delayed due to saturation of the Kansas City Air Route Traffic Control Center and their incapability to provide clearances after aircraft were taxied out and ready for takeoff. Delays experienced were as high as 2-1/2 hours and as low as three to four minutes. The majority of delays were in the area of 15 to 30 minutes, and 30 minutes to one hour. During periods that cloud tops do not exceed 10,000 to 12,000 feet, little difficulty is experienced in getting aircraft off on time. However, when it is necessary for aircraft to climb under IFR conditions between 10,000 and 25,000 feet, these extreme delays are brought about by over-flying traffic.

2. Mr. Albert W. Power, the Hamilton Standard Technical Representative, is now assigned this base for 30 days and is conducting formal and on-the-line instruction for propeller mechanics. He is also conducting a course of instruction for pilots and flight engineers. This instruction program will greatly improve the ability of assigned personnel to correctly service the propeller and adequately diagnose mechanical difficulties.

3. Latest supply action from WRAMA on the battery chargers, stock number 8100-175342-9, arranges for direct shipment of nine each chargers from the contractor. Estimated date of delivery is 30 August 1956. This delayed shipping date is unsatisfactory. This base is currently utilizing battery chargers issued to the ground power sections to charge aircraft batteries. These chargers are inadequate to support such work-load. The presently overloaded chargers are subject to failure, and there is no other facility available for use on aircraft batteries. Some redistribution within the command or an earlier delivery date is urgently required.

4. The mobile jet engine run-up stand assigned the 310th Bomb Wing has been redistributed to another station within the command. One additional stand is available for use by engine build-up sections of both wings. This will cause maintenance delays and inconvenience until the completion and receipt of operating equipment for the Shaw-Estes test stand. Completion of the stand is estimated on 23 May 1956.

CONFIDENTIAL

3123C

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

5. For the past eight months, a concerted effort has been made to transition an adequate number of pilots to satisfy flying requirements in C-119 aircraft, and at one time four checked-out pilots were assigned. However, in the past three months, two of them have been transferred PCS. At present there are two qualified instructor pilots for C-119 aircraft. Both pilots have responsible positions which demand the greatest percentage of their time be spent in their assigned duties. Experience has proved that a comprehensive transition program for such a complex aircraft as the C-119 is almost impossible, due to the repeated requirements to provide support in airlifting passengers and cargo to widely dispersed bases in the ZI. Usually flights of this nature require crews to be away from this base on an average of three days. Upon return from this type flight, the pilots must be given sufficient time to perform their primary duties. The following recommendations are forwarded for consideration:

- a. That at least 10 C-119 aircraft be pooled at one Eighth Air Force station for a minimum of two months.
- b. That an adequate number of qualified instructor pilots be placed on TDY to conduct a formal transition course in the C-119 at the station selected.
- c. That adequate C-119 Maintenance personnel, both crew chief and technical specialist, be also placed on TDY for a two-month period to maintain aircraft for the transition program.
- d. That the 10 aircraft pooled for transition purposes be utilized only for concentrated transition of pilots and not be authorized for any other use during the period that the program would be in effect.

This station has a backlog of approximately 18 pilots who have completed MTD training and would highly benefit from a program of this nature.

At best, the quality of transition and rate of check-outs are so slow that ultimately most stations required to fly C-119 aircraft would be forced into giving substandard pilot check-outs in order to utilize allocated flying hours and to provide required support, particularly in view of the emphasis being placed by Headquarters Eighth Air Force on C-119 stations assisting other Eighth Air Force bases with air-lift of cargo and passengers. An example of this is that in the past three weeks of flying at this station, all flights except two have been directed by Headquarters Eighth Air Force in support of other bases.

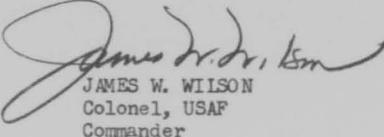
CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 April through 30 April 1956

The program outlined above is of the utmost importance. It would provide a safe standardization program and would form a nucleus of highly standardized pilots throughout Eighth Air Force.

6. Higher headquarters commitments are continuously received after the monthly Operations/Maintenance plans have been established. This results in an exorbitant number of man-hours being expended on replanning the monthly schedule. The effort expended by key Operations and Maintenance personnel involved in this constant replanning could be devoted to supervision of the execution of the established plan. Recommend that all higher headquarters commitments be given in sufficient time to be included in the monthly schedules and their effect on unit planning be carefully considered.



JAMES W. WILSON
Colonel, USAF
Commander

CONFIDENTIAL

▲ = BLUE FLAME
CETS - 7 MAY
STEAD - 28 AUG

379TH BOMB SQUADRON

COMMANDER MCLATCHY, OPERATIONS OFFICER COLLADAY, OBSERVER SPIERLING

POST ?
3 MAY

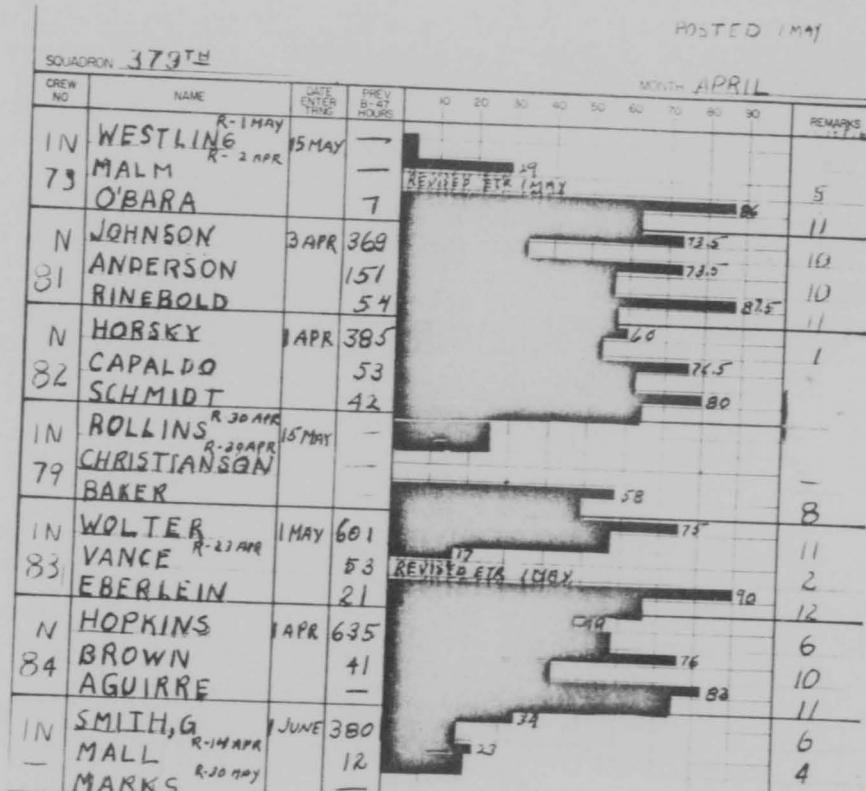
FIELDS

CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
L43	<u>AUSTIN</u>	ARENDELL	HILL	
L06	<u>NIEMANN</u>	ROSSLER	HART	CP CHANGE 1 JUNE
S19	<u>BRUCE</u>	SMITH,G.	SCOTT	TDY D&E PROJECT
L07	<u>WOLFE</u>	GUNN	GARVIN	
L18	<u>BLAKE</u>	SANDEL	WESTERN	
R22	<u>GRAVEN</u>	BROWN	LIPCSAK	CP CHANGE 11 MAY
R25	<u>SWENSON</u>	LUTHER	SPEED	
R49	<u>THOMAS</u>	REINSCH	HUFFMAN	
	^{IN 59} _{JOHNSON (DMW)}		BRENNENSTUHL	
N59	<u>KING, T</u>	CAIN	CATHEY	#1 IN TRAINING
R55	<u>ROLEFSON</u>	CREELY	ARMSTRONG	#2 IN TRAINING CP CHANGE 1 JUNE
L46	<u>RENFRO</u>	ROSSLER	WAHLBORG	
N73	<u>WESTLING</u>	BEFORD		#1 1 MAY #2 15 JUNE
R81	<u>HOPKINS</u>	MALM	O'BARA	
R82	<u>HORSKY</u>	ANDERSON	RINEBOLD	
N79	<u>ROLLINS</u>	CAPALDO	SCMIDT	
N83	<u>WOLTER</u>	CHRISTIANSON	BAKER	#1 15 MAY #2 15 JUNE
^{NO 2} N82	<u>LUTHER</u>	VANCE	EBERLEIN	#1 1 MAY #2 31 MAY
^{IN 84}	<u>JOHNSON (DMW)</u>	MALL	AGUIRRE	#1 11 MAY #2 30 JUNE
^{IN 90}	<u>SMITH, G</u>	BROWN	MARKS	#1 1 JUNE #2 15 JULY
		CREELEY	VIDIC	
		PETERSON	WORTMAN	
		MOYER	SLATEN	
			SHELLEY	
				#1 = ENTER CREW TRAINING
				#2 = COMBAT READY
		SMITH, S (ENG OFF)		

ATTACH
1

05143

SQUADRON 379 TH										POSTED MAY			
CREW NO	NAME	DATE ENTERED	PREV B-47 HOURS	10	20	30	40	50	60	70	80	90	REMARKS
N 73	WESTLING	1 MAY	39						60				8
	MÄLÅM		—						60				8
	OBAKA		71						60				8
IN (9D)	SMITH, G	1 MAY	379					76					7
	CREELY		—					88					0
	MARKS		—				1A						2
N 59	KING T	IN TRNG	665			2F							3
	CAIN		461			30							5
	CATHHEY		456			30							7
N 79	ROLLINS	15 MAY	25						60				9
	CHRISTIANSON		—					70					6
	BAKER		50					60					9
N 83	WALTER	1 MAY	660				45						7
	VANCE		53				70						6
	EBERLEIN		80				60						8
N (92)	LUTHER	1 MAY	807			80							8
	MALL		32			80							8
	AGUIRRE		49					60					9
R 81	HOPKINS	30 APR	763			78							5
	ANDERSON		142			44							6
	RINEBOLD		74			44							6
R 82	HORSKY	IN TRNG	437			36							5
	CAPALDO		118			36							5
	SCHMIDT		149			36							5
NOTE: CIRCLED CREW NO. ENHANCED PRACTICED NO. UNKNO													
IF CREW LOST IN OR CRASH DURING THIS PERIOD MARK													
ATTACH													
2													



ATTACH

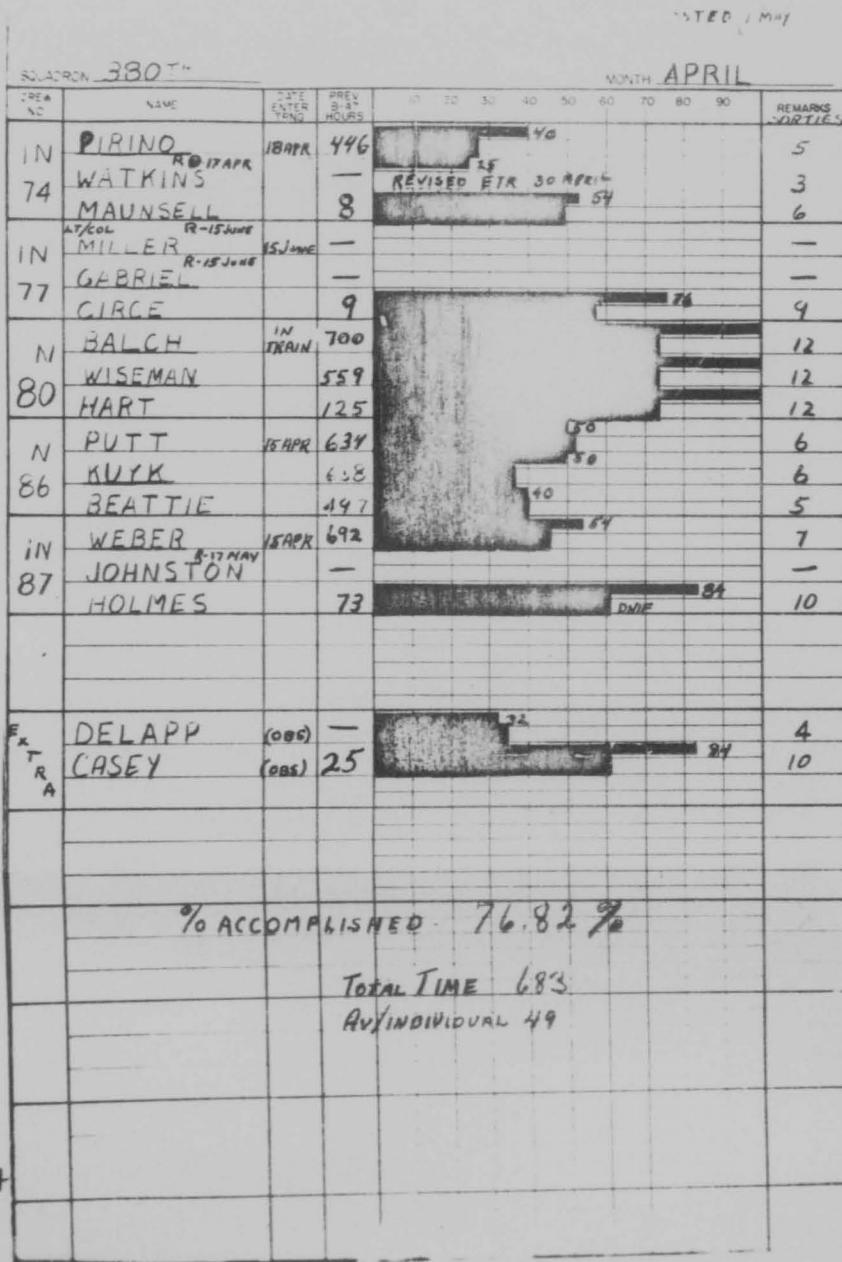
3

0516

380TH BOMB SQUADRON				POST LD 3 MAY
COMMANDER <u>HOPFENSPINGER</u> 1ST RATING NO. OFFICER <u>WISE</u> OBSERVER <u>KEARNEY</u> <u>VOGEL</u>				
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
S08	<u>PRESTON</u>	<u>PECK</u>	<u>KELLY</u>	
L09	<u>SMITH</u>	<u>WRIGHT</u>	<u>WAPLE</u>	
R04	<u>STEWART</u>	<u>RADKE</u>	<u>WOJCIECHOWSKI</u>	
R10	<u>MACDONOUGH</u>	<u>FAIR</u>	<u>RATZEBURG</u>	
R11	<u>WAYMAN</u>	<u>JONES</u>	<u>JOBIN</u>	
L13	<u>KANTOR</u>	<u>KUHLEMIR</u>	<u>BYERS</u>	
L29	<u>MAYS</u>	<u>QUANDT</u>	<u>DELLANDREA</u>	
R31	<u>SIGLIN</u>	<u>MAXSON</u>	<u>TOLLIVER</u>	
L32	<u>KHUSE</u>	<u>FORBES</u>	<u>HIGDON</u>	
R41	<u>GARBADE</u>	<u>STAHL</u>	<u>SHAGNER</u>	
L50	<u>HART</u>	<u>SALMINEN</u>	<u>MEANS</u>	
N74	<u>PIRINO</u>	<u>WATKINS</u>	<u>MAUNSELL</u>	#1 IN TRAINING #2 31 MAY
IN77	<u>MILLER</u>	<u>GABRIEL</u>	<u>CIRCE</u>	#1 16 JUNE #2 31 JULY
R80	<u>BALCH</u>	<u>WISEMAN</u>	<u>HART</u>	
R86	<u>PUTT</u>	<u>KUYK</u>	<u>BEATTIE</u>	
N87	<u>WEBER</u>	<u>JOHNSTON</u>	<u>HOLMES</u>	#1 IN TRAINING #2 15 JUNE
	<u>TEEPEE</u>	<u>MEYER</u>	<u>CASEY</u>	
		<u>BUCKNER</u>	<u>DELAPP</u>	
		<u>LACY</u>	<u>KOSTLER</u>	
<u>LITTLEJOHN (ENG OFF)</u>				#1= ENTER CREW TRAINING COMBAT #2= READY

ATTACH
4

SQUADRON 3804				MAY									
CREW NO	NAME	DATE ENTERED	PREV B-47 HOURS	10	20	30	40	50	60	70	80	90	REMARKS
N 74	PIRINO	13 APR	497				40						6
	WATKINS		—					60					8
	MAUNSELL		53						60				8
IN 77	MILLER	R-15 JUNE	—										—
	GABRIEL	R-15 JUNE	—										—
	CIRCE		55					60					8
N 87	WEBER	692						60					8
	JOHNSON		—		20								4
	HOLMES	R-17 JUNE (CHARTED)	126				40						6
R 80	BALCH	747				40							5
	WISEMAN	634				40							5
	HART	300				40							5
R 86	PUTT	681				40							5
	KUYK	691				40							5
	BEATTIE	527				40							5
<hr/>													
F T R A	DELAPP	R-16 MAY (081)	35				40						6
	CASEY	R-16 MAY (083)	79		2								1
<hr/>													
NOTE: R CREWS CARRIED ONE CHART DURING FIRST READY HOUR.													
<hr/>													
ATTACH	5												



381ST BOMB SQUADRON				
				POSTED MAY
▲ = IP & IVO ▲ = BLUE FLAME CCTS - 7 MAY STEAD - 28 AUG COMMANDER <u>FRARIE</u>				CLARK • MOSES •
	OPERATIONS OFFICER <u>HOLDER</u>			
L37	<u>HUBBES</u>	<u>YOUNG</u>	<u>WASHINGTON</u>	
L12	<u>MANN</u>	<u>TOURTELLOT</u>	<u>HOYE</u>	
L20	<u>ROWLEY</u>	<u>BERTIC</u>	<u>BENNETTE</u>	
L35	<u>EVANS</u>	<u>TRIPP</u>	<u>DISHMAN</u>	
L36	<u>PORTER</u> <small>STROMBERG</small>	<u>VAN LEEUWEN</u> <small>STROMBERG</small>	<u>ALLISON</u>	
R40	<u>VAN LEEUWEN</u>	<u>PETERSON</u>	<u>MILLIKEN</u>	
L47	<u>FORY</u>	<u>HODGES</u>	<u>PUTZEK</u>	
L52	<u>WILKE</u>	<u>TIPPING</u>	<u>PALMER</u>	
R57	<u>BLENIS</u>	<u>KATELEY</u> <small>HARRIS</small>	<u>WALTER</u>	CPC CHANGE 30 APR
L61	<u>KING, W.</u>	<u>McCOWEN</u>	<u>MURPHREE</u>	
R76	<u>MUELLER</u>	<u>TEETER</u>	<u>SILVER</u>	
N67	<u>ARMSTRONG</u>	<u>WELLMAN</u>	<u>WOLTER</u>	#1 IN TRAINING #2 15 MAY
N75	<u>DILLS</u>	<u>TAYLOR</u>	<u>WILKINS</u>	#1 17 MAY #2 30 JUNE
N85	<u>MARONDE</u>	<u>SHEPARD</u>	<u>BIRD</u>	#1 IN TRAINING #2 15 MAY
IN70	<u>TOURTELLOT</u>	<u>SMILEY</u>	<u>CARLSON</u>	#1 1 JUNE #2 15 JULY
IN89	<u>PETERSON</u> <small>MAJ R-20 SEP</small>	<u>OHLSON</u>	<u>SCHLYER</u> <small>(TO 82nd AF 25 MAY)</small>	#1 17 MAY #2 1 JULY
▲ ABBOTT	<u>RUBLE</u> <small>R-20 SEP</small>	<u>BLUNDON</u> <small>R-20 SEP</small>	<u>EBERHARDT</u>	
		<u>JONES</u> <small>R-20 SEP</small>	<u>HANLEY</u>	
		<u>SOBOLICK</u> <small>AOB-R-20 MAY</small>	<u>CARLISLE</u>	
IN88	<u>HAZELBY</u>	<u>HAMPTON</u>		
				#1= ENTER CREW TRAINING COMBAT #2= READY

ATTACH

7

POSTED 3 MAY

ATTACH
g

SQUADRON 381ST		MONTH - APRIL										POSTED 1 MAY					
CREW NO.	NAME	DATE R-13 APR	IN TRAIN	OUT 3-15 APR	500	300	200	100	50	40	30	20	10	%	SEPARATES	SORTIES	
N 67	ARMSTRONG WELLMAN WOLTER	R-13 APR	IN TRAIN	17 MAY	500	385	385	385	385	385	385	385	385	385	5	5	5
IN 15	DILLS TAYLOR WILKINS	R-13 APR	17 MAY	350	—	—	—	—	—	—	—	—	—	—	—	—	—
N 85	MARONDE SHEPARD BIRD	R-13 APR	17 MAY	550	—	—	—	—	—	—	—	—	—	—	6	11	10
IN	TOURIETLOT	R-17 MAY	1 JUNE	650	—	—	—	—	—	—	—	—	—	—	—	—	—
—	SMILEY CARLSON	R-17 MAY	—	29	—	—	—	—	—	—	—	—	—	—	7	—	—
IN	PETERSON OHLSON	R-17 MAY	17 MAY	500	—	—	—	—	—	—	—	—	—	—	—	—	—
—	SCHLYER	R-17 MAY	—	20	—	—	—	—	—	—	—	—	—	—	—	11	—
E X T A	RUBLE KATELEY	(Captain) (Observer)	—	43	—	—	—	—	—	—	—	—	—	—	7	8	—
% ACCOMPLISHED 72.49%																	
TOTAL TIME 4.77 AV/INDIVIDUAL 4.9																	
ATTACH																	
9																	

0522

PHEW!!! Two Smoky Hill Sergeants express obvious displeasure with their first meeting with their unwashed friend, "Smelly Bill from Smoky Hill." Under the new base-wide traffic safety program, the goat, a gift of Salina rodeoman Bill Perry, will be attached for rations and quarters to the squadron which has a member involved in a major vehicle accident. The "Goat Squadron" in this case is the 802nd Motor Vehicle Squadron.



POLICY LETTER
NUMBER 21

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
17 April 1956

VEHICLE ACCIDENT PREVENTION

1. Automobile accidents will be a matter of immediate and continuing concern for all members of this command. Measures will be taken to develop a safety consciousness among all personnel. The keynote of the program will be "defensive driving". Controls on vehicle driving will be established and disciplinary action will be prompt and effective.

2. To initiate this program, the following actions will be taken:

a. Posters and signs promoting safe driving will be prominently displayed by all organizations.

b. Safety slogans and items pertaining to safe driving will be published in the Daily Bulletin.

c. The weekly newspaper, "Impact", will give full coverage to vehicle accidents. Each issue will carry articles promoting the accident prevention program.

d. If a serious accident occurs, the wreck will be placed by the main gate to the base with appropriate signs to indicate the cause and effect of the accident.

e. Vehicle accident prevention will be a continuous item of discussion at all "commanders' calls".

f. The air police will increase the patrol on the highway from the base to Salina.

g. When an accident occurs, the squadron commander concerned will make a verbal report through channels to the division commander, indicating what action had been taken to preclude the accident, why the accident occurred, and what action will be taken to prevent recurrence.

h. Squadron commanders will personally interview those airmen of their command who reside on the base and own automobiles. They will fully counsel such airmen on their responsibilities as a vehicle driver. Each airman will execute a certificate indicating that he has been so counseled.

i. When an individual is apprehended for speeding on the highways or in town, he will be taken to the Salina jail where his squadron commander and first sergeant will pick him up and return him to the base.

j. The division commander, wing commanders, air base group commander, hospital commander, all squadron commanders, and a noncommissioned officer from each squadron will be designated as traffic spotters. When they observe a

traffic violation, on or off of the base, they will take the license number of the car and furnish it to the base provost marshal, along with information concerning the incident. This information will serve as a basis for issuing a ticket against the offender.

b. A traffic board will be established to determine punishment for persons receiving tickets from the air police, military spotters, or civilian police.

1. A traffic school will be established after duty hours. Violators will attend as determined by the traffic board.

m. The speed limit on the highway from the base to Salina will be 40 miles per hour for all military personnel.

James W. Wilson
JAMES W. WILSON
Colonel, USAF
Commander

TRUE COPY

TRUE COPY

Safety Inspection

310CO
40CO

ECDOMDR

17 APR 56
LTCOL Hein/hz/202

1. The division commander has directed that all military personnel will have their automobiles inspected in accordance with the Kansas safety inspection. This inspection will be performed by personnel of the 802nd Motor Vehicle Squadron. The inspection will be accomplished on 7th Street where it runs at "F" avenue. Following is the schedule for organizations:

- a. Tuesday and Wednesday, 17 and 18 April 1956 310th Bomb Wing
- b. Thursday and Friday, 19 and 20 April 1956 40th Bomb Wing
- c. Monday and Tuesday, 23 and 24 April 1956 802d Air Base

2. The inspection will be accomplished between the hours of 0800 - 1800 on the days indicated. The individual organizations will be responsible for scheduling their respective squadrons. If a car fails to pass the inspection, the owner will have three weeks within which to make the necessary repairs. If the repairs are not accomplished within that period, such information will be passed to the State Highway Patrol for action in accordance with State Laws.

s/t/ GORDON E. HEIN, LTCOL, USAF
Commander

TRUE COPY

TRUE COPY

DPS

BB

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

GRM

27 April 1956

SUBJECT: Method of Procurement, Issue and Control of Flight Line Decals

To: All Concerned

1. Effective immediately, the following procedure will be established by Wing and Air Base Group Commanders, or their representatives, for the issue and control of flight line decals for civilian vehicles:

a. Personnel who have the approval of their unit commander, with the concurrence of the appropriate Wing Adjutant or the Provost Marshal for 802d Air Base Group, will report to the Base Director of Safety to accomplish the flight line driving test as required by current directives.

b. Personnel who successfully complete the driving test will be given a certificate by the Safety Office which will be returned to the appropriate Wing Adjutant or Provost Marshal for 802d Air Base Group who will forward authorization and decal number to be issued to the Base Exchange.

c. Commanders, or their representatives, as cited in paragraph 1, will establish a system of control of decals to be issued by the Base Exchange and will at all times be able to account for the decals issued, by number.

i. Personnel will be instructed by the Commanders concerned that the decal will be affixed at the top and center of the windshield behind the rear view mirror.

e. Personnel will not loan their vehicle to anyone for the purpose of driving on the flight line. The decal is for the owner's benefit only. Loan of vehicle, bearing decal, for use on flight line will result in loss of decal to owner.

f. Effective 30 April 1956, the only decal that will be honored at any flight line gate for civilian vehicles will be the new decal issued by the Base Exchange.

BY ORDER OF THE COMMANDER:

Carl W. Hauth
CARL W. HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION
WAF

10528

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

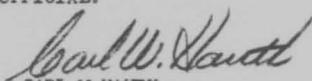
AERONAUTICAL ORDERS
NUMBER 18)

12 April 1956

CAPTAIN ROY S HUFFMAN, A0818681, 379BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CARL W HAUTH
MAJ, USAF
Adjutant

CARL W HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION

- A
PLUS
4 - DIR MIL PERS, HEDUSAFAF,
ATTN: Flying Status Branch
4 - DEP IG, Norton AFB, CALIF
1 - Air ADJ GEN, HEDUSAFAF,
ATTN: MIL RECS DIV
1 - Surgeon GEN, HEDUSAFAF,
ATTN: SP Action & MED
Consultants
- 7

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

AERONAUTICAL ORDERS
NUMBER 19)

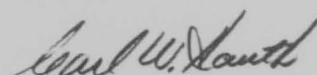
19 April 1956

1. CAPT GEORGE L WRIGHT, A0835582, 380BOMRON, 310BOMWG, SAC, this STA, is granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

2. CAPT DONALD J RUTAN, A0672441, HQ 802ABGRU, SAC, this STA, is granted the AERO RT of SR PLT UP PARA 3b, AFR 50-7. AUTH: PARA 7c, AFR 50-7, and Eighth AFR 36-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CARL W HAUTH
MAJ, USAF
Adjutant

CARL W HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION

- A
PLUS
4 - DIR MIL PERS, HEDUSAF,
ATTN: Flying Status Branch
4 - DEP IG, Norton AFB, CALIF
1 - Air ADJ GEN, HEDUSAF
ATTN: MIL RECS DIV
1 - Surgeon GEN, HEDUSAF,
ATTN: SP Action & MED
Consultants

0530

TRUE COPY

FROM: COMADIV 802 SMOKEY HILL AFB KANS
TO: COMAF 8 WESTOVER AFB MASS

/UNCLASSIFIED/

REFERENCE YOUR LTR 10 APR 56 CONCERNING
AIRCRAFT RECORDS. FOLLOWING ACTION TAKEN PRIOR TO RECEIPT OF YOUR LTR.

A. A 3-MAN TEAM OF 7 LEVEL NONCOMMS, COMPOSED OF A FLIGHT CHIEF FROM EACH TACTICAL SQUADRON, IS REVIEWING ONE COMPLETE SET OF AIRCRAFT RECORDS PER DAY. THIS BEGAN ON 9 APRIL AND WILL CONTINUE UNTIL ALL RECORDS HAVE BEEN SCREENED AND CORRECTED. B. QUALITY CONTROL INSPECTORS ARE PLACING EMPHASIS ON AIRCRAFT RECORDS DURING 25% AIRCRAFT INSPECTIONS AND ARE, IN ADDITION TO EACH INSPECTION REPORT, FORWARDED TO THE SQUADRON FLIGHT LINE MAINTENANCE OFFICER, SQUADRON COMMANDER, WING D/MAT AND WING COMMANDER, ANALYZING THE RESULTS AND TRENDS OF THESE INSPECTIONS EACH 30 DAYS AND FORWARDING THIS INFORMATION TO WING AND SQUADRON COMMANDERS. THIS IS A CONTINUING PROCESS WHICH WILL REMAIN A PERMANENT FUNCTION OF THE QUALITY CONTROL BRANCH. C. EFFECTIVE 9 APRIL THE WING D/MAT IS PERSONNALLY REVIEWING A COMPLETE DD781 SERIES AND DD780-1 AND -2 RECORD OF AN AIRCRAFT PER DAY AND FORWARDING COMMENTS ON DISCREPANCIES FOUND TO THE APPROPRIATE SQUADRON COMMANDER FOR APPROPRIATE CORRECTIVE ACTION. THIS ALSO WILL BE A CONTINUING PRACTICE UNTIL ALL AIRCRAFT RECORDS HAVE BEEN REVIEWED AND ARE IN SATISFACTORY CONDITION. D. EFFECTIVE 12 APRIL EACH TACTICAL SQUADRON COMMANDER IS REQUIRED TO REVIEW A COMPLETE SET OF AIRCRAFT RECORDS DAILY UNTIL ALL AIRCRAFT RECORDS HAVE BEEN REVIEWED AND THEREAFTER REVIEW A MINIMUM OF TWO SETS PER WEEK TO COMPLY WITH SAC MAN 66-12, PARA 281. THERE HAVE BEEN ERRONEOUS ENTRIES MADE IN AIRCRAFT RECORDS MADE IN THE PAST; TO CORRECT ALL OF THESE WOULD RESULT IN THE POSSIBLE FALSIFICATION OF RECORDS. CORRECTIONS ARE BEING MADE TO PAST RECORDS ONLY WHEN COMPLETELY VERIFIED BY

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

PERSONNEL KNOWLEDGE OR CROSS REFERENCE TO ALLIED RECORDS. EMPHASIS IS BEING PLACED ON THE TRAINING OF RECORDS KEEPING PERSONNEL TO ASSURE THAT CORRECT ENTRIES ARE MADE IN CURRENT RECORDS, AND THE MAINTENANCE OF THESE RECORDS IS IN A CORRECT STATE.

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Aircraft Records Inspection

310DMM
379BOMRON
380BOMRON

381BOMRON
310AREFS

310M

17 APR 56
MSGT Batterman/8112/rer

1. This office will review one set of aircraft records each day until further notice.
2. Aircraft Records Section and Unit Engineering Office concerned will be contacted between 0800 and 0900 hours each day for records that are brought in for review. These records (780 and 781 series) will be hand carried to Directorate of Materiel NLT 0930 hours. Records will be ready for pick-up at 1500 hours.
3. Records will be called for so as not to interfere with aircraft scheduled to fly that day.
4. These instructions supersede all previous instructions on this subject.

s/t/ S.E. DAVIS, LTCOL, USAF
Wing Director of Materiel

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

379th BS

Aircraft Records
310DM

23 APR 56
LTCOL Davis/8112/ma

1. Following discrepancies exist on forms pertaining to 52-108,
inspected by 310th DM on 9 April 1956.

Inspected

a. Folder number 6, labeled "pre-flight work sheets" contains
a single sheet DD Form 781-3, delayed discrepancies.

b. Compass swing has been overdue since 17 August 1955.

c. "Left Arm lock missing A/C's chair". This entry originally
made on 13 October 1955 yet on 16 March 1956 entry was changed to indicate
original entry of 15 March 1956.

d. Numerous entries on 781-3 are not 781-3 type entries. As an
example, on 21 March 1955 an entry was made on 781-3 on three (5 amp)
fuses missing from main power shield. This was not cleared until 7 Dec-
ember 1955. Further, another entry on 21 April 1955 "BFT Line Clamp Bro-
ken". This item had not been cleared as of 29 December 1955. This should
have been corrected at time of discovery but not later than the next post-
flight inspection.

e. Forms 781-2 indicate periodic inspection was completed on 18
August 1955. Form dated 18 November 1955 erroneously picked up the date
of 18 October 1955. This erroneous date has been consistently carried
forward.

f. Current forms are not brought in for inspection. For future
information, all forms (including current) will be brought in for this
review.

g. There are many other discrepancies, both in the forms main-
tenance and in delayed maintenance, which are far too numerous. Suffice
to say, the review of records of this aircraft indicates lack of initia-
tive in the crew chief, poor quality supervision by flight and line chiefs &
a general disregard for good maintenance practices by all concerned.

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

TRUE COPY

TRUE COPY

0534

TRUE COPY

TRUE COPY

Contract Technical Services Personnel

310DMM
310A&E
310FMS

310DM

3 APR 56
T/SGT PARSONS/537/rer

1. The following 8AF message is furnished for your information and compliance:

COMAF 8 WESTOVER AFB MASS
TO * * * COMAIRDIV 802 SMOKEY HILL AFB KANS* * *

/ UNCLASSIFIED/ MDM5 32259. SUBJECT: DEPARTURE OF CTSP WITHOUT AUTHORITY
FROM HQ SAC AND EIGHTH AIR FORCE. THE FOLLOWING SAC MESSAGE DATED 23
MARCH 1956 IS QUOTED FOR YOUR INFORMATION AND GUIDANCE:

"DM6A 23941. SEVERAL INSTANCES HAVE COME TO THE ATTENTION OF THIS
HQ WHERE CONTRACT TECHNICAL SERVICES PERSONNEL HAVE DEPARTED THEIR ASSIGN-
MENTS WITH ONLY LETTERS FROM THEIR COMPANY TO AUTHORIZE SUCH MOVEMENT. IN
ALL SUCH INSTANCES COORDINATION WITH THIS HQS WAS NOT ACCOMPLISHED. WHILE
EACH COMPANY HAS THE RIGHT TO TRANSFER OR REPLACE THEIR RESPECTIVE REPRE-
SENTATIVES AND TO SUBSTITUTE OTHER QUALIFIED PERSONNEL IN LIEU THEREOF,
ALL SUCH TRANSFERS OR REPLACEMENTS MUST HAVE PRIOR COORDINATION FROM THIS
HQs AND NO CTSP WILL CHANGE STATIONS OF ASSIGNMENT WITHOUT EITHER LETTER
ORDERS OR TWX CONFIRMATION FROM THIS HQS. THIS MESSAGE SHOULD BE BROUGHT
TO THE ATTENTION OF ALL CTSP AND ALL PERSONNEL WHO MONITOR THEIR ASSIGN-
MENT AND UTILIZATION."

2. Request that all personnel supervising Contract Technicians be
advised that CTSP will accomplish sign-in and sign-out on register which
will be located in the office of the Division Director of Materiel.

3. Further request that all CTSP clear in and out through the 310th
Director of Materiel Office.

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

TRUE COPY

TRUE COPY

0535

PRODUCTION AND STATISTICAL SUMMARY
310TH BOMBARDMENT WING, MEDULLA

DATE 1-30 April 56

a. Flying time for Squadrons and Wing:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying Time per Possessed Acft)
2 BS	532:30	15	35:30
380BS	486:35	14	34:35
3 1BS	597:10	16	37:19
310th BOMB Total	1616:15	45	35:54
310th ANGFS Total	572:10	21	27:14

b. Number of Aircraft Assigned: B-47 46 KC-97 28

c. Average number of Aircraft Possessed: B-47 45 42.8 KC-97 21

d. Number of Periodic Inspection Scheduled: B-47 7 KC-97 5

e. Number of Periodic Inspection Completed: B-47 7 KC-97 5

f. Number of Engine Change: B-47 10 KC-97 4

Average Time at Engine Change: B-47 455:04 KC-97 740:45

g. Number of Cylinder Changes: KC-97 0

h. In Commission - Rate and Figures:

(1) Wing Percentage In Commission B-47 76.07% KC-97 77.00%

(2) Number Hours Aircraft In Commission B-47 23,380 KC-97 11,171

(3) Average Hours In Commission per Possessed Aircraft: B-47 546:15 KC-97 531:05

i. AOCM- Rates and Figures:

(1) Wing Percentage AOCM: B-47 20.88% KC-97 22.99%

(2) Number Hours Aircraft AOCM: B-47 6,421 KC-97 3,336

(3) Average Hours AOCM per Possessed Aircraft: B-47 150:14 KC-97 158:51

PAGE 2

1-30 April 56

Production and Statistical Summary - Continued

j. AOCP Rate and Figures:

- (1) Ring Percentage AOCP: B-47 .03% KC-97 0
(2) Number Hours Aircraft AOCP: B-47 12 KC-97 0
(3) Average Hours AOCP per Possessed Acft: B-47 .01 KC-97 0
(4) Item AOCP at present: B-47 0 KC-97 0
(5) Number item AOCP this month: B-47 1 KC-97 0
(6) Number item received this month: B-47 1 KC-97 0

k. ANFE Rates and Figures:

- (1) Total items ANFE requisitioned this month: B-47 0 KC-97 0
(2) Number item ANFE received this month: B-47 0 KC-97 0
(3) Total item 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 item Cannibalized this month:

B-47 14 KC-97 4

m. Technical Order Compliance Status Date:

- (1) TOC Percentage Rate: B-47 .139 KC-97 .35
(2) TOC Total Man-hours accomplished: B-47 474 KC-97 211

n. Number of field Maintenance Work-Order Requested:

683

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

513

Valentine S. Kudrikoff
VALENTINE S. KUDRIKOFF
CWO USAF
HEALTHS AND ANALYSIS OFFICER

0 5 3 7

TRUE COPY

TRUE COPY

ERRORS ON TIME CARDS

APRIL 5th

381st

3 ERRORS

323-01 SAC Form 419 Incorrect
A/2C Martel, R.A.-----Only 3 digits of aircraft tail number
A/2C Strickland-----Code Missing

APRIL 6th

6 ERRORS

323-13 A/1C Scholl, B.L.-----Only 3 Digits of aircraft tail number
A/1C Woodall, Burdette----Code Missing
A/1C A/1C Johnson, Claus-----Code in wrong column
323-12 A/2C Brown, Charles-----Wrong number of hours
A/2C Faupel, Ronald-----Wrong number of hours
A/1C McCurry, Thomas G.---Wrong number of hours

APRIL 9th

3 ERRORS

Post Flight Moore-----Overtime on Absence card
B Flight Cook-----Overtime on absence card
Night Crew Hudson-----Code in Wrong Column

APRIL 10th

1 ERROR

323-30 A/2C Hudson-----Code Missing

APRIL 11th

0 ERRORS

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Time Card Inspection Report

310DCO

310FMS

4 APR 56

LTCOL Jordan/8049/mrl

Attached are the results of my time card inspection on 2 April 1956. Discrepancies are as noted. Except for the four men who did not have a Time Card, the discrepancies were minor. Several men had very good cards. They were obviously trying to follow directions to the letter. The most outstanding was Airman H.V. McGee of 310FMS. Col. Deck was advised.

s/t/ JAMES E. JORDAN JR
LTCOL, USAF
Commander

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Boeing and GE Indoctrination

31000
Thru 310DM

310DMM

9 APR 56
Lt Col Griffin/3180/al

1. The following named officers and airmen have attended the above subject indoctrination:

<u>Name</u>	<u>Rank</u>	<u>AFSN</u>	<u>Organization</u>
Harry N. Griffin	Lt Col	5894-A	310DMM
Robert F. Stevens	Maj	A0421643	310DMM
Beeman O. Martin	M/Sgt	AFL18060176	379th B.S.
Kenneth Gladhill	M/Sgt	AFL13070014	379th B.S.
Charles J. Pennycuff	T/Sgt	AFL14217683	379th B.S.
Robert Leikam	T/Sgt	AFL17177793	379th B.S.
Bobby R. Stamper	S/Sgt	AFL17370051	379th B.S.
Don W. Littlejohn	Capt	A0783591	380th B.S.
Oliver Thorpe	M/Sgt	AFL17077063	380th B.S.
Charles C. Leonard	M/Sgt	AFL13317724	380th B.S.
Carl Glass	T/Sgt	AFL18315209	380th B.S.
Joy L. Carter	S/Sgt	AFL13449447	380th B.S.
John Van Nurdan	S/Sgt	AFL17346658	380th B.S.
Wayne M. Frarie	Major	X 9095-A	381st B.S.
Jim, Trotter	M/Sgt	AFL14173018	381st B.S.
Thomas S. Hendon	M/Sgt	AFL1001684	381st B.S.
Frank Johnson	M/Sgt	AF39080514	381st B.S.
William A. Rittler	M/Sgt	AF6997721	381st B.S.
James R. Baker	T/Sgt	AFL13030442	381st B.S.
Donald L. Lass	S/Sgt	AFL16431768	381st B.S.
Jackson Roark	S/Sgt	AFL17376804	381st B.S.
Claus E. Johnson	S/Sgt	AFL17365213	381st B.S.
Robert S. Pinkerton	S/Sgt	AFL18429435	381st B.S.
Weldon S. Deck	LtCol	A01698850	310 FMS
Robert W. Kerstetter	Maj	A0425518	310th FMS
Urson S. Bacle	Lt	A01865181	310th FMS
Ronald V. Bonneau	M/Sgt	AFL16117916	310th FMS
Eugene T. Scoular	S/Sgt	AFL17364331	310th FMS
George D. Patton	A/IC	Af12440290	310th FMS
Ralph Whittington	A/LC	AF16439529	310th FMS
Shirley, Patterson	A/2C	AF18435752	310th FMS

s/t/ HARRY N. GRIFFIN
Lt Col, USAF
Chief of Maintenance

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

KC-97 MTD Training for Maintenance Personnel

310AREFS

310DDO

27 APR 56
310DOTG/CAPT Hinds/660/pc

1. The KC-97 MTD will conduct a 100 hour course of instruction for maintenance personnel beginning on 14 May. Classes will be conducted from 0800 to 1200 hours daily. Your organization may send not more than five airmen for this training.
2. Request you submit, in duplicate, the name, rank and serial of the students to attend the class to 310DDO, ATTN: 310DOTG NLT 1200 hours 11 May. Students should be instructed to report to the MTD office at 0755 on the first day of classes for instructor and room assignments.

DAVID M. LINDQUESTER, MAJ, USAF
Director of Operations

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Administrative Staff Visit- 310th Field
Maintenance Sqdn Unit Supply

CO, 310th Bomb Wing ADJB
ATTN: Records Officer, 310th FMS

18 Apr 56
ADJRM/Mr. Spalsbury/453

1. Attached is a copy of the Records Management Visit Check List covering recent administrative staff visit of the 310th Field Maintenance Squadron Unit Supply.
2. Attention is invited to Section I, Mandatory Checklist. Items checked in the "NO" column are not in compliance with the established directives and will require immediate corrective action.

1 Incl.
Checklist

s/t/ WILLIAM C. JOHNSON
1st Lt., USAF
Asst. Adjutant

TO 310FMS FROM 310AG

23 APR 56 COMMENT NR 2
MAJ Kindlesparger/8328

1. Immediate corrective action will be taken to correct those items that are not in compliance with established directives. Attention is invited to the recommendations and discrepancies listed in Section III, attached Form 185.
2. Request reply to this office not later than 1 MAY 1956 of completed action taken.

1 INCL
No Change

s/t/ JOHN L. KINDLESPARGER, Major, USAF
Adjutant

TRUE COPY

TRUE COPY

TRUE COPY

TRUE COPY

Issuance of TOC Kits
BCOMDR, ATTN: BDM 310DM 17 APR 56
Base Supply Officer LTCOL DAVIS/8112/ma

1. Reference paragraph 4c, Section VI, SAC Manual 65-2, dated February 1956, the following comments are submitted.

a. If TOC kits are issued as received complete in lieu of waiting until 80% of base requirements have been received, an additional administrative workload would be generated on these numerous individual cases.

b., The Maintenance Control Supply Officer and Job Control Officer could accomplish their portion of the additional administrative workload. The main advantage of this type procedure is the expeditious accomplishment of TOCS.

c. A storage problem of kits would still exist. Request TOC sub unit of aircraft spares notify Maintenance Control Supply Officer of availability of kits by aircraft serial number so Records Unit and Job Control Officer can log and schedule TOCs. Kits would be withdrawn from TOC sub unit as TOCs are scheduled.

d. Request your comments on proposed change of procedures and recommended actions.

