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SECRET

HISTORY

OF THE

341ST BOMB WING MEDIUM SAC

Dyess Air Force Base

Abilene, Texas

1 - 31 August - 1957

D7-2991

H-117-54

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Dyess Air Force Base

History of the 341st Bombardment Wing (Medium)

Assigned To

The Fifteenth Air Force

Strategic Air Command

And Stationed At

Dyess Air Force Base, Abilene, Texas

1- 31 August 1957

FRANK P. STURDIVANT
Colonel USAF
341st Bomb Wing Commander

This document was prepared by S/Sgt Robert P. Falkenstein, Base Historian, under the direction of Lt. Colonel Harry P. Kelliher, Historical Officer.

This History is classified SECRET in accordance with Paragraph 30 b, AFR 205-1, 3 January 1956. It contains supporting documents classified SECRET by agencies other than the Historical Section, as well as narrative commentary and extractions from these documents.

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GLOSSARY

| | |
|---|---|
| ADS | Aviation Depot Squadron |
| A&E | Armament and Electronics |
| BIPG | Basic Intelligence Planning Guide |
| CAMPDOWN | Code Name for Nite Refueling Mission |
| ECM | Electric Counter Measure |
| E&E | Escape and Evasion |
| EWP | Emergency War Plan |
| GAMETIME | Code Name for Communications Exercise |
| IRONBAR | Code Name for SAC Rotation Maneuver |
| IOTP's | Literal Onetime Pad |
| MTD | Mobile Training Detachment |
| P-3A | B-25 Trainer |
| T-1A | B-47 A5 Gunnery Trainer |
| T-2A | Ultrasonic Bombing Navigation Trainer |
| T-3 | Ultrasonic Bombing Navigation Trainer |
| SES | SAC Evaluation Squadron |
| UDT | Universal Delivery Trainer |
| USCM | Unit Simulated Combat Mission |
| VDP | Vehicle Deadlined for Parts |
| SES | Strategic Evaluation Squadron or School |
| POL | Petroleum, oil and lubricants |
| BEAM | Base Electrical Accounting Machines |