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

TRUE COPY

TRUE COPY

0543

TRUE COPY

TRUE COPY

Issuance of TOC Kits

310DM
THRU: BDM, DM

Aircraft Service Unit

23 April 56

1. The above has been coordinated with Col Jones, Division Dir, and kits will be issued as they are received.
 2. The Service Unit will not wait until 80% as outlined in SAC Reg. 65-2.
 3. The Service Unit will notify the Supply Liaison officer by serial number of kits ready for issue.
 4. The Service Unit will notify the Supply Liaison Officer of kit by stock number and quantity ready for issue. The Supply Liaison Officer can then determine which aircraft should receive the kits and receive same.

JOHN D. HIERS
Capt., USAF
OIC Aircraft Service Unit

TO: BOMS FROM: 310DM DATE: 27 APR 56 COMMENT NR. 3
THRU: DM LTCOL Davis/3112/rrr

1. For purposes of mutual understanding, I wish to clarify the position of the 310th Bomb Wing Commander and DM regarding T.O.C. procedure.
 - a. This HQ does not concur with par 1, Comment #2, as written. Desirable wording would be "The Aircraft Service Unit will make TOC Kits available for issue as they are received" (Reference par 1c, Comment #1).
 - b. This HQ concurs with Div. Commander's desires outlined in par 2 Comment #3. This will assist in lowering TOC rate.
 - c. This HQ concurs with par 3, Comment #3.
 - d. Suggest 2nd sentence par 4, Comment #2, be amended to read, "...and request same, commensurate with TOC schedule established by 310BW Job Control."
 - e. Request concurrence with recommended change outlined in par 1, above.

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

TRUE COPY

www.ijer.org

Trans
5-745
JUL

SEC - C

95017
H 015 - 91017

310TH BOMBARDMENT WING - MEDIUM
SMOKY HILL AIR FORCE BASE

HISTORY

AC 5-894



RSL
17634

1950

Arch 31
1950

0540

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

45-7287-5

SECRET

BSI Docu N^o
S 17634

0550

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET.

(UNCLASSIFIED)

HISTORY OF

THE 310TH BOMBARDMENT WING, (M) JET

MAY 1956

Smoky Hill Air Force Base, Kansas

This document is prepared by
A/2C Thomas A. Quinn, under
the supervision of 2nd Lt.
William W. Frizell, Historical
Officer.

For and in the Absence of:
This document is classified
SECRET in accordance with
AFR 205-1, par 23B(4)

Franklin B. Quinn Capt
SELIMON W. WEILS
Colonel USAF
Commander

SECRET.

0551

SECRET.

i

CONTENTS

	<u>Page No.</u>
Title Page	i
Contents	1
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	8
Staff	8
Critical Shortages	9
Manning: Officers	11
Manning: Airmen	11
Reenlistment Rate	11
Discipline	12
Awards	12
Promotions	12
On-The-Job Training	13
Morale and Welfare	13

SECRET.

SECRET

ii

Chapter III Operations and Training	16
Flying Training	16
Accomplishments	18
Combat Crew Strength	25
Operational Problems	27
379th Bombardment Squadron	29
380th Bombardment Squadron	31
381st Bombardment Squadron	33
310th Air Refueling Squadron	35
Chapter IV Materiel and Maintenance	38
Materiel	38
Maintenance	39
Supply	43
Roster of Key Personnel	44
Bibliography	45
Appendix	47
List of Exhibits	48
Exhibits	

* * * * *

SECRET

SECRET

1

CHRONOLOGY

- 1 May 1956 An Eighth Air Force conference on operation CHUCKWAGON VI was held at Smoky Hill Air Force Base with representatives from Headquarters Eighth Air Force, 802d Air Division, 818th Air Division, 21st Air Division and 340th Bombardment Wing. (SECRET)
- Tabulations began on the money collected within the 310th wing for the base Consolidated Welfare Fund, initiated 30 April. To insure the success of the campaign, which lasted throughout the month of May, all personnel of the wing were paid in cash, and were asked to contribute a day's pay to the fund.
- 5 May 1956 The 310th Bombardment Wing furnished a KC-97 aircraft to airlift the 1875th AAC Detachment from Stead Air Force Base to Campbell Air Force Base, Kentucky, and Ellsworth Air Force Base, South Dakota, for operation CHUCKWAGON VI. (SECRET)
- 13 May 1956 Members of the Eighth Air Force Inspection Team arrived at Smoky Hill to conduct an annual inspection of the functions and facilities of the base. The inspection party's stay at SHAFB terminated on 26 May.
- 19 May 1956 Twelve B-47 aircraft of the 310th Bombardment Wing, led by Wing Commander Colonel Selmon W. Wells, departed before the watchful eyes of 7,000 people to rendezvous with other B-47 increments and form a 45 aircraft flyover of Washington, D.C. The flyover, part of a huge nationwide celebration of Armed Forces Day, was led by Colonel Wells.
- 24 May 1956 Major General Walter C. Sweeney, Jr., Eighth Air Force Commander, arrived at Smoky Hill to begin his personal inspection tour of the base, and to confer with the Division and Wing Commanders.

SECRET

SECRET

2

GLOSSARY OF IRREGULAR ABBREVIATIONS

TDY	Temporary Duty
TMX	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
ANFE	Aircraft not fully Equipped
SAC	Strategic Air Command
MIL	Maintenance Information Letter
CEA	Circular Error Average
EMP	Emergency War Plan
TOC	Technical Order Compliance
UR	Unsatisfactory Report
USCM	Unit Simulated Combat Mission
WEMP	Written Evaluation of Mechanics Proficiency

SECRET

CHAPTER I
ORGANIZATION AND ADMINISTRATION

MISSION:

"To maintain the proficiency exemplified by the wing's past performances, and to improve it as a most potent striking force through the use of more and varied flying training techniques."

This, in part, was the mission of the 310th Bombardment Wing for the month of May. The training in the "varied flying training techniques" was fulfilled by "Hairclipper" missions, which were essentially low level bombing missions over rolling - and sometimes treacherous - terrain. These "Hairclipper" missions, which were initiated on the first day of the month were important because they gave an insight to the crews ability to handle their aircraft in somewhat less than ideal conditions. The Hairclipper procedures will be described more fully in Chapter III.

ORGANIZATION:

The 310th Bombardment Wing operated with the identical structure utilized in the previous month. On 31 May 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 in the month of May was the 310th Tactical Hospital.

4

ADMINISTRATION:

There were no major administrative problems encountered during the month of May 1956. Major John L. Kindlesparger remained as Adjutant of the 310th Wing during that time, while Lieutenant Colonel William A. Garrett relieved Captain David L. McCracken as Commander ^{1/} of the Headquarters Squadron Section.

On 3 May, this headquarters received confirmation on the policy of using local forms in the control and handling of non-registered classified material until further notification by Headquarters Eighth Air Force. The continuation of local forms control was welcomed by those of this headquarters concerned as a more expedient method of ^{2/} handling classified material.

SPECIAL EVENTS:

The biggest of all special events in the Air Force - Armed Forces Day - was celebrated by members of the 310th Wing in a most proud manner. Aside from the well planned static displays of B-47 and KC-97 aircraft which thrilled the kiddies and put a lump in Pop's throat, the 7,000 spectators at this big occassion got a real treat when 12 of the finest crews of the 310th took off at 30 second intervals, headed for a rendezvous with other B-47's and a flyover at Washington, D.C. Amidst the roar and whine of the powerful jet engines, many proud 310th men

1/ Special Order Number 47, paragraph 8, Hq. 310th Bomb Wing.

2/ TWX, FM CINCSAC to COMADIV 802, UNCLAS ADJM 36902, 3 May, Ref. use of forms prescribed in AFR 205-1, 3 Jan 56.

5

could still be heard bragging that it was their commander, Colonel Selmon W. Wells, who was leading this 45 aircraft display of might over the nation's Capital.

To prepare for this big event, Colonel Wells and three other 310th officers flew to Lockbourne Air Force Base, Ohio, on 14 May, ^{3/} to attend with other units scheduled to participate in the flyover.

Paydays during May were vested with some of the color long since lost to the payment by check era, when 310th campaign officials reverted to the old method of paying by cash in order to get donations for the new Consolidated Welfare Fund here on the base. Personnel were asked to donate at least one day's pay to the fund, which was a consolidation into one big collection of the assorted and sundry charity pleas which formerly popped up with bothersome regularity on every payday.

Although the drive fell short of its goal, collections exceeded the expectations of many of the campaign officials, and with 310th personnel donating to within a high percentage rating the quota which was set for them.

INSPECTOR:

May was an exceedingly busy month for the 310th Wing Inspector. It was a month which began with a honeycomb of details which had to be resolved in preparation for the visit by the Eighth Air Force Inspection team. Faced with the task of having everything in order by 13 May, the day the Inspectors were due, Lieutenant Colonel Hegenity began early in

3/ Letter Order 375, para #4, 9 May 1956, HQ. 802 ADIV. Exh. 1

the month to distribute to all squadrons and staff sections all past inspection reports which were still current. Items which were found on semi-annual inspections, and were of a general nature were reiterated and sent to other organizations. Copies of the Forbes and Lincoln Air Force Bases inspection reports were broken down and disseminated to all organizations and staff sections of the wing. At wing staff meetings, the policy ^{4/} of cleaning and policing work and barracks areas was stressed.

From 13 to 26 May, the duration of the Inspection Team's stay at the base, Colonel Megenity coordinated in every way possible to assist the Inspectors in their work. Prior to their departure, the team left a copy of the complete inspection report with Colonel Megenity. The answer to the report, complete with all explanations, is due to Eighth Air Force Headquarters by 6 July 1956.

During May, the Wing Inspector received SAC Special Subject Letter 121-1, "Uneconomical Use and Waste of Aircraft Fuel." The initial inspection report on this letter was due to Eighth Air Force Headquarters ^{5/} by 10 June.

COMPTROLLER:

Throughout the reporting period, the Comptroller directorate of the 310th Wing continued its program of coordinating all RCS reports leaving this base for higher headquarters. In this direction, the fact was

4/ Interview by T. Quinn, Wing Historian, with Lt. Col A. R. Megenity, Wing Inspector.

5/ Ibid.

6/ Ibid.

7

disclosed that during the month of May, 124 RCS reports were required by the wing. Of this figure, 122 of these reports were submitted on time for a percentage rating of 96.4 percent of all reports submitted
7/
on time.

On 9 May, the Division Comptroller Directorate, in a report issued to the wing Directorates of Materiel, Operations and Comptroller, D-Day and/or EMP Exercise Report Procedures were outlined. This report stated that effective immediately upon the outbreak of hostilities or upon notification that emergency war plans are to be implemented, actual or exercise, D-Day reporting procedures were to be effective for three main reports. These reports were the "Daily Report of Aircraft Status and Flight Operations", "USAF Aircraft Gained or Lost During past 24 Hours", and the "Personnel Reports Required in Event of Hostilities". Complete and detailed instructions for the preparations of these reports is contained
8/
in this directive.

7/ Information extracted from the Wing Commander's Briefing Charts, prepared by the Director of Comptroller, 310th Bomb Wing.

8/ Report, "D-Day and/or EMP Exercise Report Procedure", 9 May 56, COMP to 31000, DM, DC. Exh. 2

CHAPTER II
PERSONNEL

ADMINISTRATION:

(The Personnel Directorate was inspected by the Eighth Air Force Inspection Team from 12 May through 26 May. The formal inspection report has not yet arrived, however corrective action was initiated on those items found to be incorrect during the inspection. The formal inspection report and completed action thereon is expected ^{2/} during June 1956.

In May, the Personnel Directorate continued to monitor and emphasize the Officer Effectiveness Report program. For the month, a total of 38 Officer Effectiveness Reports were submitted, of which ^{10/} five were submitted late.

COMMAND:

There were no changes in the command of the 310th Bombardment Wing during the month of May 1956. Colonel Selmon W. Wells remained as Commander, and Colonel Delmore P. Wood as Deputy Commander of the wing during the reporting period.

STAFF:

There was only one major change in staff personnel during May, that

^{2/} Interview by T. Quinn, Historian, with Lt. Col. Bruce E. Hart, 310th Director of Personnel.

10/ Ibid.

9

being the assignment of Colonel Walter Y. Lucas as the Director of Material. Colonel Lucas replaced Lieutenant Colonel Shadrach E. Davis, who was reassigned as the Director of Materiel at Loring ^{11/} Air Force Base, Maine.

CRITICAL SHORTAGES:

The body and effective manning in the airman's field is 97 and 72 percent. In general the primary weakness was in the shortage of skilled 7-level airmen. In the officer field, the wing was body manned 90.1 percent and effectively manned 89.2 percent. In the officer field, there was recorded a shortage for four Personal Equipment officers (AFSC 1435), two Flight Test Maintenance Officers (AFSC 4334), and three Maintenance Officers (AFSC 4344).

In the airman field, the following listed shortages effected the mission of the wing during the reporting period:

(1) The Wing Intelligence Section was short one of three authorized airman Photo Interpreters. This shortage posed a serious problem in completing photo interpretation requirements under SAC regulation 50-8 and other pertinent directives. It was anticipated that photo interpretation requirements for "Hairclipper" missions ^{12/} will not be adequately supported as a result of the shortage.

(2) The shortage of experienced personnel in the 271 career field, particularly in the higher grades, seriously effected the

11/ General Orders Number 12, HQ. 310th Bomb Wing, 18 May 1956. Exh. 2

12/ 3-SAC-T12 Report for the 310th Bomb Wing for May, 1956, under "Personnel Problems".

efficiency of the Wing Control Room. Higher Headquarters directives stated the minimum grade for airmen assigned to the Control Room would be Airman First Class. Presently, only one Master Sergeant and one Airman First Class are assigned, along with four lower ranked airmen. Personnel assigned with the duty as controllers should be of sufficient experience and rank to make decisions in the event of airborne emergencies, alerts, etc.

(3) The Bomb-Navigation System Mechanic field was only 72 percent effectively manned in the supervisory levels, 25 percent effectively manned in other levels. As a result, the wing experienced three late take-offs and 13 air aborts due to K-system and communications. In addition, there were 68 K-system malfunctions during May. The overtime in this facility 1192 manhours, with a backlog of 418 manhours remaining.

(4) The reciprocating engine mechanic field was 51 percent effectively manned, and as a result, the wing experienced three ground aborts due to engine malfunctions. This facility (Field Maintenance Engine Build-Up Section) has a backlog of 2160 manhours.

(5) Aircraft Electrical Repairmen: This field was only 36 percent effectively manned and the Wing mission was hampered by three late takeoffs and one ground abort caused by electrical malfunctions. The expenditure of 667 manhours overtime held down the number of malfunctions.

(6) The Airframe Repairmen field was 69 percent effectively manned. Two late take-offs resulted from the lack of properly skilled airframe repairmen. A backlog of 557 manhours remained.

11

(7) Ground Power and Support Equipment Repairmen: This field is 48 percent effectively and body manned. As a result, the condition of the wing's ground power is deteriorating rapidly. Only as a result of the support from other specialists was the wing capable of keeping enough ground power equipment in condition to support training requirements. This section recorded 253.7 manhours of overtime expended during May, ^{13/} as against an amazing backlog of 11,805 manhours.

MANNING: OFFICERS

The wing was body manned 90.1 percent and effectively manned 89.2 percent in the officers field.

MANNING: AIRMEN

The body and effective manning in the airmen's fields was 97 and 72 percent respectively. Seventy-four percent of the airmen in direct support fields were working in their required specialty, as against 67 percent indirect support personnel working in their required specialty. ^{14/}

REENLISTMENT RATE:

The wing's reenlistment rate dropped from 43 percent in April to 39 percent in May, with the 380th Bombardment Squadron reporting a 100 percent rate for the third consecutive month. The only other squadron having a 100 percent rate for the month was the 379th Bombardment Squadron. A total of 28 men were separated and eligible for reenlistment, with 11 men reenlisting.

^{13/} Rept., "Shortages Affecting Training Accomplishment", fm. 310DMC to 310DP, 28 May 1956.

^{14/} Interview, T. Quinn, Historian, with Lt. Col. S.E. Hart, 310DP.

12

DISCIPLINE:

The 310th Bombardment Wing had four men AWOL during May, with four Courts Martial, 1 Article 15 and 15 Delinquency Reports given to 310th personnel. Twenty-one arrests were made by civilian authorities as opposed to one by the Air Police. There were two cases 15/ of bad check passing within the wing.

AWARDS:

On 31 May, orders were published which gave a tremendous boost to the morale of 30 members of the 310th Bombardment Wing. According to the orders, these airmen were to be rewarded by a trip to Ramey Air Force Base, Puerto Rico. Any airman who in any way whatsoever did an outstanding job over the past month was rewarded with this four day weekend holiday. As an incentive to keep up a fine job, these trips 16/ have not been matched by anything the wing has ever done in the past.

PROMOTIONS:

A total of ten officers were promoted during the month, with six of these being spot promotions to the rank of Major, while four promotions were made to the rank of First Lieutenant. No airman were promoted in May.

15/ Information extracted from the Management Control Systems Handbook, posted by the 310th Directorate of Comptroller.

16/ HQ. 802ADIV Letter Order 415, 31 May 1956, Para. 1. Exh. 4

0565

ON-THE-JOB TRAINING:

The wing's OJT program continued to effectively raise the skill level of the assigned airmen. A total of 93 airmen qualified on APT testing during the March testing cycle. However, of these 93 airmen who qualified, only four were for seven level AFSC's. This is a good indication of the number of airmen the wing can upgrade to seven level specialties as compared to the five level. Through extensive OJT the wing can readily qualify airmen for five level AFSC's; however, a great deal of time is required to render airmen eligible for award of seven level specialties. Our loss of seven level airmen exceeds the number that we can upgrade to seven level AFSC's. The only way to lower the deficiency of seven level airmen to any appreciable degree is through ^{17/} the input of seven level airmen.

Concerning the importance of the OJT program, and how it fits into the mission of the Air Force, a letter was circulated to various 310th staff agencies from Colonel C.W. Lilley, Division Director of Personnel. Written as a booster to the OJT program, Colonel Lilley illustrated how the OJT program, in itself, is the fifth most important endeavor in the ^{18/} Air Force mission.

MORALE AND WELFARE:

This month the subject of the Dining Halls and the chow were taken under consideration by the NCO Advisory Council of the 310th Wing. At

17/ 3-SAC-T12 Report for the 310th Bomb Wing for May 1956.

18/ Ltr., CUPOJT to all Sects., "Relationship of on-the-job Training to the USAF mission." Exh. 2

14

Council meeting of 14 May, the point was brought up that several of the men recently returned from other bases brought back with them the opinion that the 310th's dining facilities were not near as good as those of other bases. At this point it was stated that a complete painting and redecorating of the dining hall, featuring Knotty Pine paneling, flowers, plants, etc., was underway. Also disclosed was the fact that china dishes and trays would soon be used in the dining hall in place of mess trays.

The fact was also brought forth that several complaints had been received concerning the inadequate food ration issued at the midnight mess. The council stated that this had been taken care of.
^{19/}

A concerted effort was made this month not only to increase the membership of the NCO Mess, but also to make it a more attractive place for many of the Non-Commissioned Officers of the 310th Wing. The Board of Governors of the club put the Air Conditioning unit into operation, instituted free coffee hours every weekday morning, reduced the price of bulk beer, added entertainment was instituted, more organizational parties were initiated and a wider and better publicity campaign was undertaken.
^{20/}

In May, men of the 310th were constantly urged to encourage their wives to become active in the Dependent's Assistance Program here at the

^{19/} Minutes of the 310th Bomb Wing NCO Advisory Council Meeting of 1200 hours, 14 May 1956. Exh. 6

^{20/} Minutes of the 802d Air Division NCO Advisory Council Meeting of 1000 hours, 21 May 1956. Exh. 7

base. Interesting and informative DA programs would benefit the wives and indirectly benefit the men at the same time.

Two new Policy Letters were prepared by the Division Commander in May which will most likely be of great benefit morale-wise to personnel of the 310th Wing.

Policy Letter number 19 established a base athletic program which would more adequately meet the needs of base personnel. The new policy provided for each squadron to appoint an athletic officer who would take charge of all the sports management of the squadron, as well as participating himself. The squadron athletic officers would, in addition, represent his unit on the Wing Athletic Council. The new policy also provides for a Base Athletic Council, which will mediate, institute and modify the base-wide athletic program. This new policy should create a better, more diversified program of athletics on the base.

The second Policy Letter provided for an Airmen's Service Club Council to be initiated on the base. The council will be composed of two representatives from each squadron which will meet semi-annually with the Service Club Director to discuss, and put into operation any new ideas brought forth, and to work harmoniously with the director to bring about a better Service Club.

21/ Ltr., Toall Section Heads from 310th Headquarters Sq., "Dependents Assistance Center", 24 May 1956. Exh. 8

22/ HQ. 802ADIV Policy Letter Number 19, "Base Athletic Program", 10 May 1956. Exh. 9

23/ HQ. 802ADIV Policy Letter Number 20, "Airmen's Service Club Council", 10 May 1956. Exh. 10

CHAPTER III
OPERATIONS AND TRAINING

FLYING TRAINING:

May was the first month of the SAC Regulation 50-8 training quarter. Forty percent of the requirements of SAC regulation 50-8 were to be accomplished. The training for the month of May 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 in seasonal tactics.
- d. Implementation of Phase I of project "HAIR CLIPPER".
- e. The continuation of proficiency training under the principles outlined in SAC regulation 50-8 and 51-26.
- f. Accomplishment of the monthly requirements of SAC regulation 50-24.

A total of 2200:00 hours of air training was projected for the month of May, with 1600 hours allocated for B-47's and 600 hours assigned to KC-97 aircraft. The flying time priority was the following:

- a. Accomplishment of AFR 60-2 requirements.
- b. Higher Headquarters directed missions:
 - (1) Maintain "HI JINKS" proficiency.
 - (2) Phase I "HAIR CLIPPER".
 - (3) Practice bomb/recon competition.
- c. Upgrading of non combat ready crews.
- d. Combat ready crew training.

17

- e. Staff crew proficiency.
- f. Accomplishment of standardization flight checks (51-4).

The breakdown of the flying time for the month of May is as follows:

B-47:

379th Bombardment Squadron: 437:00 hours - 68 sorties.

380th Bombardment Squadron: 515:00 hours - 80 sorties.

381st Bombardment Squadron: 648:00 hours - 101 sorties.

KC-97 aircraft were scheduled to fly 600 hours and 119 sorties during May, with the KC-97F model projected for 275 hours of training ^{24/} and the KC-97G model for 325 hours.

Aside from these main objectives, two other missions appeared on the training scene during April. The first of the two was operation "NEW YEAR", in which the 310th Bombardment Wing was slated to provide 12 aircraft and crews for a combined effort, 45 B-47 aircraft flyover of Washington, D.C. on Armed Forces Day, May 19. Colonel Selmon W. Wells, 310th Wing Commander, was given the honor of leading this demonstration of SAC's might over the nation's Capital.

Toward the latter part of May, preparations began in accordance with wing operations order 223-56 for the flying of PACE SETTER IV, ^{25/} scheduled for 13 June. The Wing Commander, accompanied by the Wing Director of Operations and four other wing Operations Officers, left

24/ 310th Bomb Wing Operations Plan 204-56, "Wing Operations and Maintenance Plan for May 1956", 1 May 1956. Exh. 11

25/ 310th Bomb Wing Operations Plan 223-56, "PACESETTER IV", 28 May 1956. Exh. 12

18

Smoky Hill on 21 May 1956 for Eighth Air Force Headquarters. While at headquarters, the group presented a briefing on the recent PACE ^{26/} SETTER III mission, and briefed on the forthcoming PACE SETTER IV.

ACCOMPLISHMENTS:

During May the tactical squadrons completed 47.5 percent of the training minimums as outlined in SAC regulation 50-8. This percentage was computed by using the proposed new method of computation to be incorporated in the forthcoming revised SAC Management Control ^{27/} Pamphlet 170-1A.

The bombing results for the month were the best yet accomplished by the wing: The radar RBS CEA was 1763 feet; Visual RBS was 1257 feet. This can be attributed to the increasing experience level of the observers, plus continuing emphasis on adequate target study. Each observer was required to accomplish a minimum of two hours of target study on the day before any RBS mission. Critiques were conducted in the Wing Target Study Section following each mission, with the requirement that the squadron commander attend the critique of any unreliable bomb runs. The wing's intensive upgrading program also showed good results as pertains to bombing accuracy; the CEA for practice radar RBS was 3204 feet, and for practice visual RBS 1464 ^{28/} feet.

26/ HQ. 802ADIV Letter Order 386, para. 4, 15 May 1956. Exh. 13

27/ PART IV, p. 8 to SAC T-12 Report for 310th Bomb Wing for May. Exh. 14

28/ PART IV, p. 9 to SAC T-12 Rpt. for May. Ref. Exh 14.

19

The following is a list of the flying training totals as extracted from Part I to the SAC T-12 Report for the month of May:

Number of sorties	234
Flying time	14.97
Bombing:	
RBS at Mach .81	30
Mach .81 with IEDA	14
Fixed angle radar attacks	11
Visual attacks camera scored at mach .81	9
Visual releases	11
Night celestial legs	35
Day celestial legs	30
Celestial grid legs	49
Radar grid legs	22
Press pattern legs	9
Total refuelings attempted	56
Total refuelings successful	55
Mass night refuelings attempted	13
Mass night refuelings successful	12
Maximum gross weight night	01
Dry contacts	153
Rendezvous attempted	41
Rendezvous succeeded	40
In darkness	7
AN/APN - 12/76 Rendezvous attempted	34
AN/APN - 12/76 Rendezvous succeeded	33

0572

20

Total number of maximum load missions	11
Number of S.E.G. Gunnery missions	2
Fighter attack missions	6
Total hours formation flying	94
Hours above 30,000 feet	68
Hours below 10,000 feet	26
Pilot proficiency missions	10
Number of airborne radar directed approaches	54
Hours of pressurized flight - combat position	75
Emergency procedure drills	53
Simulated strike reports	6
Night Cell missions	13
Aircraft weapons missions	13
Simulator missions	17

In accordance with Eighth Air Force message ODTL 12235, 9 April 1956, and 310th Bombardment Wing Operations Order 206-56, dated 23 April 1956, the wing inaugurated, on 1 May the first phase of low level bombing missions, known under the nickname of "HAIRCLIPPER". Untimely information on future commitments, and the direct changes in the monthly 60-9 training schedule brought about by "Operation New Year" retarded the training in the "Hairclipper" program for the month of May.
^{30/}

29/ PART I to SAC T-12 Rpt. for 310th E.W. for May 1956. Ref. Exh. 14

30/ PART IV, SAC T-12 Rpt. for May, p.11.

21

Three special reports were prepared by the Wing Director of Operations to be forwarded to the Eighth Air Force Commander which summarized the HAIRCLIPPER activity for the month of May.

In the first report, which covered activity up to and including 18 May, the bombing results of four of the 18 crews participating were unsatisfactory. In the overall results, only one crew, R-31, was graded as unsatisfactory. The reason for the unsatisfactory rating was that the aircraft lost the number three engine cowling, forcing the crew to reduce airspeed to 250 knots for the entire mission. Of the three unsatisfactory bombing results, Crew L-12 reported poor results due to limited information regarding the fixed angle bombing technique employed. Crew L-50 had to change altitude due to weather in the target area, thereby causing bombing failure, while crew L-43 had to reduce airspeed in order to secure the entrance door, and considered their results unsatisfactory.

A total of 11 incidents were reported, with three crews stating that they lost inspection plates, one reported a near collision with small aircraft near Grand Island, Nebraska, while others reported their entrance and/or outrigger doors came open during flight, causing them to reduce airspeed in order to close them. Among the suggested changes incorporated in the report, one was that the bombing technique was inadequate due to lack of clarification. The report stated that the detailed

31/ "Report of Training in Low Level Operations as of 18 May 1956", 310DO to Eighth Air Force Comdr., SECRET. Exh. 15

22

procedures for LAB bombing techniques were lacking and would be required in order to complete the ground training requirements of Section XIV of the training directive.

It was also recommended that consideration be given to reducing the Ground Training requirements. The detailed planning required during flight planning requires extensive study of the route and the flight altitude of the first missions develops the observer in low level techniques. The navigation results indicated that the observers could navigate at low level. In as much as no real difference was found to exist between each mission, one hour was suggested as adequate. The report also said that four hours of radar scope interpretation was more than adequate when flight planning required the review of film of the route. "Initially" the report went on, "Two hours of bombing for observers is satisfactory; however additional time will have to be devoted to this subject when detailed information in the LAB technique becomes available. Ground school classes will then have to include the entire crew."

In the report of activities as of 25 May, three crews were listed, all of which had satisfactory bomb results and overall results. Two incidents were reported. Crew L-32, 24 May 1956, was required to alter route approximately 60 miles in area of turn point number two due to weather conditions. Crew L-32 also reported that high speed broke the windshield wipers, causing them to beat against the windshield, and that cracks and scratches required that the windshield be replaced.

32/ Ibid.

33/ Ibid.

34/ "Report of Training in Low Level Operations as of 25 May 1956", 31000 to Eighth Air Force Commander. Exh. 16

23

In the report, it was disclosed that at the Ground School classes, a genuine desire to improve, and a willingness to give helpful ideas was observed among the crews concerned. These classes included one hour of low level navigation and one hour of high speed characteristics for the pilots. Navigation received one hour of low level navigation and one hour of bombing procedures. The report requested that further ground school classes be held later in the program to take full advantage of experience gained. A monthly critique will be held for all crews involved for purposes of evaluating and dissemination of information.

In the third and final report, covering activities from 28 May to 1 June, Crew L-50 reported that following the postflight inspection, it was found that skin was torn and rivets popped on the left side of the rudder and the top of the elevators. Immediately following this incident, the 310th Wing Commander recommended to the Director of Safety, Eighth Air Force, that further missions be cancelled pending complete analysis of the skin failures and that subsequent missions be flown at a reduced air speed. Hairclipper missions were cancelled awaiting further instructions. Information was subsequently received that they would be resumed the week of 4 June at an airspeed of 400 knots.

Concerning the "Hairclipper" program, information was received that the wing will receive some T-33 type aircraft on or about 15 August, which will be available for some six months for training in

35/ Ibid.

36/ "Report of Training in Low Level Operations as of 1 June 1956", 31000 to Eighth Air Force Commander. Exh. 17

24

the low level program. With the unit scheduled for deployment the first part of October, it was felt that by the time the instructors were checked out in the T-33 the amount of training that could be given R-47 pilots would be negligible. Further, the training received would be of little or no value due to the long period of time while the unit is on rotation prior to entering Phase III training. Because of the relatively small number of pilots in each tactical wing who could qualify for T-33 instructor duties in a minimum period of training, it was recommended that a team of T-33's, maintenance personnel, and instructors be organized to rotate between units as they enter Phase III training.

No ECM requirements of SAC Regulation 50-8 were accomplished, since the wing was still without ECM capability. The wing does not anticipate having sufficient equipment to support this requirement during the present 50-8 quarter. The delivery of the Phase V capsules was projected as two in June and four in July. Nine officers and nine airmen are authorized for Phase V ECM. During the reporting period, three officers and seven airmen have been assigned and have started 51-19 Phase V training. The SAC regulation 51-19 retraining for Phase IV was 86 percent completed. A 15 x 7 Electronic Training Device which is projected for use in conjunction with the Phase V training has been received by the ECM section. The delivery of the AN-GPQTLA Simulator was expected during the month of June. Frequency coordination charts

37/ PART IV, Commander's Remarks to the T-12 Rpt. for the 310th B.W.
Page 12. Ref. Exh. 14.

25

for the operation of this simulator have been forwarded to Headquarters Eighth Air Force.

The overall 51-19 upgrading program progressed satisfactorily during the month. A total of 2,459 hours were scheduled in the wing's program and 2381 flown for an overall accomplishment of 97 percent. The individuals concerned with 51-19 completed approximately 87 percent of their scheduled training.
^{38/}

COMBAT CREW STRENGTH:

In a report to the Eighth Air Force Commander entitled "Crew Withdrawals and Crew Upgrading", Colonel James W. Wilson, 802nd Air Division Commander related that the 310th Bombardment Wing presently has 14 noncombat ready crews and IN crews formed. He stated that three additional crews would be formed by 1 June 1956, and that four crews are projected for upgrading during April, five during May, four during June and four in July, for a total of 17 by 1 August 1956.
^{39/}

As scheduled, four crews were upgraded during May. The following is a breakdown of the crew strength for May:

Crew members gained:

Three aircraft commanders.

Two observers.

Crew members lost:

One aircraft commander - transferred to squadron staff.

^{38/} PART IV, SAC T-12 report, page 14. Refer. Exh. 14

^{39/} Report, COMADIV 802 to Eighth AF COMDR, "Crew Withdrawals and Crew Upgrading". (SECRET).

26

One copilot - transferred to wing staff.

One observer - transferred to squadron staff.

Crew member changes:

Three aircraft commanders.

Ten observers.

Four copilots.

New Crews:

IN 89 9 May 1956.

IN 90 16 May 1956.

Crew status changes:

IN 75 to N 75 8 May 1956; upgraded.

N 67 to R 67 8 May 1956; upgraded.

N 59 to IN 59 9 May 1956; downgraded.

IN 59 to IN 90 16 May 1956; redesignated.

Standardization Crews:

S 08 12 August 1954

L 37 28 November 1955

L-29 23 February 1956

L 06 11 April 1956

L 18 11 April 1956 40/

L 36 11 April 1956

40/ PART IV, Commander's Remarks to T-12 Report, pp. 1 and 2. Refer.
Exh. 14

OPERATIONAL PROBLEMS:

One of the biggest operational problems of the wing came about as a result of higher headquarters commitments which were continuously received after the monthly Operations/Maintenance plans were established. This results in an exorbitant number of manhours being expended on replanning the monthly schedule. The effort expended by key personnel from Operations and Maintenance directorates who were involved in this constant replanning could have been devoted to the supervision of the execution of the established plan. It was recommended that all higher headquarters commitments be given in sufficient time to be included in the monthly schedules, and their effect on unit planning be carefully considered.

Shortages of R-4360 engines on this base was another big problem during May. The shortage was first experienced when the inviolate FAK level was raised from 25 to 30 days. All engines required on this base for KC-97 aircraft have been airlifted by C-119 aircraft from the Sacramento Air Materiel Area during the month of May. The entire June allocation of aircraft engines was received and committed prior to 1 June. Sorties have been lost due to aircraft AOCP and it is anticipated that a greater number of sorties will be lost for the month of June, as the wing has been informed through Supply Channels that more than 25 engines are on AOCP backorder now for other than this station, and the production rate for the overhaul line is only three engines per day. Some

41/ Division Commander's Remarks to the SAC T-12 Report for May, page 15.

28

immediate relief on this problem must be forthcoming if the training program is not to be seriously impaired.

Rendezvous made with AN/APN-69-equipped KC-97 were completed with varying degrees of difficulty. To date all rendezvous have been successful; however, in many cases primary reliance of necessity reverted to the AN/APN 12-76 in effecting final precision rendezvous. At other times the AN/APN 12-76 has been used to determine or verify range measurement. Reports on AN/APN 69 rendezvous attempts indicated the beacon code appeared as many code groups on occasion, at the proper azimuth, while at other times the code groups appeared over a wide azimuth at varying ranges. The AN/APN-69 returns have been photographed for study by the factory representatives. Currently, additional photographs and information are being gathered for the wing's study of this problem.

Over the past months the 310th Wing has had an abnormally high SES failure rate. The pre-SES training program has been revitalized in both ground and air training phases. It was recommended that quotas be allocated so that a unit may schedule a greater number of aircraft to SES at the same time. It is desirable to provide a squadron commander or staff operations officer to accompany crews to SES schooling. This is not considered practical for only one or two crews.

42/ Ibid.

43/ Wing Commander's Remarks to SAC T-12 Report, page 10. Ref. Exh. 14

44/ Ibid.

0581

With the receipt of information that the wings are to be manned to 72 crews by 1 December 1956, a problem peculiar to this unit has arisen. For planning purposes, it is necessary to know how many of these crew members the wing will have at the time of rotation, as well as the amount of training they will have completed upon assignment to the unit. Wing operations planners should also know how many crews the wing will be allowed, or required--to deploy with, so they may properly plan the training activities and the upgrading program during the TDY. The weather in the United Kingdom during the months of the wing's scheduled rotation is not conducive to accelerated 51-19 type transition, due to predominantly low ceilings and associated poor visibility.

45/
379TH BOMBARDMENT SQUADRON:

The 379th Bombardment Squadron flew 594:35 of a scheduled 440 hours for the month of May 1956. The 379th did this by completing 91 of a scheduled 89 sorties with only nine late take-offs and three aborts for the entire month.

The following is a list of accomplishments extracted from the mission accomplishment forms of the 379th Bombardment Squadron:

RDS:	Practice	Total
Radar Total	79	54
Direct	15	11
Offset (IIIA)	15	
GPI	4	

45/ Wing Commander's Remarks to the SAC T-12 Report, page 13. Ref. Exh. 14

30

Mach .81	13	7
Sidetrack	3	11
IBDA	9	7
Visual	8	12
Radar Camera Attacks (Total)	62	34
With .81 and IBDA	11	9
Fixed Angle	2	8
Visual Camera Attacks (total)	8	5
With .81 Mach	6	4
Visual Releases	2	3
Hi-Jinks (RBS)	7	2
Navigation:		
Night Celestial legs	3	10
Day celestial	9	13
Celestial Grid	8	14
Radar Grid	2	6
Radar navigation legs	3	1
Hairclipper		2
Refuelings:		
Mass night hookups	7	
Maximum external	3	
Maximum external -night	1	
Opt. Gross Weight	111	
20 minute wet hookups	3	
Dry hookups (total)	123	
Rendezvous - total	16	
Night rendezvous	1	

0 5 8 3

31

The combat ready crews of the 379th Bombardment Squadron showed a high proficiency in bombing during the month. This was evidenced by the following averages:

Radar	CMA-1441 feet	Reliability Factor- 98 percent
Visual	CMA-1263 Feet	Reliability Factor- 89 percent

In May, several rated officers were unavailable to the squadron for flying purposes for a period of time. Second Lieutenant Franklin C. Moyer and Second Lieutenant Bernard Peterson, both pilots, were sent to McConnell Air Force Base for MTO and Transition training. One crew went to advanced survival training, one crew was assigned to the Chuck Wagon mission, while still another crew attended the D- Course at McConnell Air Force Base. Five crews attended Block Training on base, while two other crews departed for Tucson, Arizona for SES.

The 379th Bombardment Squadron operated in May with 83 airmen assigned as opposed to an authorization for 93. A total of 69 officers were assigned as against 81 authorized.
46/

380TH BOMBARDMENT SQUADRON:

The 380th Bombardment Squadron had 82 airmen and 69 officers assigned, with authorizations for 104 airmen and 80 officers. One crew was upgraded to ready status during the month, bringing the crew status to one select, five lead, nine ready, two IN and one N crews.
47/

46/ Morning reports and C&A Lists for the 379th B.S. for May 1956.

47/ Morning reports and C&A Lists for the 380th B.S. for May 1956.

32

The following is a list of flying training accomplishments for the 380th Bombardment Squadron which were extracted from flying training mission accomplishment forms for May 1956:

Total Flying Time Projected	515 hours
Total flying time	517:30
Sorties flown	75
Direct RBS runs	12
Offset RBS runs	50
Visual RBS runs	8
GPI RBS runs	4
Radar camera attacks	32
Visual camera attacks	4
Visual releases	8
Night celestial	12
Day celestial	8
Pressure pattern	2
Celestial Grid	8
Refuelings:	
Wet hookups	29
Mass night hookups	3
Optimum gross weight	9
Dry contacts	177
Rendezvous	20
Gunnery missions	5
Fighter attacks	7

33

Pilot proficiency missions	4
Takeoffs	77
Landings	77
Touch and go	51
GCA	39
Radar approach	24

381ST BOMBARDMENT SQUADRON:

The squadron was scheduled to fly a total of 650 hours during the month of May 1956. To meet these requirements, a total of 569 hours were flown in training, support and test missions. This was accomplished in 107 sorties.^{48/}

During May, a problem of primary importance--the shortage of personnel, effected the Maintenance and Engineering section of the 380th Bombardment Squadron. Specific strength discrepancies were as follows:

Total authorized strength	81
Present strength	72
Authorized Master Sergeants	22
Master Sergeants assigned	4
Authorized Staff Sergeants	26
Staff Sergeants assigned	5

Of the above assigned master sergeants, one is in the NCO Academy

48/ 310th Bombardment Wing Production and Statistical Summary for May.

34

^{49/}
and one in OJT training school.

Of the staff sergeant assigned, one is presently at Strategic Evaluation School, one TDY to McConnell Air Force Base, and one processing for discharge. This shortage necessitated the utilization of airmen first class as flight chiefs and an airmen first class as radio expeditor. This produced many supervisory short-comings mission-
^{50/} wise.

In the 53151E field, mechanics general, the squadron utilized two in this AFSC as drivers and one as a tool crib supervisor. The manning tables authorize three men per aircraft, but the May strength allowed only two per aircraft. The daily assignment of six men to MTD, two men to MD3, three men to 171 school, and one man to maintenance control in many cases reduced the number of men assigned to an aircraft to one per ship. In addition to this, the section must furnish CQ, barracks guard, normal housekeeping duties, squadron functions and Dining Hall head count as well as Gremco fire guard. Thus, with only two men assigned, but often less actually available for aircraft maintenance, personnel were continually working under an overburdened condition directing their efforts to the immediate maintenance crisis with
^{51/} the desired preventive maintenance goal never being initiated.

^{49/} SAC T-12 Report, 381st Operations to 3100DR, 1 June 1956.

^{50/} Ibid.

^{51/} Ibid.

310TH AIR REFUELING SQUADRON:

The 310th Air Refueling Squadron had 600 hours of flying training committed for the month of May. The squadron flew 657:30 hours in 114 sorties, of which 51 were Air Refueling sorties. Eighty-four hours and forty minutes were flown performing missions ordered by higher headquarters, with 25:25 hours committed on the "New Year" static display for Armed Forces Day, 35:05 hours expended flying CHUCK WAGON VI, and 24:10 hours flown in accordance with Eighth Air Force ZIPPO 05-037.

During May, the squadron experienced numerous aborts. A listing of the reasons for these aborts appears below:

1. Aircraft malfunction	5
2. Refueling equipment malfunction	1
3. Receiver cancellations	3
4. Air aborts	2
5. Missions cancelled	1
6. Spare not required for formation	1
7. Aircraft cancelled requiring test flight	1
8. Receiver refueling difficulty	<u>1</u>
TOTAL	15 <u> </u> 52/

The navigation accomplishments for the month were the following:

1. Night celestial	16
2. Day Celestial	22
3. Pressure pattern	7

52/ Information extracted from squadron T-12 report for the month of May 1956.

36

4. Radar	30
5. Loran	3
6. Grid	25
7. Airborne radar approaches	57

Refueling accomplishments:

1. APN 12/76 rendezvous	34
2. APN 11/69 rendezvous	10
3. Day refueling	34
4. Night refueling	20
5. Radio silent refueling	47
6. Dry hook-ups	360

Pilot Proficiency:

1. A/C takeoff	96
2. Copilot takeoff	51
3. A/C landings	87
4. Copilot landings	59
5. A/C GCA	42
6. Copilot GCA	30
7. A/C PPI Approaches	7
8. Copilot PPI Approaches	4

The 310th Air Refueling Squadron has an authorized strength of 100 officers and 225 airmen. The Morning Report of 1 May carried 98 officers and 210 airmen while the Morning Report of 31 May carried 96 officers and 217 airmen. This was a decrease of two officers and an increase of seven airmen. This gave an average strength of 97 officers and 213 airmen during the month for a 97 percent body manning for officers and

0580

37

53/
a 94.2 body manning for airmen.

The combat crew strength of the 310th Air Refueling Squadron

was the following:

Crew Status Changes:

- a. One new crew, M-41, was formed on 31 May.
- b. T-24 downgraded to M-24 due to transfer of Flight Engineer.
- c. M-39 to T-39, upgraded 31 May.
- d. M-40 disbanded 31 May 1956, four members placed on T crews.

In May, six boom operators were gained, one was lost and one transferred. Two navigators, two flight engineers and six radio operators were lost, while two pilots, one navigator, one flight engineer and five radio operators were transferred.

54/

53/ Squadron Morning Reports for 1 and 31 May 1956.

54/ 310th Air Refueling Squadron T-12 Report for May 1956.

0590

CHAPTER IV
MATERIEL AND MAINTENANCE

MATERIEL:

During the month of May, Colonel Walter Y. Lucas began his duties as the new Wing Director of Materiel. Colonel Lucas replaced Lieutenant Colonel Shadrach E. Davis, who was reassigned as Director of Materiel for Loring Air Force Base, Maine.

One of the biggest problem areas of the Materiel Directorate for the month of May was that of K-systems availability. In order to maintain K-systems capable of accurate bombing, excessive Armament and Electronics Squadron manhours have been expended on certain aircraft within the wing. Depot assistance on these defective K-sets has not produced favorable or lasting results. A request for change in input schedule on project "Oil Town" was initiated in an effort to insure operational K-system availability to the wing and decrease the Armament and Electronics maintenance support manhours expended on defective K-systems. The recommended schedule change in subject program was as follows: 52-106 changed from 11 June to 4 June in lieu of 52-101; 52-109 changed from 6 July to 5 June in lieu of 52-102; 52-115 changed from 8 August to 6 June in lieu of 52-104. No answer was received during May from AMC advising concurrence or non-concurrence. ^{55/}

Throughout the month of May the Materiel Directorate continued its program of monitoring the inspection of all the aircraft of the 310th Wing. Enclosed as an exhibit is a typical report of discrepancies noted from the inspection of the records of B-47 aircraft 51-348.