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CHRONOLOGY

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| EVENT | DATE |
|---|---|
| Combat Crew Up-Grading | 1 August |
| SES Attendance | 1 August |
| Special Training Month | 1 August |
| Mission "Camp Down" | 1 August |
| Grounding of KC-97's | 1 August |
| Crew Standardization Checks | 2 August |
| Operation "Game Time" | 5 August |
| IP's Meet 60-7 Requirements | 5 August |
| Communication Division Movement | 5 August |
| Amendments to Reg 50-58 | 6 August |
| Operation Order 34-57 | 9 August |
| Intelligence Division Movement | 12 August |
| Crew SES Evaluation | 12 August |
| Publication of "The Orbit" | 15 August |
| Standardization Branch Assignments | 16 August |
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| Crew Solo and Examinations | 26 August |
| Planning of "Treasure Chest" Completed | 31 August |
| Crew Status | 31 August |
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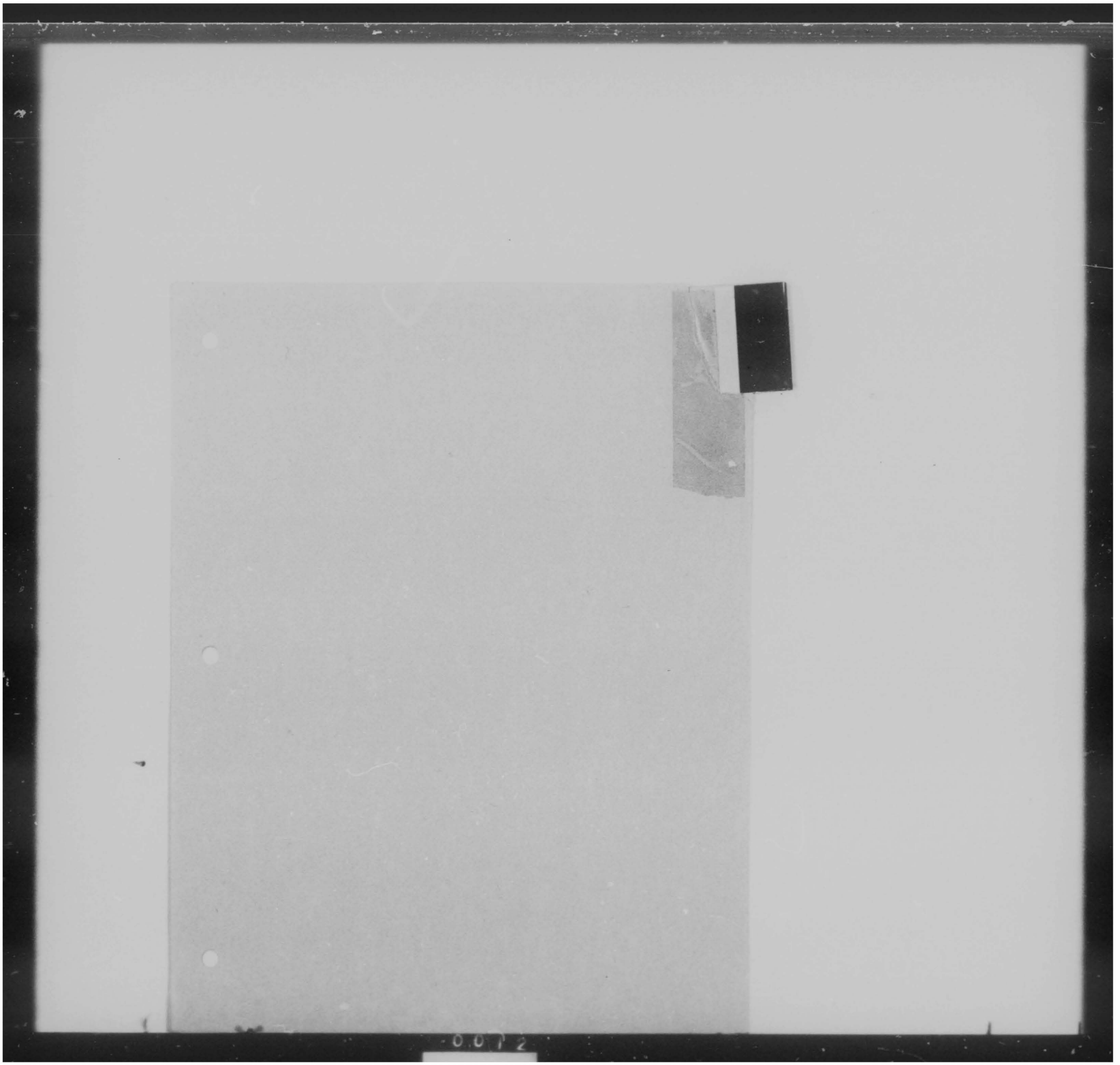


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CHAPTER I

ORGANIZATION AND ADMINISTRATION

ORGANIZATION:

The 341st Bombardment Wing (Medium), under the command of Colonel Frank P. Sturdivant, was a unit of the 819th Air Division of the Fifteenth Air Force of the Strategic Air Command, during the month of August. The organization was located at Dyess Air Force Base in West Central Texas.

The 341st Bombardment Wing (Medium) consisted of three bomb squadrons; the 10th, the 12th, and the 490th. The 11th Air Refueling Squadron was also a part of the Wing.

There were three maintenance squadrons in the Wing; the 341st Field Maintenance Squadron, the 341st Periodic Maintenance Squadron, and the 341st Armament and Electronics Maintenance Squadron.

Other units of the Wing were the 341st Tactical Hospital and Headquarters Squadron Section, 341st Bombardment Wing.[1/]

MISSION:

The mission of the 341st Bombardment Wing (Medium) was to: Man, train and equip assigned units for the primary purpose of conducting long-range bombardment operations using either nuclear or conventional weapons. Develop and maintain the capability to engage in effective air refueling operations. Develop a mobility capability and train subordinate units to the degree required to permit overseas

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1. GO #58 Hq SAC, dtd 8 Aug 55, on file ISO, Dyess AFB, Texas.