55/ PART IV, Wing Commanders Remarks to SAC T-12 Report, p. 3. Ref. Exh. 14.
56/ Rpt., "Aircraft Records Check", 310ARS fm. 310DM, 18 May 1956. Exh. 18

MAINTENANCE:

Maintenance within the 310th Bombardment Wing was provided on the basis of the following statistics:

	Total Flying Time	Flying Avg. No. Acft Pos. perPos.	Acft.
379th Bomb. Squadron	594:35	16	37:09
380th Bomb. Squadron	517:30	14	36:57
381st Bomb. Squadron	584:35	15	38:59
310th Wing Total	1696:40	45	37:42
310th Air Refueling Total	675:20	21	32:09
Number of Aircraft Assigned	B-47 - 46	KC-97 - 21	
Average Number of aircraft possesses	B-47 - 45	KC-97 - 21	
Number Periodic Inspections Scheduled	B-47 - 10	KC-97 - 6	
Number Periodic Inspections Completed	B-47 - 10	KC-97 - 6	
Number of Engine Changes	B-47 - 14	KC-97 - 7	
Average Time of Engine Change	435:38	407:17	

The wing percentage in commission rate for B-47 aircraft was 79.525 and for KC-97 aircraft it was 73.04 percent. The aircraft of the 310th Wing were in commission a total of 38,029 hours, B-47's being in commission for 26617 hours, KC-97's for 11,412 hours.

The wing percentage AOCM for B-47 aircraft was 20.37 percent, the ^{57/} KC-97 AOCM rate was 26.95 percent.

In a report to the Wing Commander dated 1 May, Colonel Harry H. Jones, Division Director of Materiel gave an analysis of the discrepancies found during Quality Control inspections throughout the month of March.

^{57/} 310th Bombardment Wing Production and Statistical Summary for the month of May 1956. Exh. 19

40

That part of the report concerning the 310th Bombardment Wing appears below:

a. B-47 aircraft

Total Discrepancies	Aircraft System	Average number
79	Specialist from FMS	9.8
54	Engine discrepancies	6.8
114	Aircraft general	14.3
62	Radio	7.8
27	Pedar	3.4
13	Weapons system	1.6

Eight inspections were performed

Average number of discrepancies - 42

Average number of safety of flight discrepancies - 1.6

b. 25 percent inspections:

11 inspections were performed

Average number of discrepancies - 52.4

Average number of safety of flight items per inspection - 1.0

c. KC-97 type aircraft:

No KC-97 periodic inspections were performed during March since these aircraft had just returned from TDY and no inspections were scheduled.

d. Inspections in the 310th Wing include numerous very minor discrepancies which are not vital to the aircraft combat readiness. These tend to greatly expand the total number of gigs but do not indicate a true picture of the condition of the aircraft. It is considered that both wings are performing good quality sampling as required by SAC Manual 66-12.

0.59.3

41

Attached to this report was a letter written by the 310th Wing Commander to the Division Commander in which he states that the number of discrepancies found during these 25 percent inspections indicates the need for more complete post flight checks and better post flight inspections. Colonel Wells also specified that flight and ground crews, and Periodic Maintenance personnel as well had been cautioned to be more thorough in the future so as to lessen these minor discrepancies.

On 8 May, after normal duty hours, the Division Director of Materiel conducted an inspection of refueling procedures, chocking of aircraft and the operation of Ground Power equipment. In a report on his findings, the Division Materiel Director stated that two aircraft were found to be improperly chocked, and that at another aircraft, two armament and electronics specialists were working near a running power unit, with no fire guard. Neither of these two men had Ground Power operators permits. In his reply to this report, the Wing Director of Materiel assured Colonel Jones that everything possible was being done to preclude such safety hazards. Colonel Lucas also added that all squadron areas are being inspected by their commanders to make certain that aircraft are parked and chocked properly, and that no safety hazards are left unattended.

58/ Report, to COMDR fm DM, "40th and 310th Quality Control Inspection", 1 May 56.

59/ Report, to 310EW COMDR fm DM, "Inspection of Refueling Procedures, Chocking of Aircraft, and Power Ground Equipment Operation." Exh. 20

42

During May, maintenance on wing aircraft was adversely affected by changes in the schedule of delivery of aircraft to the drag angle modification center and IRAN, and by the short time interval between notification and delivery of these aircraft. An accurate scheduling of these aircraft in the monthly 60-9 schedule was virtually impossible due to this situation.

On 25 May this headquarters received notification that in the near future, the 310th Air Refueling Squadron will receive from WADC a 2J17 propeller blade, complete with numerous examples of nicks, dents, gouges and cracks. The blades will be labeled by the laboratory as to the depth and dimensions of these cracks, and they will be used for comparison purposes in the future Propeller Training Program for comparison purposes.

It was further recommended that each squadron appoint a project officer to insure success of the program. This program was scheduled to begin upon receipt of these blades from WADC.

Also projected for June is a visit to the base by Warrant Officer Brown and five civilians who will give demonstrations of the MAC-1 trainer. A new piece of equipment which simulates troubles on K-systems and teaches data flow, it may soon be standardized for procurement and utilization by all SAC units. The notification requested that a project officer be selected, and that all be ready for this visit on 4 June.

60/ PART IV, page 3 of SAC T-12 Report for 310th for May. Ref. exh. 14

61/ TMX, HQ. 8AF to COMADIV 802 concerning shipment of props. Exh. 21

62/ Ltr., to Comdir., 310BW, ATTN: 310DM fm. DM, "Demonstration of K-System Test Equipment", Comments 1&2. Exh. 22

43

SUPPLY:

The recent change in requirements for the number of engines maintained in flyaway kits created an engine shortage in the 310th Bombardment Wing during the month of May. The number of engines available on the base and from depot sources has been inadequate to supply a sufficient number of flyaway kit engines and take care of required engine changes. Both the A360 and the J-47 engines were affected.

In connection with this, a message was received at this headquarters on 7 May which stressed the importance of TOC kits possessed by the field activity accompanying the aircraft to modification facilities. The message stated that this is important since some depot level T.O's must be accomplished subsequent to the field T.O.

During the Eighth Air Force inspection conducted in May, one of the units found unsatisfactory was the Armament and Electronics Squadron Pre-Issue section. Prior to this inspection, a staff visit was made to this function by members of the Division Materiel Directorate. In a report of their findings, the directorate revealed that only 75 percent of the pre-issue items were on hand, and only 90 percent of the bench stocks were on hand. A total of 73 items were on the shelf awaiting parts. The report further indicated that follow-up and recording action on pre-issue items had not been accomplished, although Base Supply had agreed to coordinate on this in the future. Housekeeping had not been

63/ PART IV, Page 3 to SAC T-12 Report for 310th for May. Ref. exh 14

64/ Ltr, 10 May 56, DM to 310DM containing SAC MSG DM/Al-6-S 37364, 7 May,
Exh. 23

adequate, and the bench stock card bins had not been brought up to date with the latest master listings.

Another item granted considerable attention during May was the support of shops to base Supply repair and return to Base Supply and Pre-Issue a minimum of 30 percent of all reparables processed. The original message stated that Field Maintenance had only granted 0.7 percent support to this program in the previous month. Lieutenant Colonel Harry N. Griffin, Chief of Maintenance for the wing stated that the Field Maintenance support for the month was actually 26.11 percent and that the report was erroneous. He did state that maximum effort will be made to insure the success of this program in the future, and that bench stock lists were being instituted to expedite all reparables.

65/ Report, Comments 1&2, "Status of A&E Pre-Issue and Bench Stock", 2 May 1956. Exh. 24

66/ SAF Msg MDS 35884, "Explanation of Remarks in SAF-S-1 Report for April", with report of explanation from 310DMM and TWX of reply to SAF Hq. Exh. 25

310TH BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

(As of 31 May 1956)

Colonel Selmon W. Wells	Commander
Colonel Delmore P. Wood	Deputy Commander
Major David M. Lindquester	Director of Operations
Colonel Walter Y. Lucas	Director of Materiel
Lt. Col. Bruce E. Hart	Director of Personnel
Lt. Col. Arnold R. Megenity	Inspector
1st. Lt. Jack W. Taylor	Director of Comptroller
Colonel Robert E. Corwin	310th Tactical Hospital
Major John L. Kindlesparger	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 Sq.
Lt. Col. Weldon S. Deck	310th Field Maintenance Sq.
Captain George Bennett	310th Flying Safety Officer

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.

0590

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. 310th Field Maintenance.

380th Bombardment. 310th Periodic Maintenance.

381st Bombardment. 310th Armament and Electronics.

310th Air Refueling. 310th Headquarters Section.

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

APPENDIX

LIST OF EXHIBITS

Exhibit No.

1. Letter Order 375, para #4, 9 May 1956, Hq. 802ADIV.
2. Report, "D-Day and/or ENP Exercise Report Procedure", 9 May 1956, COMP to 310DD, DM, DC.
3. General Orders Number 12, Hq. 310th Bomb Wing, 18 May 1956.
4. Hq. 802ADIV Letter Order 415, para 1, 31 May 1956.
5. Ltr., CUPOJT to all Sects., "Relationship to On-The-Job Training to the USAF mission".
6. Minutes of 310BW NCO ADVISORY Council Meeting, 21 May.
7. Minutes of 802d ADIV NCO Advisory Council Meeting, 21 May.
8. Ltr., To all Section Heads fm 310th Hq. Sq., "DA Center."
9. Air Division Policy Ltr. 19, "BaseAthletic Program".
10. Air Division Policy Ltr. 20, "Airmen's Service Club Council".
11. 310th Bomb Wing Operations Plan 204-56, "Wing Operations and Maintenance Plan for May 1956", dtd. 1 May 1956.
12. 310th Bomb Wing Operations Plan 223-56, "PACE SETTER IV", 28 May 1956.
13. Hq. 802ADIV Letter Order 386, para. 4, 15 May 1956.
14. PART IV, Page 8 to SAC T-12 Report for the 310th Bomb Wing for May.
15. "Report of Training in Low Level Operations as of 18 May 1956", 310DD to Eighth Air Force Commander. SECRET
16. "Report of Training in Low Level Operations as of 25 May 1956", 310DD to Eighth Air Force Commander. Secret.
17. "Report of Training in Low Level Operations as of 1 June 1956", 310DD to Eighth Air Force Commander. SECRET
18. Rpt., "Aircraft Records Check", 310ARS fm. 310DM, 18 May 1956.
19. 310th Bomb Wing Production and Statistical Summary for May 1956.
20. Rpt., to 310BW Comdr. fm. DM, "Inspection of Refueling Procedures, Checking of Aircraft, and Power Ground Equipment Operations."

49

Exhibit No.

21. TWX, HQ. 8AF to COMADIV 802 concerning shipment of propellers.
22. Ltr., to Comdr 310EM, ATTN: 310EM fm. DM, "Demonstration of K-System Test Equipment", Comments 1&2.
23. Ltr., 10 May 1956, DM to 310EM containing SAC MSG MDM4AL-6-S 37364.
24. Rpt., Comments 1&2, "Status of A&E Pre-Issue and Bench Stock", 2 May.
25. 8AF Msg. MDS 35884, "Explanation of Remarks in 8AF-S-1 Report for April, with report of explanation from 310EM and TWX of reply to 8AF HQ.

0 6 0 3

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

9 May 1956

SUBJECT: Letter Order 375

TO: See Distribution

1. A/1C ADRAIN T. CHISUM, AF18438006 (PRIMAFSC 43151E) 25 BOMRON, 40 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Tuscon, ARIZ, on or ABT 11 MAY 56, on TDY APRX 40 days, for purpose Wing Drag Angle Modification of B-47 Type Aircraft. (DPUO); UCWR this STA. CIPAP. TVL BY MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 401-595 10.5D. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

2. FNA, 310 FLDMAINTRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Boeing Plant, Wichita, Kansas, on or ABT 14 MAY 56, on TDY APRX 3 days, for purpose to attend fuel cell repair Class. AMN will REPT to MR. JOE GAMER, NLT 14 MAY 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.

A/2C	GEORGE V. GRIMES	AF16437363	43151E
A/3C	STEWART L. COSS	AF19491737	43131E

3. FNO, 380 BOMRON, 310 BOMWG, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP 3521 STURON, McConnell AFB, KANS, on or ABT 13 MAY 56, on TDY APRX 7 days, for purpose to attend Special Weapons Delivery CRSE, B-47, Special NR 120005. CL starts 14 MAY 56. Officers comprise crew S-08. (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 P443-02-03-07 S22-606. AUTH: AFR 35-52, SACREG 35-19.

MAJ	WILLIAM T. PRESTON	16816A	1245
MAJ	EMMITTE W. KELLY	A0754912	1525B

4. PNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP Lockbourne AFB, OHIO, on or ABT 14 MAY 56, on TDY APRX 4 days, for purpose to attend briefing for flight over Washington D. C. on Armed Forces Day. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-629 10B. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

COL	SELMON W. WELLS	3991A	310 HQRON, 310 BOMWG
CAPT	CLOUD L. PORTER	A0781043	381 BOMRON, 310 BOMWG
CAPT	WARREN C. STROMBERG	A01911949	do
CAPT	SAMUEL A. ALLISON	A0734866	do

LTR 375, 9 MAY 56

5. ESPWD VOC 4 MAY 56, CFM and made REC:

FNOA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC as INDC, WP McDill AFB, FLA, on or ABT 4 MAY 56, on TDY APRX 3 days, for purpose Ferry Military Personnel. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-628 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

COL	SELMON W. WELLS	3991A	310 HQRON, 310 BOMWG	TOPSEC
CAPT	CLOYD L. PORTER	A0781043	381 BOMRON, 310 BOMWG	TOPSEC
CAPT	NICHOLAS M. SCHLYER	A02068709	381 BOMRON, 310 BOMWG	TOPSEC
A/C	ARTHUR CAITHAM	AF16433479	381 BOMRON, 310 BOMWG	Secret

BY ORDER OF THE COMMANDER:

OFFICIALS

Carl W. Hauth
CARL W. HAUTH
MAJ., USAF
Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION

A

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

2

COMP

9 May 1956

SUBJECT: D-Day and/or ENP Exercise Report Procedure

TO: Commander, 40th Bombardment Wing, ATTN: Materiel, Operations, Comptroller
Commander, 310th Bombardment Wing, ATTN: Materiel, Operations, Comptroller
Commander, 802d Air Base Group, ATTN: Materiel, Operations

1. Effective immediately upon the outbreak of hostilities or upon notification that emergency war plans are to be implemented, actual or exercise, D-Day reporting procedures will become effective for the following new or revised reports:

a. Daily Report of Aircraft Status and Flight Operations (AF Form 110A) RCS: 1-AF-A1, prepared by wing DMMC's and Base Flight and submitted to Statistical Services for consolidation.

b. USAF Aircraft Gained or Lost During past 24 Hours (AF Form 110B) RCS: 2-AF-A1, prepared by wing DMMC's and Base Flight and submitted to Statistical Services for consolidation.

c. Personnel Reports Required in Event of Hostilities, RCS: SAC-P34, prepared by wing DP's.

d. USAF Ammunition Controlled Items Report, RCS: 2-AF-S18, prepared by EDM (Base Supply).

2. Reporting Instructions:

a. The report cited in paragraph 1a above will continue to be submitted daily, as under current requirements in accordance with AFM 65-110 and SACM 171-2. However, a consolidated report will be prepared as of the 10th, 20th and last day of the month. In the event of an ENP exercise, a consolidated report will be prepared the first "as of" date following the exercise. For example, if an exercise is over on the 18th of the month, a report will be prepared as of the 20th of the month to 2400 hours of the 20th of the month. This report is due in Statistical Services not later than 1200 hours the first calendar date following the "as of" date.

COMP, SUBJ: D-Day and/or EWP Exercise Report Procedure

b. The report cited in paragraph 1b will continue to be submitted to Statistical Services daily, as under current requirements, with the exception that Attachment 1, AFR 65-110, will be implemented to include special utilization and status codes, as amended by Volume 1, Part II, Section M, WEP 54-1. This report is due in Statistical Services not later than 0900 hours following the "as of" date.

c. The report cited in paragraph 1c above will be prepared and in accordance with SAC REG 35-22 when units become actively engaged in combat operations. Reports will be prepared by each wing separate squadron. (If less than a wing deploys, consolidated reports will be submitted when applicable.) In the event of an EWP exercise, the wings or any squadron receiving exercise deployment orders (to overseas) will prepare and submit the report. The initial report is due in Statistical Services within 36 hours following receipt of the EWP exercise deployment orders.

d. The report cited in paragraph 1d will be prepared as of the 10th, 20th and last day of each month in accordance with the instructions contained in AFR 67-79 and Chapter 32, SAC Manual 171-2. In the event of EWP exercise, the report will be prepared the first "as of" date following exercise. For example, if an EWP exercise is over the 18th of the month, the report will be prepared as of the 20th of the month. This report will be submitted to Statistical Services the first calendar day following the "as of" date.

3. All reports cited above will be submitted to Statistical Services, who will forward them to higher headquarters during hostilities or turn them over to responsible individuals for evaluation after an EWP exercise.

4. All reports submitted during, or as a result of, an EWP exercise will have the words "Exercise Report" printed in red across the top and bottom of each page of each report.

5. All reports will be classified as specified in the directive governing the preparation of the report.

6. Activities responsible for the preparation of these reports will insure that all applicable directives governing the preparation of these reports are available for immediate use by the individuals designated to prepare the reports.

BY ORDER OF THE COMMANDER:

Copy furnished:
DM
DO
DP

s/t/ CARL W. HAUTH
Major, USAF
Adjutant

2

A CERTIFIED TRUE COPY
James W. Ragsdale
JAMES W. RAGSDALE
1STLT, USAF

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

18 May 1956

GENERAL ORDERS)
NUMBER 12)

STAFF ASSIGNMENT. COLONEL WALTER Y. LUCAS, 4415A, this headquarters,
is assigned as Wing Director of Materiel; LTCOL SHADRACH E. DAVIS,
A0565166, this headquarters, is relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. KINDLESPARGER
Major USAF
Adjutant

John L. Kindlesparger
JOHN L. KINDLESPARGER
Major USAF
Adjutant

DISTRIBUTION: "A" Plus
10 CYS CINCSAC
10 CYS COMAF 8
10 CYS COMADIV 802

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

31 May 56

SUBJECT: Letter Order 415

See Distribution

1.FNA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of Secret, for PD this TDY only, WP Ramey AFB, Puerto Rico, on or ABT 1 JUN 56, on TDY APRX 4 days, for purpose Morale and Welfare MSN. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TVL AUTH by this order does not entitle TVL to expenses of TVL. AUTH: Chap. 16, AFM 35-11, 8AFR 35-7, SAC REG 35-19 and SAFMSG ODOL-17307, 23 May 56.

SSGT	HARVEY McCORISON	AF16290622	310th HEADQUARTERS SQUADRON
SSGT	FREDERICK SUDELMANN	AF26792190	do
A/2C	ROBERT L. SMITH	AF19514704	do
SSGT	LEWIS WARDEN	AF12419948	do
A/3C	LEWIS E. CRAIG	AF12490600	do
A/3C	ARMAND A. FOURIER	AF12479970	do
/3C	CHARLES M. STEWART	AF14573366	do
/3C	STUART C. VAUGHN	AF14580516	do
A/1C	EUGENE A. CALAME	AF18425761	310th A&E MAINT. SQ.
A/1C	LARRY N. SOWARDS	AF17395234	do
A/2C	WILLIAM E. KRAMER	AF17382889	do
A/2C	LEE A. RISCH	AF13475005	do
A/2C	LEWIS R. ROUNTREE JR.	AF14524025	do
A/2C	RONALD C. RUCKDESHEL	AF11265799	do
A/2C	PAUL RUPPE	AF16474948	do
A/3C	FREDRICK C. CHARLETON	AF14552087	do
A/3C	JOSEPH NASO	AF11262724	do
A/1C	JULIAN I. ADAMS	AF12424135	310th PERIODIC MAINT. SQ.
A/1C	STANLEY A. SCHYDLOWSKI	AF13451873	do
A/1C	WILLIAM J. WAUGH	AF17379406	do
A/2C	THOMAS NEVILLE JR.	AF16503522	do
A/1C	IRVING GLASSER	AF12425037	380th BOMBARDMENT SQ.
A/1C	ARTHUR CAITHAML	AF16433479	381st BOMBARDMENT SQ.
A/1C	ROBERT W. LEWIS JR.	AF13477694	do
/2C	RAYMOND E. CUMBERLAND	AF13474880	310th AIR REFUELING SQ.
A/2C	OLIN DUNBAR	AF12462410	do
A/1C	JAMES E. TACY	AF11246337	310th FLD. MAINT. SQ.
A/1C	LARRY L. WAGNER	AF17379129	do
A/2C	WALTER C. GAW JR.	AF17422728	do
A/2C	RONALD WIERSCHE	AF16488005	do

LTRD 415, PARA-i CONTD

O	THOMAS E. SUMNER	AF14557050	802 MTRVERON
A/3C	MICHAEL J. CASSANO	AF13545350	AQRON, 802 ABGRU
A/3C	WILLIAM ELLIS	AF26385039	802 SUPRON, 802 ABGRU
A/3C	MINAR L. HARRIS JR.	AF14592693	802 FDSECRON, 802 ABGRU
A/3C	RAMON V. KRUZ	AF11285561	802 INSTLRON, 802 ABGRU
A/3C	J. C. LEDFORD	AF19543886	802 APRON, 802 ABGRU

BY ORDER OF THE COMMANDER

OFFICIAL:

CARL W. HAUTH
MAJ. USAF
Adjutant

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

DISTRIBUTION

A

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

CUPOJT

SUBJECT: Relationship of on-the-job training to the USAF mission

TO:

1. The following is an extract from Air Training Command Course #XX75000. It is reprinted for the purpose of orienting personnel of the 802d Air Division as to the object of on-the-job training.

a. "In a world such as ours, where totalitarian states seek to dominate freedom loving people, the fate of the free world depends, in a large degree, on a strong and united America. We have been thrust into a position of leadership in freedom's struggle against the forces of oppression and tyranny. If our efforts to deter the aggression of those who seek to destroy our ways of life are to be successful, we must maintain a strong, well prepared military establishment. The Air Force has been assigned the dominant role in the defense of our country and our freedom.

b. No one goal can be pointed to as the Air Force mission. The USAF has many missions or goals. They are achieved only by the combined efforts of efficient, highly trained personnel. Some of the more important missions of the United States are:

- (1) DEFENSE OF THE UNITED STATES THROUGH AIR POWER
- (2) READINESS TO RETALIATE IN CASE OF AN ATTACK UPON THE UNITED STATES
- (3) ABILITY TO CONDUCT A SUSTAINED, ALL OUT BOMBING CAMPAIGN AGAINST THE ENEMY'S WAR MAKING POTENTIAL
- (4) TO PROVIDE AIR SUPPORT FOR GROUND OPERATIONS

In order to get these jobs done, the USAF must:

- (1) Develop faster, higher flying aircraft
- (2) Develop safer equipment for all personnel
- (3) Develop defensive equipment such as guided missiles, radio communications networks, and radar
- (4) Maintain a well organized, trained reserve force
- (5) Train New Air Force Personnel, and provide for the upgrade training of personnel previously trained

HQ 802d ADIV CUPOJT SUBJ: Relationship of an-the-job training to the USAF mission

c. An Air Force capable of carrying out the jobs assigned, must conduct a continuous, effective training program. Every time a new piece of equipment is developed, men have to be trained to operate and maintain this equipment. Every time a new aircraft is designed and manufactured, plans must be made to train qualified personnel. This training is essential if we are to get the greatest possible use and performance from this equipment. Commanders, personnel officers, training administrators, and supervisors at all levels have a continuing responsibility to see that this training is conducted as efficiently as possible.

d. Much of the training in the Air Force is conducted on the job. On-the-job training is nothing new. It was used by the cave man when he taught his sons how to hunt, trap, and make crude weapons. It was used in Europe hundreds of years ago in the Craft Guild System. It has been used in industry in this country for many years. Today, most progressive companies have well organized, effective training programs. On-the-job training is a system that works. Poorly trained workers mean increase in waste, damage to equipment, inefficient operation. Well trained workers result in efficient operation, higher production, good morale, greater profits, higher wages. If industry does not train its workers, it loses money. If industry loses money, it goes out of business. The USAF cannot afford to go out of business. Training is a practical necessity which leads to practical, measurable returns. These returns are an efficient, well manned Air Force capable of carrying out the assigned mission.

e. Realizing that private industry was getting this training job done effectively, the USAF organized a job training program similar in many respects to that of the more progressive companies. In industry, the worker is paid according to his skill and ability to perform on the job. As the worker progresses and develops new skills and abilities, he is paid higher wages because he is worth more to the company. The USAF also pays workers higher wages after they have acquired new skills - after they have firmly established by performance on the job (OJT) that they have attained the proficiency required for higher pay. Airmen and NCO's in the Air Force are promoted and receive pay increases only when they demonstrate that they can perform satisfactorily in a higher skill level of their specialty.

f. On-the-job training is the most economical way to train Air Force personnel and is consistent with the cost conscious program of the Air Force. While formal school training is very important, job performance is essential for the development of trained technicians and supervisors to meet Air Force needs.

g. It is up to each of us, from Commanders to supervisors in the operating sections, to do our part in conducting a program of on-the-job training that insures the proper training and utilization of Air Force Personnel. This will support the USAF in all its missions, protect the United States, and promote the peace and goodwill so vital to our way of life".

HQ 802d ADIV CUPOJT SUBJ: Relationship of on-the-job training to the USAF mission

2. The preceding lines dramatically show the paramount importance of sound and efficient training tactics. This should encourage Commanders as well as supervisors at all echelons, to treat this training as a vital accessory to the USAF and therefore, develop throughout this organization, a strong devotion towards the establishment of an ever improving OJT program.

3. Request this correspondence be given the widest possible dissemination, and a copy be placed on all Squadron Bulletin Boards.

BY ORDER OF THE COMMANDER:

s/t/ C.W. LILLEY
Colonel, USAF
Director of Personnel

A CERTIFIED TRUE COPY:

James W. Ragsdale

JAMES W. RAGSDALE
1STLT, USAF

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

MINUTES OF 310TH BOMB WING
NCO ADVISORY COUNCIL MEETING
1200 Hours, 14 May 1956

Presiding: Colonel D. P. Wood, 310th Bomb Wing Deputy Commander

1. The 310th Bomb Wing NCO Council, under provisions of paragraph 4, Special Order Number 33, Headquarters, 310th Bombardment Wing, 29 March 1956, convened at 1200 hours, 14 May 1956.

2. Members present were:

COL D. P. WOOD	Presiding
MSGT EARL C. LINCOLN, JR.	310HEDRON
MSGT RICHARD M. KYI ^E	379BOMRON
MSGT VERNON D. STEWART	380BOMRON
MSGT THOMAS E. HENDON	381BOMRON
MSGT EDWARD C. KERSTELL	310AREFS
MSGT JAMES M. BEEROUT	310ARMELOCTMAINTRON
MSGT DONALD W. WELLS	310FLDMAINTRON
TSGT JOHN L. CHASE	310PDMAINTRON

3. Old Business:

a. BASE BUS ROUTE

Problem: The present bus route on North "D" Avenue causes a safety hazard when the bus stops for pick-up or discharge of passengers.

Action: On-base traffic regulation will be revised to include that vehicles stop when the bus stops, both oncoming traffic and traffic from the rear. Stop lights will be installed on the buses; both front and rear, at sufficient height to be easily visible.

b. ATHLETIC FACILITIES

Problem: The softball diamonds are all located at the southern portion of the base a considerable distance from the Airman Quarters. Also there are not enough diamonds available. Suggest the open field east of the Commissary be considered as possible location.

Action: The Base Commander has approved a softball diamond east of the Commissary. Vacant areas not being used or planned for use, may be converted into softball diamonds after a letter of request is submitted to the Base Commander and approval received. Labor will be performed by personnel from the using organizations.

c. EDUCATION PROGRAM:

Problem: Education Program Classes being conducted by Bethany College are held in tar-paper buildings without blackboards, chalk, latrines, or heat. Recommend that classes be held in Ground Training Building.

Action: Additional space will be made available when Dependents Assistance moves to the new Personnel Processing Center.

d. NCO OPEN MESS

Problem: How to increase membership in the NCO Open Mess.

Action: Recommendations made by the Wing and Air Base Group Councils will be turned over to the Board of Governors for actions. In addition, air conditioning will be turned on in the Club immediately. An investigation will be made as to additional buildings available that can be moved into the area without exorbitant cost, for the purpose of outside storage. Procurement of a storage building would permit construction of a stag bar in the Club proper.

e. PARADES AND REVIEWS:

Problem: To determine the number of parades and reviews that should be scheduled.

Action: Parades and Reviews will be held on specific occasions, outlined as follows:

1. Change of Command
2. Retirements
3. Awards and Decorations
4. At any time directed by the Division Commander

4. New Business:

a. NCO's DINING SECTION:

Problem: Recommend the reserve section for NCO's in Dining Hall #2 be discontinued.

Action: Our NCO's are the senior members of our assigned airmen. They are all in positions of great responsibility and must, in the interests of discipline, possess a certain amount of prestige. This prestige is accomplished through the NCO's own performance and actions and through the privileges and support provided by his commander. The reserved section of the Dining Hall is one of the methods used by the commander to provide a certain amount of prestige to the NCO and NCOs will use this section.

b. TRANSPORTATION FOR CQ's:

Problem: Request transportation for CQ's of all Tactical Squadrons be furnished at the following times: To and from midnight chow daily and to post and relieve CQ during weekends only. It is felt that during the week, the midnight chow run could be made in one trip for all tactical squadrons thus reducing the length of time their stations go unmanned.

Action: Starting the 17 of May a bus will collect all CQ's from 310th and 40th squadrons, take them to dining hall and return to their place of duty. The bus will commence its run at 2345 hours.

c. WATER ON FLIGHT LINE: Recommend water lines be extended to the Flight Line for each tactical squadron. There are presently no washing or drinking facilities on the flight line.

Solution: Colonel Hein will personally check to see if pipe is available at old Camp Phillips, in which case the pipe can be laid along the flight line until the maintenance buildings are completed. In the interim, insulated cans are recommended for use for drinking water on the flight line during the hot season. The base will provide all the necessary ice to keep water cold. It is possible that the cost of laying the pipe will be excessive and not within our capabilities at this time. Colonel Hein will advise on the status of this project.

d. PROMOTION BOARD:

Problem: Squadron Commander should be on the Wing Promotion Board.

Solution: Squadron Commanders will be able to review the promotion list prior to its official publication. The IG will be the President of the board, as he is a completely disinterested party. Any recommendations for changes on the promotion list will be made to the Wing Commander prior to publication of official promotion order.

e. LATE CHOW:

Problem: Men eating late chow in Mess #3 at night complain that they are fed only 2 eggs and nothing else.

Solution: Sergeant Moore and/or Sergeant Savoy, the NCOIC's of the Dining Hall, will be contacted immediately by anyone who feels that he is not getting enough to eat. Sergeant Moore states that there is always sufficient food on hand for everyone to have all they want to eat and his policy is to provide all the men want.

f. MAINTENANCE ON COLEMANS.

Problem: Motor pool is not performing adequate repairs on Coleman Tractors and is not properly maintaining the vehicles authorized under SAC Manual 66-12.

Solution: The IG will make an inspection on the incommision rate on all Special Purpose vehicles, and if the findings warrant action a formal presentation of the problem will be made to the Base Commander. The base commander has been advised orally of this situation and is interested in this report.

g. DINING HALL #2.

Problem: Several of the 380th personnel have been TDY to other bases and would like a mess comparable to the airmans mess at Forbes, Lake Charles and Hunter Air Force Base. At these bases the food be served on plates and china dishes, not metal trays, and served on a help yourself basis. It is felt that some use should be made of the proceeds from Monte Carlo night recently held at the Officer's Club for this purpose.

Solution: Lt. Brooks is taking over the reconstruction of the mess hall and the NCO Club is having a party to raise funds for the purchase of trays. China dishes are already in supply and will be used as soon as the trays are purchased.

h. NORTH GATE.

Problem: The north access road is in such a poor shape that it is damaging many vehicles and it is becoming a safety hazard. Also in bad weather the north road is closed thereby causing a congestion of traffic through the main access road to the extent that it takes a considerable amount of time to get to or from work.

Solution: Due to this bad condition and because very little traffic goes through the gate after 2000 hours, we will recommend to the Base Commander that this gate be closed at 2000 hours and opened at 0600 hours and that the gate be opened immediately during alerts and USCM type mission.

i. PARKING AREAS:

Problem: There is a need for more parking space in the barracks area. Men have to park their cars 3 or 4 blocks from the barracks. The commissary parking lot seems to have room but in the past airman have been given tickets for parking there at night. Suggest that a parking lot be built in the north edge of the vacant lot south of the Barracks area.

Solution: The base commander advises that airmen may park in the commissary parking lot. Cars must be moved prior to the stores's opening hours to provide parking for patrons. Abuse will again result in parking tickets.

j. TRANSPORTATION FROM FLIGHT LINE:

Problem: There is a need for transportation from the flight line area to the barracks area after normal duty hours. Airmen working overtime have to walk if they do not own their own vehicles. Suggest that transportation be provided for after duty hours.

Solution: Colonel Hein requests that airmen working late who desire transportation call the motor pool for radio taxi service. These calls will take second priority to air crews request. There is presently a shortage of vehicle-drivers which precludes the assigning of additional drivers on the night shift so that maintenance and air crews can have equal priority.

k. MAINTENANCE STANDS:

Problem: It is collectively thought that the three step wooden stands that some organizations are using are better than the metal ones. Also they are cheaper to manufacture.

Solution: Steel stands will continue to be manufactured as they can be carried in the ATO compartment on deployments and TDYs, however, wooden ones can be used if available.

l. DRAG RACING:

Problem: Some of the men would like to have drag races on the base on week ends.

Solution: It is against SAC Regulations to have drag races on the base. No one is allowed to participate in drag races off the base unless he has permission from the Wing Commander. If any person is injured as a result of participating in a drag race without permission from the Commander, it will be considered as "not in the line of duty." Colonel Wood will attempt to get the "onbase restriction" for drag racing reconsidered.

m. VISITORS CARDS:

Problem: The visitors cards on vehicles are so large as to obstruct drivers view.

Action: Colonel Hein advises that visitors cards will be reduced in size so as to obstruct less of the drivers view.

n. TRANSPORTATION OF NEWLY ASSIGNED PERSONNEL.

Problem: Newly assigned personnel, without automobiles, are still having trouble getting to the base from town.

Solution: Colonel Hein is studying this problem and will devise a method by which newly assigned personnel or those returning from school can get transportation to the base.

o. SIGNS IN BARRACKS AREA.

Problem: One way drive signs have not been returned to parking lot in barracks area for control of traffic.

Solution: Colonel Hein will personally check with IEC on the returning of the one-way driving signs for the parking lot.

p. CONTROL OF TRAFFIC.

Problem: Control of traffic at intersection of S. Warehouse Road and 6th St. during hours of 1100-1300 and 1600-1700.

Action: An Air Policeman will be placed at this intersection during the noon and late afternoon rush hours.

q. WALKWAY.

Problem: Installation of a walkway from Ground Training area to the barracks area.

Action: Fund limitation prevents the building of walkway, however, the base commander is personally investigating the possibility of grading one side of the road and packing it with oil gravel so as to provide a mud free walk way.

r. REFLECTORS ON BRIDGE.

Problem: The subject of having reflectors put on the bridge on the road leading to the North gate was brought up. The council stated that the way it is now, a safety hazard exists.

Action: Colonel Hein will have reflectors placed on the bridge.

s. FLOOD LIGHTS ON HIGHWAY 81

Problem: Flood lights should be installed at the intersection of highway 81 and the highway leading to the business district to Salina. At night it is hard to see this intersection.

Action: Colonel Hein will contact the state highway commissioner and will request that the intersection of highway 81 and the road that leads to Salina be lighted in a manner that will make it distinct at a distance at night.

t. CONDUCT OF AIRMAN IN BASE THEATER.

Problem: Profane language and noise by airmen in the theater.

Action: This is a problem which is the responsibility of every NCO and officer attending the base theater and should be handled by these people immediately, whenever misconduct is evident.

u. SPEED LIMIT ON FLIGHT LINE.

Problem: Suggest that a realistic speed limit be established on the flight line.

- (1) 10 MPH when driving between rows of parked aircraft
- (2) 20 MPH on concrete strip east of the black top between hangar 6 and the Base Flight parking area at the South end of the ramp,
- (3) 20 MPH in all areas west of the painted line on the western side of the ramp.

Action: Colonel Hein will request from Colonel Wilson authority to increase the speed limit to 20 MPH in all areas west of the painted line on the western side of the ramp. The speed limit on the concrete strip east of the black top between hangar 6 and the Base Flight parking area at the south end of the ramp will remain at 10 MPH as this area is too close to the parked aircraft.

v. JKUKE BOX.

Problem: The juke box has been removed from mess hall. Would like it back.

Solution: The Sergeant Major is attempting to have the concessionaire place the juke box in dining hall on a flat rate basis. A request for donation from the airmen will be made to pay for music. The reason the box was removed was that some people were prying the back open and rifling the cash box.

w. REENLISTMENT.

Problem: Recommend a complete survey of the separation and reenlistment procedures be made with a view toward improving the procedure and shortening the time required for processing.

Solution: The base commander was personally contacted by Colonel Wood in reference to this matter and was presented with the specific example of poor processing which happened to TSGT John I. Chase. Colonel Hein will investigate the situation and take whatever corrective action is necessary to provide for better processing in the future.

x. PROGRESS REPORT OF THE NCO MESS.

1. The air conditioning system in the NCO Club has been turned on.
2. A work order has been submitted for procurement of storage building (TC type building). Base Commander is personally looking into this matter.
3. Plans are being drawn up for the mess stag bar and for the extention to the dining room.
4. Free coffee is available for all NCO members effective 16 May, Monday thru Friday, from 0700-0900 hours.
5. Bulk beer will be sold at the reduced price of \$1.25 for six pack. This is to become effective 1 June.
6. Present half-price night on Thursdays will change in hours from 1600 to 1800. An additional 2 hours, not previously announced, will be called by the secretary for any 2 hour period he desires.
7. The NCO's of the 310 Bomb Wing will sponser an open house Friday, 15 June 56. Charge \$1.00 per couple with the proceeds to go for the improvement of NCO mess facilities.
8. Lighting in parking lot. Lights for west side of building particularly the north and south corners of building have not been completed.
9. Sign has not been installed--work order submitted in December of 55.

*Q. P. Wood Col.
S. W. WELLS
Colonel, USAF
Commander*

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

MINUTES OF 802D AIR DIVISION
NCO ADVISORY COUNCIL MEETING
1000 Hours, 21 May 1956

Presiding: Colonel James W. Wilson, Division Commander

1. The 802d Air Division NCO Advisory Council, under provisions of paragraph 1, Letter Order 314, Headquarters 802d Air Division (SAC), 16 April 1956, convened at 1000 hours, 21 May 1956.

2. Members present were:

COL JAMES W. WILSON	Presiding
MSGT EARL C. LINCOLN, JR.	HQ 310th Bomb Wing
MSGT RICHARD F. REILLY	802d Installations Squadron
TSGT W. C. GASKIN	HQ 802d Air Base Group
MSGT JOHN B. RYE	310th A&E Squadron
MSGT ROBERT P. GRUMBLING	40th Periodic Maint Squadron
MSGT JENNINGS B. PITTS	HQ 40th Bomb Wing
MSGT JOHN B. ZINGSHEIM	802d Supply Squadron
MSGT THOMAS F. HARRINGTON	40th Air Refueling Squadron
MSGT RICHARD M. KYLE	379th Bomb Squadron
MSGT THOMAS S. HENDON	381st Bomb Squadron
MSGT THOMAS H. COX	44th Bomb Squadron
MSGT WILLIAM T. RETTER	380th Bomb Squadron
MSGT WILLIAM F. STEPHENSON	802d Air Police Squadron
MSGT CARL W. HARRIS	HQ 802d Air Base Group
MSGT JOHN W. BARRIER	HQ 802d Air Base Group

3. Colonel Wilson reiterated his policy reference NCO Councils as follows:

a. Items submitted to Councils will be of a general nature, not single complaints.

b. Only those items which cannot be resolved at squadron level will be referred to Wing and Air Base Group Councils; those which cannot be resolved at Wing or Air Base Group level will be referred to the Division Council.

4. The following items were acted upon:

a. MOBILE SNACK BARS:

Problem: Mobile snack bars are still unsatisfactory; the number and variety of foods and beverages have not been increased.

Solution: Immediate action will be taken by the Base Commander to remedy the situation, even hiring additional personnel if necessary.

b. COMMISSARY SALES STORE:

Problem: An express lane has not been established in the commissary to speed service during the noon hour.

Solution: The express lane was established on 23 April and operated as such except on pay days. However, when there were no customers for the express lane, other customers with more than five items were permitted to use it to expedite service. This has been stopped.

c. CLOTHING SALES STORE:

Problem: Complaints have been received that certain sizes of clothing are unavailable in the Clothing Sales Store.

Solution: The store is carrying the authorized stock level of old style khakis. In addition, quite a number of unauthorized sizes are available. Certain sizes can be requisitioned from the depot. New Khakis and two-piece fatigues will arrive in June, according to depot schedule.

d. BEER IN THE SERVICE CLUB:

Problem: The sale of beer in the Service Club does not warrant continuance, in view of the fact that it is contrary to regulation and the sale has been negligible.

Solution: A patio, near the swimming pool, will be constructed by 15 June. CNW funds will be utilized to buy outdoor furniture. A mobile snack bar will be available for use in the evenings to provide beer, soft drinks, etc.

e. WEARING OF FATIGUES:

Problem: Should personnel using the public buses be permitted to wear fatigues to and from work.

Solution: Fatigues will not be worn on public buses enroute to and from Smoky Hill Air Force Base. This item will be published in the Daily Bulletin.

f. GARBAGE DISPOSAL CANS AND LEAN-TO'S AT CAMP PHILLIPS:

Problem: Garbage cans and lean-to's not properly maintained.

Solution: IEO will provide lids for garbage cans. The lean-to's will be repaired by them and equipped with swinging screen doors as a sanitation measure. Completion date - 7 June.

g. "D" AVENUE TRAFFIC:

Problem: Traffic congestion on "D" Avenue at noon and at the close of the work day, and also at Warehouse Road (first street north of railroad tracks) at entrance to Warehouse 11.

Solution: Traffic will not stop on "D" Avenue during the hours 0630 to 0750, and 1600 to 1650. An air policeman will be on duty at the Warehouse road and 6th Avenue from 1100 to 1300; in the evening there is not enough traffic congestion to warrant it.

h. CROSSWALKS AND ROAD STRIPING:

Problem: Crosswalks not indicated for personnel boarding buses.

Solution: Work on painting of roads will start Wednesday, 23 May. Completion date - 15 June.

i. HAZARD TO FIRE FIGHTERS:

Problem: Personnel are parking automobiles too close to buildings, particularly Warehouse 27.

Solution: An item, warning personnel against this practice, will be run in the Daily Bulletin for approximately two weeks; after that time air policemen will start ticketing violators.

j. REFURNISHING OF DINING HALLS:

Problem: All dining halls need refurnishing and redecorating.

Solution: As a temporary measure, unit funds will be used to begin the work. Additional funds will be obtained through parties, dances, etc. Colonel Wilson ed all NCOs to get behind this project. Following programs have been set up by the three major units:

802d Air Base Group:

1. Canopy over serving line and dividers (June).
2. Partition for NCO dining room and mess check stands (July).
3. False ceiling and flower holders for posts (August).

40th Bomb Wing:

1. Projected improvement plans include such items as tablecloths, condiment dispensers and trays, additional lattice work over the serving line, fencing outside, flower plants and repainting, in a Western-type decor.

310th Bomb Wing:

1. Projected improvement plans include knotty pine wall paneling, curtains, tablecloths, murals and an outside office.

k. UNIT CHARITY DRIVE:

Problem: Results of drive, now in progress, unsatisfactory.

Solution: Squadron commanders and NCOs will stand in the pay lines to collect for the drive. Since the third pay call is coming up very soon, positive action will be taken to make collections.

l. COURTESY TICKETS:

Problem: To establish policy for issue of courtesy tickets to uniform violators.

Solution: Tickets will be distributed to all squadrons for use by the first sergeant and the noncommissioned officers he may designate. All pertinent information is indicated on the ticket. One copy will be forwarded to the 802d Air Police Squadron, and one copy will be handed to the violator, which he takes to his first sergeant. The Air Police will provide the squadrons with a weekly list of those personnel who have received courtesy tickets, for action as appropriate.

Colonel Wilson asked that this system be used on a trial basis for one month and a report be given to him at the next Division NCO Council meeting.

m. DINING HALLS:

Problem: Improper preparation of food and uncleanliness of facilities and personnel, particularly at midnight mess; also, loss of headgear.

Solution: MSGT Savoie, 802d Food Service Squadron, has been acting as a roving supervisor, checking the dining halls. While much improvement has been noted since the last NCO Council meeting, active NCO participation is required. NCOs were asked to check first-hand on the condition of their respective dining halls.

n. SPEED ZONE SIGNS:

Problem: That 30-mile per hour speed zones be posted.