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deployment and establishment of operations on short notice in any part of the world as directed by higher headquarters. Be prepared to participate in disaster relief and other domestic emergencies. Perform such special missions as directed by higher headquarters.[2]

MISSION DEVELOPMENTS:

The Wing was also prepared to perform tasks assigned in the current emergency war plan[3] and related operations orders.[4]

ADMINISTRATION:

The Wing Sergeant Major, Master Sergeant Paul H. Stueve, and the Wing Adjutant Section Librarian, Airman Third Class Donald V. Dronet, made staff visits to the three bomb squadrons and the 11th Air Refueling Squadron during the month of August for the primary purpose of inspecting the units' publications files. Results of the inspections were: 10th Bombardment Squadron - satisfactory,[5] 12th Bombardment Squadron - unsatisfactory,[6] 490th Bombardment Squadron - satisfactory,[7] 11th Air Refueling Squadron - satisfactory.[8] Commanders were advised of these results and requested to take remedial action.

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2. 15AF Regulation 20-14 filed in ISO, Dyess AFB, Texas.

3. 341st Bomb Wing Ops Plan 40-58 and 50-59 (TOP SECRET) on file 341st DOP, Dyess AFB, Texas.

4. 341st Bomb Wing Ops Plan 10-58 (TOP SECRET) on file 341st DOP, Dyess AFB, Texas.

5. DF, 341ADJ to 10BSC, "Staff Visit" 23 Aug 57. Exhibit 1.

6. DF, 341ADJ to 12BSC, "Staff Visit" 23 Aug 57. Exhibit 2.

7. DF, 341ADJ to 490BSC, "Staff Visit" 23 Aug 57. Exhibit 3.

8. DF 341ADJ to 11ARSC, "Staff Visit" 23 Aug 57. Exhibit 4.



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COMMAND:

Five staff meetings were held during the month of August; 1 [9] August, 8 August, [10] 15 August, [11] 22 August [12] and 29 August. [13]

ADJUTANT:

Two regulatory publications were published during the month of August. [14] They were; a 341st Bombardment Wing Supplement to SAC Regulation 62-8 further defining the term "emergency" and 341st Bombardment Wing Regulations 35-5A [15] elaborating on selection criteria for outstanding aircrews.

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9. 341 Bomb Wing Staff Meeting Minutes, 1 Aug 57. Exhibit 5.
10. 341 Bomb Wing Staff Meeting Minutes, 8 Aug 57, Exhibit 6.
11. 341 Bomb Wing Staff Meeting Minutes, 15 Aug 57. Exhibit 7.
12. 341 Bomb Wing Staff Meeting Minutes, 22 Aug 57. Exhibit 8.
13. 341 Bomb Wing Staff Meeting Minutes, 29 Aug 57. Exhibit 9.
14. 341 Supplement-2 to SACR 62-8, 6 Aug 57. Exhibit 10.
15. 341 Bomb Wing Regulation 35-5A, 6 Aug 57. Exhibit 11.