Solution: Signs were ordered out of Denver 10 April. Message sent this date to determine when delivery may be expected.

o. OUT-PATIENT CLINIC:

Problem: Improvement of waiting room facilities.

Solution: Additional comfortable chairs will be provided, and more magazines will be added.

p. INSPECTION:

Problem: To have the Division Commander inspect the wings and air base group first place barracks and make award to the best barracks on the base.

Solution: Colonel Wilson agreed to make the inspection and award.

q. UNIFORM PROBLEMS:

Problem: To establish policy of certain uniform deviations.

Solution: (1) T-shirts may be worn on the flight line, in maintenance shops, warehouses, and at other times at the discretion of the supervising officer. They will not be worn on the street. (2) Ties and coats will be worn after 1800 hours in the NCO and Officers Clubs. (3) Uniform can be varied for special occasions.

This item will be brought up again at the next meeting.

r. WATER ON FLIGHT LINE:

Problem: Water lines be extended to flight line for each tactical squadron. There are presently no washing or drinking facilities on the flight line.

Solution: Individual line squadrons will submit work orders to IEO to have galvanized cans modified for drinking purposes. They will be placed in boxes packed with sawdust, and ice will be furnished from the commissary.

s. MAINTENANCE ON COLEMANS:

Problem: Motor pool is not performing adequate repairs on Coleman tractors and is not properly maintaining the vehicles authorized under SAC Manual 66-12.

Solution: Emphasis will be placed on maintenance activities in the Motor Vehicle Squadron; personnel operating equipment must be impressed with the necessity of properly caring for the equipment.

t. NORTH GATE:

Problem: The north access road is in such poor shape that it is damaging many vehicles and it is becoming a safety hazard. Also in bad weather, the north road is closed, thereby causing a congestion of traffic through the main access road to the extent that it takes considerable time to get to or from work.

Solution: The County is repairing the road to the bridge, and the contractor is responsible for keeping chuck holes filled in from the gate to the bridge. On weekdays, the North Gate will be closed at 2000 hours and opened at 0600 in the morning, except during periods when alerts or USCMs are in progress. Gate will be closed normally on Saturdays and Sundays.

u. PARKING AREAS:

Problem: There is a need for more parking space in the barracks area. Men have to park their cars 3 or 4 blocks from the barracks. The commissary parking lot seems to have room but in the past airmen have been given tickets for parking there at night. Suggest that a parking lot be built in the north edge of the vacant lot south of the barracks area.

Solution: The commissary parking lot may be used after 1800 in the evening until 0900 in the morning.

v. VISITORS' CARDS:

Problem: The visitors' cards on vehicles are so large as to obstruct driver's view.

Solution: The strings will be removed from the card, and the card placed on the front seat of vehicle.

w. TRANSPORTATION OF NEWLY ASSIGNED PERSONNEL:

Problem: Newly assigned personnel, without automobiles, are still having trouble getting to the base from town.

Solution: Signs have been posted in bus, airline and train depots, giving the base number to call for transportation. When a group arrives, individuals are advised to take a taxi or bus, for which they are reimbursed.

x. FLOODLIGHTS ON HIGHWAY 81:

Problem: Floodlights should be installed at the intersection of Highway 81 and the highway leading to the business district to Salina.

Solution: This matter will be taken up with the County.

y. SPEED LIMIT ON THE FLIGHT LINE:

Problem: Suggest that a realistic speed be established on the flight line.

Solution: Speed limit will be 15 MPH for north and south bound traffic on the flight line, utilizing the taxi line the same as a center line on the road. All other areas on the flight line will have a 10 MPH speed limit.

z. REENLISTMENT PROCESSING:

Problem: Request a complete survey of the separation and reenlistment procedures be made with a view toward improving the procedure and shortening the time required for processing.

Solution: To aid in processing of personnel for separations, the following procedures have been established for airmen:

- (1) Twelve days prior to separations - reports to processing for requesting of orders, securing records and character and efficiency ratings on clearance form. Requires approximately one hour's time.
- (2) Ninth day prior to separation - reports on designated time for MPO and other paperwork, clears transportation. Approximately one and one-half hours.
- (3) One day prior to discharge - completes clearance.

A time schedule is furnished the individual. Supervisors may check this schedule at any time to see where the individual reports and is released.

aa. SAC MISSION BRIEFING:

Problem: SAC Mission briefing which is given by the Eighth Air Force NCO Academy should be incorporated in the Block Ground Training Program and also in the orientation program given to newly arrived airmen.

Solution: A briefing, similar to the one mentioned above, will be developed for presentation in our orientation program.

bb. CREDIT UNION:

Problem: Recommend that a credit union be established on the Base.

Solution: A committee from the 40th Bomb Wing, headed by MSGT Cox, will look into the possibility of a credit union and get details necessary for establishment of same.

cc. GED TESTING TIME:

Problem: In order to reduce the number of lost man hours of duty time, recommend GED testing of airmen for high school level qualification be held from 1800 to 2200.

Solution: The present GED testing is almost completed. Prior to next testing, coordination of a testing schedule will be obtained between base and wing personnel.

dd. PAY WINDOWS AT FINANCE:

Problem: With only one pay window at the Finance Office, personnel are delayed. Recommend that more pay windows be incorporated to expedite travel pay, TDY pay, partial pay, etc., such as banks have for deposits and withdrawals.

Solution: Due to limited facilities and personnel, only one pay window can be supported at the present time.

ee. TRAFFIC HAZARD ON MAIN ACCESS ROAD:

Problem: Recommend a hard surface area be provided near the trailer court located on the main access road in order that cars may pull off the main highway to discharge and pick up passengers, and eliminate a traffic hazard created by the practice of stopping on the access road.

Solution: Air Force funds cannot be spent on a county road.

ff. GATE 13:

Problem: Recommend that a light be installed near Gate 13 which would be visible from the flight line, indicating the driving lane between aircraft approaching this gate, so as to eliminate the hazard of driving into aircraft or ground powered equipment parked on the ramp.

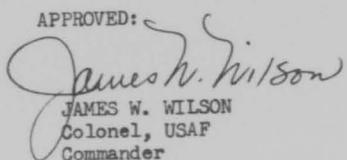
Solution: An identifying light will be installed at Gate 13 - 1 June.

gg. NCO CLUB MEMBERSHIP:

Following is a list of improvements effected as a result of suggestions submitted by the Wing and Air Base Group NCO Councils:

- (1) Air conditioning turned on.
- (2) Free coffee - 0700-0900, Monday through Friday.
- (3) Two additional one-half price drink hours.
- (4) Bulk beer price reduced to \$1.25.
- (5) Added entertainment.
- (6) Publicity.
- (7) Organizational parties.

APPROVED:



JAMES W. WILSON
Colonel, USAF
Commander

DEPENDENTS ASSISTANCE CENTER

Section Heads

310HS

24 May 56
Lt Dugan/411/lec

1. It is requested that all section heads publicize and encourage personnel assigned your section to encourage their wives to attend the Dependents Assistance Center which will start classes in the near future.
2. Information and guidance found at these meetings can be very helpfull in many affairs that we, perhaps feel are too trivial but mean much to our wives.
3. These classes are tentatively scheduled for the fourth, fifth and sixth of June but are subject to change. A notice will be posted in the Daily Bulletin prior to classes. Your attention is invited to para 9 of Daily Bulletin dated 23 May 1956.

s/t/ WILLIAM A. GARRETT
LTCOL, USAF
Commander

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE
1STLT, USAF

POLICY LETTER

NUMBER 19

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
10 May 1956

PERSONNEL SERVICES

Base Athletic Program

1. PURPOSE: To establish a Base Athletic Program designed to promote the physical condition and health of all officers and airmen and to encourage friendly competition between units.

2. SCOPE: This policy is directive upon all assigned and tenant organizations of this command.

3. GENERAL: The overall direction of the Athletic Program is the responsibility of the Base Personnel Services Officer. Unit commanders are directed to encourage and support athletic competition to the extent permitted by requirements and their assigned mission. Intra and inter-squadron competition is regarded as particularly desirable as it is beneficial to the morale and physical condition of greater numbers of personnel.

4. SQUADRON ATHLETIC OFFICERS: Each squadron or similar unit will designate an officer as Squadron Athletic Officer. This officer will be active in the Base Athletic Program. The duties of the Squadron Athletic Officer are as follows:

a. Inform and advise the squadron commander concerning athletic matters and extent of participation by members of the unit.

b. Arrange schedules, practice times, squadron recreational areas and like matters.

c. Receipt for and assume custody of supplies and equipment furnished from non-appropriated funds for athletic purposes and for athletic property issued by Special Services Supply.

d. Represent the squadron in the Wing or Air Base Group Athletic Council.

5. WING AND AIR BASE GROUP ATHLETIC COUNCILS: Each wing will have an athletic council with a representative from each squadron within the wing. The Air Base Group will have an athletic council with a representative from each squadron within the Air Base Group.

6. BASE ATHLETIC COUNCIL: The Base Athletic Council will consist of two representatives from each Bomb Wing and the Personnel Services Officer and Athletic Officer from the Air Base Group. The Personnel Services Officer will act as chairman and the Athletic Officer will act as recorder. The responsibility of the Base Athletic Council will be as follows:

a. To assist in the development of the athletic program at base level and to propose athletic policies for consideration, approval, or disapproval by the Base Commander.

b. Consider protests and render final decisions thereof.

7. BASE ATHLETIC OFFICER: The Base Athletic Officer will:

a. Procure, maintain and issue property and supplies required to support the Athletic Program, other than those purchased from unit funds.

b. Prepare correspondence pertaining to athletic matters.

c. Coordinate all matters pertaining to athletic activities with unit athletic officers.

d. Refer planned programs to the Base Athletic Council for consideration, approval or disapproval.

e. Receive protests and forward to Base Athletic Council for decision.

8. OFF-BASE PARTICIPATION: The approval of the Base Athletic Council will be required prior to teams or individuals participating in off-base athletic events.

James W. Wilson
JAMES W. WILSON
Colonel, USAF
Commander

DISTRIBUTION:
"A"

POLICY LETTER
NUMBER 20

HEADQUARTERS 802D AIR DIVISION
Smoky Hill Air Force Base, Salina, Kansas
10 May 1956

PERSONNEL SERVICES

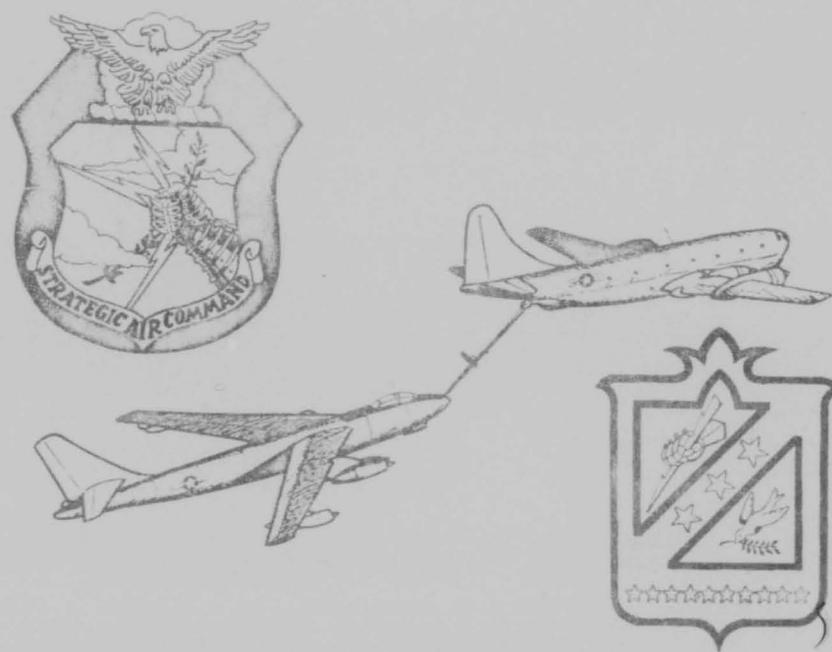
Airmen's Service Club Council

1. PURPOSE: To establish a program for airmen as an advisory council to the Service Club Director.
2. SCOPE: This policy is applicable to all units of this command.
3. GENERAL: The Service Club Director will receive, give due consideration to, and accomplish where possible, all suggestions offered by this council. The council will bring together the views of all squadrons as to the operation and activities of the Service Club.
 - a. Each squadron commander will be responsible for the appointment of two (2) airmen to serve on the Airmen's Service Club Council.
 - b. The council will semi-annually elect, by majority vote, one airman to serve as president, and one airman to serve as recorder.
 - c. The council will meet at the call of the president, at least once each month.
 - d. The minutes of each meeting will be forwarded to the Base Commander for approval.

OT

James W. Wilson
JAMES W. WILSON
Colonel, USAF
Commander

DISTRIBUTION:
"A"



310TH BOMB WING (M)
OPERATIONS PLAN

NO 204-56

KODAK SAFETY FILM

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

310ODO

1 May 1956

SUBJECT: Wing Operations and Maintenance Plan for May 1956

TO: See Distribution

1. Wing Operations and Maintenance Plan for the month of May is transmitted herewith.
2. Details of training requirements and schedules are covered in appropriate Annexes to this plan.
3. 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.

FOR THE COMMANDER:

DAVID M. LINDQUESTER
Major, USAF
Director of Operations

INCL:

310BOMWG OPLAN 204-56

DISTRIBUTION:

COMAF 8, 1 CY
DO 8AF, 1 CY
DM 8AF, 2 CYS
TNG DEPT 8AF, 1 CY
COMADIV 802, 1 CY
DM 802, 1 CY
COMABGRU 802, 6 CYS
COMBOMWG 310, 2 CYS
310DO, 15 CYS
310DM, 10 CYS
379BOMRON, 3 CYS
380BOMRON, 3 CYS

0635

HQ 310BOMWG 310DO SUBJ: Wing Operations and Maintenance Plan for May 1956

381BOMRON, 3 CYS
310AREFS, 7 CYS
310A&E, 2 CYS
310PMS, 2 CYS
310FMS, 2 CYS
310AC, 1 CY
310HIST, 4 CYS
802ADIV HIST, 5 CYS

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

MONTHLY OPERATIONS AND MAINTENANCE PLAN

MAY 1956

TABLE OF CONTENTS

CALENDAR OF EVENTS

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" - MAINTENANCE

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
F L Y S A F E		1 "HAIRCLIPPER"	2 "ROCK & ROLL" MISSION (MASS AR)	3 "HAIRCLIPPER"	4 "PACESETTER III" CRITIQUE - 1600 GROUND TNG AUD "HAIRCLIPPER"	C P S H R I I P C K S AT CLUB
F L Y S A F E	6	7 "HAIRCLIPPER"	8 PRE CHUCK WAGON TRAINING	9 SEX ADIV REG 200-56 BRIEF CHUCK WAGON VI "HAIRCLIPPER"	10 CHUCK WAGON VI "HAIRCLIPPER"	C M 12 H O I R P E BRICKS
M O T H E R S D A Y	13	14 COMDR CALL OFF & NCO: 0800 AMN: 0700 FLY SAFETY MTG OFF CLUB - 1500	15 "HAIRCLIPPER"	16 "ROCK & ROLL" MISSION (MASS AR)	17 "HAIRCLIPPER"	18 "HAIRCLIPPER"
F L Y S A F E	20	21 FLY SAFETY MAKE-UP MTG OFF CLUB - 1500	22 "HAIRCLIPPER"	23 "ROCK & ROLL" MISSION (MASS AR)	24 "HAIRCLIPPER"	25 W O R A K T CLUB III
F L Y S A F E	27	28 "HAIRCLIPPER"	29 M O T H E R S D A Y	30 "HAIRCLIPPER"	31 "HAIRCLIPPER"	CALENDAR OF EVENTS MAY 1956 "THREE OH TENTH"

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

OPERATIONS AND TRAINING

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

OPERATIONS PLAN 204-56

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL Thomas W. Hopfenspirger
381BOMRON	MAJ Wayne M. Frarie
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: May is the first month of the SAC REG 50-8 quarter. Forty percent of the requirements of SAC REG 50-8 will be accomplished. Training during the month of May 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 in seasonal tactics.

Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

- d. Implementation of project "HAIR CLIPPER". Phase I.
 - e. Continuation of proficiency training under the principles outlined in SAC REG 50-8 and 51-26.
 - f. Accomplishment of monthly requirements of SAC REG 50-24.
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 this Annex and Annex "B".
 - b. 380BOMRON: Reference this Annex and Annex "B".
 - c. 381BOMRON: Reference this Annex and Annex "B".
 - d. 310AREFS: Reference this Annex and Annex "B".
 - e. 310A&E, PMS, FMS: Reference Annex "B".
4. GENERAL INSTRUCTIONS:
- (1) This OPLAN becomes effective 1 May 1956.
 - (2) Order of Execution will be upon receipt of this OPLAN.
 - (3) Training projections are contained in Appendix "1" to this Annex.
 - (4) Air Training Requirements are contained in Appendix "4" to this Annex.
 - (5) Ground Training Requirements are contained in Appendix "5" to this Annex.
 - (6) Unit training will be scheduled and conducted (or arranged

Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

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 Officer's Club at 1500 hours on 14 May and 21 May.
- (8) Squadron commanders and 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 May.
- (10) Details pertaining to preparing crews and aircraft for SES are contained in Appendix "6" to this Annex and 31OBOMWG OPORD 205-56, 5 NOV 55.
- (11) The 31OBOMWG requires one B-47 be loaded with an EWP training unit by 1130 on Mondays and 0730 on Fridays to be used by the Wing Standardization Section for special weapons standardization 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.
- (12) The 31OBOMWG will comply with 802ADIV REG 200-56 on 10 May 56.

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

Annex "A"
HQ 31OBOMWG
CPLAN 204-56
1 May 56

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

TRAINING REQUIREMENTS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

The following code is used in Attachments of this Appendix.

A	AIRCRAFT COMMANDER	O	OBSEVER
ALT	ALTITUDE CHAMBER	OD	OFFICER OF THE DAY
AO	AIRDROME OFFICER	OQ	OQ RANGE
AT	ALERT CREW	P	CO-PILOT
B	BRIEFING	PHY	FLIGHT PHYSICAL
BT	BLOCK TRAINING	PS	PASS
C	CRITIQUE	PT	PHYSICAL TRAINING
CM	COMBATIVE MEASURES	R	REFUELING OFFICER
CR	CONDITIONING ROOM	S	MTD
D	SQUADRON DUTY	SB	STANDBOARD
DB	DEBRIEFING OFFICER	SDO	SENIOR DUTY OFFICER
DS	DETACHED DUTY	SWR	SPECIAL WEAPONS REFRESHER
EB	SURVIVAL SCHOOL BASE	T	TDY
EE	SURVIVAL SCHOOL STEAD	T-1A	GUNNERY TRAINER
EWP	EWP TARGET STUDY	T-2	T-2 RADAR TRAINER
F	FLYING	TO	TOWER OFFICER
FS	FLIGHT SIMULATOR	TS	TARGET STUDY
FTC	FLIGHT TEST CREW	WS	WATER SURVIVAL
G	GROUND SCHOOL	Z	COMPENSATORY TIME OFF
GI	GUNNERY INDOCTRINATION	SWD	"D" COURSE REFRESHER
H	HOSPITAL	SEX	SPECIAL WEAPONS EXERCISE
IFM	RADAR INFILIGHT MAINTENANCE	47C	B-47 CONVERSION COURSE
INS	INSTRUMENT SCHOOL	HC	HAIR CLIPPER
LV	LEAVE	MP	MISSION PLANNING
LT	LINK TRAINER		

ATTACHMENTS:

- "A" - 379BOMRON Training Projection
- "B" - 380BOMRON Training Projection
- "C" - 381BOMRON Training Projection
- "D" - 310AREFS Training Projection

APP "1", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

0642

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT R&R

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

379BOMRON TRAINING PROJECTION

ATT "A", APP "1"
Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

379TH

MAY 56

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "B"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

380BOMRON TRAINING PROJECTION

ATT "B", APP "1"
Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

380TH

17 MAY 56

CREW NR	A/C	PILOT	REMARKS																												
			1	2	3	4	5	6	7	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	Z
147	R80	BALCH	WISEMAN HART	ALT 2700 MP F CR P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
151	L09	SMITH	WRIGHT WAPLE	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
200	R04	STEWART	RAJTEK WOJCIECHOWSKI	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
203	R41	GARBADE	STAHL SHAGNER	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
208	R11	WAYMAN	JONES JOBIN	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
217	L50	HART	SALMINEN MEANS	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
219	R10	MACDONOUGH	FAIR RATZEBURG	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
206	L13	KANTOR	WEBER BYERS	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
226	L29	MAYS	QUANDT DELL'ANDREA	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
229	R31	SIGLIN	MAKISON TOLLIVER	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
230	L32	KRUSE	FORBES HIGDON	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
246	S08	PRESTON	PECK KELLY	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
250	IN77	WEBER	HOLMES WATKINS	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
257	IN74	PIRINO	MAUNSELL	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
258	R86	PUTT	KUYK BEATTIE	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
259	5X5	THOMAS	LITTLE JOHN KEARNEY	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
263	5X3	WISE	VOGEL	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
264	5X2	WOOD	MEGINITY FARLEY	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
277	IN77	MILLER	GARRETT CASE	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
280	STEVENS	MEYER CASEY	HOPENSPIGER KOSTLER	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
281	ANDERSON		LACY DELAPP BLOCKNER ARRITT EDELBERG	MP 237 P 2700 ECM	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "C"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

310BOMRON TRAINING PROJECTION

ATT "C", APP "1"
Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

381ST

MAY 56

CREW NR.	A/C	PILOT OBSERVER	T 1	T 2	T 3	T 4	T 5	T 6	T 7	T 8	T 9	T 10	T 11	T 12	T 13	T 14	T 15	T 16	T 17	T 18	T 19	T 20	T 21	T 22	T 23	T 24	T 25	T 26	T 27	T 28	T 29	T 30	T 31
698 L35	EVANS	TRIPP DISHMAN	6000 070 1200 070 0900	070	HTD	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070
168 R40	VANLEEUWEN	PETERSON MILLIKEN	070 070 1200 070 0900	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
169 R57	BLENIS	KATELY WALTER	145 070 ALT F ALO 1400 0700 0700	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
12 L36	PORTER	STROMBERG ALLISON	4500 Z	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
282 IN67	ARMSTRONG	WELLMAN WOLTER	070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
271 L12	MANN	TOURTELLOT HOYE	070 070 114 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
293 L47	FORY	HODGES PUTZEK	PTA 070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
14 L52	WILKE	TIPPING PALMER	070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
104 L20	ROWLEY	BERTIC BENNETTE	ALT 220 070 F ECM 1400 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
281 L37	HUBBES	YOUNG	114 070 070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
307 L61	KING, W.	MC COWEN MURPHREE	070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
308 R76	MUELLER	TEETER SILVER	070 070 070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
	LIDDELL																																
303 IN95	MARONIE	SHEPHARD BIRD	070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
281 IN75	DILLS	TAYLOR WILKINS	070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
281		SIMPLY CARLSON OHLSON SOHLER	070 070 070 070 070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
		JONES HANEY SOROLIK CARLILSE BLUNDON																															
		RUBLE DUNN	070 070 270 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	
		BARNARD	070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
304 SX-1	WELLS	BROWN ROMAN	070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
304 SX-4	FRARIE	BARNETT MOSES	070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070		
		GALLO																															
304 SX-9	FIELD	HOLDEN CLARK	070 070 070 070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	070	

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

ATTACHMENT "D"

TO

APPENDIX "1"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

310AREFS TRAINING PROJECTION

ATT "D", APP "1"
Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

MAY 56

APPENDIX "2"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

OPERATIONS MEETINGS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. The following meetings are scheduled during the month of May. Location of meetings and personnel required to attend are as listed below. See PARA 2 for dates and times.

a. Weekly 60-9 Pre-Planning

WHERE

Wing Operations Conference Room

WHO

LTCOL Griffin
MAJ Farley
MAJ Prince
MAJ Lindquester
MAJ Wise
MAJ Holder
MAJ Barnett
MAJ Field
MAJ Preston
MAJ Colladay
CAPT Anderson
CAPT Hinds
CAPT Rose

b. Weekly 60-9 Aircraft Scheduling:

Wing Operations Conference Room

COL Wells
COL Wood
LTCOL Davis
LTCOL Griffin
LTCOL Hopfenspirger
LTCOL McClatchy

APP "2", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

LTCOL Jordan
LTCOL Stricklin
LTCOL Deck
MAJ Farley
MAJ Frarie
MAJ Fancher
MAJ Prince
MAJ Lindquester
MAJ Holder
MAJ Wise
MAJ Field
MAJ Colladay
CAPT Anderson
CAPT Hinds

c. RBS Scheduling:

Wing Observer's Section

MAJ Farley
MAJ Eldridge
MAJ Rowan
MAJ Spierling
MAJ Clark
MAJ Kearney

d. Wing Commander's Briefing:

Wing Operations Conference Room

Wing Commander
Deputy Wing Commander
Director of Operations
Chief of OPS & Training
Squadron Commanders
Squadron OPS Officers
Chief of Maintenance
Base Weather Officer

e. Aircraft Malfunction and Abort Board:

Wing Operations Conference Room

COL Wood
LTCOL Davis
LTCOL Deck
LTCOL Hopfenspirger
LTCOL McClatchy
MAJ Lindquester
MAJ Frarie
MAJ Fancher
MAJ Rowan
MAJ Fairve
CAPT Firino
TSGT Schuitt (On Call)
TSGT Wallace " "
TSGT McGarear " "

APP "2", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

TSGT Jones (On Call)
TSGT Miller " "
A/LC Doyle " "
CIV Braun
CIV Kessel

f. Gross Error Board:

Wing Operations Conference Room

COL Wood
MAJ Farley
MAJ Rowan
MAJ Spierling
MAJ Clark
MAJ Eldridge
MAJ Kelly
MAJ Kearney
CAPT Handran
CAPT Fields
CAPT Moses
CIV Braun
CIV Kessel

g. Operations Officer's Meeting:

Wing Operations Conference Room

COL Wood
MAJ Lindquester
MAJ Barnett
MAJ Field
MAJ Wise
MAJ Holder
MAJ Sullivan
MAJ Colladay
CAPT Hinds
CAPT Anderson

h. Monthly 60-9 Pre-Planning:

Wing Operations Conference Room

Same as PARA "a" above.

i. Monthly 60-9 Scheduling:

Wing Operations Conference Room

Same as PARA "b" above.

j. Tactics Panel:

Wing Operations Conference Room

COL Wood
LTCOL McClatchy
LTCOL Hopfenspirger
MAJ Frarie
MAJ Farley
MAJ Brown

APP "2", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

k. Wing Personal Equipment Committee:

Wing Conference Room

COL Wood
LTCOL Davis
LTCOL Hart
LTCOL Deck
MAJ Lindquester
CAPT Hindsl. Wing Safety Council:

Wing Operations Conference Room

COL Wells
COL Wood
LTCOL Davis
LTCOL Griffin
LTCOL Hopfenspirger
LTCOL McClatchy
LTCOL Jörden
LTCOL Deck
MAJ Lindquester
MAJ Frarie
MAJ Prince
MAJ Fancher
CAPT McCracken
CAPT Bennett
1STLT Brotemarkle
All Operations Officers
All Flying Safety Officers
All Ground Safety Officers2. Schedule of Operations Meetings:

DATE		TIME	MEETING
1 May	TUES	0730	Aircraft Malfunction and Abort Board
		0800	Weekly 60-9 Pre-Planning
		1400	Wing Commander's Briefing
2 May	WED	1300	Weekly 60-9 Scheduling
		1400	Wing Commander's Briefing
3 May	THURS	1400	Wing Commander's Briefing
		1430	Operations Officer's Meeting
4 May	FRI	1230	Gross Error Board
		1400	Wing Commander's Briefing
7 May	MON	1230	RBS Scheduling
		1400	Wing Commander's Briefing

APP "2", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

8 May	TUES	0730 0800 1400	Aircraft Malfunction and Abort Board Weekly 60-9 Pre Planning Wing Commander's Briefing
9 May	WED	1300 1400	Weekly 60-9 Scheduling Wing Commander's Briefing
10 May	THURS	1400 1430	Wing Commander's Briefing Operations Officer's Meeting
11 May	FRI	1400	Wing Commander's Briefing
14 May	MON	1230 1400	RBS Scheduling Wing Commander's Briefing
15 May	TUES	0730 0800 1400	Aircraft Malfunction and Abort Board Weekly 60-9 Pre Planning Wing Commander's Briefing
16 May	WED	1300 1400	Weekly 60-9 Scheduling Wing Commander's Briefing
17 May	THURS	1400 1430	Wing Commander's Briefing Operations Officer's Meeting
18 May	FRI	1400	Wing Commander's Briefing
21 May	MON	1230 1400 1900	RBS Scheduling Wing Commander's Briefing Monthly 60-9 Planning
22 May	TUES	0730 0800	Aircraft Malfunction and Abort Board Monthly 60-9 Scheduling
23 May	WED	1300 1400	Weekly 60-9 Scheduling Wing Commander's Briefing
24 May	THURS	1400 1430	Wing Commander's Briefing Operations Officer's Meeting
25 May	FRI	1230 1300 1400	Tactics Panel Wing Safety Council Wing Commander's Briefing
28 May	MON	1230 1400	RBS Scheduling Wing Commander's Briefing
29 May	TUES	0730 0800 1400 1430	Aircraft Malfunction and Abort Board Weekly 60-9 Pre Planning Wing Commander's Briefing Wing P.E. Committee

APP "2", Annex "A"
HQ 31OBOMWG
OPLAN 204-56
1 May 56

* 30 May	WED	1300 1400	Weekly 60-9 Scheduling Wing Commander's Briefing
31 May	THURS	1400 1430	Wing Commander's Briefing Operations Officer's Meeting

* In the event the 30th is a holiday, these meetings will be in conjunction with those on the 29th.

APP "2", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

APPENDIX 33

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

WING DUTY SCHEDULE

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. AIRDROME OFFICER: In accordance with SAC REG 55-44, the following Airdrome Officer Schedule will apply. Tour of duty starts at 0800 local time dates indicated.

1 May - 379BOMRON	11 May - 310AREFS	25 May - 379BOMRON
3 May - 380BOMRON	15 May - 310AREFS	27 May - 380BOMRON
5 May - 381BOMRON	17 May - 379BOMRON	29 May - 381BOMRON
7 May - 310AREFS	19 May - 380BOMRON	31 May - 310AREFS
9 May - 379BOMRON	21 May - 381BOMRON	
11 May - 380BOMRON	23 May - 310AREFS	

2. DEBRIEFING OFFICER: In accordance with 310BOMWG REG 51-5, the following schedule will apply. Tour of duty starts at 0700 local. Scheduled officer will report to the 380BOMRON for duty.

380BOMRON: 7 - 13 May	379BOMRON: 21 - 27 May
381BOMRON: 14 - 20 May	380BOMRON: 28 May - 3 JUN

3. ASSISTANT FLIGHT SUPERVISOR: The tour of duty of the Assistant Flight Supervisor is from 0700 to 0700 the following day. Prior to 1530 on the

APP "3", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

day the officer is scheduled for duty, he will contact the Director of Operations. If the Deputy Commanders 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 May - MAJ Field	16 May - MAJ Holder
2 May - MAJ Barnett	17 May - MAJ Lindquester
3 May - LTCOL Hopfenspirger	18 May - LTCOL McClatchy
4 May - MAJ Frarie	19 May - MAJ Barnett
5 May - MAJ Thomas	20 May - LTCOL Hopfenspirger
6 May - MAJ Wise	21 May - MAJ Field
7 May - MAJ Holder	22 May - MAJ Frarie
8 May - MAJ Lindquester	23 May - MAJ Thomas
9 May - LTCOL McClatchy	24 May - MAJ Wise
10 May - MAJ Field	25 May - MAJ Holder
11 May - LTCOL Hopfenspirger	26 May - MAJ Lindquester
12 May - MAJ Field	27 May - LTCOL McClatchy
13 May - MAJ Frarie	28 May - MAJ Field
14 May - MAJ Thomas	29 May - LTCOL Hopfenspirger
15 May - MAJ Wise	30 May - MAJ Frarie
	31 May - MAJ Thomas

4. STAFF DUTY OFFICER: The tour of duty of the Staff Duty Officer is from 1530 to 0730 on week days. Week-end days will consist of two periods, one at 0630 to 1600 and one at 1830 to 0700. Field Grade officers scheduled will report to the 802d Division Adjutant for briefing. The Wing Adjutant will be responsible for scheduling and notifying personnel concerned.

APP "3", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

5. SENIOR DUTY OFFICER: The tour of duty of the Senior Duty Officer is from 0730 to 0730 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 1530 local.

1 May - 380BOMRON	17 May - 381BOMRON
2 May - 381BOMRON	18 May - 379BOMRON
3 May - 379BOMRON	19 May - 380BOMRON
4 May - 380BOMRON	20 May - 381BOMRON
5 May - 381BOMRON	21 May - 379BOMRON
6 May - 379BOMRON	22 May - 380BOMRON
7 May - 380BOMRON	23 May - 381BOMRON
8 May - 381BOMRON	24 May - 379BOMRON
9 May - 379BOMRON	25 May - 380BOMRON
10 May - 380BOMRON	26 May - 381BOMRON
11 May - 381BOMRON	27 May - 379BOMRON
12 May - 379BOMRON	28 May - 380BOMRON
13 May - 380BOMRON	29 May - 381BOMRON
14 May - 381BOMRON	30 May - 379BOMRON
15 May - 379BOMRON	31 May - 380BOMRON
16 May - 380BOMRON	

APPENDIX "A"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

AIR TRAINING REQUIREMENTS

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

1 May 1956

1. A total of 2200:00 air training hours are projected for the month of May. 1500:00 hours for B-47's and 600:00 hours for KC-97's.
2. Flying time priority will be as follows:
 - a. Accomplishment of AFR 60-2 requirements.
 - b. Higher headquarters directed missions:
 - (1) Maintain "HI JINKS" proficiency.
 - (2) Phase I "HAIR CLIPPER".
 - (3) Practice bomb/RECON competition.
 - c. Upgrading of non combat ready crews.
 - d. Combat ready crew training.
 - e. Staff crew proficiency.
 - f. Accomplishment of standardization flight checks (51-4).
3. Staff crews are assigned 5X crew numbers as listed below. Staff crews will be scheduled a minimum of one crew mission per month. Staff pilots and aircraft commanders will be scheduled for a standboard check each six

APP "A", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

months; observers scheduled once a year.

a. 379BOMRON:

5X7	MAJ Lindquester	CPT Hinds	MAJ Eldridge
5X6	LTCOL McClatchy	CAPT Smith	CAPT Fields
5X8	MAJ Colladay	CAPT Hart	MAJ Spierling
5X10	CAPT Bennett	LT Nickerson	CAPT Savino

b. 380BOMRON:

5X2	COL Wood	LTCOL Megarity	MAJ Farley
5X5	MAJ Thomas	CAPT Littlejohn	MAJ Kearney
5X3	MAJ Wise	LT Bennett	CAPT Vogel

c. 381BOMRON:

5X4	MAJ Frame	MAJ Barnett	CAPT Moses
5X9	MAJ Field	MAJ Holder	MAJ Clark
5X1	COL Wells	MAJ Brown	MAJ Rowan

4. B-47 aircraft will fly 1600:00 hours during May. A breakdown of flying time and sorties follows:

379BOMRON: 137:00 hours - 83 sorties.

380BOMRON: 515:00 hours - 80 sorties.

381BOMRON: 648:00 hours - 101 sorties.

5. KC-97 aircraft will fly 600:00 hours and 119 sorties during May.

KC-97F: 275:00 hours KC-97G: 325:00 hours

6. TANKER SCHEDULE: The 310AREFS tankers will be allocated at the 60-9 meeting.

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 204-56

GROUND TRAINING REQUIREMENTS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kansas
1 May 1956, 0600Z

1. ADVANCE SURVIVAL: The three B-47 squadrons will send personnel to Advance Survival Training on the following schedule.

a. 8 May reporting date:

- (1) 379BOMRON: (1) LT Brown _____
- (2) 380BOMRON: (1) CAPT Casey _____
- (3) 381BOMRON: (1) LT Ruble _____

b. 29 May reporting date:

- (1) 379BOMRON: (1) CAPT King _____
- (2) 380BOMRON: (1) LT Deisapp _____
- (3) 381BOMRON: (1) CAPT Carty (379) _____

2. "D" TRAINING: The B-47 squadrons will schedule lead crews for "D" training on the following schedule:

a. 30 APR reporting date:

- (1) 379BOMRON: CAPT Swenson and crew.

b. 7 May reporting date:

- (1) 381BOMRON: CAPT Evans and crew _____

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 MAY 56

c. 14 May reporting date:

(1) 380BOMRON: MAJ Prestoh and MAJ Kelly.

d. 28 May reporting date:

(1) 379BOMRON: CAPT Craven and crew

(2) 381BOMRON: CAPT Blenis and crew

3. B-47 BLOCK TRAINING: Each B-47 squadron will schedule a minimum of four ready or higher crews for Block Training in May. Block Training classes will start on each Monday of the month.

a. 7 May starting date:

(1) 379BOMRON: CAPT Austin & crew

(2) 380BOMRON: CAPT Stewart & crew

(3) 381BOMRON: CAPT VanLeeuwen & crew

b. 14 May starting date:

(1) 379BOMRON: CAPT Swenson

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

(2) 380BOMRON: CAPT Garbade & crew

(3) 381BOMRON: CAPT Mueller & crew

c. 21 May starting date:

(1) 379BOMRON:

(2) 380BOMRON:

(3) 381BOMRON: MAJ King & crew

d. 28 May starting date:

(1) 379BOMRON: CAPT Thomas & crew

CAPT Nieman & crew

(2) 380BOMRON: CAPT Kruse & crew

(3) 381BOMRON: CAPT Hubbes & crew

APP "5", Annex "A"

HQ 310BOMG

OPORD 204-56

1 May 56

4. KC-97 BLOCK TRAINING: The 310AREFS will schedule a minimum of five crews for Block Training in May. Block Training will commence each Thursday. The following schedule will be followed during May:

a. 2 May starting date: CAPT Willis & crew

b. 9 May starting date: CAPT Giles & crew

c. 16 May starting date: CAPT Miller & crew

d. 23 May starting date: CAPT Wiles & crew

e. 30 May starting date: CAPT Rose & crew

Campbell

Patton

Andrau

Lingenfelter

Coleman

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

5. PRE-SES TRAINING: The following crews will attend SES on 4 JUN:

- a. CAPT Rowley & crew.
- b. CAPT Evans & crew.
- c. CAPT N. Smith & crew.
- d. CAPT Hart & crew.
- e. CAPT Mann & crew (Alternate)
- f. CAPT Rowley & crew, CAPT Evans & crew, CAPT Hart & crew and CAPT Mann & crew will enter pre SES training on 14 May. This training will last for two weeks.

g. CAPT N. Smith & crew attended the pre SES training school in APR. However, this crew will be scheduled for the Standardization Board briefing on 21 May all day.

6. CHUCK WAGON VI: Each B-47 squadron will select one ready or higher crew for Operation CHUCK WAGON VI from 9 May through 16 May. These crews can complete this operation in less than the allotted time. Crews will be briefed and receive refresher training on 9 May. Crews selected should not have been on a previous exercise of this nature.

- a. 379BOMRON: CAPT Craven & crew
- b. 380BOMRON: CAPT Kruse & crew

7. T-2A TRAINER: Each two hour trainer period will have split utilization in May. One hour will be devoted to current operations targets and one hour to EWP assignments. All observers with current operation and EWP commitments must have a minimum of two 2:00 trainer periods. The following schedule will be adhered to in May.

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

<u>DATE</u>	0700 0900	0900 1100	1100 1400	1400 1600
1 May	379 Kelly	380 Wojciechowski	381 Milliken	379 Armstrong
2	380 Hart	381 Dishman	379 Garvin	380 Casey
3	381 Hoye	379 Garvin	380 Jobin	381 Washington
4	379 Wahlborg	380 Bell Andrea	381 Putzek	379 Lipcsak
7	380 Higdon	381 Palmer	379 Armstrong	380 Waple
8	381 Allison	379 Brennenstuhl	380 Jobin	381 Wolter
9	379 Aquirre	380 Maunsell	381 Silver	379 Speed
10	380 Jobin	381 Bennette	379 Schmidt	380 Beattie
11	381 Murphree	379 Schmidt	380 Circe	381 Palmer
14	379 Rinebold	380 Byers	381 Milliken	379 O'bara
15	380 Waple	381 Murphree	379 Cathey	380 Higdon
16	381 Wolter	379 Baker	380 Tolliver	381 Hoye
17	379 Baker	380 Waple	381 Schlyer	379 O'bara
18	380 Delapp	381 Bird	379 Aquirre	380 Maunsell
21	381 Walter	379 Brennenstuhl	380 Shagner	381 Silver
22	379 Egerlein	380 Ratzeburg	381 Bird	379 Lipcsak
23	380 Ratzeburg	381 Allison	379 O'bara	380 Kelly
24	381 Wilkins	379 Rinebold	380 Beattie	381 Walter
25	379 Hill	380 Tolliver	381 Carlson	379 Baker
28	380 Hart	381 Dishman	379 Schmidt	380 Wojciechowski
29	381 Wolter	379 Garvin	380 Means	381 Murphree
30	379 Hill	380 Holmes	381 To Be ASGD	379 Speed
31	380 Casey	381 Milliken	379 Hart	380 Shagner

8. B-47 SIMULATOR: The 310BOMWG will use the B-47 simulator on the

following schedule from 0700-1100:

APP "5", Annex "A"
 HQ 310BOMWG
 OPORD 204-56
 1 May 56

a. 379BOMRON:

1 May Luther & Mail
4 May Wolter & Vance
9 May Swenson & Reinsch
14 May STANDBOARD: (T King & Cain - 0700)
(Hinde & Megenity - 0900)
17 May Rollins & Christianson
22 May Luther & Mail
STANDBOARD: (Hopkins & Anderson - 0700)
25 May Pirino & Johnston
30 May Wolfe & Gunn

b. 380BOMRON:

2 May Stewart & Radtke
7 May Kantor & Kihlmeier
10 May Pirino & Watkins
15 May Hart & Salminen
STANDBOARD: (Smiley & Olson - 0700)
18 May STANDBOARD: (Stewart & Radtke - 0900)
23 May Patti & Kivik
STANDBOARD: (McDonald & Fair - 0700)
28 May Dillie & Taylor
31 May Garbade & Stahl

c. 381BOMRON:

3 May Maronde & Shepherd
8 May Blenis & Kately
11 May STANDBOARD: (Thomas & Huffman - 0700)
(Blenis & Harris - 0900)
16 May Dillie & Taylor
(COL Wood - 0700)
21 May STANDBOARD: (Wolter & Vance - 0900)
24 May Mann & Tourtelot
29 May VanLeeuwen & Peterson

9. C-11 INSTRUMENT TRAINER: SAC REG 50-24 requires a minimum of two hours of instrument trainer for each pilot during the training quarter.

The following schedule will be followed in May.

a. 1200 to 1400 trainer periods:

	<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
1 May	Capaldo	Balch	
2	Renfro	Lacey	
3	Brown		Mueller
4	Vance	Wayman	
7	Bennett	Salminen	
8	Hinds		Mueller
9	Christianson		
10	McClatchey	Patt	
11	Borsky		To be assigned
14	Westling	Johnson	
15	Pre SES	Pre SES	
16	McClatchey		Wellman
17	Lindquester	Wiseman	
18	Creeley		Young
21	Colladay	Balch	
22	Luther	Fair	
23	Malm	Littlejohn	
24	Rolefson		VanLeeuwen
25	Craven	Preston	
28	Capaldo	Wright	

APP "5", Annex "A"

HQ 310BOMWG

OPORD 204-56

1 May 56

	<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
29 May	Swenson	Miller	
30	Hopkins		Peterson
31	LT Anderson		Mann
b. 1400 to 1600 trainer periods:			
1 May	Hall		Rowley
2			Kately
3		Jones	Elenis
4	Blake		McCowan
7		Kruse	MAJ Thomas
8		Mays	Bertic
9	Wolter		Tipping
10		CAPT Anderson	Shepherd
11		Quandt	Hubbes
14	Smith, S		Porter
15		Pre SES	Pre SES
16		Peck	King
17	Rossler		Dills
18		Meyer	Ohlson
21		MAJ Field	Smiley
22	Mall		Teeter
23		Anderson	Shepherd
24		Barnard	Barnett
25		Sandel	Burney
28		Honfenspirger	McPherson
29		Megenity	To Be Assigned

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

379BOMRON 380BOMRON 381BOMRON

30 May Reinsch _____
31 Christianson _____
 Stahl _____

10. T-1A GUNNERY TRAINER: The following T-1A gunnery trainer schedule will be followed in May.

a. 1200 to 1400 trainer period:

1 May	Vance	
2		Stahl _____
3		Wellman _____
4	Mall	
7	817ADIV	
8		
9		
10		
11		
14	Malm	
15		Pre SES
16		Peck (STANDBOARD)
17	Christianson	
18		Watkins _____
21		Ohlson _____
22	Vance	
23		Watkins _____
24		Teeter _____
25	Huffman	

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

	<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
28 May		Radtke	
29			McCown
30	Mall		
31		Kunlemeier	
b. 1400 to 1600 trainer periods:			Hodges
1 May			
2	Beford		
3		Kunlemeier	
4			Tipping
7	817ADIV		
8			
9			
10			
11			Shepherd
14			
15	Pre SES		
16		Johnston	
17			Taylor
18	Creely		
21		Quanit	
22			Shepherd
23	Christianson		
24		Wiseman	
25			Ohlson

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

SAFETY FILM

	379BOMRON	381BOMRON	381BOMRON
28 May	Majors		
29		Salmiers	
30			Tourtellot
31			

11. ALTITUDE CHAMBER: The altitude chamber requirement has been lengthened from two to three years. In order to even out the spread of personnel falling due for the chamber, a minimum number of personnel who will be due next year will be assigned the chamber training this year. The following class quotas will be:

a. 14 May starting at:

379BOMRON (2)	381BOMRON (1)	381BOMRON (2)	310AREFS (3)
Luther	Capt. R. George	Barnett	TSGT M. J. Yauna
	Capt. J. Lantz	Mises	TSGT R. G. McElroy
	Capt. A. Larson		SSGT R. D. Erving

b. 28 May starting at:

379BOMRON (3)	381BOMRON (2)	381BOMRON (3)	310AREFS (3)
Rossler	Capt. K. Bradley	Brown	LT E. G. Carr
	CAPT O. R. Forrest	Rowan	LT J. D. Mockler
	LT F. J. Worle	Field	TSGT C. H. Griffin

12. "D" REFRESHER COURSE: The following crews which have completed air training command "D" training will be scheduled for 4:00 hours of "D" refresher and special weapons simulator. This training will be given on the 1st, 2nd and last Friday of May in either the morning (0730) or afternoon (1200). (Please indicate the date and time of schedule on each crew.

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

379BOMRON

Thomas &
Crew 1200 25 May
Wolfe &
Crew 1200 11 May
Renfro &
Crew SES
Rolefson &
Crew 1200 11 May

380BOMRON

Stewart &
Crew N Smith &
Crew MacDonough
& Crew
Leave
Kruze &
Crew

381BOMRON

Mann &
Crew VanLeeuwen
& Crew W. King &
Leave Armstrong &
Crew 0730 25 May
1200 4 May
1200 4 May
0730 25 May
1200 25 May

13. SPECIAL WEAPONS REFRESHER: All ready, lead and select crews not in Block Training, pre SES training or at SES in May will accomplish four hours of special weapons refresher training. This training will be given at 0730 and 1200 on each Wednesday, Thursday and Friday of the month. (Please indicate crew, date and time for the May schedule) Crews accomplishing "D" refresher must also accomplish this training.

379BOMRON

Wolfe & crew
2 May 1200
Craven & crew
3 May 0730
Rolefson & crew
11 May 0730
Wolter & crew
23 May 1200
Horsky & crew
25 May 1200
Hopkins & crew
31 May 0730

380BOMRON

Balch & crew
2 May 1200
Wayman & crew
3 May 0730
Preston & crew
4 May 0730
Mays & crew
10 May 1200
Kantor & crew
17 May 0730
Smith & crew
18 May 1200
MacDonough & crew
23 May 1200
Siglin & crew
31 May 1200

381BOMRON

Blenis & crew
9 May 1200
Porter & crew
10 May 0730
Wilke & crew
11 May 0730
Fory & crew
16 May 0730
Mann & crew
17 May 0730
Armstrong & crew
25 May 0730

14. SPECIAL WEAPONS EXERCISE: Each squadron will assign one lead or select crew for a special weapons loading on Thursday, 10 May.

379BOMRON

Thomas & crew

380BOMRON

Smith & crew

381BOMRON

Blenis & crew

15. P-3 LINK TRAINER: The 310AREFS will utilize the P-3 Link Trainer from 0900 to 1100 hours Monday through Friday on the following schedule:

1 May

17 May

2

18

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

13

3 May	CAPT Weaver	21 May	LT Turner
4	CAPT Dunstan	22	LT Franklin
7	LT Campbell	23	LT Bigbee
8	LT Venberg	24	LT George
9	LT Reaves	25	CAPT Willis
10	CAPT Fornitt	26	MAJ Hauck
11	LT Adams	29	LT Wiles
14	LT Atkins	30	CAPT Lovell
15	MAJ Braley	31	LT Anderson
16	LT Lee		

16. INFILIGHT MAINTENANCE: Each B-47 squadron will send a minimum of one observer for two hours of IFM on each Monday, Wednesday and Friday.

a. IFM classes will be held in the training section, 310A&E, BLDG 932, from 1400 to 1500 hours.

b. MAJ George Eldridge of the Wing Observer's Office will monitor the courses of instruction.

c. Squadrons are reminded that the minimum quarterly requirement for IFM under SAC REG 50-24 is eight hours every four months with not more than four hours training for credit in any one month.

d. 2 May 56:

379BOMRON	380BOMRON	381BOMRON
-----------	-----------	-----------

Wahlborg	Jobin	CAPT Palmer
----------	-------	-------------

Eberlein		
----------	--	--

Baker		
-------	--	--

4 May 56:

Cathay	Means	LT Wilkins
--------	-------	------------

APP "5", Annex "A"

HQ 310BOMWG

OPORD 204-56

1 May 56

379BOMRONAquirre7 May 56:BrennenstuhlSchmidt9 May 56:GarvinArmstrong11 May 56:Marks14 May 56:Rinebold16 May 56:O'baraCathey18 May 56:Lipcsak

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

380BOMRONHigdonWapleBeattieByersTolliverDeLapp381BOMRONCAPT HoyeCAPT Putzek
CAPT MurphreeCAPT AllisonCAPT WolterLT SchlyerCAPT Murphree

379BOMRON380BOMRON381BOMRON

21 May 56:

Speed

Kelly

1STLT Milliken

Eberlein

23 May 56:

Aquirre

Munsell

LT Bird

25 May 56:

Liposak

Circe

LT Wilkins

Hill

28 May 56:

Schmidt

Hart

CAPT Dishman

30 May 56:

Rinebold

Casey

LT Silver

~~APP 5~~ GUNNERY INDOCTRINATION: Each B-47 squadron will schedule a minimum
of one co-pilot for gunnery indoctrination on each Wednesday in May from

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

1200 to 1600 hours. Instruction will be given in the 310A&E training room, BLDG 932. Mr Gambill, the General Electric technical representative, is in charge of this program for the 310BOMWG.

a. 2 May 56:

<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
<u>Christianson</u>		<u>CAPT. Tipping</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

b. 9 May 56:

<u>Creely</u>	<u>LT Watkins</u>	<u>LT Ohlson</u>
<u>Vance</u>		_____
_____	_____	_____
_____	_____	_____

c. 16 May 56:

<u>Malm</u>		<u>LT Taylor</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

d. 23 May 56:

<u>Mall</u>	<u>CAPT Wright</u>	<u>CAPT Hedges</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

e. 30 May 56:

<u>Anderson</u>	<u>LT Johnston</u>	<u>LT Smiley</u>
<u>Capaldo</u>		_____
_____	_____	_____
_____	_____	_____

18. INSTRUMENT SCHOOL: The Base Instrument School will be held on 10

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

and 11 May and again on 17 and 18 May. Classes are held in BLDG 479.

a. 10 and 11 May classes:

<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
Bennett	LT Johnston	CAPT Bertie
Capaldo	MAJ Balch	
	LT Watkins	

b. 17 and 18 May classes:

<u>McClatchy</u>	<u>MAJ Balch</u>	
Lether		

19. B-47 CONVERSION MDS: Each B-47 squadron will schedule two crews a week for the B-47 Conversion M.D. Classes will start at 0730 each Friday and will complete Saturday morning. The crews trained in May should be ready or higher crews.

a. 4 May starting date:

<u>379BOMRON</u>	<u>380BOMRON</u>	<u>381BOMRON</u>
Wolfe & crew	Garbade & crew	Evans & crew
Hersky & crew	Pirino & crew	Armstrong & crew
		VanLeeuwen,
		Milliken & Schlyer

b. 11 May starting date:

<u>Baker</u>	<u>Stewart & crew</u>	<u>Dills & crew</u>
Spierling		Fory & crew

c. 18 May starting date:

<u>Westling & crew</u>	<u>Patt & crew</u>	<u>LT Smiley</u>
Mall	*McDonough & crew	

d. 25 May starting date:

<u>Rolefson</u>	<u>Smith & crew</u>	<u>Maronde & crew</u>
Hopkins & crew		CAPT Urban
Swenson & crew		

APP "5", Annex "A"

HQ 310BOMWG

OPORD 204-56

1 May 56

* 2nd day on 26 May

20. EWP TARGET STUDY: All crews with EWP assignments will accomplish four hours of EWP target study. Target study will be given every Monday through Friday from 0730-0930 and 1200 to 1400 hours. Night classes may be scheduled from 1800 to 2200 hours as needed. (Squadrons will please list the crews scheduled for this training in calendar order. Also indicate the time for this training.)

<u>379BOMRON</u>
Wolfe & crew
1200 3 May
Graven & crew
1200 4 May
Renfro & crew
0730 4 May
Arendell & Hill
1200 4 May
Rofeison & crew
1200 7 May
Swenson & crew
1200 9 May
Blake & crew
0730 10 May
T King & crew
1200 15 May
Horsky & crew
0730 17 May
Thomas & crew
0730 21 May
Austin
1200 21 May
Nieman & crew
1200 25 May
Hopkins & crew
1200 29 May

<u>380BOMRON</u>
Mays & crew
1200 1 May
Balch & crew
0730 1 May
Felt & crew
0730 1 May
Kruise & crew
1200 2 May
Wayman & crew
1200 2 May
Smith & crew
0730 7 May
Hart & crew
1200 8 May
Kanter & crew
0730 9 May
Foster & crew
0730 9 May
Blenis & crew
1200 10 May
Wilke & crew
0730 14 May
Armstrong & crew
0730 14 May
VanLeeuwen & crew
0730 14 May
Hubbes & crew
1200 16 May
Porter & crew
1200 23 May
King & crew
0730 30 May

<u>381BOMRON</u>
Evans & crew
1200 1 May
Rowley & crew
1200 3 May
Mueller & crew
1200 4 May
Mann & crew
1200 8 May
Ferry & crew
0730 9 May
Blenis & crew
1200 10 May
Wilke & crew
0730 14 May
Armstrong & crew
0730 14 May
VanLeeuwen & crew
0730 14 May
Hubbes & crew
1200 16 May
Porter & crew
1200 23 May
King & crew
0730 30 May

21. OQ RANGE: The 310BOMWG has the following 8AF allocation for the OQ

Range in May:

a. 11 May (1 student)

379BOMRON: Christiansen

b. 25 May (3 students)

APP "5", Annex "A"
HQ 310BOMWG
OPORD 204-56
1 May 56

379BOMRON (1) _____

380BOMRON (1) _____

381BOMRON (1) _____

22. ECM TRAINING: Phase III ECM training as outlined in SAC REG 51-19 will be given on 5 May for the aircraft commanders, observers and pilots listed below. In addition, all pilots listed will attend the second phase of this training on 12 May. (NOTE: The dates behind certain officer's names indicates that they need the training offered ONLY on that date. ECM classes will be conducted in the 310AREFS Briefing Room at 0730. Personnel to attend are:

379BOMRON

Westling
Rollins
Baker
Christensen
Creely
Malm
Vance
Shelley
Armstrong
Marks
Colladay
Marks
Sandell - 12 May
Reinsch - 12 May

380BOMRON

Smith
Wayman
Kruse
Hart
Thomas
Anderson
Wright
Jones
Weber
Forbes - 5 May only
Johnston
Gabriel

381BOMRON

Mann
Rowley
Hubbes
Harris
Wellman
Smiley
Taylor
Just
Ohlson

Waple

Jobin
Dell Andrea
Higdon
Means
Holmes
Casey
Circe
Delapp

Hoyle
Bennette

Washington
Walter
Wolter
Eberhardt
Urban
Carlyle
Young - 5 May

APP "5", Annex "A"

HQ 310BOMWG

OPORD 204-56

1 May 56

20

0684

AFFIXED "6"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

LEAD CREW EVALUATION

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. The 310BOMWG will send two B-47 crews to the 3943d SES at Davis-Monthan AFB in May. Scheduled for evaluation on 7 May are MAJ Renfro, Crew L-46 and CAPT Nieman, Crew L-06.
2. The alternate crew for 7 May will be CAPT Smith, Crew L-09.
3. Scheduled for evaluation on 4 JUN 56 are: CAPT N. Smith and crew, CAPT Evans and crew, CAPT Rowley and crew with CAPT Hart and crew as alternate. CAPT Kruse and crew are scheduled for re-evaluation.
4. Pre SES training will be given to CAPT Evans and crew, CAPT Rowley and crew and CAPT Hart and crew. This training will commence and terminate in May.
5. Complete instructions for all administrative and logistic support functions relative to SES are outlined in the 310BOMWG OPORD NR 205-55, dated 5 NOV 55.

APP "6", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

APPENDIX "7"

TO

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NR 204-56

WING STANDARDIZATION SCHEDULE

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
1 May 1956

1. For purpose of compliance with SAC REG 51-4, Annex II, PARA 6c, the 310BOMWG OPLAN is considered as sufficient orders in lieu of individual Special Orders. Crews are required to meet all scheduled periods and complete all individual written examinations. Crews are considered to be on detached service from squadrons during standboard activity.
2. All crews or individuals scheduled for standardization activity will personally report to the Wing Standardization Section at 0800 hours on the Friday preceding the first flight check for individual briefing and indoctrination with final scheduling in all phases.
3. Canned standardization missions will be prepared by the crews after briefing by applicable standardization personnel.
4. Squadron observers and/or operations officers will determine RBS site to be utilized for observer's missions, select applicable canned mission to be flown and determine take-off time. This information will be given to the standardization representative at the Weekly 60-9 Meeting.

APP "7", Annex "A"
HQ 310BOMWG
OPLAN 20L-56
1 May 56

NAME & PSN	SQDN CR #	REPT SKED	STBD	EXAMS	LOADING	SIM	T-1A	PLT MSN	OBSR MSN	CRT
WOLTER ACFT COMDR	379 IN-83	DATE: TIME:	11 May 0700	11 May 1200	11 May 0730	14 May 0730		15 May		18 May TBA
VANCE CO-PLT	379 IN-83	DATE: TIME:	11 May 0700	11 May 1200	11 May 0730	14 May 0730	16 May 1300	15 May		18 May TBA
BERLEIN OBSR	379 IN-83	DATE: TIME:	11 May 0700	11 May 1200	11 May 0730				17 May	18 May TBA
THOMAS ACFT COMDR	379 R-44	DATE: TIME:	11 May 0700	11 May 1200	14 May 1130	11 May 0730		17 May		18 May TBA
HOFFMAN CO-PLT	379 R-44	DATE: TIME:	11 May 0700	11 May 1200	14 May 1130	11 May 0730	16 May 1400	17 May		18 May TBA
BRENNESTUHL OBSR	379 R-44	DATE: TIME:	11 May 0700	11 May 1200	14 May 1130				15 May	18 May TBA
BLENIS ACFT COMDR	381 R-57	DATE: TIME:	11 May 0700	11 May 1200	11 May 1130	11 May 0930		17 May		18 May TBA
KATELY CO-PLT	381 R-57	DATE: TIME:	11 May 0700	11 May 1200	14 May 1130	11 May 0930	16 May 1500	17 May		18 May TBA
WALTER OBSR	381 R-57	DATE: TIME:	11 May 0700	11 May 1200	14 May 1130				15 May	18 May TBA
KING, T. T. ACFT COMDR	379 N-59	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130	21 May 0930		22 May		25 May TBA
CAIN CO-PLT	379 N-59	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130	21 May 0930	23 May 1200	22 May		25 May TBA
CATHEY OBSR	379 N-59	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130				24 May	25 May TBA
STEWART ACFT COMDR	380 R-94	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130	18 May 0930		24 May		25 May TBA
RADTKE CO-PLT	380 R-04	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130	18 May 0930	23 May 1300	24 May		25 May TBA
WOJCIECHOWSKI OBSR	380 R-04	DATE: TIME:	18 May 0700	18 May 1200	21 May 1130				22 May	25 May TBA
HOPKINS ACFT COMDR	379 IN-84	DATE: TIME:	25 May 0700	25 May 1200	28 May 1130	25 May 0730		29 May		1 JUN TBA

APP "7", Annex "A"
HQ 31OBOMWG
OPLAN 204-56
1 May 56

NAME & PSN	SQDN	CR #	SKED	REPT	EXAMS	LOADING	SIM	T-1A	FLT	OBSR	MSN	CRIT
BROWN CO-PLT	379	DATE: 25 May IN-84	TIME: 0700	25 May 1200	28 May 1130	25 May 0730	30 May 1300	29 May		1 JUN TBA		
AQUIRRE OBSR	379	DATE: 25 May IN-84	TIME: 0700	25 May 1200	28 May 1130				31 May	1 JUN TBA		
PIRINO CPT COMDR	380	DATE: 25 May IN-74	TIME: 0700	25 May 1200	28 May 1130	25 May 0930		31 May		1 JUN TBA		
WATKINS CO-PLT	380	DATE: 25 May IN-74	TIME: 0700	25 May 1200	28 May 1130	25 May 0930	30 May 1400	31 May		1 JUN TBA		
OBSR	380	DATE: 25 May IN-74	TIME: 0700	25 May 1200	28 May 1130				29 May	1 JUN TBA		
DILLS ACFT COMDR	DATE: 25 May IN-75	TIME: 0700	25 May 1200	25 May 0730	28 May 0930		29 May			1 JUN TBA		
TAYLOR CO-PLT	DATE: 25 May IN-75	TIME: 0700	25 May 1200	25 May 0730	28 May 0930	30 May 1500	29 May			1 JUN TBA		
WILKIN OBSR	DATE: 25 May IN-75	TIME: 0700	25 May 1200	25 May 0730				31 May		1 JUN TBA		
ACDONOUGH ACFT COMDR	R-10	DATE: 25 May TIME: 0700	25 May 1200	25 May 0930	28 May 0730		29 May			1 JUN TBA		
FAIR CO-PLT	R-10	DATE: 25 May TIME: 0700	25 May 1200	25 May 0930	28 May 0730	30 May 1200	29 May			1 JUN TBA		
RATZEBURG OBSR	R-10	DATE: 25 May TIME: 0700	25 May 1200	25 May 0930				31 May		1 JUN TBA		
MEGENITY CO-PLT	5X2	DATE: 11 May TIME: 0700	11 May 1200		14 May 0930		17 May			TBA		
HINDS CO-PLT	5X7	DATE: 11 May TIME: 0700	11 May 1200		14 May 0930		17 May			TBA		
SPIERLING OBSR	5X8	DATE: 11 May TIME: 0700	11 May 1200				17 May			TBA		
SMILEY CO-PLT	5X	DATE: 18 May TIME: 0700	18 May 1200		18 May 0730	23 May 1400	22 May			TBA		
OHILSON CO-PLT	5X	DATE: 18 May TIME: 0700	18 May 1200		18 May 0730	23 May 1500	22 May			TBA		

APP "4", Annex "A"
HQ 310BOMWG
OPLAN 204-56
1 May 56

NAME & PSN	SQDN CR #	REPT SKED	STRD	EXAMS	LOADING	SIM	T-1A	PLT MSN	OBSR MSN	CRIT
WOOD ACFT COMDR	5X2	DATE: 18 May	18 May			21 May		22 May		TBA
		TIME: 0700	1200			0700				
KEARNEY OBSR	5X5	DATE: 18 May	18 May					22 May		TBA
		TIME: 0700	1200							
CHILYER OBSR	5X	DATE: 18 May	18 May					24 May		TBA
		TIME: 0700	1200							
BIRD OBSR	IN-85	DATE: 25 May	25 May					31 May		TBA
		TIME: 0700	1200							

TBA - TO BE ANNOUNCED.

THE ABOVE TENTATIVE SCHEDULE WILL BE CONFIRMED AT WEEKLY 60-9

APP "4", Annex "A"
HQ 31OBOMWG
OPLAN 204-56
1 May 56

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base
1 May 1956, 0600Z

ANNEX #2

Maintenance Plan

SERIAL NR 204-56

MAY 1956

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

06873

1. GENERAL:

a. The Monthly Planning Committee meeting conducted the third week in April, in accordance with SAC Regulation 60-9 and SAC Manual 66-3, resulted in the following operational flying hours.

1600 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 all personnel are briefed in all changes in the Maintenance Plan. Changes will be limited to minimum requirements and will appear in the form of an amendment or appendix to this Maintenance Plan.

b. The 310th Bomb Wing will fly as scheduled under the ten (10) day maintenance flying cycle (reference RAF Regulation 66-9). Aircraft will not fly other than its scheduled day, unless required by orders of higher command. Substitution of aircraft within the schedule will be limited and controlled and will be accomplished only under exceptional and justifiable circumstances, and approved by the Chief of Maintenance.

c. In conjunction with this maintenance cycle, all flight crews will report to a predesignated place for a maintenance debriefing (reference Wing Regulation 66-3).

d. Special requirements for the month of May are as follows:

- (1) Two aircraft will depart this station for SES 7 May 1956, returning 25 May 1956.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

0 6 8 8

- (2) One aircraft will depart this station for Loring AFB on 30 April 1956, returning 11 May 1956.
 - (3) There is a special commitment for the B-47's for May that requires a trim coordination flight and removal of drop tanks prior to regular scheduled mission (exact requirements will be disseminated at a later date).
 - (4) The requirement for quick strike aircraft is still in effect for the month of May.
 - (a) B-47 aircraft - 6 each per 24-hour period
 - (b) KC-97 aircraft - 6 each per 24-hour period
 - (5) The 310ARS has a special requirement for 2 and 23 May which requires six (6) aircraft each day.
 - (6) Aircraft 52-300 is scheduled to leave this station 9 May for IRAN.
 - (7) Aircraft 52-096 is scheduled to leave this station 16 May for IRAN.
 - (8) Saturday, 19 May, Armed Forces Day, will be a normal work day.
 - (9) Decoration Day, 30 May, will be a holiday with holiday schedule prevailing.
- e. Loss of flying time for May.
- (1) B-47 aircraft
 - (a) Two aircraft going to IRAN - loss of fifty (50) hours of flying time.
 - (b) 310th Bomb Squadron loss of eighty (80) flying hours due to periodic dock inspection schedule.

HQ 310BOMBG
MAINT PLAN 204-56
1 MAY 1956

- (c) 390th Bomb Squadron - loss of thirty-six (36) flying hours due to periodic dock inspection schedule.
 - (d) One aircraft to Loring AFB - loss of twenty-four (24) flying hours.
 - (e) B-47 52-222 at depot - loss of forty-eight (48) flying hours.
- (2) KC-97 aircraft
- (a) Loss of thirty (30) flying hours due to tech order compliance.
 - (b) Loss of sixty (60) flying hours due to periodic inspection schedule.
2. TASKS FOR SUBORDINATE UNITS:
- a. Three Bomb Squadrons.
- (1) Provide aircraft (reference appendix I, II and III) as scheduled for quick strike with fuel load eight (8) and proper configuration.
 - (2) Provide special weapons aircraft (reference appendix I, II and III) on days indicated.
 - (a) One aircraft each Wednesday for Standboard - hours 0800 to 1700 (2, 9, 16 and 23 May 1956).
 - (b) 10 May three (3) B-47 aircraft will be positioned at special weapons loading site by 0700 of that date for RAF evaluation of loading and A&E ring-outs (one aircraft from each squadron).

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

- (c) There will be twelve (12) aircraft scheduled for loading in squadron area from 1100 to 1600 hours for May.
 - (d) Aircraft for compass swings will be scheduled at daily maintenance meetings.
 - (e) The 379th Bomb Squadron will send aircraft 52-300 on 9 May 1956 to IRAN.
 - (f) The 381st Bomb Squadron will send aircraft 52-096 on 16 May 1956 to IRAN.
 - (g) Provide an observer as required to accept "K" systems after maintenance is performed.
 - (h) Continue inventory of 253 equipment and preparation of aircraft for scheduled conversion program.
 - (i) Maintain necessary records and keep Job Control informed, via radio network, of any status changes.
 - (j) Armed Forces Day, 19 May, requires ten (10) B-47 aircraft for formation flyover.
 - (k) Will furnish personnel to assure that all Cremco units are started and running prior to 0700 hours each work day or as otherwise directed by senior controller of Job Control.
 - (l) Check lists for SES (see appendix VI).
- b. The three tactical squadrons and Air Refueling Squadron.
- (1) Postflights will be accomplished by maintenance as scheduled in appendix I, II, III and IV.

HQ 310BOMW
MAINT PLAN 204-56
1 MAY 1956

- (2) Fully utilize specialist support and supervise the work accomplished by specialists.
 - (a) Notify Job Control via radio net immediately when specialists fail to report.
 - (b) Notify Job Control via radio net each work order completion, including manhours expended.
- (3) Schedule and insure accomplishment of organizational maintenance on ground servicing and motorized equipment.
- (4) Maintain an effective training program.
- (5) Insure the performance of quality maintenance on assigned aircraft.
- (6) Provide personnel to meet aircraft landing after 1600 hours.
- (7) Provide officers for refueling of aircraft in accordance with SHARP Regulation 66-2, dated 19 August 1955.
- (8) Provide number of personnel requested by Aircraft Maintenance Standboard Team to complete NEMP tests.
- (9) Provide an officer any time an aircraft is in the need of jacking.
- (10) Comply with TOC program as scheduled by Job Control.
- (11) The squadrons will have the crew chief of aircraft scheduled for pre-dock inspection report to the Records Section for records check one-half (1/2) hour before the pre-dock meeting is scheduled.
 - (a) The crew chief who attends the above meeting will accompany the aircraft thru the dock.

HQ 310BOMG
MAINT PLAN 204-56
1 MAY 1956

- (12) Will draw out (daily) the authorized number of vehicles from Base Motor Pool on a "U" drive basis, reporting the same to Job Control by 0710 hours.
- (13) Comply with all phases of SAC Manual 66-12, SAC Regulation 60-9 and SAC Manual 66-3.
- c. 379th Bomb Squadron.
- (1) Provide sixty-nine (69) sorties for a total of four hundred seventy (470) flying hours.
 - (2) Complete twenty-four (24) conflicts.
 - (3) There are five (5) periodic inspections scheduled in May (reference appendix V).
 - (4) Provide special weapons aircraft as scheduled in appendix I.
 - (5) Provide nuclear strike aircraft as scheduled in appendix I.
 - (6) Provide two (2) aircraft to leave 7 May for SES for approximately seventeen (17) days.
 - (7) Aircraft 52-300 is due to leave 9 May for IPAM.
 - (8) Three (3) aircraft (numbers at a later date) will be used for operation "Hair Clipper" for which the wing tanks will be removed.
 - (9) The following manhours will be utilized for training.
 - (a) 431st School Shepard Field 352 M/H
 - (b) Base Leadership School 176 M/H
 - (c) Base MTD 264 M/H
 - (d) B-47 MTD conversion program 456 M/H

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

d. 390th Bomb Squadron

- (1) Provide eighty-one (81) sorties for a total of five hundred fifty five (555) flying hours.
- (2) Provide twenty-four (24) postflights.
- (3) There are two (2) periodic inspections scheduled for May reference appendix V.
- (4) B-47 aircraft 52-110 leaves 30 May for Loring AFB for eleven (11) days.
- (5) Provide quick strike aircraft as scheduled in appendix II.
- (6) Provide special weapons aircraft as scheduled in appendix II.
- (7) Three (3) aircraft will be utilized for operation "Hair Clipper" for which the wing tanks will be removed. Aircraft numbers will be given at a later date.
- (8) The following man hours will be utilized for training.

(a) 431st school Sherard Field	352 M/H
(b) OJT to 7 level	700 M/H
(c) OJT to 5 level	1504 M/H
(d) NCO academy	98 M/H
(e) Base Leadership	176 M/H
(f) B-47 MTD conversion program	444 M/H

e. 391st Bomb Squadron

- (1) Provide ninety-nine (99) sorties for a total of six hundred seventy-five (675) flying hours.
- (2) Complete thirty (30) postflights.
- (3) B-47 aircraft 52-271 leaves 15 May for IPAN.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 56

- (4) Provide quick strike aircraft as scheduled in appendix III.
- (5) Provide special weapons aircraft as scheduled in appendix III.
- (6) Four (4) aircraft will be utilized in operation "Hair Clipper" for which the wing tanks will be removed. Aircraft numbers will be given at a later date.
- (7) The following man hours will be utilized for training.
 - (a) Wichita Factory training 352 M/H
 - (b) B-47 MTD conversion 492 M/H
 - (c) 48121 school Chanard Field 1056 M/H
 - (d) OJT to seven (?) level 1056 M/H
 - (e) OJT to five (5) level 980 M/H
 - (f) Base Leadership 176 M/H
- f. 310th Air Refueling Squadron.
 - (1) A special requirement for 2 and 23 May which requires six (6) aircraft each day.
 - (2) There are six (6) compass swings scheduled in May. The aircraft involved will be in position on the compass rose as of 0700 hours on dates indicated.
 - (3) Provide one hundred eighteen (118) sorties for a total of six hundred (600) flying hours.
 - (4) Perform a total of thirty-five (35) postflights.
 - (5) Provide quick strike aircraft as scheduled in appendix IV (6 each 24-hour period).

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

- (6) There are five (5) periodic inspections scheduled in May (reference appendix V).
 - (7) Maintain necessary records and aircraft status keeping Job Control informed, via radio network, of any status changes.
 - (8) The following man hours will be utilized for training.
 - (a) 43271 school 320 M/H
 - (b) NCO academy 320 M/H
 - (c) B-47 MTD 900 M/H
 - (9) Six (6) aircraft have been scheduled for T.O. 2R-R4360-505 and T.O. 1C-77(K)-231 compliance. This necessitates removing the aircraft from the active flying schedule for a period of four (4) to (5) five days.
- g. 310th Armament and Electronics Squadron,
- (1) Provide necessary tools and equipment to accomplish pre flights and post flights on aircraft as indicated in appendix I, II, III and IV.
 - (2) Provide personnel, tools and equipment to support the dock schedule of the Periodic Maintenance Squadron (reference appendix V).
 - (3) All aircraft will be combat ready for each scheduled sortie with all the systems required, installed, checked and pre-flighted as listed in weekly 60-9 schedule and confirmed at daily maintenance meetings.
 - (4) Work load and maintenance capability for each system is as follows.

HQ 310BOMG
MAINT PLAN 204-56
1 MAY 1956

	Capability	M/H Required
Comm Nav	15% M/H	1828 M/H *
Bomb Nav	3256 M/H	3405 M/H *
Fire Control	1126 M/H	1080 M/H
Weapons Release	1355 M/H	1245 M/H
Photo	369 M/H	390 M/H *

* denotes areas that have a shortage of M/H available.

- (5) Provide pre-issue and branch stocks as authorized and required.
- (6) Nite shift and standby personnel will be scheduled as required by Job Control.
- (7) Accomplish necessary bomb bay configurations and ring-outs to maintain six (6) in commission aircraft (on the ground) ready for evading at all times.
- (8) Monitor all bomb changes reporting the same to Job Control.
- (9) Perform all compass swings as scheduled at the daily maintenance meetings (reference appendix IV).
- (10) Monitor loading of ammunition and bombs, giving 24-hour notice to 802d Munitions section as to exact loading times.
- (11) In the event of an alert, furnish support on a 24-hour basis.
- (12) May 10, 1956, three (3) B-47 aircraft (1 from each tactical squadron) will be utilized at the SW loading site for evaluation training.
- (13) Provide specialists to support TOC program as requested and scheduled by Job Control officer and distribution of AFTO 26E's.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

- (14) Provide support (as necessary) for the Base Flight and transient aircraft as requested by Job Control.
 - (15) The following man hours will be utilized for training.
 - (a) 43171 school Sheppard Field 1056 M/H
 - (b) Base Leadership School 176 M/H
 - (c) Wichita Factory school 352 M/H
 - (16) Provide personnel, tools and equipment to support SES missions (reference appendix I).
- h. 310th Field Maintenance Squadron.
- (1) Provide necessary personnel, tools and equipment to accomplish postflights on all aircraft scheduled in appendix I, II, III, and IV.
 - (2) Provide personnel, tools and equipment to support seven (7) B-47 and five (5) KC-97 inspections (reference appendix I, II, III, IV and V).
 - (3) Provide specialists to accomplish TOC program as scheduled by Job Control at daily maintenance meetings.
 - (4) Provide pre-issue and bench stocks as authorized and required.
 - (5) Nine shift and standby will be scheduled as required by Job Control officer. Information from debriefing teams will be used in master planning schedule for maintenance program.
 - (6) In the event of an alert, will furnish support on a 24-hour basis.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

- (7) Provide specialists support for Base Flight and transient aircraft on priorities set by Job Control.
- (8) The maintenance capabilities and work load for each shop is as listed below.

Shop	Capability	M/H Required
Electric Shop	* 1777.6 M/H	1849.5 M/H
Ground Power	* 1372.8 M/H	2055.0 M/H
Fuel Cell Repair	* 140.8 M/H	411.0 M/H
Tire Shop	* 211.2 M/H	411.0 M/H
Instrument Shop	* 950.4 M/H	1233 M/H
Aircraft Repair	968 M/H	719.3 M/H
Hydraulic Shop	* 827.2 M/H	1068.6 M/H
IFR Boom Shop	281.6 M/H	277.5 M/H
Sheet Metal	* 1760 M/H	1849.5 M/H
Machine Shop	* 228.8 M/H	411.0 M/H
Propeller Shop	* 269.2 M/H	610.5 M/H
EBU 4360	* 1320 M/H	1387.5 M/H
EBU J-47	* 1460.8 M/H	1500 M/H
Parachute Shop	2305.6 M/H	2260.5 M/H

* denotes shops that have a deficiency in M/H

- (9) Provide personnel, tools and equipment to support SES missions (reference appendix I and VI).
- (10) The following man hours will be utilized for training.
- (a) B-47 MTD conversion 384 M/H
- (b) B-47 electrical MTD 480 M/H

(c)	Corrosion Control school, Amarillo	64 M/H
(d)	Shaw-Bates Tester, Chanute	176 M/H
(e)	On-the-job training	7284 M/H
(f)	NCO academy	176 M/H
(g)	Base Leadership school	704 M/H

i. 310th Periodic Maintenance Squadron.

- (1) Perform periodic inspections as scheduled in appendix I, II, III, IV and V.
- (2) TOCs to be accomplished during periodic inspection will be scheduled during pre-inspection meeting.
- (3) Insure the accomplishment of high quality periodic inspections and maintenance including predock, dock and postdock (reference SAC Manual 6-15).
- (4) Fully utilize specialist support as required to maintain dock schedule, notifying Job Control immediately of any deviations.
- (5) Insure prompt and accurate aircraft status and maintenance reporting.
- (6) Every effort will be expended to return aircraft to squadron on dates indicated (reference appendix I, II, III and IV).
- (7) Establish adequate dock stocks and insure that adequate levels are maintained.
- (8) The following man hours will be utilized for training.
 - (a) OJT to 7 level 704 M/H
 - (b) OJT to 5 level 43151E 880 M/H

HO 310BOMG
MAINT PLAN 304-56
1 MAY 1956

(c) OJT to fifteen (15) level 43251	2640 M/H
(d) Base Leadership	176 M/H
(e) OJT 70010 to 72010	352 M/H
(f) OJT 64010 to 64130	380 M/H
(g) B-47 MID conversion	384 M/H

j. 802d Air Base Group.

(1) 802d Motor Vehicle Squadron.

- (a) Provide daily dispatch of vehicles as outlined in SAC Regulation 66-24.
- (b) Coordinate maintenance schedule of vehicles with priority stressed on radio control vehicles.
- (c) Provide additional vehicle support as coordinated with Base Material officer and Maintenance officer.
- (d) Drivers school and testing of drivers as agreed between squadron commander and Director of Materiel, 310th Bomb Wing.
- (e) In the event of an alert, furnish support on a twenty-four (24) hour basis.

(2) 802d Supply Squadron.

- (a) Base Supply.
 - 1- Provide support for 1600 B-47 and 600 KC-97 flying hours for month of May.
 - 2- Provide immediate delivery of all items requested via supply expeditor network.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

- 3- Keep pre-issue items at authorized level at all times.
- 4- Maintain a night CO for emergency support during non-duty hours or as coordinated with Job Control officer.
- 5- In the event of an alert, provide support on a 24-hour basis.

(b) 202d Refueling Section.

- 1- Defueling.
 - a- Maintain one (1) JP-4 truck and pit for defueling purposes at all times.
- 2- Refueling.
 - a- Normal daily requirements 0630 to 2400 full operation, three (3) each, JP-4 hydrants one (1) JP-4 top off truck and one (1) 115/145 refueling pit.
 - b- 2400 to 0630 and holidays normal standbys.
 - c- The Petroleum Refueling section will service all ground power equipment (diesels, C-26s, C-21s and other equipment) between the hours of 1030 to 1200 noon and 0030 to 0130 in the morning. Any difficulties encountered will be brought to the attention of the Job Control officer.

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

-3- In the event of an alert or a higher command ordered mission as many hits that are feasible to operate for the time, as coordinated with Job Control officer.

(c) Munitions Section.

- 1- Bomb and ammunition loadings will be accomplished with existing regulations.
- 2- The A&E supervision section, Job Control, will coordinate with the Munitions Section on loading times giving a 24-hour notice.
- 3- Bomb and ammunition will be off loaded as soon as possible at the direction of Job Control.
- 4- Bomb and ammunition will not be scheduled or loaded on previous day's quick strike aircraft.

(3) 802d Food Service Squadron.

- (a) Normal dining services will prevail.
- (b) On an alert or ordered special missions, dining hall hours will be coordinated with Job Control officer.
- (c) Special lunches will be furnished with a two (2) hour notice, with a disposition listing names of personnel requiring lunches.

(4) 802d Air Police Squadron.

- (a) Normal requirements.
- (b) That security gates be kept open as required in accordance with the maintenance work scheduled.

(c) That proper security be maintained after normal duty hours on aircraft that are not parked on the parking ramp but due to special requirement are located elsewhere on the Base.

OFFICIAL:

S. M. WELLS
Colonel, USAF
Commander

Shadrach E. Davis
SHADRACH E. DAVIS
LTCOL, USAF
Wing Director of Materiel

APPENDIXES:

- APP "1" - 370BS May Flying Schedule
- APP "2" - 370 BS May Flying Schedule
- APP "3" - 381BS May Flying Schedule
- APP "4" - 310ARS May Flying Schedule
- APP "5" - May Periodic Inspection Schedule
- APP "6" - Checklist for SES Aircraft

HQ 310BOMWG
MAINT PLAN 204-56
1 MAY 1956

1 2 3 4 7 8 9 10 11 14 15 16 17 18 19 21 22 23 24 25 26 29 31
 379th Bomb Sqdn. MAT Flying and Maintenance Schedule

118	AB	TH ^(D)	QS F	QS F	F	F	QS F	F
102	P	^{GS} P	W D D D D FM AE AE TH	P			GS P	
302	SW P	P	S E S		RTN		P	
261	P	P	P	QS P	F	F	SW P	
197	QS F	P	P	^{(D)P}	W D D D D FM AE			
115	P	QS F	QS F	W D D D D FM AE AE TH	P			
309	—	S E S	RTN ^{(D)P}	IRAN				
284	^{GS} ^{DN} P	P	S E S		RTN ^(D)		P	
113	^(D) QS ^{DN} P	^{DN} D	QS F	W D D D D FM AE AE TH				
306	P	P	SW F	QS F	QS F	QS QS F	P	
289	SES SP P	QS F	QS F	P	^{(D)P}	QS F	P	
108	P	P	QS F	QS F	QS F	QS F	QS	
276	^{DN} P	^{DN} D	P W D D D D FM AE AE TH P		QS F			
293	SW F	P	P	QS QS F	QS F	QS F	P	
297	P	QS F	P	SW P	F	W D D D		
	3 2 3 4 5 4 4 2 b 3 4 2 1 4 2 2 v 3 3 0 3 2 3 3 5				Total 67 Sorties			

RECORDED IN THIS SHEET ARE THE TOTALS OF THE SORTIES MADE ON THIS DATE. THIS SHEET IS FOR USE IN RECORDING THE TOTALS OF THE SORTIES MADE ON THIS DATE.

1 2 3 4 7 8 9 10 11 14 15 16 17 18 19 21 22 23 24 25 26 28 29 30
280th Bomb Sqdn MAY Flying & Maintenance Schedule

120	D	D	D	FM	AB	AB	TH	F	F	QS	F	QS	F	F									
110	F	*	LORING	96	WAS	RTM	(E)	QS	F	(E)	QS	F	QS	F									
223	(E)	F	W	DD	D	D	FM	AB	AE	TH	F	F	QS	F									
101	CS	F	QS	F	QS	F	QS	F	QS	F	F	F	QS	F									
147	QS	F	QS	F	QS	F	QS	F	QS	F	F	F	QS										
109	F	QS	F	F	QS	F	QS	F	QS	F	F	F	QS										
279	QS	F	QS	F	F	QS	F	F	(E)	F	F	F	F										
117	W	AE	AE	D	D	D	DFM	TH	F	QS	F	F	F										
299	F	QS	F	QS	QS	F	F	F	QS	F	F	QS											
237	F	QS	F	QS	F	F	QS	F	QS	F	F	QS											
290	QS	F	F	QS	F	F	QS	F	QS	F	QS	F											
286	W	D	D	D	D	DFM	AB	AE	TH	QS	F	F	QS	F									
106	QS	F	F	QS	F	QS	F	F	QS	(E)	QS	QS	F										
116	QS	F	F	F	QS	F	F	QS	F	F	F	QS	F										
282	DEPOT												Total 80 Sorties										
	2	3	4	2	3	4	1	3	4	3	3	3	5	4	5	4	3	3	4	4	4	4	5

Appendix IV

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
 381st Bomb Sqdn MAY Flying and Maintenance Schedule Revised 30/April

	F	F	QS	QS	QS	F ^a	CAN	F	F	QS	QS	F ^a	F
295													
146	F	F	F	QS	F	F	F	F	F	F	F	F	W
261	QS	F	F	F	QS	F	F	QS	F	QS	F	QS	
111	QS	F	F	F	QS	F	QS	F	F	QS	F	QS	
104	QS	F	F	F	QS	F	F	F	F	F	F	QS	
305	F	QS	F	F	F	QS	F	F	QS	F	QS	F	
287	F	QS	F	F	QS	F	F	F	F	F	F	F	
112	F	QS	QS	F ^b	QS	F	F	QS	F	F	F	F	
114	F	F	QS	F	F	F	QS	F	F	QS	F	F	
303	F	F	QS	F	F	F	QS	F	F	QS	F	QS	
307	F	F	QS	F	F	QS	F	F	QS	F	QS	F	
271	F	F	F	QS	F	F	QS	F	QS	F	QS	F	
096	F	F	F	F	F	F	F	IRAN					
292	QS	F	F	F	QS	F	F	F	F	QS	F	QS	
105	QS	F	F	F	QS	F	F	F	F	QS	F	QS	
304	QS	F	QS	F	F	F	QS	F	F	QS	F	QS	
	4	5	4	5	5	4	4	4	6	3	4	5	3
	4	5	4	5	5	4	4	4	6	3	4	4	5

LEGEND: F FLIGHT OF SPARE OR SPECIAL WEAPONS QS COMPASS SWING C CROSS COUNTRY QS QUICK STRIKE
 HF POSTFLIGHT WB WEIGHT AND BALANCE TH TH HOP

	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	31
310 th ARS MAY Flying & Maintenance Schedule																						
115	qs	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS
352	F	QS	CS	F	QS	F	QS	F	QS	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS
343	QS	F	QS	QS	F	QS	F	QS	F	QS	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F
116	QS	F	←①	QS	CS	F	QS	F	QS	P	QS	QS	F	QS	F	QS	QS	F	QS	F	QS	F
109	F	QS	F	QS	QS	F	QS	F	QS	F	QS	QS	F	QS	F	QS	QS	F	→TOC←***	QS	F	QS
346	qs	F	QS	F	QS	QS	F	QS	F	QS	F	QS	F	QS	QS	F	→TOC←***	QS	F	W	F	D
112	QS	QS	F	QS	F	QS	QS	F	→TOC←***	QS	F	W	F	D	D	D	QS	QS	F	QS	QS	F
114	←①	QS	QS	F	QS	F	QS	QS	F	QS	F	QS	F	QS	F	QS	QS	F	QS	QS	F	QS
342	F	QS	F	QS	F	QS	QS	F	QS	F	QS	F	QS	F	QS	F	QS	QS	F	QS	QS	F
113	QS	F	QS	F	QS	F	QS	CS	F	QS	F	QS	F	QS	F	QS	F	QS	QS	F	QS	F
108	W	D	D	D	D	PD	PD	TH	F	QS	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F
107	F	QS	QS	F	→TOC←***	②	F	W	D	D	D	PD	PD	TH	F	W	D	D	D	PD	PD	TH
131	QS	F	QS	QS	F	QS	F	QS	P	QS	P	QS	QS	F	QS	P	QS	F	QS	F	QS	F
258	qs	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F
349	F	→TOC←***	F	W	D	D	D	PD	PD	TH	②	F	QS	F	QS	QS	F	QS	F	QS	F	QS
206	D	PD	PD	TH	F	QS	QS	F	QS	F	QS	F	QS	F	QS	QS	F	QS	QS	F	QS	F
348	t	o	e	②	F	W	D	D	D	PD	PD	TH	②	QS	F	QS	QS	F	QS	F	QS	F
344	F	QS	F	QS	P	QS	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F
345	qs	F	QS	②	QS	QS	F	QS	QS	F	→TOC←***	②	F	F	QS	F	QS	F	QS	F	QS	F
355	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	F	QS	QS	F	QS
354	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①	F	←①
	5	6	6	4	4	6	5	5	6	6	4	7	5	5	4	7	6	3	7	7	5	5

Total 118 Sorties

May Periodic Insp Schedule

Appendix V

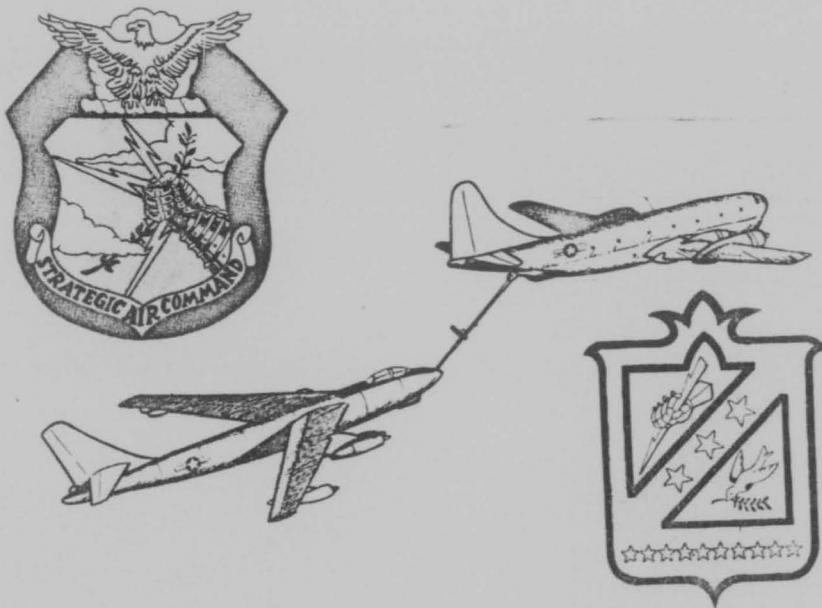
Aeft No	Pre Dock	Wash	Dock		FM Post Dock	AE Post Dock	Test Flt	To Sqdn
			No	Date				
2286	26/4 1030	30/4 1300	B	2/5	8/5	9-10/5	11/5	14/5
3108	26/4 1030	1/5 0800	C	2/5	8-9/5		10/5	11/5
2117	1/5 1030	1/5 1400	A	4/5	10/5	2-3/5	11/5	14/5
1348	2/5 1330	7/5 0800	C	8/5	14-15/5		16/5	17/5
2283	2/5 1030	7/5 1400	B	8/5	14/5	15-16/5	17/5	18/5
2102	4/5 1030	9/5 1300	A	10/5	16/5	17-18/5	21/5	22/5
1349	9/5 1300	14/5 1300	C	15/5	21-22/5		23/5	25/5
276	8/5 1030	11/5 1400	B	14/5	18/5	21-22/5	23/5	25/5
115	9/5 1030	15/5 1300	A	16/5	22/5	23-24/5	25/5	28/5
3107	17/5 1030	21/5 0800	C	22/5	28-29/5		31/5	1/6
113	16/5 1330	18/5 1300	B	19/5	24/5	25-28/5	29/5	31/5
107	18/5 1330	22/5 1300	A	23/5	29/5	31/5 1/6	4/6	
3112	23/5 1030	24/5 0800	C	29/5	5-6/6		7/6	
297	23/5 1330	25/5 1300	B	28/5	4/6	5-6/6	7/6	

CHECKLIST FOR S.E.S. ACFT APPENDIX VI

In meeting the Wing's commitments for S.E.S. it is imperative for our aircraft and support personnel to be as effective as our flight crews. 310BW Operations Order 202-55 contains certain criteria for acft and support personnel participating in S.E.S. commitments; from this, the following checklist has been prepared for your information and compliance as necessary.