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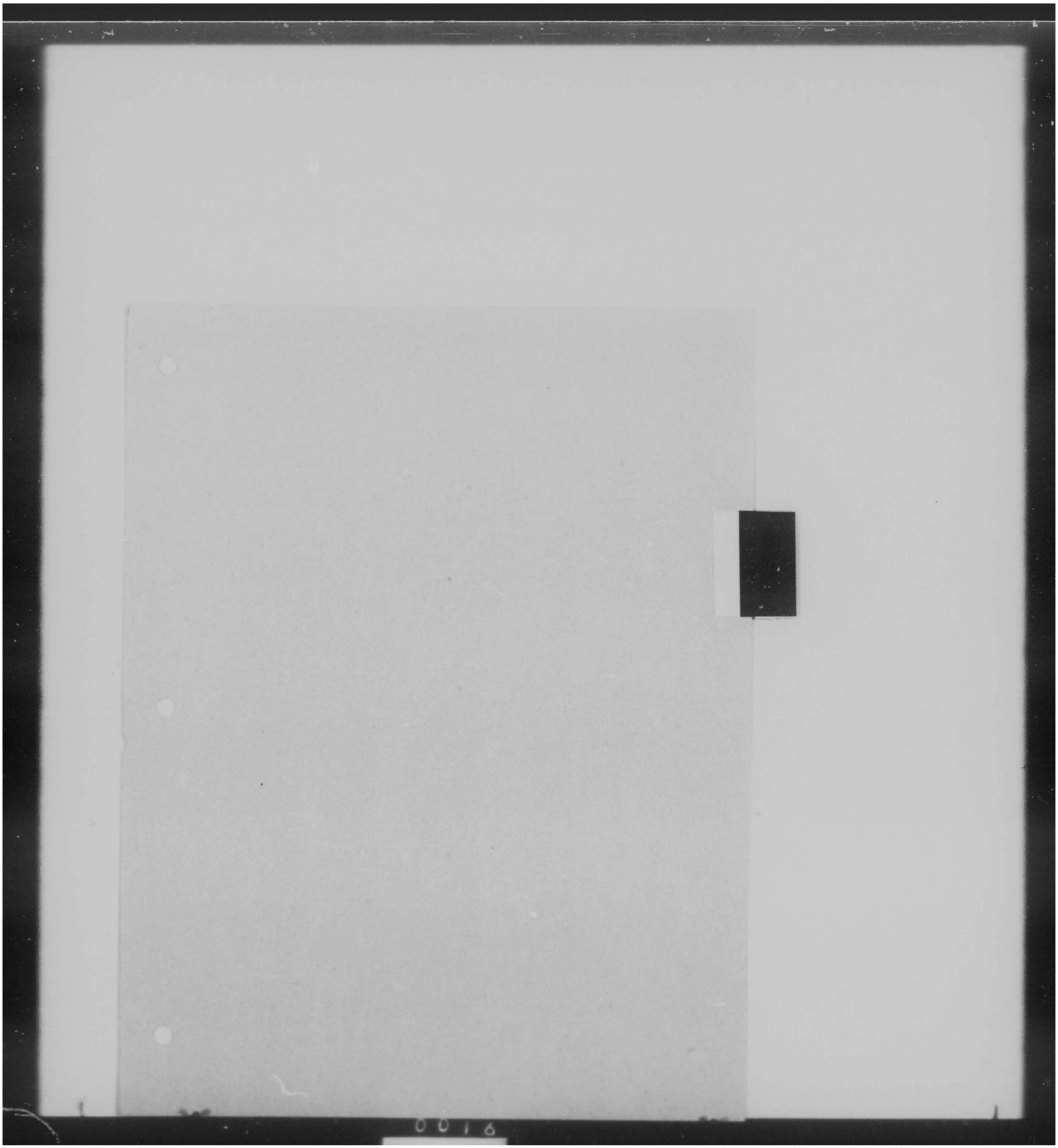


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CHAPTER II

PERSONNEL

DIRECTORATE OF PERSONNEL:

During the month of August this directorate was visited by personnel from Headquarters, 819th Air Division on a follow-up inspection of the discrepancies that had been pointed out by the Fifteenth Air Force inspectors. It was found that satisfactory progress had been made in making necessary corrections. Airman promotion quotas were received for the Wing for the month of September. The Wing was allotted 35 staff sergeants, 30 airmen first class and 74 airmen second clas spaces.

STRENGTH:

The strength of the 341st Bombardment Wing, broken down by squadrons, was: Headquarters Squadron Section, 341st Bombardment Wing; officers authorized - 63, assigned 63; airmen authorized - 143, assigned 166; civilian authorized - 4, assigned 4; 10th Bombardment Squadron: officers authorized - 71, assigned 108; airmen authorized - 93, assigned 111; 12th Bombardment Squadron: officers authorized - 71, assigned 105; airmen authorized - 93, assigned 111; 490th Bombardment Squadron; officers authorized - 71, assigned 98; airmen authorized - 93, assigned 107; 11th Air Refueling Squadron: officer authorized - 97, assigned 125; airmen authorized - 189, assigned 192; 341st Periodic Maintenance Squadron: officers authorized - 3, assigned 3; airmen authorized - 106, assigned 105; 341st Field Maintenance Squadron: officers authorized - 8, assigned 6; airmen authorized - 415, assigned 409; civilians authorized - 30, assigned - 19; 341st Armament and Electronics Maintenance