1. Acft will have not more than 150 hrs since last Periodic on arrival at SES.
2. Acft will have 4th man position on aisle way by the Co-Pilot.
 - a. Seat
 - b. Safety Belt
 - c. Oxygen hose ext which will be plugged into the main oxygen system.
3. Acft will have an SPR panel.
4. One B-4 Maintenance stand.
5. A-3 step crew chief stand.
6. Grnd crew will have their tools and be capable of making a C-9 hoist replacement.
7. Acft will have operational radar, N-1 compass, radio & Rend, equip O-15 & O-23 cameras.
8. A complete preflight of the bomb release sys.
9. Radar beacon freq checked and channelised.
10. Photo, bombing & nav equip currently calibrated.
11. O-15 & O-23 camera magazines fully loaded.
12. IFM kits, spare amplifiers & tubes.
13. Guns should be harmonized.
14. Ammo cans loaded.
15. Bomb Bay configured as req for flight crews EWP mission.
16. Pullout cables should accompany aircraft.
17. Sway braces installed.
18. Arming control installed.
19. U-2 rack installed.
20. C-9 hoist installed with cables accompanying aircraft.
21. A spare C-9 hoist will accompany aircraft.
22. A complete set of bomb loading slings.
23. A result of the FCT of the bombing equip will be given to the acft Comdr for delivery to the Strategic Evaluation Sqdn.
24. A certificate will be given to the acft comdr from the C.O. of the A&E. That the bomb bay is in the proper configuration as required by his EWP mission.
25. A&E will provide personnel as req by SAC Reg 51-24, 10 Jan 55 & Sup 1.
26. F.M. will provide personnel as req by SAC Reg 51-24, 10 Jan 55 & Sup 1.
27. A list of all support personnel designated to participate will be forwarded through the Chief of Maint to Wing Logistics Section NLT 2 weeks prior to date of departure. Logistics will forward the list to the Dir of Pers for Special Orders.
28. Spare aircraft will also comply with the provisions herein.
29. Prior to departure this station, all SES will have ECT check.

CONFIDENTIAL



310TH BOMB WING (M)
OPERATIONS PLAN

NO 223-56

CONFIDENTIAL

37990

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

OPERATIONS ORDER

SERIAL NR 223-56

(NICKNAME "PACESETTER IV")

HQ 310BOMWG
OPORD 223-56
28 May 56

C-310-439-56-C

CONFIDENTIAL

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

OPERATIONS ORDER SERIAL NR 223-56

CHART OR MAP REFERENCES: See Annex "A"

TASK ORGANIZATION:

379BOMRON	LTCOL Howard L. McClatchy
380BOMRON	LTCOL Thomas W. Hopfenspirger
381BOMRON	MAJ Wayne M. Frarie
310A&E	MAJ William A. Prince
310FMS	LTCOL Weldon S. Deck
310HEDRON	LTCOL William A. Garrett

1. GENERAL SITUATION: The requirements exists per 8AF OPLAN "PACESETTER" dated 5 FEB 56 and 8AF MSG ODOLB 14473 dated 28 APR 56 for the 310BOMWG to conduct a bomber stream mission making simulated bombing attacks on three target complexes. Unclassified nickname for this operation is "PACESETTER IV". X-day is 13 JUN 56.

a. Intelligence: See Annex "A". (U)

b. Friendly Forces:

(1) As listed in 8AF OPLAN "PACESETTER".

(2) 802ABGRU will provide: (U)

(a) Briefing-interrogation room security and flight line security.

(b) Transportation, messing and ground refueling support as required.

(c) Photographic developing support for briefing preparation

HQ 310BOMWG
OPORD 223-56
28 May 56

CONFIDENTIAL

C-310-439-56-C

and aerial camera film processing.

2. MISSION: To conduct a simulated bombing mission against selected GZ's at Richmond, VA; Springfield, MASS and Montreal, QUE, Canada and to accomplish a night celestial navigation leg.

3. TASKS FOR SUBORDINATE UNITS:

a. 379th, 380th and 381st BOMRONS will provide B-47 aircraft and combat 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. 310HEDRON will provide: (U)

- (1) Planning, briefing and interrogation team personnel.
- (2) One field grade officer 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.

X. GENERAL INSTRUCTIONS:

- (1) This OPORD is effective upon receipt for planning. (U)
- (2) Non combat ready crews may participate. 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)
- (5) Bombardment phase:
 - (a) Bomb load for scoring purposes is one simulated 1,000

GP bomb utilizing SAC TP 50-7, NOV 52 bombing tables

(Project "SHACK").

- (b) Targets and method of aiming will be:
 - 1. Richmond DGZ "HOTEL" radar record direct.
 - 2. Springfield DGZ "HOTEL" radar record offset.
 - 3. Montreal DGZ "ECHO" radar record offset.
 - (c) All bomb runs will be 425K TAS.
 - (d) Detailed information on targets will be contained in target folders and crew flimsies. (U)
- (6) Navigation phase:
- (a) The scheduled navigation leg will be night celestial flown and scored IAW SAC REG 51-11. (U)
 - (b) Individual crews will be responsible for navigation over the entire route.
 - (c) Reliability for navigation for purposes of this mission will be 20NM.
- (7) Participating crews will complete SAC Form 284, Radar Scope Photo Log, IAW provisions of SAC REG 95-11.
- (8) Reports: See Annex "A". (U)
- (9) H-Hour control point times as scheduled in Annex "B", this OPORD, will be made good within plus or minus two minutes. Bomber stream integrity will be maintained at all times. (U)
- (10) Aircraft forced to abort will turn 90 degrees to the stream, contact ARTC for clearance and assume an altitude at least 2,000 feet above or below the stream block altitude. Caution

HQ 310BOMWG
OPORD 223-56
28 May 56

3

C-310-439-C-56

will be exercised to avoid violations of any airspace restricted area, ADIZ's or active RBS sites. (U)

- (11) Malfunction runs will be considered radar aborts. (U)
 - (12) An abbreviated RBS call-in will be used. (U)
 - (13) Weather minimums for take off and landing will be IAW AFR 60-16. (U)
 - (14) Minimum fuel reserve over Smoky Hill will be 12,000 pounds plus fuel to selected alternate. (U)
 - (15) All active airspace restricted areas will be circumnavigated. (U)
 - (16) Squadron commanders are responsible for assuring that adequate security of aircraft is maintained. (U)
 - (17) Scoring and awards:
 - (a) Scoring will be IAW 8AFR 51-31. (U)
 - (b) Outstanding crew awards will be presented IAW 8AFR 51-32. (U)
 - (18) All aircraft will have optics masked throughout the flight. (U)
 - (19) Appropriate survival equipment including cold weather clothing will be carried. (U)
 - (20) All aircraft will comply with provisions of SAC REG 55-18 when overflying Canada. (U)
4. ADMINISTRATION AND LOGISTICS: See Annex "D". (U)
5. COMMAND AND COMMUNICATIONS:
- a. Command: Normal. (U)
 - b. Communications: See Annex "C". (U)

HQ 310BOMWG
OPORD 223-56
28 May 56

S. W. WELLS
Colonel, USAF
Commander

C-310-439-56-C

CONFIDENTIAL

ANNEXES:

"A"-Intelligence
"B"-Operations
"C"-Communications
"D"-Administration and Logistics

DISTRIBUTION:

COMAF 8, 5 CYS
COMADIV 802, 1 CY
802DO, 1 CY
COMBOMWG 310, 1 CY
COMBOMWG 40, 1 CY
COMABGRU 802, 6 CYS
310DO, 5 CYS
310DOI, 1 CY
310DM, 5 CYS
310FMS, 1 CY
310A&E, 1 CY
802HIST, 5 CYS
310HIST, 4 CYS
379BOMRON, 2 CYS
380BOMRON, 2 CYS
381BOMRON, 2 CYS

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations

HQ 310BOMWG
OPORD 223-56
28 MAY 56

HEADQUARTERS 310TH BOMBARDMENT WING (M)
SMOKY HILL AIR FORCE BASE, KANSAS
0001Z, 28 MAY 1956

CONFIDENTIAL

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 223-56

INTELLIGENCE

This Annex consists of 7 pages

C-310-439-56-C

ANNEX A TO
310TH BOMB WING
OPORD 223-56

CONFIDENTIAL

Confidential
HEADQUARTERS 310TH BOMB WING (M)
SMOKY HILL AIR FORCE BASE, KANSAS
0001Z, 28 MAY 1956

ANNEX A TO 310TH BOMBARDMENT WING OPERATIONS ORDER 223-56-INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) The 310th Bomb Wing has been directed to fly a bomber stream and navigation mission. The objectives are to exercise and assess this Wing on the following:
- (a) Radar bombing
 - (b) Celestial navigation
 - (c) Staff planning
 - (d) Radar target analysis
 - (e) Unit briefings
 - (f) Radar and maintenance support
 - (g) Scoring of bomb impact points from radar scope photography
- (2) Political, Economic and Psychological (Omitted)

b. Enemy Order of Battle: (Omitted)

c. Capabilities of Enemy Forces: (Omitted)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information (EEL):

- (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.

Confidential

ANNEX A TO 310BW OPORD 223-56

Confidential

c. Means of Reporting EEL: 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 and Charts: The following maps and charts are available for this mission:

JN:29, 30, 44, 45.
WAC:360, 359, 358, 409, 410, 357, 309, 310, 307, 308, 265, 264, 263, 262, 220, and 221.

Sectional Charts: Burlington, Vt. (Montreal); Norfolk, Va. (Richmond); Albany, N.Y. (Springfield).

Air Navigation Chart (Navy): V30-21; V30-22; V30-24.

b. Target Materials: Target materials for study and in-flight use by crew observers will be provided in standard three-ring loose leaf binder form recommended in 8th Air Force Regulation 50-9. These binders will be classified "SECRET" and issued to individual observers on hand receipt; they will be returned to Intelligence personnel at de-briefing.

c. Targets: Record RBS radar attacks will be made against the following DGZ's in RICHMOND, SPRINGFIELD, and MONTREAL.

<u>Target</u>	<u>DGZ</u>	<u>Description</u>	<u>Coords</u>	<u>OAP</u>	<u>Coords</u>
Richmond	"H"	Virginia Department of Highways equipment depot. A/P: Base or SE corner of large U-shaped building.	37-31-32.7N 77-24-30.7W	Direct Run	None

Confidential

CONFIDENTIAL

<u>Target</u>	<u>DGZ</u>	<u>Description</u>	<u>Coords</u>	<u>OAP</u>	<u>Coords</u>
Springfield "H"		Campanile Tower A/P: Center of ball on top of tower.	42-06-03.47N 72-35-25.97W	North Bridge	42-09-14.4N 72-37-40.0W

Montreal "E" See SAC REG 200-5. See Secret Message accompanying
Operations Order dispatch to 8th A.F.

d. Photography:

- (1) Radar and aerial photography (where practicable) 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) The Wing Intelligence Officer will furnish each crew observer with a radar scope photo log containing all data which can be predetermined for the mission. This will include all required data on the reverse side of the log pertinent to grid coordinates of both direct and offset aiming points, as well as applicable chart references and DGZ designations. The observer will be required to fill in only those remaining items on bomb release time, photo number, and the ballistics set in the computer on the bomb run. Photo logs will be reviewed at debriefing by target intelligence personnel prior to their submission to the B-51 scoring team.
- (3) Within ten (10) days after completion of the mission, all film and logs will be forwarded to the 8th Reconnaissance Technical Squadron, Westover AFB, Mass., for further evaluation and study.

- e. Survival Intelligence: Basic Survival techniques as contained in consolidated Bios Training Program will be used. Clothing and footgear for

CONFIDENTIAL

CONFIDENTIAL

temperatures as low as 30° F will be worn.

4. REPORTS:

- a. Pre-Mission Maintenance Report: As required by Eighth Air Force Regulation 66-4. This report will be the responsibility of the Wing Director of Material.
- b. Pre-Mission Operations Report: This report will be the responsibility of the Wing Observer. Not less than forty-eight (48) hours preceding the first scheduled take-off an UNCLASSIFIED ZIPPO message will be sent to each RBS site being utilized, the parent RBS squadron (s) and to 8th AF Headquarters, ATTN: ODTB, Including the following:
 - (1) Unit tactical call sign.
 - (2) Type aircraft (encoded).
 - (3) Type bombing equipment (encoded)
 - (4) For each increment:
 - (a) First and last IP times at each RBS site.
 - (b) Listing of each participant under columns as follows:
 - 1. Column one: Crew Number.
 - 2. Column two: Aircraft Commander's name.
 - 3. Column three: Observer's name.
 - 4. Column four: Observer's rank.
 - 5. Column five: Observer's serial number.
 - (5) Requirement that coded scores be (released to) (withheld from) participating crews.
- c. Cancellation Report: When the scheduled mission is cancelled for any

CONFIDENTIAL

Confidential

reason, the Wing Director of Operations will take the following immediate action:

- (1) Notify each RBS site involved by commercial telephone call and confirm the cancellation by message transmitted by electrical means.
- (2) Notify the Eight Air Force Controller via SOCS and by ZIPPO confirmation message, giving reason for cancellation.

d. Combat Reports, Distribution A: Submitted in accordance with SAC Manual 55-8 series:

- (1) Reports required in accordance with paragraph 6a (1). The M-35 report will be the responsibility of the Wing ECM Officer. All others under 6a (1), will be the responsibility of the Operational Intelligence Officer.

e. Combat Reports, Distribution B: Submitted in accordance with SAC Manual 55-8 series:

- (1) B-2, B-10, B-15, reports will be the responsibility of the Wing Control Officer.
- (2) B-11 report will be the responsibility of the Aircraft Commander. The targets will be identified in strike reports by the following numbers:

First target: 111

Second target: 222

Third target: 333

- (3) B-17 report will be the responsibility of the Aircraft Commander,

Confidential

CONFIDENTIAL

in the case of a landing at other than briefed destination. Additional reports required in this case are covered in the Reports Flimsy in the crew folder.

- (4) B-21 report will be the responsibility of the Weather Officer.
 - (5) B-25 report will be the responsibility of the Operational Intelligence Officer.
 - (6) B-27 report will be the responsibility of the Wing Commander.
 - (7) B-51, E-1 reports will be the responsibility of the Target Intelligence Officer.
 - (8) F-36 report will be the responsibility of the Wing ECM Officer.
 - (9) B-81 report will be the responsibility of the Wing Director of Operations. Reference paragraph 2f of report format prescribed by SAC Manual 51-8B, an "Effective Aircraft" is one that is effective on all scheduled targets.
 - (10) JANAP 1st (-) will be complied with and will be the responsibility of the Operational Intelligence Officer.
- f. Post Mission Navigational Report: This report will be the responsibility of the Target Intelligence Officer.
- g. Post Mission Maintenance Report: As required by Eighth Air Force Reg. 66-4, and will be the responsibility of the Wing Director of Material.
- h. Final Mission Summary Report: A final mission summary will be submitted to 8th AF Headquarters, ATTN: QDT, within ten (10) days after completion of the exercise. For instructions and format, refer to 8th AF CPAM PACE-SETTER, Annex F, page 10. This report will be the responsibility of the Reports Analysis Officer.

CONFIDENTIAL

(CONFIDENTIAL)

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 223-56

OPERATIONS

Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

C-310-439-56-C

ANNEX "B"

TO

OPERATIONS ORDERSERIAL NR 223-56OPERATIONS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
 Smoky Hill Air Force Base, Salina, Kansas
 28 May 1956, 0001Z

1. TACTICS:

a. This mission will be flown in bomber stream at ten minute intervals with 3,000 foot altitude separation. Odd aircraft will fly base altitude. Even aircraft will maintain base plus 3,000 feet. Stream integrity will be maintained once airborne with no attempt to be made to fill up space ahead should it be vacated. The mission will be flown on two successive nights with take off order in accordance with the following schedule. All times are local (CST) unless otherwise indicated.

13 JUNE 56

PSN	ACFT COMDR	CREW NR	ACFT NR	GRAN SQRN	START CALL STA	ENG	TAXI	T.O.	H-HCT GREGORO ALT	LAND SHAFB
1	WOOD	N-73	379	118	14	1210	1440	1450	1510 2310Z Base	2240
2	PRESTON	S-08	380	116	30	1220	1450	1500	1520 2320Z + 3M	2250
3	MAYS	L-29	380	283	37	1230	1500	1510	1530 2330Z Base	2300
4	MARONDE	R-85	381	303	55	1240	1510	1520	1540 2340Z + 3M	2310
5	HUBBES	L-37	381	261	50	1250	1520	1530	1550 2350Z Base	2320
6	MACDONOUGH	R-10	380	284	19	1300	1530	1540	1600 0000Z + 3M	2330
7	HART	L-50	380	117	31	1310	1540	1550	1610 0010Z Base	2340
8	FORY	L-47	381	295	54	1320	1550	1600	1620 0020Z + 3M	2350

Annex "B"
 HQ 310BOMWG
 OPORD 223-56
 28 May 56

C-310-439-56-C

~~CONFIDENTIAL~~

PSN	ACFT COMDR	CREW		ACFT NR	GRAN CALL	STA	START ENG	TAXI	T.O.	H-HCT GRBORG	ALT	LAND SHAPE
		NR	SQDN									
9	DILLS	N-75	381	111	46	1330	1600	1610	1630	0030Z	Base	0000
10	ROLLINS	N-79	379	289	20	1340	1610	1620	1640	0040Z	+ 3M	0010
11	PUTT	R-86	380	120	32	1350	1620	1630	1650	0050Z	Base	0020
12	WAYMAN	R-11	380	290	39	1400	1630	1640	1700	0100Z	+ 3M	0030
13	STROMBERG	N-91	381	287	52	1410	1640	1650	1710	0110Z	Base	0040
14	MANN	L-12	381	271	51	1420	1650	1700	1720	0120Z	+ 3M	0050
15	LUTHER	N-92	379	293	21	1430	1700	1710	1730	0130Z	Base	0100
										1740		0140Z
										1750		0150Z

14 JUNE 56

1	WELLS	R-40	381	146	49	1210	1440	1450	1510	14 JUN 2310Z	Base	2240
2	SWENSON	R-25	379	113	12	1220	1450	1500	1520	2320Z	+ 3M	2250
3	AUSTIN	L-43	379	300	23	1230	1500	1510	1530	2330Z	Base	2300
4	SIGLIN	R-31	380	299	40	1240	1510	1520	1540	2340Z	+ 3M	2310
5	KRUSE	L-32	380	279	35	1250	1520	1530	1550	2350Z	Base	2320
6	PORTER	L-36	381	305	57	1300	1530	1540	1600	15 JUN 0000Z	+ 3M	2330
7	THOMAS	R-44	379	306	25	1310	1540	1550	1610	0010Z	Base	2340
8	HOPKINS	R-81	379	297	22	1320	1550	1600	1620	0020Z	+ 3M	2350
9	BALCH	R-80	380	147	33	1330	1600	1610	1630	0030Z	Base	0000
10	WEBER	N-87	380	282	36	1340	1610	1620	1640	0040Z	+ 3M	0010
11	WILKE	L-52	381	114	48	1350	1620	1630	1650	0050Z	Base	0020
12	BLAKE	L-18	379	107	11	1400	1630	1640	1700	0100Z	+ 3M	0030
										1710		0110Z
										1720		0120Z

Annex "B"
HQ 31OBOMWG
OPORD 223-56
28 May 56

- b. All aircraft will fly station altimeter settings the entire route. (U)
 - c. All crews will use briefed aiming points for each target. (U)
 - d. H-HCT at Greensboro is the only designated control point. It is imperative that briefed TAS be maintained throughout so that proper spacing can be retained. (U)
2. SCHEDULED ACCOMPLISHMENTS:
- a. One take-off.
 - b. Three radar record runs; one of which is direct the others offset.
 - c. One night celestial navigation leg.
 - d. One radar monitored let down.
 - e. One ground controlled approach.
 - f. One long range cruise control.
 - g. One night landing.
3. AIRCRAFT LOADING AND EQUIPMENT REQUIRED:
- a. Fuel: Full internal. 3500# in each external where applicable.
 - b. Bombs: None.
 - c. Ammunition: None.
 - d. Cameras: O-15 and O-23.
 - e. A-5 Radar: Operational.
 - f. Sextant: One of each type.
 - g. Survival Equipment: Standard cold weather clothing. No over water equipment required. URC-4 radio.
 - h. Radar: Radar bombing capability with optics obscured.
4. BRIEFING, MISSION PLANNING, DEBRIEFING AND CRITIQUE: See APP "1", this

Annex "B"
HQ-310BOMWG
OPORD 223-56
28 May 56

Annex. (U)

5. ROUTE: See APP "2", this Annex. (U)

6. AIRCRAFT PERFORMANCE: As briefed. (U)

7. FLIGHT CLEARANCES:

a. Commanders of each bomb squadron will prepare following forms for each assigned scheduled crew.

(1) Flight orders.

(2) Form 365F - Weight and Balance.

(3) 802ABGRU Form 241 - Mission Accomplishment Report.

(4) DD Form 175 - (Route: "PACESETTER IV") (Duration: 7 1/30)

(Fuel on Board: 9 1/00) (Mileage: 3038 NM)

(5) Form 27 - Squadron with lead aircraft each night will prepare for attachment to lead 175. This will cover the entire stream.

b. Flight clearance packages for all crews of each wave will be presented at the first pre-take off briefing for that wave for approval by the Wing Commander and Director of Operations.

8. FUEL RESERVES: The following is a list of alternates and expected fuel on board over these bases having first passed over Smoky Hill.

a. McConnell AFB	72 NM	16250#
b. Forbes AFB	90 NM	15900#
c. Lincoln	130 NM	15400#
d. Offutt AFB	157 NM	15000#
e. Whiteman AFB	195 NM	14500#
f. Altus AFB	262 NM	13200#

Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

g. Little Rock AFB 348 NM 12500#

h. Whiteman AFB diverting from Trenton, MO.

Direct 82 NM 19900#

i. Lincoln AFB diverting from Trenton, MO.

Direct 152 NM 18500#

ALL RESERVES ARE BASED ON A WIND OF 270°/40K.

S. W. WELLS
Colonel, USAF
Commander

APPENDICES:

"1" - Schedule of Events
"2" - Route

DISTRIBUTION: Same as Basic OPORD

OFFICIAL:

David M. Lindquester
DAVID M. LINDQUESTER
Major, USAF
Director of Operations

Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

APPENDIX "1"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 223-56

SCHEDULE OF EVENTS

APP "1", Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

C-310-439-56-C

APPENDIX "1"TOANNEX "B"TOOPERATIONS ORDERSERIAL NR 223-56SCHEDULE OF EVENTS

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

All times are local (CST).

<u>WHAT</u>	<u>WHO</u>	<u>WHERE</u>	<u>WHEN</u>
Target Study	All Observers	Wing Target Study	Daily 1500
Mission Planning	All Crews		1000 & 1500 7 & 8 June
General Briefing	All Crews	Ground Training Auditorium	0900 12 June
Specialized Briefing	ACFT COMDR & PLTS	" " "	0930 12 June
Specialized Briefing	Observers	Wing INTEL Planning Room	0930 12 June
Pre Take Off Briefing	First Wave	381st Briefing Room	
Pre Take Off Briefing	Crews 1 Thru 5	" " "	1310 13 June
Pre Take Off Briefing	Crews 6 Thru 10	" " "	1400 13 June
Pre Take Off Briefing	Crews 11 Thru 15	" " "	1450 13 June
Pre Take Off Briefing	Second Wave	381st Briefing Room	

APP "1", Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

0732 C-310-439-56-C

Pre Take Off Briefing	Crews 1 Thru 5	381st Briefing Room	1310 14 June
Pre Take Off Briefing	Crews 6 Thru 10	" " "	1400 14 June
Pre Take Off Briefing	Crews 11 Thru	" " "	1450 14 June
Debriefing	All Crews	Ground Training Auditorium	On Landing
Critique	All Crews Maintenance Supervisors including crew chiefs.	Ground Training Auditorium	0730 25 June

APP "1", Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

HEADQUARTERS 310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Salina, Kansas
28 May 1956, 0001Z

APPENDIX "2"

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 223-56

ROUTE

APP "2", Annex "B"
HQ 310BOMWG
OPORD 223-56
28 May 56

C-310-439-56-C

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER	ACFT COMM (NAME AND NO.)						PAGE SETTER IV					
			310	B-57E														
PRE-FLIGHT PLAN																		
FROM	TO	FLT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	DATE OF TAKE-	
SHAFF												ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL REMAIN.	GROSS WEIGHT	
ROUTE																90105	125605	ENGINE START
S.E. TAXI																4805	4805	
T.O., ACCEL																85600	168600	LANDING TIME
LEVEL OFF	CL	113	279/34									120	403	30		7200	7200	
			2148	-9	104	25/32										78400	161640	
			295/30															
FORT SCOTT	CR	113	295/30															AIR- CRAFT BASIC WT
			2148	-9	104	25/32												
FARMINGTON	CR	093	295/30															CREW WT
			2148	-9	104	25/32											ON WT	
STEP CL.	CR	093	320/30															ATO/BTL WEIGHT (Empty)
			2148	-9	104	25/32											EXT. TANKS WT (Empty)	
SONOMA SET	CR	093	320/30															OPERAT- ING WT
			2148	-9	104	25/32												
VOR	CL/		320/30															
TRI CITY	CR	108	320/30															
			2148	-9	104	25/32												
VOR			320/30															
PULASKI	CR	060	320/30															
			2148	-9	104	25/32												
HHC/P VOR			320/30															
GREENSBORO	CR	150	320/30															
			2148	-9	104	25/32												
PIP			290/40															
DURHAM N.C.	CR	094	290/40															
			2148	-9	104	25/32												
IP			290/40															
HENDERSON N.C.	CR	051	290/40															
			2148	-9	104	25/32												
TGT			290/40															
RICHMOND Va.	CR	034	290/40															
			2148	-9	104	25/32												
VOR			300/80															
FRONT ROYAL	CR	338	300/80															
			2148	-7	331	46	337	33/36										
PIP			305/115															
ALLENTOWN Pa.	CR	053	305/115															
			2148	-15	038	48	046	33/36										
IP			305/115															
NEWBURG N.Y.	CR	051	305/115															
			2148	-15	036	41	047	33/36										
TGT			305/115															
SPRINGFIELD	CR	060	305/115															
			2148	-14	046	413	059	33/36										
BOSTON	CR	077	305/115															
			2148	-11	066	415	081	33/36										
PIP			290/60															
SEBAGO LAKE Me.	CR	017	290/60															
			2148	-6	018	416	034	33/36										
IP			280/50															
NEWPORT Vt.	CR	313	280/50															
			2148	-4	309	417	326	33/36										
TGT			302/50															
MONTRÉAL St. C. Cr	301	302/50																
			2148	-2	299	417	316	33/36										

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN			SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	DESEVERER (Name and Grade)	CO-								
III. PRE-FLIGHT PLAN										DATE OF							
FROM	T.O. FLG C.G.	T.C.	WIND D.V.	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	DATE OF	
			DRIFT				ALT				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRES. FUEL REMAINS	GROSS WEIGHT	ENGINE ST
CLAY CENTER	CR	266	260/50				60				90	1143	103				LANDING
45-10N 87-00W	CR	271	260/50	260	04	282	36/39	.74	425	375	1915	4:24	1863				
TRENTON Mo.	CR	222	265/40				60				426	1:16	539		12000	12000	AIR-CRAFT BASIC WT
CLAY CENTER	CR	255	280/30				60				74	425	375	2391	5:40	2402	CREW WT
SHAFT	CR	235	280/30	257	-9	248	36/39	.74	425	408	2826	6:44	2855		10000	10000	OIL WT
							60				74	425	400	2495	7:09	3032	XFO BTL WEIGHT (Empty)
							60				74	425	412	3035	7:15	3075	700
							60				74	425	412	3035	7:15	3075	700
							60				74	425	412	3035	7:15	3075	17300 100300
							60				74	425	412	3035	7:15	3075	EXT. TANKS WT (Empty)
							60				74	425	412	3035	7:15	3075	OPERAT- ING WT
							60				74	425	412	3035	7:15	3075	FUEL C.M. A.M. P.W. AUX. B.R. ATC EXT.
							60				74	425	412	3035	7:15	3075	TOTAL
							60				74	425	412	3035	7:15	3075	BOMBS WT
							60				74	425	412	3035	7:15	3075	AMMO WT
							60				74	425	412	3035	7:15	3075	ADJ. FLUID WT
							60				74	425	412	3035	7:15	3075	INITIAL GROSS WT
							60				74	425	412	3035	7:15	3075	START TENG AND TAXI FUEL ALK.
							60				74	425	412	3035	7:15	3075	TAKE-OFF GROSS WT
							60				74	425	412	3035	7:15	3075	PRESS. AL
							60				74	425	412	3035	7:15	3075	CRITICAL
							60				74	425	412	3035	7:15	3075	DISTANCE
							60				74	425	412	3035	7:15	3075	REFUSAL

HEADQUARTERS
310TH BOMBARDMENT WING, MEDIUM
Smoky Hill Air Force Base, Kans
28 May 1956 0001Z

ANNEX C

TO

OPERATIONS ORDER

NUMBER 223-56

COMMUNICATIONS

C-310-439-C-56

This Annex Consists of 3 Pages
ANNEX C
310BW OPORD
223-56

HEADQUARTERS 310TH BOMB WING, (M)
SMOKY HILL AIR FORCE BASE, KANS
28 May 1956 0001Z

ANNEX C TO OPERATIONS ORDER

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) SACCOMINET.
 - (3) AIRCOMNET.
 - (4) Commercial Facilities:
 - (a) TWX
 - (b) Long Distance Telephone.
 - (5) Radioteletype and CW manual radio (to be used only in the 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 ADC control.

C-310-439-C-56

ANNEX C
310BW OPORD
223-56

- b. IFF will be in accordance with SAC Regulation 55-23.
- 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. (See Communications Folder)
- 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 overflowed, and/or as prescribed by unit commander.
- g. HF frequencies will be in accordance with current Radio Facility Charts.
- h. Call Signs:
 - (1) Aircraft air/ground - Aircraft Tactical Call Sign.
 - (2) Aircraft air/air - Aircraft Tactical call sign.
 - (3) Ground Station - Appropriate Radio Facility Charts.
- i. Position reporting: Will be made to the appropriate ATC agencies in accordance with procedure ALFA, SAC Manual 55-8M. Normal CAA, Canadian DOT, and ADIZ reporting will be adhered to.
- j. Communications Control Stations: For security reasons, and unless directed otherwise, HF radio will not be used for ground-to-air or air/ground communications except for transmitting the strike report (B-11).

C-310-439-C-56

2

ANNEX C
310BW OPORD
223-56

- k. Simulated strike reports will be relayed to "STORM TROOPER" and "FRANKLIN BRAVO".
- l. Navigational aids will be in accordance with appropriate Radio Facility Charts.
- m. Communications security will be observed and no clear text transmission 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 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.
- o. RBS site frequencies will be in accordance with SACCEI, Figure 11-34.
- p. Recall Word: "TALL CORN"

C-310-439-C-56

3

ANNEX C
310EW OPORD
223-56

CONFIDENTIAL

"PACESSETTER IV"

HEADQUARTERS
310TH BOMBARDMENT WING, ~~WING~~
Smoky Hill Air Force Base, Kansas
28 May 1956, 0001Z

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NR 223-56

(NICKNAME "PACESSETTER IV")

ADMINISTRATION AND LOGISTICS

HQ 310BOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

0741

C-310-439-C

CONFIDENTIAL

1. GENERAL:

a. Purpose of this Annex is to document administrative and logistic instructions that will complement the Annex Five. Descriptions
Order serial number 424-56.

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 twenty-six (26) 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.

HO 310BOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

O 742
C-310-439-C

CONFIDENTIAL

c. Class II and IIIA:

- (1) Crew members will have on their person individual authorized weapons as listed in applicable directives.

d. Class III and IIIIA:

- (1) Refueling mit 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.

HQ 310BOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

C-310-439-C

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 Order 223-56.

(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 acceptance 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.

HQ 31OBOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

C-310-439-C

CONFIDENTIAL

- (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. WELLS
Colonel, USAF
Commander

HQ 310BOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

C-310-439-C

CONFIDENTIAL

DISTRIBUTION:

Same as Basic OPORD

OFFICIAL:

Walter Y. Lucas

WALTER Y. LUCAS
Colonel, USAF
Wing Director of Materiel

HQ 310BOMWG
Annex "D"
OPORD 223-56
28 May 56

CONFIDENTIAL

C-310-430-C

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

15 May 1956

SUBJECT: Letter Order 386

TO: See Distribution

1. ESPWO VOC 8 MAY 56, CFM and made REC:

FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP AVON PARK GUNNERY RANGE, FLA, on or ABT 8 MAY 56, on TDY APRX 4 days, for purpose Transporting Cargo and Personnel. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-406 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

1STLT	WILLIAM C. JOHNSON	A03006359	802 HQRON, 802 ABGRU
1STLT	ALBERT D. ALEXANDER	A02208574	40 HQRON, 40 BOMWG

2. ESPWO VOC 8 MAY 56, CFM and made REC:

FNOA, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Portsmouth AFB, NEW HAMPSHIRE, on or ABT 8 MAY 56, on TDY APRX 6 weeks, for purpose of Transporting Cargo. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 801-407 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-19.

CAPT	ORVILLE GANO JR	A0678229	802 HQRON, 802 ABGRU
1STLT	HAROLD H. HILD	A03003885	310 HQRON, 310 BOMWG
CAPT	PAUL S. DUNN	A0799355	802 HQRON, 802 ABGRU
A/IC	MICHAEL D. DOUGHERTY	AF17367614	802 HQRON, 802 ABGRU
A/IC	ALFRED M. LANGE	AF17374441	802 HQRON, 802 ABGRU

3. ESPWO VOC 7 MAY 56, CFM and made REC:

FNO, ORG INDC, AUTH access to CLAS MAT RQR SCTY CLNC of SECRET, for PD this TDY only, WP Kelly AFB, San Antonio, TEX. on or ABT 7 MAY 56, on TDY APRX 4 days, for purpose Transporting Cargo. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 802-680 10.5E. TDN 5763400 067-8900 P458-02-03 S14-612. AUTH: AFR 35-52, SACREG 35-52.

1STLT	ARTHUR J. DOVER	A02218164	802 HQRON, 802 ABGRU
1STLT	MALCOLM S. SHEPLEY	A03026008	802 SUPRON, 802 ABGRU

LTR 386, 15 MAY 56

4. FNO, ORG INDC AUTH access to CLAS MAT RQR SCTY CLNC of TOPSEC, for PD this TDY only, WP HQ 8TH AF, Westover AFB, MASS, on or ABT 21 MAY 56, on TDY APRX 4 days, for purpose Conduct "PACESETTER III" critique and brief "PACESETTER IV" CAPT SAVINO is designated as TOP SECRET courier. (DPUO); UCWR this STA. CIPAP. TVL by MIL ACFT DIR when AVAL. TCS. BUD & ACCT NR 311-633 LOC. TDN 5763400 067-8900 P458-02-03 SI4-612. AUTH: AFR 35-52, SACREG 35-19, and 8TH AF MSG OD 15506, 8 MAY 56.

COL	S. W. WELLS	3991A	HQ 310 BOMWG
MAJ	DAVID M. LINDQUESTER,	14827A	do
MAJ	JAMES V. FARLEY	7179A	do
MAJ	GERALD S. CHAPMAN	A01686506	do
CAPT	FRANK F. EBERHARDT	A0708426	381 BOMRON, 310 BOMWG
CAPT	BERNARD J. SAVINO	A0938309	HQ 310 BOMWG

5. PARA 6, LTR 377, this HQ, CS, relating to TDY of A/1C WALLACE O. ALEWINE, AFL4510115, 310 FLDMAINTRON, 310 BOMWG, this STA, is REVOKED.

6. ESPWO VOC 24 APR 56, CFM and made REC:

SMOP 2, LTR 322, this HQ, CS, relating to TDY of "A/1C WALLACE O. ALEWINE, AFL4510115, 310 FLDMAINTRON, 310 BOMWG, this STA, to Wallingford, CONN, as reads--WP on or ABT 1 MAY 56", IATR--"WP on or ABT 24 APR 56".

BY ORDER OF THE COMMANDER:

OFFICIAL:

William C. Johnson
WILLIAM C. JOHNSON
1STLT, USAF
Assistant Adjutant

CARL W. HAUTH
MAJ, USAF
Adjutant

DISTRIBUTION
A

THIS PAGE IS DECLASSIFIED IAW EO 13526

4

0740

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIALPART VII
RCS: 5-SAC-T12DIVISION COMMANDER'S REMARKS
310TH BOMBARDMENT WING, MEDIUM

1-31 May 1956

1. Higher headquarters commitments are continuously received after the monthly Operations/Maintenance plans have been established. This results in an exorbitant number of man-hours being expended on replanning the monthly schedule. The effort expended by key Operations and Maintenance personnel involved in this constant re-planning could be devoted to supervision of the execution of the established plan. Recommend that all higher headquarters commitments be given in sufficient time to be included in the monthly schedules and their effect on unit planning be carefully considered.

2. Eighth Air Force has forwarded problems pertaining to changes in the B-47 IRAN Program to SAC in Message CS605, dated 23 May 1956. Substitution was refused by SAC Message DM4F 2-6-1 45398, dated 31 May, and Eighth Air Force Message MDM6 37220, dated 1 June 1956.

3. Higher headquarters has been repeatedly requested to firm imput schedules as far in advance as possible. The present drag angle modification program, based on cancellation of spaces assigned this base when any other B-47 wing has a double crack, makes firm schedules impossible.

4. Shortages of R-4360 engines was first experienced on this base when the in-violate FAK level was raised from 25 to 30 days. All engines required on this base for KC-97 aircraft have been airlifted by our C-119 aircraft from Sacramento Air Materiel Area during the month of May. The entire June allocation of engines was received and committed to aircraft prior to 1 June. Sorties have been lost due to aircraft AOCOP and it is anticipated that a greater number of sorties will be lost for the month of June, as we have been informed through supply channels that more than 25 each engines are on AOCOP back-order now for other than this station, and the production rate for the overhaul line is only three engines per day. Some immediate relief on this problem must be forthcoming if the training program is not to be seriously impaired.

5. Reference Paragraph j(2), Personnel:

a. Par 2,c,2. A problem exists Division-wide in the 206X0, Photo Interpreter Technician career field, in that any time manning in this career field drops below 100% it results in an exorbitant amount of overtime work for the people presently performing this duty. Leveling action is not appropriate as all units are equally manned, with no known input to this specialty. Command assistance is requested.

b. Par 2,c,3. One 27170 is projected for assignment to this headquarters in the next 90 days. Leveling action is not appropriate. Additional input at the 5 and 7 level is necessary to provide relief from the problem.

c. Par 2,c,4. The assignment of four NCOs, AFSC 30170 to the 310th Bomb Wing during the month of June is the only known input within the next 90 days for

CONFIDENTIAL

CONFIDENTIAL

PART VII, RCS: 5-SAC-T12, DIVISION COMMANDER'S REMARKS, 310TH BOMBARDMENT WING,
MEDIUM, Period: 1-31 May 1956 (Continued)

the 310th Bomb Wing. Leveling action is not appropriate as the identical problem exists in both wings at this station. The assistance of higher headquarters is desired in obtaining additional NCOs for this particular function.

d. Par 2,c,5. A study will be made by this headquarters to determine if leveling action will be of assistance in this problem; however, this headquarters is currently short 19 4327ls and 92 4325ls, with no known input. Assistance from higher headquarters is requested to alleviate this problem.

e. Par 2,c,6. Action is being taken by this headquarters to reassign 3 47230s to the 310th Bomb Wing from present resources; however, with no known input at the 5 level, this area remains a problem. Higher headquarters assistance is requested.

f. Par 2,c,7. Aircraft Electrical Repairman. This headquarters is scheduled to receive one 42370, six 42350s, and 28 42330s within the next 90 days. Assignment of these people will alleviate the problem to a great degree; however, a serious shortage will still exist at the supervisory level and higher headquarters assistance is requested.

g. Par 2,c,8. Airframe Repairman. This headquarters is scheduled to receive two 53470s and 17 53430s within the next 90 days. This input plus normal upgrading should remove this function from the problem area. Follow up action will be taken by this headquarters and included in following reports if applicable.

h. Par 2,a,1. With no scheduled input of personnel equipment officers, this problem will continue. Request assistance of higher headquarters.

i. Par 2,a,2. There is no scheduled input for flight test officers. Recommend higher headquarters assistance.

j. Par 2,a,3. Two Officers, AFSC 4344, are scheduled for assignment to this station in July 1956. This action will alleviate the problem in this critical area.

James W. Wilson
JAMES W. WILSON
Colonel, USAF
Commander

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

PART IV. Wing Commander's Remarks

- a. Hours Flown Performing Missions Ordered by Higher Headquarters:

Washington Flyover, "New Year"	115 hours
Ferry Flights	13 hours

- b. Weather Or Local Conditions

Not applicable for this reporting period.

- c. Air Traffic Control Delay Information

<u>TYPE</u>	<u>NUMBER</u>	<u>TOTAL TIME</u>
Departure	11	11:20
Arrival		
Total	11	11:20

DELAYS AFFECTING UNIT MISSIONS

<u>DATE</u>	<u>TYPE</u>	<u>TOTAL AIRCRAFT INVOLVED</u>	<u>TOTAL TIME INVOLVED</u>
10 May	Departure	5	Mission Cancelled by 8AF
16 May	Departure	5	10 hours

DELAYS OVER 30 MINUTES

NONE

- d. Restrictive Directives

Not applicable this reporting period.

- e. Combat Crew Member Gains and Losses:

- a. Crew members gained:

Three aircraft commanders.

Two observers.

- b. Crew members lost:

One aircraft commander - transferred to squadron staff.

One copilot - transferred to wing staff.

One observer - transferred to squadron staff.

C-310-478

CONFIDENTIAL

0752

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

f. Crew Member Changes

Three aircraft commanders.

Ten observers.