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Squadron: officers authorized - 8, assigned 11; airmen authorized - 302, assigned 386; 341st Tactical Hospital: officers authorized - 22, assigned 25; airmen authorized - 82, assigned 72.[16]

COMBAT CREW RESOURCES:

The following was the combat ready and non-combat ready crews that were assigned as of 31 August 1957: the 10th Bombardment Squadron, 11 ready and 14 non-ready; 12th Bombardment Squadron, 13 ready and 12 non-ready; 490th Bombardment Squadron, 11 ready and 12 non-ready; 11th Air Refueling Squadron, 21 ready and 11 non-ready.[17]

OFFICERS RECORD BRANCH:

Selection of one officer was submitted for reassignment to Spain repo-ting 25 September 1957. One officer was nominated for NEAC re-assignment reporting 19 November 1957. Final action was pending. The nomination of one Lieutenant Colonel for duty within Headquarters SAC was submitted. One officer was nominated for Headquarters SAC assignment within Directorate of Intelligence with final action pending. A reassignment of one officer nominated to Ellsworth Air Force Base, South Dakota as T-33 instructor pilot. The Wing officer Key Personnel positions underwent two primary duty changes, Major Lloyd W. Sielberk relieved Captain William R. Bone, Jr. as Wing Comptroller and Captain James E. Reavley relieved Lt. Col. Gregory Stanley as Wing Adjutant. Col. Stanley assumed full time duty as Headquarters Squadron Commander, 341st Bombardment Wing.[18] Two officers were selected

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16. Chart-Authorized and Assigned Strength, 341st Bombardment Wing, dated 31 August 1957. Exhibit 12.

17. Roster-Combat crews for August 1957, 341st Bombardment Wing. Exhibit 13.

18. Key Personnel 341st Bombardment Wing (Med) dtd. 31 Aug 57. Exhibit 14.



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for the Armed Forces Staff College, class 24, scheduled to convene 25 August 1958.

EFFECTIVENESS REPORTS:

Annual effectiveness reports on Lieutenant Colonels were submitted during the month of August with twenty-five reports being forwarded to Headquarters Fifteenth Air Force.

UNIT EMBLEM:

On 26 August the 12th Bombardment Squadron received approval on the unit emblem, in accordance with AFR 900-3, dated 14 September 1955.

The emblem was designed by Captain Rutherford R. Held, of the 12th Bomb Squadron. Significance of the emblem symbolizes the squadron's mission and our relationship to the Strategic Air Command.[19]

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19. Photo- 12th Bombardment Squadrons emblem. exhibit 15.



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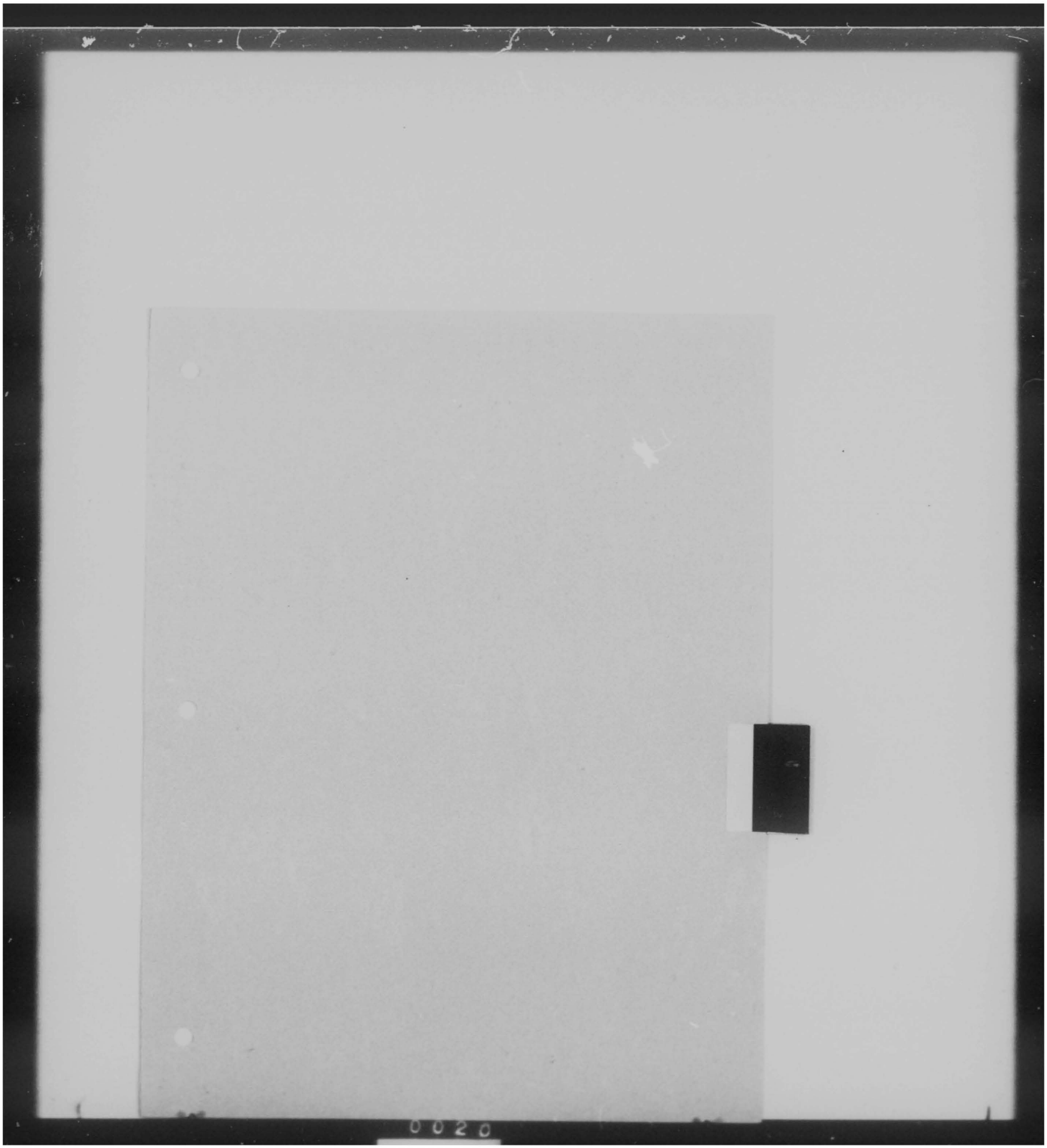



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CHAPTER III

OPERATIONS AND TRAINING

WING FLYING TRAINING:

Primary emphasis for the month of August was to begin a combat crew up-grading program.[20] A reduced allocation of flying time for August prevented a full scale operation; however, nine new combat ready crews were in training during the month. Continued emphasis was also placed on completion of more instructor crews for each tactical squadron. Seven crews departed for Strategic Evaluation Training during the month. Complete analysis of their proficiency had not been completed, but most of the present failure rate lies in T-1A gunnery, and grid celestial navigation. A flying training summary for August depicts the accomplishments for the month.[21] Three Bomb Competition Crews were engaged in practice to determine the two best qualified crews prior to 17 September.

The 11th Air Refueling Squadron successfully supported the Wing for refueling sorties during August.

Planning for the 11th Air Refueling mission "TREASURE CHEST" was completed in August and the squadron will execute the graded USCM in September.

No higher headquarters directed missions were scheduled for the 341st Bomb Wing.

BOMB-NAVIGATION:

The 341st Bombardment Navigation Section organization remained

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20. Operation Order, August 471-57, P 1, Exhibit 16.