Four copilots.

g. New Crews

IN 89 9 May 56

IN 90 16 May 56

h. Crew Status Changes

IN 75 to N 75 8 May 56; upgraded.

N 67 to R 67 8 May 56; upgraded.

N 59 to IN 59 9 May 56; downgraded.

IN 59 to IN 90 16 May 56; redesignated.

i. Standardization Crews

S 08 12 Aug 54

L 37 28 Nov 55

L 29 23 Feb 56

L 06 11 Apr 56

L 18 11 Apr 56

L 36 11 Apr 56

j. Additional Materiel and Personnel Problemsl. Materiel:

In order to maintain K-Systems capable of accurate bombing, excessive A&E manhours have been expended on certain aircraft within the wing. Depot assistance on these defective K-Sets has not produced favorable or lasting results. A request for change in input schedule on Project "Oil Town" was initiated in an effort to insure operational K-System availability to the wing and decrease A&E maintenance support man-hours expended on defective K-Systems. The recom-

C-310-478

2

CONFIDENTIAL

0 7 5 3

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

mended schedule change in subject program was as follows: 52-106 changed from 11 June to 4 June in lieu of 52-101; 52-109 changed from 6 July to 5 June in lieu of 52-102; 52-115 changed from 8 August to 6 June in lieu of 52-104. No answer has been received from AMC advising concurrence or non-concurrence.

Maintenance on wing aircraft has been adversely affected by changes in schedule of delivery of aircraft to drag angle modification center and IRAN, and by the short time interval between notification and delivery of these aircraft. Accurate scheduling of these aircraft in the 60-9 schedule has been virtually impossible.

The recent change in requirements for the number of engines maintained in flyaway kits created an engine shortage in the 310th Bomb Wing during May. The number of engines available on the base and from depot resources has been inadequate to supply a sufficient number of flyaway kit engines and take care of required engine changes. Both the 4360 and J-47 engines were affected.

2. Personnel:

- a. General: Shortages within three officer and seven airmen career fields were the primary personnel deficiencies affecting training accomplishments for the month of May.
- b. Officers: The wing is body manned 90.1% and effectively manned 89.2% in the officer field. These officer fields in which shortages affected training

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

are:

- (1) Shortage of 4 Personal Equipment Officers (AFSC 1435). 4 are authorized. Two are assigned by duty but are unqualified.
 - (2) Shortage of 2 Flight Test Maintenance Officers (AFSC 4334). 2 are authorized. One is assigned by duty; unqualified. This officer must, of necessity, be B-47 qualified. He is a 1234B, which results in reduced combat crew potential.
 - (3) Shortage of 3 Maintenance Officers (AFSC 4344). 8 are authorized; 5 are assigned by primary AFSC; of those assigned, one is at entry level and inexperienced. The 3 shortages are being filled by B-47 pilots. This requirement further reduces crew training.
- c. Airmen: The body and effective manning in the airmen field is 97% and 72%, respectively. In general, the primary weakness is in the shortage of skilled airmen, particularly seven level airmen. Our OJT program continues to raise the skill level of our assigned airmen: 93 airmen qualified on APT during the March testing cycle. However, of these 93 airmen who qualified on the March APT, only 4 were for seven level AFSC's. This is a good indication of the number of airmen we can upgrade to seven level specialties compared to the five level. Through extensive OJT we can readily qualify our airmen for five level AFSC's; however, a great deal of time is required to render our airmen eligible for award of

C-310-478

4

CONFIDENTIAL

0755

~~CONFIDENTIAL~~

310th Bombardment Wing, Medium - 1 May through 31 May 1956

seven level specialties. Our losses of seven level airmen exceeds the number that we can upgrade to seven level AFSC's. The only way that we can lower our deficiency of seven level airmen to any appreciable degree is through the input of seven level airmen.

(2) The Wing Intelligence Section is short 1 of 3 authorized airmen Photo Interpreters (AFSC 20650/70). This shortage has posed a serious problem in completing photo interpretation requirements under SAC Regulation 50-8 and other pertinent directives. Personnel currently assigned to the radar-photo interpretation section have been required to put in approximately eight (8) additional manhours per week to complete action on all photo-scored bomb runs and navigation legs. It is anticipated that photo interpretation requirements for "Haireclipper" missions will not be adequately supported as a direct result of the shortage. This shortage has also created a morale problem because of excessive work load and the resultant difficulty of meeting a satisfactory leave schedule. At the present time one of the two airmen Photo Interpreters is assigned to the Wing Prediction Team, and is scheduled for separation in August 1956. This will further reduce effective manning and create a separate problem with respect to the SAC policy on manning of Prediction Teams as stated in SAC Regulation 55-31.

(3) The shortage of experienced personnel in the 271 Career Field, particularly in the higher grades,

C-310-478

5

~~CONFIDENTIAL~~

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

is seriously affecting the efficiency of the 310th Wing Control Room. Higher headquarters directives state the minimum grade for airmen assigned to the Control Room will be A/1C. We presently have the following grades assigned to duty in the Control Room: M/Sgt-1; A/1C-1; A/2C-3; A/3C-1. Personnel assigned duty as Controllers should be of sufficient experience and rank to make decisions in the event of airborne emergencies, alerts, etc.

(4) Bomb-Nav System Mechanics: This field is 72% effectively manned with supervisory levels, and 25% effectively manned overall. As a result, the wing experienced 3 late takeoffs and 13 air aborts due to K-System and communications equipment difficulties. In addition there were 68 K-System malfunctions during May. Overtime in this facility was 1192 manhours and a backlog of 418 manhours remains.

(5) Reciprocating Engine Mechanic: This field is 54% effectively manned, and as a result, the wing experienced 3 ground aborts due to engine malfunctions during the month. This facility (FMS Engine Buildup) has a backlog of 2160 manhours.

(6) Ground Powered and Support Equipment Repairmen: This field is 48% effectively manned, and as a result, the condition of the wing's ground power equipment is deteriorating rapidly. Only with support from other specialists are we able to keep enough ground power equipment in commission to support training requirements.

(7) Aircraft Electrical Repairmen: This field is

C-310-478

6

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

only 39% effectively manned, and the wing mission was hampered by 3 late takeoffs and one ground abort caused by electrical malfunctions. The expenditure of 667 manhours overtime held down the number of malfunctions.

(8) Airframe Repairmen: This field is 69% effectively manned. 2 late takeoffs resulted from lack of proper skilled airframe repairmen. A backlog of 557 manhours remains in this facility.

SHORTAGES OF AIRMEN PERSONNEL BY AFSC

<u>AFSC</u>	<u>TITLE</u>	<u>AUTH</u>	<u>ASG</u>	<u>BODY MANNING</u>	<u>EFFECTIVE MANNING</u>
20430	INTEL OPNS SPEC		5		
20450		5	2	77%	27%
20470		6	1		
27130	AIR OPNS SPEC		6		
27150			2		
27170		9	2	111%	22%
20630	PHOTO INTERP SPEC				
20650		1	2	66%	33%
20670		2			
32130E					
32150B/C/D/E	BOMB NAV MECH	9	37		
32170E		53	72	120%	72%
36		9			
42330	ACFT ELECT RPMN	7	33		
42350		56	19	75%	39%
42370		10	3		
43231	RECIP ENGINE MECH	14	41	80%	54%
43251		74	35		
43271		15	7		
47230		1	11		
47250	GND PWR EQPT RPMN	17	5	80%	48%
47270		5	4		
53430					
53450	AIRFRAME RPMN	14	23		
53470		28	16	88%	69%
		7	4		

CONFIDENTIAL

~~CONFIDENTIAL~~

310th Bombardment Wing, Medium - 1 May through 31 May 1956

k. Refueling Data

1. Number of refueling sorties scheduled and confirmed:

(includes wet and dry) 72

2. Number of sorties:

(a) Airborne	<u>61</u>
(b) Effecting complete electronic rendezvous	<u>53</u>
(c) Transferring required fuel	<u>49</u>

3. Number of aborts due to:

(a) Adverse weather	<u>0</u>
(b) Aircraft malfunction	<u>9</u>
(c) Electronic rendezvous equipment malfunction	<u>0</u>
(d) Refueling equipment malfunction	<u>0</u>
(e) Other causes (specify) <u>2 tanker cancellations</u>	

4. Mass night cell refuelings:

(a) Confirmed sorties	<u>16</u>
(b) Airborne sorties	<u>14</u>
(3) Sorties effecting complete rendezvous	<u>14</u>
(4) Sorties transferring required fuel	<u>12</u>

l. Comments or Recommendations of the Wing Commander

During the month the tactical squadrons completed 47.5% of training minimums as outlined in SAC Regulation 50-8. This percentage is computed using the proposed new method of computation to be incorporated in the forthcoming revised SAC Management Control Pamphlet 170-1A.

Bombing results for the month were the best yet accomplished by the wing: Radar RBS CEA is 1763 feet; Visual RBS is 1257 feet. This can be attributed to the increasing experience level of the observers, plus continuing emphasis on adequate target study. Each observer is required to accomplish a minimum of two hours of target

C-310-478

8

~~CONFIDENTIAL~~

0750

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

study on the day before any RBS mission. Critiques are being conducted in the Wing Target Study Section following each mission, with the requirement that the squadron commander attend the critique of any unreliable bomb runs. Our intensive upgrading program has also shown good results as pertains to bombing accuracy; CEA for practice radar RBS is 3204 feet, and for practice visual RBS 1464 feet.

No ECM requirements of SAC Regulation 50-8 were accomplished since the wing is still without ECM capability. We do not anticipate having sufficient equipment to support this requirement during the present 50-8 quarter. Delivery of the Phase V capsules is projected as two in June and four in July. Nine officers and nine airmen are authorized for Phase V ECM. At the present time three officers and seven airmen have been assigned and have started 51-19 Phase V training. SAC Regulation 51-19 retraining for Phase IV is 86% complete. A 15-x-7 Electronic Training Device which is projected for use in conjunction with the Phase V training has been received by the ECM Section. Delivery of the AN-GPQTLA Simulator is expected during the month of June. Frequency coordination charts for operation of this simulator have been forwarded to Headquarters Eighth Air Force.

Rendezvous made with AN/APN-69-equipped KC-97's are being completed with varying degrees of difficulty. To date all rendezvous have been successful; however, in many cases primary reliance has of necessity reverted to the AN/APN 12-76 in effecting final precision rendezvous.

At other times the AN/APN 12-76 has been used to determine

C-310-478

9

CONFIDENTIAL

0760

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

or verify range measurement. Reports on AN/APN 69 rendezvous attempts indicate the beacon code appears as many code groups on occasion, at the proper azimuth, while at other times the code groups appear over a wide azimuth at varying ranges. The AN/APN-69 returns have been photographed for study by the factory technical representatives. Currently, additional photographs and information are being gathered in our study of this problem.

This unit has had an abnormally high SES failure rate. The pre-SES training program has been re-vitalized in both ground and air training phases. It is recommended that quotas be allocated so that a unit may schedule a greater number of aircraft to SES at the same time. It is desirable to provide a squadron commander or staff operations officer to accompany crews attending SES; it is not considered feasible to do this for only one or two crews.

The wing has been receiving extremely short suspense dates on fiscal year school quota projections. A review of suspense dates indicates that in some cases projections came to the Division Personnel Section from Eighth Air Force with a suspense of from 5 to 7 working days. This leaves very little time for required staff planning and coordination. Suspense dates from 20 to 30 days would allow proper staff planning at wing level and would result in more realistic projections.

Monthly scheduling is still being impaired by a lack of timely information on future commitments. The Armed Forces Day Flyover, "Operation New Year", required several direct changes in the monthly 60-9 schedule pre-

C-310-478

10

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

cipitating a chain reaction which necessitated changing other sorties to get training back into proper sequence.

This not only had an adverse effect on normal training but retarded training in the "Hairclipper" program as well. To date this wing has only vague information on "Operation Devilfish" which is to take place in July.

In order to properly plan training accomplishments it is necessary to know more details of this operation.

For example: We know that refuelings are to take place, and that approximately 16 aircraft will be flown in a formation. We do not know whether timing will be such that we will be able to employ mass night refueling tactics during this operation. The impact of the lack of this information on our training program is obvious. We could very well expend sorties on mass refueling training for crews in May or June who will be scheduled for the exercise in July. These sorties might better be used for "Hi Jink", 51-19 upgrading, or "Hairclipper" training. During this period of conversion to new aircraft, every sortie is critical. It is imperative that we get as much information as possible as far in advance as possible to properly plan and execute our training program. We are presently stressing adherence to the monthly schedule; however, for more adequate projection and planning it is considered necessary to have a quarterly schedule for master planning purposes with sufficient detail to enable crew and aircraft scheduling that far in advance.

Complications are presently being encountered in the monthly 60-9 scheduling because of lack of adequate

C-310-472

11

CONFIDENTIAL

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

information relative to delivery dates of new aircraft. The first aircraft we were to have received was turned over to the Air Force, preflighted by the flight crew and ready for flyaway when the crew was notified that it was to be turned back to Boeing. The explanation given was that an error had been made in Headquarters Air Materiel Command. This not only lost the activities of this crew during the pickup period, but will also cause several changes in the monthly 60-9 schedule as a result of non-delivery.

"Hairclipper" training has not been progressing as rapidly as projected. Complete reports and recommendations relative to this operation are being submitted weekly in a special report. Information has been received that we are to receive some T-33 type aircraft on or about 15 August which will be available for some 6 months for training in Phase II of the low level program. With the unit scheduled for deployment the first part of October, it is felt that by the time instructors are checked out in the T-33 the amount of training that could be given B-47 pilots would be negligible. Further, the training received would be of little or no value due to the long period of time while the unit is on rotation prior to entering Phase III training. Due to the relatively small number of pilots in each tactical wing who could qualify for T-33 instructor duties in a minimum period of training, it is recommended that a "team" of T-33's, maintenance personnel, and instructors be organized to rotate between units as they enter Phase II training.

C-310-478

12

CONFIDENTIAL

0763

~~CONFIDENTIAL~~

310th Bombardment Wing, Medium - 1 May through 31 May 1956

"Hairclipper" Missions # 3, 4, 5, and 6 require air refueling support to insure proper fuel reserve over home base. Due to this additional requirement from the 310th ARS it is requested that higher headquarters commitments for refueling support from the 802nd Air Division be held to a minimum during the period 1 June through 1 September 1956.

With the information that wings are to be manned to 72 crews by 1 December 1956, a problem peculiar to this unit has arisen. For planning purposes, it is necessary to know how many of these crew members we will have at the time of rotation as well as the amount of training they will have completed upon assignment to the unit. We must also know how many crews we will be allowed, or required--to deploy with, so that we may properly plan our training activities and upgrading program during our TDY. The weather in the UK during the months of our scheduled rotation is not conducive to accelerated 51-19 type transition, due to predominantly low ceilings and associated poor visibility.

With our accelerated 51-19 upgrading program and the "Hairclipper" project, it has not been feasible to schedule large numbers of aircraft on mass refueling--type missions. The mass refuelings reported in this 5-SAC-T12 were flown in cells of four aircraft. We feel that adequate training can be obtained by this method during this interim period when the majority of training flights must, of necessity, be on an individual basis. In light of the policy for emphasis on individual crew training for upgrading during this rating

C-310-472

13

~~CONFIDENTIAL~~

0766

CONFIDENTIAL

310th Bombardment Wing, Medium - 1 May through 31 May 1956

quarter, and the elimination of the USCM, we recommended in the April T12 report that consideration be given to crediting a four-ship formation with fulfilling the mass refueling requirement. If this authorization is not granted, it will necessitate replanning for the remainder of the quarter to make up this requirement.

Each sortie devoted to this will of necessity have to lessen those sorties available for 51-19 upgrading.

The overall 51-19 upgrading program progressed satisfactorily during the month. 2,459 hours were scheduled in the wing's program and 2381 flown for an overall accomplishment of 97%. Individuals concerned with 51-19 completed approximately 87% of their scheduled training.

A continued optimistic approach is being maintained with respect to the forecasting of combat ready dates for currently non-ready crews. Four crews were upgraded as programmed during May. Five crews are scheduled for upgrading in June. As of 2 June, the availability of non-combat ready individuals indicates one crew can be scheduled for upgrading in July, and three in August.

Attached are copies of the wing's 51-19 crew charts for May and June. Crew member changes reflected on these charts among 'N' and 'IN' crews usually result from an attempt to match individuals who are absorbing and progressing in their training at about the same rate. This will assure a more rapid and even upgrading flow. Copies of the wing's master crew boards are also attached. By comparison with previously submitted copies of these boards an overall appraisal of upgrading is readily at hand.

C-310-478

S. W. Wells

S. W. WELLS
Colonel, USAF
Commander

CONFIDENTIAL

SQUADRON 379 T/S		DATE ENTD THRO	PREV B/S VALS	MAY										REMARKS NOTES
CHEP NO.	NAME			10	20	30	40	50	60	70	80	90		
1	WEISI JIN	1 MAY	39	10	20	30	40	50	60	70	80	90	8	
73	MALM		-										8	
	O BARA		71										3	
14	SMITH, G	1 MAY	349	20	21	22	23	24	25	26	27	28	7	
(40)	CPE ELY		-										6	
	MARKF		-	12	11								2	
1	KING	1 MAY	661	20	21	22	23	24	25	26	27	28	3	
59	CAIN		61	12	13	14	15	16	17	18	19	20	5	
	CATHHEY		456	30	31	32	33	34	35	36	37	38	7	
14	90 LIN	1 MAY	5	10	20	30	40	50	60	70	80	90	9	
71	CHRISTIAN CM		-	11	12	13	14	15	16	17	18	19	6	
	BAKER		50	10	20	30	40	50	60	70	80	90	9	
N	WOLTERS	1 MAY	151	10	20	30	40	50	60	70	80	90	7	
83	VANCE		53	10	20	30	40	50	60	70	80	90	6	
	EBERLEIN		80	10	20	30	40	50	60	70	80	90	8	
N	LUTHER	1 MAY	207	10	20	30	40	50	60	70	80	90	8	
(12)	MALL		21	10	20	30	40	50	60	70	80	90	8	
	AGUIRRE		59	10	20	30	40	50	60	70	80	90	9	
R	HOF WINS	30 APR	72	10	20	30	40	50	60	70	80	90	5	
81	AND 3501		14	10	20	30	40	50	60	70	80	90	6	
	DINE, JLD		14	10	20	30	40	50	60	70	80	90	6	
R	HOBSK	1 MAY	437	10	20	30	40	50	60	70	80	90	5	
82	CAFA DO		118	10	20	30	40	50	60	70	80	90	5	
	SCHMIDT		14	10	20	30	40	50	60	70	80	90	5	
E	VIDIE	1 MAY	-	10	20	30	40	50	60	70	80	90	-	
	YARITMAN	1 MAY	-	10	20	30	40	50	60	70	80	90	-	
NOTE: STATED CREW NO. INDICATES PROJECTED NO. ONLY. P CREWS CARRIED ON CHART DURING FIRST HEAVY MISSION.														
76 COMPLETED 92.80														

SQUADRON 380TH			MONTH MAY										
CREW NO	NAME	DATE ENTERED	PREV B-97 HOURS	10	20	30	40	50	60	70	80	90	REMARKS
N 74	PIRINO WATKINS	18 APR	497 —	—	—	—	70	71	72	73	74	75	6
IN 77	MAUNSELL MILLER GABRIEL	18 APR 2-15 June	58 —	—	—	—	70	71	72	73	74	75	8
N 87	CIRCE WEBER JOHNSON	18 APR —	55 698	—	—	—	70	71	72	73	74	75	8
R 80	HOLMES	18 APR 5-19 June	126	—	—	—	70	71	72	73	74	75	6
R 86	BALEH WISEMAN HÄRT	18 APR —	747 634 260	—	—	—	70	71	72	73	74	75	5
R 86	PUTT KUYK BEATTIE	18 APR —	681 691 527	—	—	—	70	71	72	73	74	75	5
EX R A	DELAPP CASEY	18 APR 5-15 May 1-15 May	5022 (603) 74	25	—	—	70	71	72	73	74	75	6 1
NOTE: R CREWS CARRIED ON CANVAS DRIVING FIRST REGEN MARTIN													
% COMPLETE 91.33%													

0768

SQUADRON 380EX		MONTH JUNE											
CREW NO	NAME	LAST TEST B-47 HOURS	10	20	30	40	50	60	70	80	90	100	
R 71	PIRINO WITINS	18 APR 554											249.63 14 MAY
	MAUNSELL	56											5
N 81	WEBER	12B											31 MAY
	JOHNSTON	44											5
	DELAFFE	43											4
IN 77	HONEYCUTT C. GRIEL	1 JULY											18 JUNE
	CIRAGE	91											6
IN 89	T. EPPE MAXFIELD	15 SEP											15 NOV
E 7	HOLMES	195											5
	CASEY	(88)	75										8
	KOSTLER	(87)	6										8
NOTE: R. S. PRE-EMPTED ON 1-MAY DURING FIRST REVIEW MONTH													

POSTED 31 MAY

CREW NO	NAME	DATE ENTERED TRAINING	HOURS IN HRS	MONTH MAY									REMARKS
				10	20	30	40	50	60	70	80	90	
N 67	ARMSTRONG WELLMAN WOLTER	650 180 626		63	63	63	63	63	63	63	63	63	9
N 75	DILLS TAYLOR WILKINS	17 MAY 360		63	63	63	63	63	63	63	63	63	10
N 85	MARGONBE SHEPARD BIRD	IN TRAINING 60 (COMD)	502	60	60	60	60	60	60	60	60	60	5
IN 91	TOURTELLOT SMILEY CARLSON	1 JUNE 655 STAN 2 21 MAY	39	63	63	63	63	63	63	63	63	63	4
IN 89	PETERSON OHLSON SCHLYER	17 MAY 670	95	63	63	63	63	63	63	63	63	63	5
IN 88	HAZLEY HAMPTON CARLISLE	17 MAY 670	21	63	63	63	63	63	63	63	63	63	8
E T RA	RUBLE	16 MAY MECHANIC A-1 1510		63	63	63	63	63	63	63	63	63	—
<i>NOTE: CIRCLED CREW NO. INDICATES PROJECTED NO. COMPLETED</i>													
<i>R. CREWS LISTED ON FORM DURING FIRST FEW MONTHS</i>													
<i>% COMPLETED 76.53</i>													

SQUADRON 3812			DATE ENTERED	PREV. 8-HR HOURS	MONTH JUNE									
CREW NO.	NAME	ENTERED			10	20	30	40	50	60	70	80	90	DEPARTURE
N 75	DILLS	17 MAY	180											24 JUN
	TAYLOR		70											30 JUN
	SCHLYER	155												
R 85	MARONDE	188	526											31 MAY
	SHEPARD		95											
	BIRD		106											
N 91	STROMBERG	1 MAY	633											16 JULY
	SMILEY		56											
	CAHILLIE		29											
IN 88	HAZLEY	15 MAY	—											28 SEPT
	RUBLE		—											
	WILKINS		37											
R 67	ARMSTRONG													15 MAY
	WELLMAN													
	WOLTER													
R, T, A, S	CARLSON	(083)	5											
NOTE: R CREW CARRIED ON SHIFT DURING FIRST READY MONTH														
0774														

379TH BOMB SQUADRON				
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
143	AUSTIN	ARENDELL	HILL	
L06	NIEMANN	SMITH, G.	HART	C/P CHANGE #2 25 JUNE
S19	BRUCE	YOUNG	SCOTT	TDY Q-SR PROJECT
L01	WOLFE	GUNN	GARVIN	
L18	BLAKE	SANDEL	WESTLBN	
R22	GRAVEN	BROWN LUTHER	CATHHEY	C/P CHANGE EFF 4 JUNE
R25	SWENSON	REINSCH	SPEED	
R99	THOMAS	HUFFMAN	BRENNENSTUHL	#1 28 JUNE
IN90	HORN	SLATEN	VIDIC	#2 31 AUG C/P CHANGE
R55	ROLEFSON	CREELY ROSSLER	RINEBOLD	EFF 25 JUNE
L46	RENFRO	BEFORD	WAHLBORG	#1 1 MAY
N73	WESTLING	MALM	O'BARA	#2 30 JUNE
R81	HOPKINS	ANDERSON	ARMSTRONG	
R82	HORSKY	CAPALDO	SCHMIDT	
N79	ROLLINS	CHRISTIANSON	BAKER	#1 15 MAY #2 28 JUNE
R-83	WOLTER	VANCE	EBERLEIN	
IN92	LUTHER	MALL		
IN84	JOHNSON (DNF)	BROWN	AGUIRRE	#1 4 JUNE #2 30 JUNE
IN93	SMITH, G.	PETERSON	MARKS	#1 20 SEPT #2 30 OCT
		MOYER, F.	WARD, OH	
		AMUNDSON	WORTMAN	
			SHELLEY	
			PARKER	#1= ENTER CREW #2= TRAINING
			SNOWDEN	#2= COMBAT READY
			DOBODOLSKY	
	SMITH, S (ENG OFF)			

380TH BOMB SQUADRON				
PUSIED 1 JUNE				
COMMANDER <u>HOPFENSPARGER</u> OPERATIONS OFFICER <u>WISE</u> OBSERVER <u>MOSES</u>				
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
S08	<u>PRESTON</u>	<u>PECK</u>	<u>KELLY</u>	
L09	<u>SMITH</u>	<u>WRIGHT</u>	<u>WAPLE</u>	
R04	<u>STEWART</u>	<u>KATELEY</u>	<u>WOJCIECHOWSKI</u>	
R10	<u>MACDONOUGH</u>	<u>FAIR</u>	<u>RATZEBURG</u>	
R11	<u>WAYMAN</u>	<u>JONES</u>	<u>JOBIN</u>	
L13	<u>KANTOR</u>	<u>KUHLEMAYER</u>	<u>BYERS</u>	
L29	<u>MAYS</u>	<u>QUANDT</u>	<u>DELLANDREA</u>	
R31	<u>SIGLIN</u>	<u>WISEMAN</u>	<u>TOLLIVER</u>	
L32	<u>KRUSE</u>	<u>FORBES</u>	<u>HIGDON</u>	
R41	<u>GARBADE</u>	<u>STAHL</u>	<u>CIRCE</u> <u>SHAGNER</u>	OBG CHANGE BPF 20 JUNE
L50	<u>HART</u>	<u>SALMINEN</u>	<u>MEANS</u>	
R74	<u>PIRINO</u>	<u>WATKINS</u>	<u>MAUNSELL</u>	
IN77	<u>HONEYCUTT</u>	<u>GABRIEL</u>	<u>CIRCE</u>	#1 16 JULY #2 16 AUG
R80	<u>BALCH</u>	<u>RADKE</u>	<u>HART</u>	
R86	<u>PUTT</u>	<u>KUYK</u>	<u>BEATTIE</u>	
N87	<u>WEBER</u>	<u>JOHNSTON</u>	<u>DELAPP</u>	#1 16 APR #2 16 JUNE #1 15 SEPT #2 15 NOV
IN89	<u>TEEPEE</u>	<u>MAXFIELD</u>	<u>HOLMES</u>	
		<u>BUCKNER</u> R-20SEP	<u>CASEY</u>	
		<u>LACY</u> R-20SEP	<u>KOSTLER</u>	
		<u>ABBOTT</u> INDIVIDUAL MEYER	<u>CAMPBELL</u>	
			<u>AAMODT</u>	
			<u>BRYANT</u> #1= ENTER CREW #2= TRAINING WARD, RB #2= COMBAT READY	
			<u>GAMMAGE</u>	
	LITTLE JOHN (ENG OFF)			

381ST BOMB SQUADRON				
COMMANDER <u>FRARIE</u>		OPERATIONS OFFICER <u>HOLDER</u>	OBSERVER <u>PIERLING</u>	FIELD
CREW NR	AIRCRAFT COMMANDER	PILOT	OBSERVER	REMARKS
L87	<u>HUBBES</u>	<u>YOUNG</u>	<u>WASHINGTON</u>	
L12	<u>MANN</u>	<u>TOURTELLOT</u>	<u>HOYE</u>	
L20	<u>ROWLEY</u>	<u>BERTIC</u>	<u>DEMIETTE</u>	
L35	<u>EVANS</u>	<u>TRIPP</u>	<u>FISHMAN</u>	
L66	<u>FORLER</u>	<u>CAIN</u>	<u>ALLISON</u>	
R40	<u>VAN LEEUWEN</u>	<u>PETERSON</u>	<u>MILLIKEN</u>	
L47	<u>FORY</u>	<u>HOOGES</u>	<u>FUTTER</u>	
L52	<u>WILKE</u>	<u>LIPPING</u>	<u>PALMER</u>	
R57	<u>BLENIS</u>	<u>HARRIS</u>	<u>WALTER</u>	
L61	<u>KING, W</u>	<u>MCLOWEN</u>	<u>MURFHREE</u>	
R76	<u>MUELLER</u>	<u>TEETER</u>	<u>SILVER</u>	
R67	<u>ARMSTRONG</u>	<u>OHLSOHN</u>	<u>WOLTER</u>	
N75	<u>DILLS</u>	<u>WELLMAN</u>	<u>SCHLYER</u>	
R85	<u>MARONDE</u>	<u>TAYLOR</u>	<u>BIRD</u>	
N91	<u>STROMBERG</u>	<u>SHEPARD</u>	<u>CARLISLE</u>	#1 1 JUNE #2 15 JULY
IN80	<u>HAZLEY</u>	<u>SMILEY</u>	<u>WILKINS</u>	#1 1 SEPT #2 20 SEPT
	<u>ABBOTT</u>	<u>RUBLE</u>	<u>HANLEY</u>	
		<u>BLUNDON</u> <small>R-20 SEP</small>	<u>CARLSON</u>	
		<u>JONES</u> <small>R-20 SEP</small>	<u>KEARNEY</u> <small>20 SEP - 1 OCT</small>	
		<u>SOBOLICK</u> <small>GRENADA 10-11 OCT</small>	<u>FRAZER</u> <small>21 OCT - 2 NOV</small>	
		<u>MOYER, R</u>	<u>KIRSCHBAUM</u> <small>22 NOV - 1 DEC</small>	
			<u>LIELTZOW</u> <small>10-11 NOV</small>	#1= ENTER CREW TRAINING
				#2= COMBAT READY

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I							UNIT 310TH BOMBARDMENT WING (MEDIUM)				MONTH MAY 1966				PAGE NUMBER 1	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12																		
A. GENERAL		B. BOMBING		C. NAVIGATION												REFUELING																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																		
CREW NUMBER	TYPE AND MODEL OF AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RDSAT MACH .81	RADAR ATTACKS CAMERA SCORED	IS ATTAKS CAMERA MACH .80	NR OF CIRCULAR ERROR	M-19	NIGHT CELESTIAL	DAY CELESTIAL	CELESTIAL GRID	RADAR GRID	PRESS. PAT- TERNS	TOTAL REFUELINGS	MASS NIGHT REFUELINGS	MAX GROSS WEIGHT NIGHT																	
											TOTAL LEG'S	1	2	3	4	NR OF LEG'S																			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-36	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35						
S08	B047E	002	009	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
--	B047E	003	019	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
L18	B047E	005	030	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
L29	B047E	004	025	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
L36	B047E	008	039	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
L37	B047E	003	021	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
STBD CR SUB TOT B047E	023	134	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
S19	B047E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
L07	B047E	005	030	--	--	001	001	001	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
L09	B047E	010	053	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
L12	B047E	009	059	--	--	--	--	002	--	003	--	--	--	001	018	025	--	--	001	001	022	--	--	--	--	001	001	01	01	--	--				
L13	B047E	006	030	--	--	--	--	--	--	--	--	--	--	--	001	015	--	--	001	020	--	--	--	--	002	002	01	01	--	--					
L20	B047E	004	025	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	004	003	006	--	--	--	--	--	--	--	--					
L20	B047E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	025	025	--	--	--	--	--	--	--	--	--					
L32	B047E	004	019	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	001	002	002	015	--	--	--	--	--	--	--	--	--	--			

SAC FORM 184 PREVIOUS EDITION IS OBSOLETE.
PC: 2720

Air Force-SAC, Offset O-94036

(When Filled In)

CONFIDENTIAL

-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I							UNIT 300TH BOMBARDMENT WING (MEDIUM)					MONTH MAY 1956			PAGE NUMBER 2		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12										
GENERAL			BOMBING				NAVIGATION					REFUELING																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18												
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RES AT MACH .61	RADAR ATTACKS CAMERA SCORED	VISUAL ATTACKS CAMERA SCORED	TOTAL MACH .81 WITH IDOA	FIXED ANGLE	TOTAL VISUAL RELEASES	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PATT. TERMIN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT				
												TOTAL	M-19	NR OF CIRCULAR REL. ERROR	CIRCULAR ERROR		TOTAL LEGS	1			2	3	4	NR OF LEGS	1	2	NR OF LEGS	1	2
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
I.35	B047E	003	022	-	-	-	001	-	-	-	-	-	001	005	-	-	-	-	001	000	-	001	-	-	-	-	-	-	-
I.44	B047E	004	026	-	-	003	-	-	-	-	-	-	001	001	-	-	-	-	001	025	-	-	-	002	002	01	01	-	-
I.4	B047E	006	031	-	-	-	001	001	-	-	-	-	-	-	-	-	-	-	001	-	-	001	-	-	-	-	-	-	-
I.47	B047E	007	054	-	-	-	-	-	-	-	-	-	002	016	016	-	-	001	002	015	015	001	001	002	002	01	01	-	-
I.50	B047E	004	018	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I.52	B047E	003	015	-	-	001	-	001	001	-	-	-	-	-	-	-	-	-	001	005	-	001	-	-	-	-	-	-	-
I.61	B047E	005	021	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S & L CR SUB TOT B047E	070	403	-	-	005	003	005	001	003	-	-	-	008	-	-	-	-	006	014	-	006	001	009	009	04	04	-	-	-
R04	B047E	008	049	-	-	002	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	001	001	002	001	01	-	-	
R10	B047E	002	016	-	-	-	002	001	002	-	-	-	001	008	-	-	-	001	001	027	-	-	-	-	-	-	-	-	-
R11	B047E	003	022	-	-	002	001	-	-	-	-	-	-	-	-	-	-	001	002	006	013	-	-	001	001	-	-	-	
R22	B047E	003	017	-	-	002	001	-	001	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	
R22*	B047E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	
R25	B047E	005	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	005	-	-	-	-	-	-	-	-	
R31	B047E	003	019	-	-	-	-	-	-	-	-	-	001	003	-	-	-	002	013	014	-	-	-	-	-	-	-	-	
R40	B047E	004	021	-	-	002	-	-	001	-	-	-	-	-	-	-	-	001	001	-	-	-	-	-	-	-	-	-	

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I						UNIT BLOTH BOMBARDMENT WING (MEDIUM)						MONTH MAY 1956			PAGE NUMBER 3	NUMBER OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12																								
A. GENERAL						B. BOMBING						C. NAVIGATION						D. REFUELING																							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																								
CREW NUMBER	TYPE AND MODEL OF AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RSS AF MACH 1	RADAR ATTACKS CAMERA SCORED	VISUAL CAMERA SCORED	M-19	NIGHT CELESTIAL	CIRCULAR ERROR	CELESTIAL GRID ERROR	RADAR GRID ERROR	PRESS, PAK, TERM	TOTAL REFUELINGS	MASS NIGHT REFUELINGS	MAX GROSS WEIGHT NIGHT																								
						MACH 81 WITH IDDA	FIXED ANGLE	NR OF REL.	NR OF CIRCULAR ERROR	TOTAL LEGES	1	2	3	4	NR OF LEGES	1	2	NR OF LEGES	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.																	
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35												
R41	B047E	008	037	-	-	-	-	-	-	-	-	-	001	002	-	-	-	-	001	001	016	-	001	-	001	001	-	-	-	-											
R42	B047E	007	046	-	-	001	-	-	-	-	-	-	002	002	017	-	-	-	002	014	018	-	001	001	01	01	-	-	-	-											
R55	B047E	009	048	-	-	-	001	-	-	-	-	-	002	016	022	-	-	002	002	005	012	001	-	001	001	01	01	-	-	-	-										
R55*	B047E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-								
R57	B047E	006	037	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	001	002	000	006	-	-	002	002	-	-	-	-	-	-	-	-	-						
R76	B047E	005	035	-	-	002	-	-	-	-	-	-	002	6.5	007	-	-	001	001	026	-	001	001	001	001	01	01	-	-	-	-	-	-								
R80	B047E	005	040	-	-	-	-	001	001	-	-	-	001	015	-	-	-	002	002	003	016	001	001	002	002	-	-	01	01	-	-	-	-								
R81	B047E	007	043	-	-	-	001	-	-	003	-	-	004	015	016	17.5	019	001	003	010	045	-	001	002	002	01	01	-	-	-	-	-	-								
R81	B047E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	020	-	-	-	-	-	-	-	-	-	-	-									
R81*	B047E	NO ACCOMPLISHMENT FOR NEW CREW MEMBER												-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
R82	B047E	007	052	-	-	-	001	001	-	003	-	-	002	002	6.5	-	-	001	002	016	020	002	001	002	002	01	01	-	-	-	-	-	-	-	-	-	-	-			
R86	B047E	006	052	-	-	-	-	001	-	-	-	-	002	9.5	015	-	-	-	001	021	-	001	-	003	003	01	01	-	-	-	-	-	-	-	-	-	-				
R67	B047E	005	040	-	-	003	002	001	-	002	-	-	002	007	021	-	-	001	001	21.5	-	001	-	001	001	01	01	-	-	-	-	-	-	-	-	-	-	-			
R74	B047E	001	007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
R83	B047E	001	006	-	-	006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R85	B047E	001	006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
CBR CR SUB TOT	B047E	096	614	-	-	020	009	006	005	008	-	-	020	-	-	-	-	015	024	-	-	011	007	019	018	08	07	01	01	-	-	-	-	-	-	-	-	-	-	-	-

310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I						UNIT	310TH BOMBARDMENT WING (MEDIUM)						MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL											
GENERAL						B.	BOMBING						C.	NAVIGATION						D.	REFUELING									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18													
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RES AT MACH .61	RADAR ATTACKS CAMERA SCORED	VISUAL RELEASES	NIGHT CELESTIAL	DAY CEL	CELESTIAL GRID	RADAR GRID	PRESS. PAT- TERN	TOTAL REFUELI- NGS	MASS GROSS WEIGHT NIGHT	MAX GROSS WEIGHT NIGHT	S-SAC-72													
							MACH AT WITH IBOA	FIXED ANGLE	VISUAL ATTACKS SCORED MACH .81	TOTAL	NR OF CIRCULAR ERROR	TOTAL LEG'S	1	2	3	4	NR OF LEG'S													
6-10	BO47E	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	15-18	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
N67	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N71	BO47E	005	058	-	-	-	001	-	-	-	-	-	-	001	-	-	-	-	003	020	020	001	-	003	003	-	-	-	-	-
N82	BO47E	006	044	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	009	-	-	-	001	001	-	-	-	-
N83	BO47E	004	025	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	-	-	-	001	-	001	001	-	-	-	-
N73	BO47E	008	070	-	-	-	-	-	-	-	-	-	-	042	054	032	-	-	001	001	023	-	001	-	005	005	-	-	-	-
N73*	BO47E	-	-	-	-	001	-	-	003	-	-	-	-	-	-	-	-	-	001	001	007	-	-	-	-	-	-	-	-	-
N75	BO47E	003	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	004	-	-	-	-
N75*	BO47E	-	-	-	-	001	-	-	-	-	-	-	-	001	-	-	-	-	002	014	11.5	-	-	-	-	-	-	-	-	-
N79	BO47E	008	054	-	-	004	-	-	002	-	-	-	-	-	-	-	-	-	002	001	008	-	-	007	007	-	-	-	-	
N87	BO47E	006	040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	005	005	-	-	-	-
N87*	BO47E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N59	BO47E	003	023	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	001	-	001	001	-	-	-	-	
NON CBR SUB TOT	BO47E	043	337	-	-	005	002	-	003	-	-	-	-	006	-	-	-	-	009	009	008	-	004	-	027	027	-	-	-	-
WING TOTALS	BO47E	234	1497	-	-	030	014	011	008	011	-	-	-	035	-	-	-	-	030	049	-	-	022	009	056	055	13	32	01	01
XXXXX	BO47E	033	186	-	-	-	002	-	-	003	-	-	-	003	-	-	-	-	010	004	-	-	-	009	009	-	-	-	-	-

-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I							UNIT 110TH BOMBARDMENT WING, (MEDIUM)							MONTH MAY 1956			PAGE NUMBER 5		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12										
GENERAL						BOMBING						NAVIGATION						REFUELING													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
CREW NUMBER	TYPE AND MODEL OF AIRCRAFT	NUMBER OF FLYING HOURS	FLYING TIME	USCM	BOMBER STREAM	RADAR ATTACKS MACH .91 CAMERA SCORED	VISUAL RELEASES		NIGHT CELESTIAL		DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS FOR TERM		TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT										
							MACH .81 WITH INSTR. HEAD	FIXED ANGLE	M-19	TOTAL		NR OF CIRCULAR REL. ERROR	TOTAL LEG'S		1	2	3	4	NR OF LEG'S	1	2	NR OF LEG'S	NR OF LEG'S	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		
6-10	11-15	13-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35		
NON CER PRACT	BOLDFR	-	-	-	-	002	-	-	002	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-			
CER OR PRACT	BOLDFR	-	-	-	-	004	004	000	004	-	-	001	-	-	-	-	001	001	-	-	001	001	-	-	001	001	-	-			
IN59		9 - 31 MAY COPILOT TO ADVANCED SURVIVAL 9 MAY. CREW REDESIGNATED IN90 16 MAY.																													
IN77		1 - 31 MAY COPILOT TDY TO MC CONNELL AFB, COTS.																													
IN84		1 - 31 MAY AIRCRAFT COMMANDER GROUNDED INDIF.																													
IN88		1- 31 MAY COPILOT TDY TO MC CONNELL AFB, COTS.																													
IN89		9 - 31 MAY COPILOT ASSIGNED, BUT NOT REPORTED FOR DUTY.																													
IN90		16 - 31 MAY AIRCRAFT COMMANDER ASSIGNED, BUT NOT REPORTED FOR DUTY.																													
FOR PURPOSE OF FLYING TIME UTILIZATION, IN CREW FLYING TIME AND ACCOMPLISHMENTS APPEAR BELOW AND NOT INCLUDED IN XXXXX TOTAL.																															
-	-	-	-	-	-	002	-	-	-	002	-	-	-	-	-	001	-	-	-	001	-	-	-	-	-	-	-	-	-	-	
SAC MANAGEMENT CONTROL SYSTEM PERCENTAGE OF 50-8 EQUALS - 47.50%																															

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT	310TH BOMBARDMENT WING (MEDIUM)						MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL																		
E. GENERAL		F. DRY CONT.		G.		RADAR RENDEZVOUS				H.		GUNNERY		I.		ECM JAMMING		J.		FORMATION		K. PILOT PROF.		L.		ATO		M. RADAR APP.		N. PRES. FLIGHT		O. STAN CHECK									
19		20		21		22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37					
CREW NUMBER		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL MAX LOAD MISSIONS		PER CENT FIRE-OUT MAX LOAD		NR. OF S.E.O.- GUNNERY MISSIONS		FIGHTER ATTACK MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS		HOURS ABOV 10,000		HOURS 10,000 TO 12,000		NUMBER OF COMPLETE MISSIONS		NB OF ATO TAKE-OFFS		NB OF WATER INJECTION TAKE-OFFS		NB OF AIR- BORNE RADAR APPROACHES		NB HOURS FLYING COMBAT POSITION		MONTH LAST FLYING MONTH	
												1		2																											
6-10	L15	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	53-65	66-68	69-71	72-74	75-77										
S08	U08	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOV											
L06		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-												
L18		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	MAR									
L29		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			JAN									
L36		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			DEC									
L37	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			NOV									
STD BD SUB-TOT	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			JAN									
S19		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-												
L07		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			NOV									
L09	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-												
L12	042	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	DEC									
L13	010	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	002	NOV									
L20		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			MAY									
L32		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	OCT									
L35		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	JAN									

SAC FORM 16 MAR 74 184a PREVIOUS EDITION IS OBSOLETE.
FC 2720Air Force - SAC, Offutt Ordnance Division (When Filled In) **CONFIDENTIAL**

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT		310TH BOMBARDMENT WING (MEDIUM)						MONTH			PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL									
E. GENERAL	F. DRY CONT.	G.	RADAR RENDEZVOUS				H. GUNNERY			I. ECM JAMMING			J. FORMATION			K. PILOT SIGHT	L. ATO	M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK														
			21	22	23	ATT.	BUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL NR OF MAX MISSIONS	PER CENT FIRE-OUT MAX LOAD	1	2	NR OF GUNNERY MISSIONS	NR OF FIGHTER ATTACK MISSIONS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	TOTAL HOURS	HOURS 20,000 TO 30,000	HOURS 30,000 TO 40,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR APPROACHES	NR HOURS FLY COMBAT POSITION	MONTH LISTA STATISTICS CHECK COMPLETED
19	20																																	
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		H. GUNNERY			I. ECM JAMMING			J. FORMATION			K. PILOT SIGHT	L. ATO	M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK													
		ATT.	BUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL NR OF MAX MISSIONS	PER CENT FIRE-OUT MAX LOAD	1	2	NR OF GUNNERY MISSIONS	NR OF FIGHTER ATTACK MISSIONS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	TOTAL HOURS	HOURS 20,000 TO 30,000	HOURS 30,000 TO 40,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIRBORNE RADAR APPROACHES	NR HOURS FLY COMBAT POSITION	MONTH LISTA STATISTICS CHECK COMPLETED				
6-10	1-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71						
L42	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	DRC				
L43	-	-	-	-	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	002	001	APR				
L44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	005	003	NOV				
L45	-	003	003	001	001	002	002	001	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	005	003	NOV				
L46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	MAR				
L47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	001	APR				
L48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	MAR				
L49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	006	006	DRC				
S&L CR SUB TDT056	004	004	001	001	003	003	002	-	-	001	003	-	-	-	-	-	-	-	-	-	031	023	008	007	-	-	018	020						
R04	003	002	002	-	-	002	002	001	700	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	004	003	MAY				
R10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOV				
R11	002	001	001	-	-	001	001	001	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	JAN				
R22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	MAR			
R22*	-	NO ACCOMPLISHMENT FOR NEW CREW MEMBER													-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	APR	
R25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAR				
R31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	004	DRC		
R40	-	-	-	-	-	-	-	-	001	700	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	002	NOV			
R41	003	001	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	006	002	004	-	-	-	-	001	002	NOV				