21. Flying Training Summary, August 1957. Exhibit 17.



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the same as the previous month:

Major Norman L. Gootee, Chief Bomb-Nav Section

Major Oscar L. Smith

Captain Harry M. Hill

Captain Clarence D. Logan

During the month of August all four officers assigned were TDY. Captain Hill was liaison officer with six crews undergoing evaluation by the Strategic Evaluation Squadron located at Davis-Monthan AFB, Arizona. Major Oscar L. Smith departed this station on 10 August 1957 with three crews for Evaluation. Captain Clarence D. Logan departed on 17 August 1957 for Davis-Monthan AFB, with three crews. Major Norman L. Gootee departed on 24 August 1957 with three crews.

August was a special training month; therefore crews were not working for quality but continued to improve their procedures and techniques.[22]

Major Monard D. Weems was reassigned to the 819th Air Division, as Division Navigator.

One TOP SECRET type mission, code name "IRON BAR" was planned in conjunction with Plans Division.

One unclassified type mission was planned by the Bomb Nav. Section under code name "CAMPDOWN", this mission scheduled for 4 September 1957, involving one mass air refueling and two night celestial legs.[23]

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22. SAC REG 50-28, P 7b.

23. Reference Operation "CAMPDOWN". Exhibit 18.



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Pre-SES graded missions were ridden by Major Smith, Major Weems, Captain Hill and Captain Logan with the following crews: S-02, L-27, L-30 and L-05.

The following officers and airmen were attached to this section for additional duty assignments: Captain Bittner, Lt. Green, Lt. Johnson and Master Sergeant Davis.

The August edition of "THE ORBIT" was published on 15 August 1957.[24]

AIR REFUELING:

A total of 87 air refueling sorties were allocated by 15th Air Force to the 341st Bombardment Wing from resources of two tanker units.[25] The 11th Air Refueling Squadron, Dyess Air Force Base, Texas 80 sorties; the 3510th Air Base Group, Randolph Air Force Base, Texas seven sorties. Of 87 sorties, 64 were effective and 23 were non-effective. Of the total 23 non-effective sorties, one was a tanker abort. Eleven receiver aborts, 11 receivers were cancelled by 341st Bombardment Wing due to the reduced allocation of flying time.

There were no mass night refueling missions scheduled during the month of August because it was a free training month.[26]

There were no major problems in air refueling during the month, except the difficulty in aircraft servicing. The largest number of air refueling sorties loss to the Wing were brought about by the reduced allocation of flying time.

---

24. Publication "THE ORBIT" Vol. 1, No. 4, Aug 57. Exhibit 19.

25. 15th AF Msg DOTFR, Subj: August Receiver Tanker Planning Guide, dtd. 15 June 1957. On file Dyess AFB, Texas.

26. IBID



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COMBAT CREW PROGRESS:

The month of August was a free training month for the unit.[27] This month was used for instructor up-grading, instructor navigative up-grading and non-ready crew up-grading. A total of 1014 hours[28] were flown during the month, however, one up-grading program was hampered by restriction directives from 15th Air Force Headquarters.[29] During the month the following navigation accomplishments were noted: 14 radar attacks cammera scored, 4 visual attacks camera scored, 13 night celestial legs, 5 day celestial legs, 28 celestial grid legs, 5 radar grid legs and 2 pressure patterns.[30] The units refueling progress was as follows: 65 sorties were airborne, 62 transfered the required fuel, 40 total radar rendezvous were accomplished of which 16 were night and 33 were day rendezvous. In the gunnery phase, a total of 19 max load missions were accomplished.[31]

During the month there were several crew changes, one lead crew was downgraded and three non-ready crews were disbanded.[32] The crew status as of 31 August 1957 for this unit was: 3 select crews; 16 lead crews; 16 ready crews and 39 non-ready crews for a total of 73 crews assigned.[33]

---

27. IBID

28. 5SAC T-12 Training Report, August 1957, Part 1. On file Dyess AFB.

29. 15th AF Msg DO4179, 13 Aug 57, Flying Time Restriction.

30. 5SAC T-12 Training Report, August 1957, Part 1.

31. 5SAC T-12 Training Report, August 1957, Part 2.

32. Wing Commander's Remarks, 5 SAC T-12, Aug 57, Part IV.

33. 5SAC T-12, Aug 57.