SAC FORM 184a PREVIOUS EDITION IS OBSOLETE.
PC: 2720Air Power - SAC, Offset O-94(34) (When Filled In) **CONFIDENTIAL**

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT		110TH BOMBARDMENT WING (MEDIUM)										MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL	
E. GENERAL	F. DRY CONT.	G.	RADAR RENDEZVOUS				H.	GUNNERY			I.	ECM JAMMING				J.	FORMATION			K.	PILOT PHOTO	L.	ATO	M.	RADAR AMP.	N.	PRESS FLIGHT CHECK	O.	STAN CHECK
			21	22	23		24	25	26		27	28	29	30		31	32	33	34	35	36	37							
CREW NUMBER	NR OF CONTRACTS	TOTAL RENDEZVOUS	DURING DARKNESS	AM/APH-12/76 RENDEZVOUS		PER CENT FIRE-OUT MAX LOAD	NR OF MISSIONS	NR OF GUNNERY MISSIONS	NR OF FIGHTER ATTACK MISSIONS	BIG SHOW	LITTLE SHOW	LITTLE RIVER	BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 90,000	HOURS BELOW 10,000	NUMBER OF MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKES-OFFS	NR OF AIR DIRECTED APPROACHES								
19	20			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.																				
R-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
R-11	014	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	006	004	002	-	-	-	001	001	MAT			
R-12	015	-	-	-	-	-	-	001	050	-	-	-	-	-	-	-	-	006	005	001	001	-	-	001	-	NOV			
R-13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R-14	-	002	002	-	-	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	002	002	NOV		
R-15	-	-	-	-	-	-	-	001	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	-	001	001	APR	
R-16	003	002	002	002	002	-	-	001	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	003	003	003	APR	
R-17	004	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	002	002	002	APR	
R-18	-	NO ACCOMPLISHMENT FOR NEW CREW MEMBER																											
R-19	008	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	006	004	002	-	-	-	002	001	018			
R-20	011	003	003	002	002	001	001	001	700	-	-	-	-	-	-	-	-	003	002	001	-	-	-	001	005	005	005	APR	
R-21	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	003	003	003	003	MAB	
R-22	-	NO ACCOMPLISHMENT PRIOR TO UPGRADING																											
R-23	-	NO ACCOMPLISHMENT PRIOR TO UPGRADING																											
R-24	-	CBRGR SUB TOT	050	013	013	005	005	008	008	007	-	-	003	-	-	-	-	-	-	-	-	-	-	-	-	-	001	MAY	
R-25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R-26	-	ALL ACCOMPLISHMENTS MADE AFTER UPGRADING																											

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT										MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL								
E. GENERAL	F. DRY CONT.	G.	RADAR RENDEZVOUS				H. GUNNERY				I. ECM JAMMING				J. FORMATION		K. PILOT PROF.		L. ATO		M. RADAR APP.	N. PREM. FLIGHT	O. STAN. CHECK											
CREW NUMBER	NR OF DRY CONTRACT	TOTAL RENDEZVOUS	DURING DARKNESS		AM/APH-12/76 RENDEZVOUS		TOTAL NO. OF RAD MISSIONS		PER CENT FIRE-OUT MAX LOAD		NR OF S.E.O. MISSIONS		NR OF GUNNERY MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS		HOURS ABOVE 10,000		HOURS BELOW 10,000		NR OF ATO TAKE-OFFS		NR OF AIR INJECTION TAKE-OFFS		NR OF AIR RADARS DIRECTED APPROACHES	
			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	1	2	1	2	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71				
			19	20		21		22		23																								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71						
N74	004	004	004	-	004	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	007	021	041					
N75	007	002	002	001	001	001	001	001	001	001	630	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	041					
N76	-	001	001	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	004	041					
N73	051	003	002	-	-	003	002	001	610	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	041			
N73*	-	002	002	-	-	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	041				
N75	006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	041			
N75*	-	002	002	-	-	002	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	003				
N79	015	003	003	-	-	003	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001			
N87	068	005	005	-	-	005	005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	001	001	041		
N87*																															001	001	041	
NO ACCOMPLISHMENT FOR NEW CREW MEMBER																																		
N59	002	001	001	-	-	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	011	022	-			
NON68 SUB TOT	153	023	022	001	001	022	021	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	011	022	-				
WING TOTAL	269	041	040	007	007	034	033	071	-	-	002	004	-	-	-	-	-	-	-	-	-	094	068	026	010	-	056	075	-					
XXXXX	099	-	-	-	-	-	-	002	-	-	-	-	-	-	-	-	-	-	-	-	006	004	002	001	-	002	-	-						

SAC 10 MAY 1964 PREVIOUS EDITION IS OBSOLETE.
ECP 2720

AF FORM - SAC, Other CH-1(M) (When Filled In)

CONFIDENTIAL

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT		110TH BOMBARDMENT WING (MEDIUM)										MONTH		MAY 1956		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL	
E. GENERAL	F. DRY CONT.	G.	RADAR RENDEZVOUS					H.	GUNNERY			I.	ECM JAMMING					J.	FORMATION			K.	PILOT PROF.	L.	ATO	M.	NO. OF AP.	N.	PRESS FLIGHT	O.	STAN CHECK
19	20	21	22		23		24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44				
CREW NUMBER	HR OF DRY CONTACTS	TOTAL RENDEZVOUS	DURING DARKNESS		AN/APM-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD	NR OF SEL. MISSIONS	BIG SNOW	LITTLE SNOW	LITTLE RIVER	BIG PHOTO CHATTER RUNS	TOTAL HOURS	HOURLS ABOVE 30,000	HOURLS BELOW 10,000	NR OF ATO TAKE-OFFS	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF AIRBORNE DIRECTED APPROACHES	NUMBER OF AIRBORNE DIRECTED APPROACHES	NR OF AIRBORNE DIRECTED APPROACHES	NUMBER OF AIRBORNE DIRECTED APPROACHES								
			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
6-10	10-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71			
NONOPB FRAGS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
COPILOT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
IN59	-	9-16 MAY	CO-PILOT	TO ADVANCED SURVIVAL.	9 MAY.	CREW REDESIGNATED IN90	16 MAY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
IN77	-	1-31 MAY	CO-PILOT TDY	TO MCCONNELL	CCTS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
IN84	-	1-31 MAY	AIRCRAFT COMMANDER	GROUNDED	INDEFINITELY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
IN88	-	1-31 MAY	CO-PILOT TDY	TO MCCONNELL AFB	CCTS.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
IN89	-	9-31 MAY	CO-PILOT	ASSIGNED,	BUT NOT YET REPORTED FOR DUTY.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
IN90	-	16-31 MAY	AIRCRAFT COMMANDER	ASSIGNED,	BUT NOT YET REPORTED FOR DUTY.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
FOR PURPOSE OF FLYING TIME UTILIZATION "IN" CREW FLYING TIME & ACCOMPLISHMENTS APPEAR BELOW AND NOT INCLUDED IN XXXXX TOTAL																															
"IN"	-	003	003	-	-	003	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
SAC MANAGEMENT CONTROL SYSTEM PERCENTAGE OF 50-2 EQUALS - 47.5%																															

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 310TH BOMBARDMENT WING (MEDIUM)										MONTH MAY 1956		PAGE NUMBER 1		NUMBER OF PAGES 5		REPORT CONTROL SYMBOL 5-SAC-T-2	
P. GENERAL	Q. EMERG. DRILLS	R. SIM. REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS										NO.	MAX	T/O	T/O	IILS	IILS	PPI	GYRO	GYRO	5	60	61	
CREW NUMBER	NO. OF CREW MEMBERED IN DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF MISSONS	NUMBER OF MISSIONS (Aircraft)	OPT	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.	NO.							
6-10	17-15	17-19	21-23	25-27	29-31																						
S08	-	-	-	-	001	-	-	-	-	-	-	-	002	-	001	001	-	-	-	-	-						
DA	-	-	-	-	001	-	-	-	-	-	-	-	003	001	-	-	-	-	-	-	-						
L18	-	-	-	-	-	-	-	-	-	-	-	-	004	-	003	-	-	-	-	-	-						
L29	-	-	-	-	-	-	-	-	-	-	-	-	003	001	003	-	-	-	-	-	-						
L36	-	-	-	-	-	-	-	-	-	-	-	-	005	-	005	-	-	-	-	-	-						
L37	-	-	-	-	-	-	001	001	-	-	-	-	003	-	001	-	-	-	-	-	-						
STD BD SUB TOT	-	-	-	-	002	-	-	001	001	-	-	-	018	002	012	-	-	-	-	-	-						
S19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
L07	001	-	-	-	-	-	-	-	-	-	-	-	003	001	002	-	-	-	-	-							
L09	002	-	001	001	001	-	-	001	001	-	-	-	009	-	005	-	001	001	001	-							
L12	001	-	-	-	001	002	002	002	002	-	-	-	005	002	-	002	-	-	-								
L13	-	-	001	001	-	001	001	002	002	-	-	-	006	-	001	-	-	-									
L20	-	-	-	-	001	-	-	-	-	-	-	-	003	-	001	-	-	-									
L32	-	-	-	-	001	-	-	-	-	-	-	-	003	-	002	001	001	-									
L35	-	001	-	-	001	-	-	-	-	-	-	-	001	-	001	-	-										

SAC FORM 1840 PREVIOUS EDITION IS OBSOLETE.
PC: 2729

Air Force-SAC, Office O-94256 (When Filled In)

CONFIDENTIAL

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 310TH BOMBARDMENT WING (MEDIUM)										MONTH MAY 1956		PAGE NUMBER 2		NUMBER OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-712			
P. GENERAL	O. EMERG DRILL	R. SIM. STRK REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS										S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11				
CREW NUMBER	NR OF EMERGENCY PROCEDURE DRILLS	NR OF SIMULATED STRIKE REPORTS	NR OF NIGHT CELL MISSIONS	NR OF NIGHT CELL MISSIONS (AIRCRAFT)	NR OF NIGHT CELL MISSIONS	OPT	NO.	NO.	NO.	MAX	NO.	NO MAX	T/O	T/O	ILS	ILS	FPI	FPI	GYRO	GYRO	OUT	OUT							
3B	39	40	41	42	43	44	45	46	47	48	49	50	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10							
6-10	13-15	17-19	21-23	25-27	29-31	OPT	NO.	NO.	NO.	MAX	NO.	NO MAX	T/O	T/O	ILS	ILS	FPI	FPI	GYRO	GYRO	OUT	OUT							
L-3	001		001	001	-	001	001	002	002	-	-	-	003	001	001	001	-	-	-	-	-	-							
L-4	001	-	-	001	-	-	-	-	-	-	-	-	006	-	001	-	-	-	-	-	-	-							
L-7	002	-	001	001	-	001	001	002	002	-	-	-	004	002	-	-	002	-	001	-	-	-							
L50	002	-	-	001	-	-	-	-	-	-	-	-	004	-	-	-	001	-	-	-	-	-							
L52	002	-	-	-	-	-	-	-	-	-	-	-	002	001	001	-	-	-	-	-	-	-							
L61	003	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	001	-	-	-	-	-							
S&L CR SUB-TOT	015	001	004	004	007	005	005	009	009	-	-	-	047	010	013	005	006	002	002	-	-	-	-						
R04	002	-	001	001	001	001	001	002	001	-	-	-	008	-	004	001	001	-	001	001	-	-	-						
R10	-	-	-	-	-	-	-	-	-	-	-	-	002	-	001	-	-	-	-	-	-	-	-						
R11	001	-	-	-	001	001	001	001	001	-	-	-	002	-	003	001	-	-	001	-	-	-	-						
R22	-	-	-	-	001	-	-	-	-	-	-	-	002	001	-	001	-	-	-	-	-	-	-						
R22*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
R25	-	-	-	-	-	-	-	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-						
R31	-	-	-	-	001	-	-	-	-	-	-	-	003	-	001	-	-	-	-	-	-	-	-						
R40	001	002	001	001	-	-	-	-	-	-	-	-	003	001	001	-	001	-	001	-	-	-	-						
R41	002	-	-	-	-	001	001	001	001 ^{1/2}	-	-	-	008	-	001	-	-	-	-	-	-	-	-						

C-310-478

CONFIDENTIAL (When Filled In)

C-310-478

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 310TH BOMBARDMENT WING (MEDIUM)										MONTH MAY 1956		PAGE NUMBER 4		NUMBER OF PAGES 2		REPORTS CONTROL SYMBOL 5-SAC-T12										
P. GENERAL	Q. EMERGENCY DRILLS	R. NIGHT STRIKE REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS										41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF NIGHT CELL MISSIONS (Actual)	NUMBER OF MISSIONS	SIMULATOR MISSIONS										OPT	NO SUCC	NO RFLG	MAX NO.	NO MAX	NO MAX	ILS	ILS	PPI	PPI	GYRO	GYRO	CUT	CUT	A/C	C/P	A/C	C/P	A/C	C/P	A/C	C/P
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71			
6-10	13-15	17-19	21-23	25-27	29-31																															
N74	006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N74	001	-	-	-	-	001	001	001	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
N75	003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
N73	001	-	-	-	-	003	003	005	005	001	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
N77*	-	-	-	-	-	001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
N75	-	-	-	-	-	004	004	004	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
N75*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
N79	004	-	-	-	-	003	003	007	007	001	002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
N87	001	-	-	-	-	004	004	005	005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
N87*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
N59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
NON CBR SUB TOT	016	-	-	-	001	015	015	027	027	002	002	-	-	-	-	-	-	-	-	-	-	-	-													
WING TOTALS	053	008	013	013	017	030	030	056	055	002	002	-	-	-	-	-	-	-	-	-	-															
XXXXXX	003	-	-	-	-	005	005	009	009	-	-	-	-	-	-	-	-	-	-	-																

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 310TH BOMBARDMENT WING (MEDIUM)										MONTH MAY 1956		PAGE NUMBER 5		NUMBER OF PAGES 4		REPORTS CONTROL SYMBOL SSAC-T12	
P. GENERAL	Q. EMERG DRILL	R. SIM. STRK REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS																						
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61				
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (ARMED)	NUMBER OF SIMULATED MISSIONS	OPT	NO.	NO.	NO.	MAX	NO.	NO.	ILS	ILS	PPI	PPI	GYRO	GYRO									
6-10	13-15	17-19	21-23	25-27	29-31	INFILT	SUCC	SUCC	SUCC	GR WT	CHAFF	T/O	GGA	GGA	A/C	C/P	CUT	CUT									
NONCBR FRACT						GR WT	ATT	DISP	DISP	A/C	T/O	C/F	A/C	A/C	C/P	A/C	CUT	CUT									
PC FRACT						RFLG	TRKR	MEN	MEN																		
IN59	9-16 MAY CO-PILOT TO ADVANCED SURVIVAL. 9 MAY, CREW REDESIGNATED IN90 16 MAY.																										
IN77	1-31 MAY CO-PILOT TDY TO MCCONNELL COTS.																										
IN84	1-31 MAY AIRCRAFT COMMANDER GROUNDED INDEFINITELY.																										
IN88	1-31 MAY CO-PILOT TDY TO MCCONNEL ARB, COTS.																										
IN89	9-31 MAY CO-PILOT ASSIGNED, BUT NOT YET REPORTED FOR DUTY.																										
IN90	16-31 MAY AIRCRAFT COMMANDER ASSIGNED, BUT NOT YET REPORTED FOR DUTY.																										
FOR PURPOSE OF FLYING TIME UTILIZATION "IN" CREW FLYING TIME & ACCOMPLISHMENTS APPEAR BELOW AND NOT INCLUDED IN XXXXX TOTAL.																											
"IN"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
SAC MANAGEMENT CONTROL SYSTEM PERCENTAGE OF 50-8 EQUALS = 47.51%																											

SECRETHEADQUARTERS
802 AIR DIVISION
Smoky Hill Air Force Base
Salina, Kansas

31000

SUBJECT: (Unclassified) Report of Training in Low Level Operations
as of 18 May 1956.TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Reference your letter, ODT3B, 30 April 1956, subject as above.
2. Results and crew comments as summarized as of 18 May 1956.

CREW #	MISSION	FUEL RESERVE	CRUISE CONTROL		DISTANCE OFF COURSE	BOMB RESULT	OVERALL RESULT
			ERROR	PERCENT			
L-12	1	23,000	5		5NM	UNSAT	SAT
L-20	1	25,000	2		12NM	SAT	SAT
L-12	2	23,000	5		18NM	UNSAT	SAT
L-13	1	30,000	4		5 NM	SAT	SAT
L-09	1	28,000	2		13NM	SAT	SAT
L-52	1	27,000	0		45NM	SAT	SAT
L-37	1	29,000	4.5		18NM	SAT	SAT
L-52	2	28,500	6.5		8NM	SAT	SAT
L-13	2	23,500	4		5NM	SAT	SAT
L-50	1	35,000	2.5		14NM	UNSAT	SAT
R-44	1	30,000	4		10NM	SAT	SAT
S-08	1	31,000	3.5		18NM	N/A	SAT
R-25	1	29,000	5		4NM	SAT	SAT
R-11	2	16,000	0		8NM	SAT	SAT
L-43	1	29,000	7		12NM	UNSAT	SAT
L-09	2	27,000	4		12NM	SAT	SAT
L-61	1	24,500	3		5NM	SAT	SAT
R-31	1	33,000	3		12NM	SAT	MINSAT

5

SECRET

SECRET

HQ ADIV 802, SHAFB, Salina, KAN, 31000, SUBJ: (UNCLAS) RPT of TNG in Low Level OPS as of 18 MAY 56

a. Reasons for unsatisfactory bombing results:

- (1) Crew L-12 reported their results unsatisfactory due to limited information regarding the fixed angle bombing technique employed during this phase of training. The target area was overflown on each mission.
- (2) Crew L-50 was required to change altitude due to weather in the target area.
- (3) Crew L-43 reduced airspeed in order to secure the entrance door and considered their results unsatisfactory.

b. Reasons for minimum satisfactory overall mission:

- (1) Crew R-31 lost number 3 engine cowling. Airspeed reduced to 250K for the entire mission.

c. Incidents reported during missions.

- (1) Crew L-52 had a N-1 compass malfunction, resulting a course error of 45NM before determining that the compass had failed.
- (2) Crew L-12, 4 May 1956, lost the inspection door for the stabilizer heater duct.
- (3) Crew L-12, 10 May 1956, lost the cowling between gunnery radar antenna and turret.
- (4) Crew L-52, 8 May 1956, Post Flight inspection by crew revealed two inspection plates buckled under horizontal stabilizer.
- (5) Crew L-52, 10 May 1956, lost inspection plate.
- (6) Crew R-44, 10 May 1956, lost two inspection plates on vertical stabilizer and fairing over the A-5 antenna.
- (7) Crew L-61, 17 May 1956, lost inspection plates by the heater ducts in tail section.
- (8) Crew L-13, 10 May 1956, reported outrigger doors forced open at high airspeed. Aircraft Commander reduced airspeed to 340K and the doors closed.

SECRET

HQ 802ADIV, SIAFB, Salina, KAN, 31000, SUBJ: (UNCLAS) RPT of TWG in LOW Level OPS as of 18 MAY 56

- (9) Crew L-20, 10 May 1956, reported near collision with light civil aircraft east of Grand Island, Nebraska.
- (10) Crew R-31, 18 May 1956, lost number 3 engine cowling and completed the mission at 250K airspeed.
- (11) Crew L-43, 17 May 1956, reported entrance door loosened and opened during flight.

d. Recommended changes:

- (1) Fatigue is reported to be deterrent to scheduling any training after low level mission, particularly following mission extending into late morning and afternoon.
- (2) Range and bearing fixes are not recommended; Suggest that modified range and bearing fix, plotted as aircraft is abeam of return, be employed as alternate fixing method. Recommend GPI and metro be primary means of navigation. Radar wind tracking is possible with proper technique ie - use of returns at ranges over 10 miles. Small towns are better radar check points than large cities due to lack of definition and the fact that a large city covers the greater part of the scope.
- (3) Observers should use the British low level technique of plotting a fix and correcting to stay on course as close as possible. Off course correction tables are of little value in their present form. ETA computation is all that is required once course is maintained.
- (4) Flight Planning with metro data is very reliable and due to the number of fixes taken the overall errors in ETA are small.
- (5) The bombing technique recommended is inadequate due to lack of clarification. Detailed procedures for LAB bombing techniques are lacking and will be required in order to complete the ground training requirements of Section XIV of the training directive.
- (6) It is suggested that the recommended technique for bombing be changed to use the LOS unit for pre-setting drift, that the syns-LOS switch be in the LOS position, the range mark - cross hair switch remain in cross hair position, the amplitude be used to position sector.

~~SECRET~~

HQ ADIV 802, SHAFF, Salina, KAN, 31000, SUM: (UNCLAS)RPT of TNG in Low Level OPS as of 18 MAY 56.

The time of release will be the same as previously recommended. The time to climb to 1000 feet, PARA XIV Clb(1), should be the bombs away time.

(7) It is recommended that consideration be given to reducing the ground training requirements. The detailed planning required during flight-planning requires extensive study of the route and the flight altitude of the first missions develop the observer in low level techniques. The navigation results obtained to date indicate that observers can navigate at low level. In as much as no real difference is found to exist between each mission, one hour is suggested as adequate. Four hours of radar scope interpretation is more than adequate when flight planning requires the review of film of the route. Initially two hours of bombing for observers is satisfactory; however additional time will have to be devoted to this subject when detailed information on the LAB technique becomes available. Ground school classes will then have to include the entire crew.

3. Attached as inclosures one to five are overlays of routes selected.

FOR THE COMMANDER:

5 INCLS
A/S

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

A CERTIFIED TRUE COPY:

William W. Prizell
WILLIAM W. PRIZELL
2NDLT, USAF

4

~~SECRET~~

SECRET

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

31000

SUBJECT: (UNCLASSIFIED) Report of Training in Low Level Operations as of
25 May 1956

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Reference your letter, ODTCB, 30 April 1956, subject as above.

2. Results and crew comments summarized for period 21-25 May 1956:

CREW	MISSION	FUEL RESERVE	CRUISE CONTROL	DISTANCE	BOMB		OVERALL
					ERROR PER CENT	OFF COURSE		RESULTS	RESULT
L-33	1	27,500	4%	10NM	SAT	SAT	
R-44	2	23,000	2%	25NM	SAT	SAT	
L-32	2	28,000	3%	60NM	SAT	SAT	

a. Incidents reported during missions.

- (1) Crew L-32, 24 May 1956, was required to alter route approximately 60 miles in area of turn point #2 due to weather conditions.
- (2) Crew L-32, 24 May 1956, reported that high speed broke the windshield wipers, causing them to beat against the windshield. Cracks and scratches required that the windshield be replaced.

b. Training Program.

Ground School classes were conducted with crews assigned to this project. They were invited to contribute suggestions and comment as the classes progressed. Many worthwhile criticisms and observations were recorded. Generally, it was evident, that all concerned, considered this operation to be both interesting and a challenge to each individuals capability. In no instance, was any great problem evident, but rather a genuine desire to become more proficient was observed.

SECRET

SECRET

HQ, 802D AIR DIVISION, 31000, SUBJ: Report of Training in Low Level Operations
as of 25 May 1956

To date mission planning has been adequate and in accordance
with Eighth AF OUT3B Letter "Initial Training in Low Level Operations"
dated 30 April 1956.

The above mentioned classes included one (1) hour of low Level
Navigation and one (1) hour of high speed characteristics for the pilots.
Navigation received one (1) hour of low level navigation and one (1) hour of
bombing procedures. In reference to paragraph 2D 7 of 31000 Subject: (UNCL)
Report of Training in Low Level Operations, as of 18 May 1956, it is requested
that further Ground School classes be held **Later** in the program to take full
advantage of experience gained. In addition a monthly critique will be held
for all crews involved for purposes of evaluating and disseminating information.

FOR THE COMMANDER:

WILLIAM C. JOHNSON
1ST LT USAF
ASST Adjutant

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF

SECRET

SECRET

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

310DCTO

SUBJECT: (UNCLASSIFIED) Report of Training in Low Level Operations as of
1 June 1956

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Reference your letter, CDT3B, 30 April 1956, subject as above.
2. Results and crew comments summarized for period 28 May - 1 June 1956:

CREW	MISSION	FUEL RESERVE	CRUISE CONTROL ERROR %	DISTANCE OFF COURSE	BOMB RESULTS	OVERALL RESULTS
L-50	II	25,800	15	14NM	SAT	SAT

a. Incidents reported during mission:

- (1) Following their post flight inspection, crew L-50 reported skin torn and rivets popped on left side of the rudder and the top of the elevators (pictures attached). Turbulance encountered on this mission was moderate.
- (2) Immediately following this incident, the 310th Wing Commander recommended to the Director of Safety, Eighth AF, that further missions be cancelled pending complete analysis of the skin failures and that subsequent missions be flown at a reduced air speed.

SECRET

SECRET

HQ 802d Air Division, 310DOTO, SUBJ: (UNCLASSIFIED) Report of Training
in Low Level Operations as of 1 June 1956

- (3) Hairclipper missions were cancelled awaiting further
instructions. Information was subsequently received
that they would be resumed the week of 4 June at an
airspeed of 400 knots IAS.

FOR THE COMMANDER

5 INCLS

1. PHOTO left bomb bay door
2. PHOTO left side vertical Stabi-
lizer
3. PHOTO right elevator
4. PHOTO left elevator
5. PHOTO right side ACFT over bomb
bay door

HAROLD P. SCHEDLER

1ST LT USAF
Asst Adjutant

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE
1STLT, USAF

SECRET

SUBJECT: Aircraft Records Check

1. B-47 aircraft 51-348 had an inspection made of the aircraft records on 29 March 1956 by the 310th Bomb Wing Director of Materiel. This was a spot check only and not to be construed as a complete aircraft records check. The following discrepancies were noted:

- a. 21 December 1955 - Block 11, preflight completed, not entered; yet 20 December form has it completed on 21 December.

b. 1-6 January - Preflight inspection completed, not entered in block 11.

c. 7 January - No pilot initialed block 10.

d. 7 January - No preflight completed date, block 11.

e. 8 January - "Preflight Inspection Completed" symbol not initialed.

f. 21 January - No pilot's initials in block 10.

g. No Form 781-2 for 23 to 25 January.

h. 7 February - Form has preflight inspection due on red dash carried forward with "Status Today" shows red diagonal.

i. 9 February - Maintenance officer signed exceptional release for block 2; and block 2 is a red cross.

j. 9 February - Post flight came due not entered in column 26.

k. 9 February - Form as red diagonal carried forward by "Status Today" on 10 February form first entry is a diagonal.

l. 17 February - Aircraft flew with postflight due and no entry of post flight due at completion of flight.

m. 17 February - Preflight inspection signed off as completed by symbol was not initialed.

n. 18-24 February - Block 1, "Status Today" should read "Red Dash" rather than "Red Diagonal".

o. 25 February - Maintenance officer signed exceptional release for block 2, and block 2 carries a red cross symbol.

p. 7 March - APU oil change came due, yet not entered in column 26.

37

SUBJECT: Aircraft Records Check

- q. 15 March - Post flight came due, yet not entered in column 26.
- r. 16-19 March - Post flight due, not entered in column 26.
- s. DD Form 781-3.
 - (1) T.O 1C-97(K)-51 has been carried since 11 August 1955 as not complied with and was rescinded 15 March 1956.
 - (2) T.O. 3H1-11-505 has been carried since 11 August 1955, and T.O. states that work will be done not later than 30 days after receipt of tech order or exceptional release mandatory until T.O. accomplished.
 - (3) T.O. 12P4-2APX6-505 since 12 December 1955 and T.O. states work will be accomplished not later than 90 days.
- t. DD Form 781-4.
 - (1) A 263 check due 28 December 1955.
 - (2) Battery inspection due 26 March 1956.
- u. Forms 781-5 and -6 satisfactory.

A CERTIFIED TRUE COPY

James W. Ragsdale

JAMES W. RAGSDALE,
1STLT, USAF.

HEADQUARTERS AIR FORCE
WING INSPECTION REPORT

Date 2-22 May 56

a. Flying time for squadrons and wings:

	(Total Flying Time)	(Average Number of Possessed Aircraft)	(Average Flying per Possessed Aircraft)
379 S	596:35	26	37:09
380 S	517:30	26	34:37
3 103	506:35	15	33:39
310th BOFG Total	2096:40	65	37:42
310th AFMFB Total	679:20	28	33:99

b. Number of Aircraft Assigned:

B-47 46 KC-97 21

c. Average number of Aircraft Possessed:

B-47 45 KC-97 23

d. Number of Periodic Inspection Scheduled:

B-47 12 KC-97 6

Number of Periodic Inspection Completed:

B-47 10 KC-97 6

e. Number of Engine Change:

B-47 14 KC-97 7

Average Time at Engine Change:

B-47 435:38 KC-97 407:27

f. Number of Cylinder Changes:

KC-97 4

g. Number of Turbo changes:

KC-97 6

h. In Commission - Rate and Figures:

(1) Wing Percentage In Commission B-47 79.38% KC-97 72.94%

(2) Number Hours Aircraft In Commission B-47 266:47 KC-97 114:12

(3) Average Hours In Commission per Possessed Aircraft: B-47 293:02 KC-97 343:08

i. AOCM- Rates and Figures:

(1) Wing Percentage AOCM: B-47 20.37% KC-97 26.93%

(2) Number Hours Aircraft AOCM: B-47 6072 KC-97 4222

(3) Average Hours AOCM per Possessed Aircraft: B-47 130:44 KC-97 200:30

PAGE 2

MAY 2-38

Production and Statistical Summary - Continued

d. AOCP Rates and Figures:

- | | | | | |
|---|------|---|-------|---|
| (1) Wing Percentage AOCP: | B-47 | ● | KC-97 | ● |
| (2) Number Hours Aircraft AOCP: | B-47 | ● | KC-97 | ● |
| (3) Average Hours AOCP per Passenger AC% B-47 | B-47 | ● | KC-97 | ● |
| (4) Items AOCP at present: | B-47 | ● | KC-97 | ● |
| (5) Number items AOCP this month: | B-47 | ● | KC-97 | ● |
| (6) Number items received this month: | B-47 | ● | KC-97 | ● |

e. AMFE Rates and Figures:

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

f. Number Aircraft items Cannibalized this month:

B-47 13 KC-97 8

g. Technical Order Compliance Status Data:

- | | | | | |
|--------------------------------------|------|-----|-------|-------|
| (1) TOC Percentage Rate: | B-47 | 48% | KC-97 | 39% |
| (2) TOC Total Man-hour accomplished: | B-47 | 476 | KC-97 | 346.9 |

h. Number of Field Maintenance Work-Orders requested:

2073

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

1700

ARMAMENT & ELECTRONICS
2/27 USAF
Reports & Analysis Officer

0 8 0 1*

20

COMDR 310BW
COMDR 40BW
Info CC: COMDR

Inspection of Refueling Procedures, Chocking of
Aircraft, and Power Ground Equipment Operation
DM 9 MAY 56
COL JONES/mm/732

1. In accordance with instructions of the Commander an inspection of refueling procedures, correct chocking of aircraft and personnel operating power ground equipment with proper permits and procedures was performed after normal duty hours on 8 May 1956.
2. The inspection was performed between 1900 and 2030 with refueling procedures of four B-47 type aircraft and one KC-97 type aircraft observed.
3. All aircraft were checked for proper chocking procedures. All personnel operating power ground equipment were checked.
4. All procedures were correct and proper, with exceptions noted below:
 - a. KC-97 aircraft 51-343, 310th ARS, at 1923 hours on Pit 1B - no chocks under right main landing gear.
 - b. B-47 aircraft 52-292, 381st Bomb Sq., at 2000 hours parked at Position C-1 - Only one chock aft of aft main gear. Other chocks in place.
 - c. B-47 aircraft 52-579, 44th Bomb Sq, at 1950 parked at Position 04 - C-26 ground power unit running. No fire guard. Two A&E mechanics were at aircraft performing maintenance. One aircraft mechanic, A/1C Raughman, was at aircraft. None of the above had operator's permit. One power unit was signed for by a qualified operator who left the vicinity after receiving the power unit.
5. Request you reply by comment hereon, not later than 13 May 56, indicating action taken to prevent recurrence of above listed discrepancies.

HARRY H. JONES, COL, USAF
Director of Materiel

SUBJECT: Inspection of Refueling Procedures, Chocking of Aircraft, and Power Ground Equipment Operation

TO COMDR, ATTN: DM FROM 310DM 14 May 56 COMMENT NR 2
Colonel Lucas/8112/ma

1. Reference comment #1 concerning inspection of refueling procedures, chocking of aircraft, and ground powered equipment operation, the following action has been taken.

a. Maintenance SOPs concerning all procedures on the flight line have been checked for completeness, accuracy, and proper distribution. Flight line personnel have been reindoctrinated in the necessity for absolute adherence to these procedures. Each squadron commander is personally checking his flight line each day for any discrepancies as to chocking, refueling procedures and ground powered equipment operation. Wing staff is making continuous follow up to insure compliance with existing directives.

b. 310th Bomb Wing Ground Powered Equipment Section has been reorganized and all personnel thoroughly briefed on correct procedures as outlined in applicable SAC and USAF directives.

c. Command and staff attention will continue to insure there is not let up in alertness on the part of maintenance personnel and to insure that all our people are kept current on the proper operating procedures on the flight line.

WALTER Y. LUCAS, COL, USAF
Wing Director of Materiel

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.

OAL 999

FM CINCSAC OFFUTT AFB NEBR

RJWPSY/CB

SMOKY HILL AFB K

2

IN TWO PARTS.

PART I FOR ALL ADDRESSEES. IN THE NEAR FUTURE, EACH KC-97 AIRCRAFT IS SCHEDULED TO RECEIVE FROM WADC A 2J17 PROPELLER BLADE. THESE BLADES WILL HAVE NUMEROUS EXAMPLES OF NICKS, DENTS, COUGES & CRACKS WHICH HAVE BEEN INFILCTED BY THE LABORATORY; EACH LABELED AS TO DEPTH, FOR COMPARISON PURPOSES. SUFFICIENT INSTRUCTIONS WILL ACCOMPANY THE EXHIBITS. IT IS OUR DESIRE THESE TRAINING AIDS BE UTILIZED TO THE FULLEST EXTENT IN YOUR PROPELLER TRAINING PROGRAM FOR ALL FLIGHTS AND GROUND CREW PERSONNEL AS OUTLINED IN MAINTENANCE TIMELY SUBJECT NUMBER 15. FURTHER, RECOMMEND A PROJECT OFFICER BE APPOINTED IN EACH SQUADRON TO PROVIDE GUIDANCE AND TO INSURE SUCCESS OF THE ABOVE PROGRAM. PART II FOR 2ND, 8TH AND 15TH AF. REQUEST RESPONSIBLE AGENCIES OF YOUR HEADQUARTERS INITIATE A PROJECT TO INSURE THE IMMEDIATE SUCCESS OF THE ABOVE PROGRAM. RECOMMEND NAMES OF EACH SQUADRON PROJECT OFFICER BE OBTAINED AND DIRECT COMMUNICATION BETWEEN YOUR HEADQUARTERS AND ASSIGNED PROJECT OFFICERS BE AUTHORIZED. INFORMATION COPIES OF CORRESPONDENCE EMANATING FROM THIS PROJECT WILL BE FORWARDED THISHEADQUARTERS, ATTN: DMNC.

BT

25/1720Z MAY RJEDMH

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.

0804

SUBJECT: Demonstration of K-System Test Equipment
FROM DM 21 May 56 COMENT NR 1
TO COMDR, 310AEW, ATTN: 310DM Colonel Jones/mm/570

2

1. Headquarters Eighth Air Force has notified this headquarters that W/O Brown with five civilians will arrive on this base 4 June for the purpose of conducting a demonstration.

2. Equipment concerned is a MAC-1 Trainer (this trainer simulates troubles on K-system and teaches data flow). The demonstration will be conducted on 5 June. The test equipment must be plugged into a power receptacle furnishing 110 volt, 60 cycle power.

3. Request your Wing designate an officer from the A&E Squadron as project officer for this demonstration. Request that the 40th A&E be advised of the place where the demonstration will be conducted in order for key A&E personnel, K-system, to be available during demonstration.

4. W/O Brown, Hq 8AF, indicated that this was a new piece of equipment which may be standardized for procurement and utilization by SAC units.

5. Request name of project officer be furnished this headquarters with telephone number in order that any further information received from Hq 8AF may be disseminated.

HARRY H. JONES, COL, USAF
Director of Materiel

TO 310A&E FROM 310DM 22 May 56 COMENT NR 2
Colonel Lucas/8112/ma

Forwarded for necessary action.

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF

WALTER Y. LUCAS, COL, USAF
Wing Director of Materiel

SAF Message MDM6 32876.
Tech Order Kits

COMDR 310TW, ATTN 310DM
COMDR 40BW, ATTN 40 DM
RCOMDR, ATTN 300

DM

10 May 56
COL JONES/mm/

8

1. Your attention is invited to attached subject message which stresses the importance that TOC kits possessed by field activities accompany aircraft to modification facilities.

2. Acknowledgement of this message has been made by Division DM office.

1 INCL
SAF Msg MDM6 32876
9 May 56

s/t/ HARRY H. JONES, COL, USAF
Director of Materiel

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.

R 091635Z

FM COMAF 8 WESTOVER AFB MASS

RUWPSY/COMAIRDIV 802 SMOKY HILL AFB KANS

BT

/UNCLAS/MEMO 32576 FOR D/MAT ABOVE ADDRESSEES. SAC MSG, DM4AI-6-S
37364, 7 MAY 56, QUOTED FOR YOUR NECESSARY ACTION: "8TH AF REPORTS
MESSAGE TRANSMITTED GRABLED. MESSAGE IS BEING RETRANSMITTED. UPON
TRANSFER OF AIRCRAFT TO MODIFICATION FACILITIES, IT IS HIGHLY IMPORTANT
THAT TOC KITS POSSESSED BY THE FIELD ACTIVITY ACCOMPANY THE AIRCRAFT
SINCE SOME DEPOT LEVEL T.O.'S MUST BE ACCOMPLISHED SUBSEQUENT TO THE
FIELD T.O. SAC MANUAL 65-2, SECTION VI, PARAGRAPHS 6, 7 AND 8 OUTLINES
PROCEDURE TO BE FOLLOWED. REQUEST ALL UNITS OF YOUR COMMAND BE
ADVISED OF IMPORTANCE OF COMPLIANCE WITH ABOVE DOCUMENT." REQUEST
ACKNOWLEDGEMENT OF RECEIPT OF THIS MSG.

BT

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.

0807

Status of A&E Pre-Issue and Bench Stock

COMDR 310AEW

DM

2 May 56
COL Jones/mcs/570

24

1. A staff visit was made by representatives from this office to determine the status of pre-issue and bench stocks in the 310TH A & E Squadron as of 30 APR 56. Findings were as follows:

a. A&E pre-issue -- 75% on hand

b. Bench stocks -- 90% on hand

c. Seventy-three (73) are on the shelf awaiting parts.

d. Follow-up action on pre-issue items awaiting parts and the recording of this information on back order and suspense copies has not been accomplished. (Base Supply has agreed to bring back order - suspense files up to date with latest status each Thursday with a representative from A & E section on parts for AWP items.) A 30 day cycle for back order checks on routine items is scheduled by Base Supply and sections are notified accordingly.

e. Housekeeping and warehousing requires improvement. Dust covers were not being utilized in all instances where required.

f. Bench stock bin cards have not been brought up to date with latest master listing.

2. Recommend immediate corrective action be taken on discrepancies noted above. These were discussed in detail with section officers and chiefs in charge at the time of staff visit.

HARRY H. JONES
Colonel, USAF
Director of Materiel

TO 310A&E FROM 310DM 4 May 1956 COMDENT NR 2
ATTN: Major Prince LTCOL Davis/8112/ma

For your personal corrective action.

A CERTIFIED TRUE COPY:
James W. Regesdale
JAMES W. REGESDALE
1STLT, USAF

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

BNF Message MDS 35884
Explanation of Remarks in SAF-S-1 Report
for April

COMDR 310BW, ATTN 3100M

DM

11 May 56

COL JONES/mm/570

COMDR 40BN, ATTN 400M

1. Your attention is invited to subject message quoted below for information and compliance.

FM COMAF 8 WESTOVER AFB MASS
TO COMAIRDIV 802 SMOKEY HILL AFB KANS
INFO CINCSAC OFFUTT AF B NEER

/ UNCLAS/ MDS 35884. SUBJ: FIELD MAINTENANCE AND AMM SHOP CAPABILITY, RCS: SAF-S-1 REPORT. ATTN: COL JONES. ATTENTION IS DIRECTED TO MY MSG MDS 33241, DTD 29 MAY 56 WHICH ESTABLISHED THIS HQ POLICY OF REQUIRING SUBJ SHOPS TO SUPPORT BASE SUPPLY, BY PROCESSING. FLD MAINT SUPPORT OF 0.7 PER CENT REPORTED BY YOUR BASE FOR THE MONTH OF APR IS UNSATISFACTORY AND ADVERSELY AFFECTS AOCP, ANFE RATES. A SURVEY CONDUCTED BY PERSONNEL IN THE HQ SHOWS CONCLUSIVELY THAT HIGH AOCP/ANFE RATES ARE MORE PREVALENT AT BASES REPORTING INADEQUATE FLD MAINT SUPPORT. LIMITED DEPOT EFFECTIVENESS NECESSITATES A MINIMUM GOAL OF 30 PER CENT FOR ADEQUATE SUPPORT OF ASSIGNED MISSION. DESIRE YOU INFORM THIS HQ, ATTN: MDS, NOT LATER THAN 16 MAY REASON FOR LOW PERCENTAGE AND YOUR ACTION TO INCREASE REPAIR CAPABILITIES TO FLD MAINT. THIS REPORT IS EXEMPT FROM RCS IN ACCORDANCE WITH PAR 17B(5) APR 174-1. 10/2139Z MAY

2. Request the reply from each Wing be prepared in final message form for transmission to Headquarters Eighth Air Force and coordinated through this office not later than 15 May 56.

3. In view of policy of Eighth Air Force for a minimum of 30 per cent of all reparables to be processed, request you include an explanation on all future SAF-S-1 reports the reason for not processing the minimum 30 per cent when this figure has not been attained.

A CERTIFIED TRUE COPY:
James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.

s/t/ HARRY H. JONES, COL, USAF
Director of Materiel

SAF Message MDS
Explanation of Remarks in SAF-S-1
Report for April

310DM

310DMW

15 May 56
Lt Col Griffin/ron/8180

1. Calculations on reparable rate made by this office reveal a rate of 26.11% for the Field Maintenance Squadron. The factors used to derive the .7% indicated in basic message were apparently erroneous.

2. Our records show a total of 3363 units processed and 878 units repaired (688 to aircraft, 150 to Base Supply, and 99 to Pre-issue). This is a rate of 26.11%.

3. This station has instituted a new reparable processing line in accordance with SAC Manual 65-2 and 66-17.

a. Maximum effort is now being placed on our reparable program.

b. Bench Stock list is now being instituted in order to expedite all reparables.

s/t/

HARRY N. GRIFFIN, LTCOL, USAF
Chief of Maintenance

A CERTIFIED TRUE COPY:

James W. Ragsdale
JAMES W. RAGSDALE
1STLT, USAF

COMADIV 802 SMOKEY HILL AFB KANS

2110Z

UNCLASSIFIED

ROUTINE

COMAF 8 WESTOVER AFB MASS, ATTN: COL SMITH

X

MDS 35884, 10 May 56 UNCLASSIFIED

/UNCLASSIFIED/ 310DM _____. ATTN: COL SMITH. URGENT MDS 35884, SUBJ: FIELD MAINTENANCE AND A&E SHOP CAPABILITY, RCS: 8AF-S-1 REPORT, 10 MAY 56. INVESTIGATION DISCLOSES THAT REPARABLE REPAIR RATE OF 0.7% WAS IN ERROR FOR THE MONTH OF APR FOR THE 310BW. OUR RECORDS SHOW 3,363 UNITS PROCESSED AND 878 UNITS REPAIRED FOR A RATE OF 26.11%. THIS WING AGREES WITH THE IMPORTANCE OF ON-BASE REPAIR OF REPARABLE ITEMS. MAXIMUM EFFORT IS NOW BEING PLACED ON OUR REPARABLE PROGRAM.

UNCLASSIFIED

1 1

WALTER Y. LUCAS, COL, USAF

310DM 15 MAY 56

8112

A CERTIFIED TRUE COPY:
James W. Ragsdale
JAMES W. RAGSDALE,
1STLT, USAF.