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A total of 573 hours were flown by the 11th Air Refueling Squadron during the month of August 1957.[34] This was broken down into 81 refueling sorties confirmed, 73 sorties airborne, 41 sorties completed electronic rendezvous, 13 completed electronic rendezvous on double refueling mission, 50 sorties transferred the required fuel and 15 transferred required fuel on double refueling missions. It was also noted that 19 sorties did not complete rendezvous, 16 failed to transfer the required fuel and air eight airborne sorties failed to transfer the required fuel. The fuel that was transferred amounted to a total of 230,024 gallons.[35] The navigation time was as follows: 16 celestial navigation legs, 9 night celestial legs, 46 radar grid legs, 5 pressure pattern legs and 6 loran legs.[36]

This unit had planned to up-grade non-ready crews during the month of August; however one up-grading program was seriously curtailed by restrictive directives received from 15th Air Force Headquarters.[37] This was evidenced by the fact that only two crews were retained in the up-grading program during this reporting period.[38]

The following crew status changes were made during the month: gains, 2 aircraft commanders, 3 flight engineers, 6 boom operators; losses, one aircraft commander PCS to Command and Staff School, one aircraft commander PCS to 819th Air Base Group. Also during August five crews were formed, this together with the 25 ready crews and

---

34. 9-SAC-T-12 Training Report, Aug 57, Part I.

35. Wing Commander's Remarks, 9-SAC-T-12, Aug 57. Part III.

36. 9-SAC-T-12 Training Report, August 1957, Part I.

37. 15th Air Force Message DO 4179, 13 Aug 57.

38. Squadron Commander's Remarks, 9-SAC-T-12, Aug 57.



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eight non-ready crews brings the total strength of assigned crews to 38 as of 31 August 1957.[39]

OPERATIONAL PLANS:

On 6 August 1957, the 341st Bombardment Wing (M) published amendment number one to 341st Bombardment Wing Operations Order 50-58,[40] and was made effective upon receipt. (S)

This amendment was necessary to bring the Operations Order up to date as a result of amendment number one, to 15th Air Force Operations Order 50-58,[41] and receipt of Execution Option Sheets (SAC Form 69, dated 1 April 1957) from Headquarters, Strategic Air Command.[42] (S)

The primary change contained in amendment number one, to 341st Bomb Wing Operations Order 50-58,[43] was brought about by changes in flight times, and changes in Post Strike Bases,[44] as directed by Headquarters 15th Air Force. (S)

FIFTEENTH AIR FORCE OPERATIONS ORDER 70-57 ("GAME TIME")[45]

On 5 August 1957, the 819th Air Division participated in Operation

---

39. 9-SAC-T-12, Training Report, August 1957.

40. The 341st Bomb Wing Ops Order 50-58 (TOP SECRET) is on file at Headquarters, 341st Bomb Wing, Dyess AFB, Texas (S)

41. 15th AF Ops Order 50-58 (TOP SECRET) is on file at Headquarters 15th AF, March AFB, California (S)

42. Execution Options Sheets (SAC Form 69, 1 Apr 57) (TOP SECRET) is on file at Headquarters, SAC, Offutt AFB, Omaha, Nebraska (S)

43. IBID

44. IBID

45. 15th AF Ops Order 70-57 is on file at Headquarters 15th AF, March AFB, California (S)

NOTE: The above cited Operations Orders are classified TOP SECRET and governed by SAC Regulation 205-15, consequently cannot be included in this report (S).



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"GAME TIME", Strategic Air Command Operations Order 70-57[46].

This exercise was designed to test Strategic Air Command's Communication net work under a simulated combat load. (S)

The 341st Bombardment Wing activated a Class "X" Control Team for full "GAME TIME" Operation on 5 August 1957 (E-Day), and concluded 10 August 1957.

The 819th Air Division sent three officers to overseas areas to represent the 341st Bombardment Wing in this Operation.[47]

819TH AIR DIVISION OPERATIONS ORDER 34-57[48], DATED 9 AUGUST 1957

Orders were received to deploy 19 KC-97G aircraft of the 11th Air Refueling Squadron (341st Bombardment Wing) to Fairchild Air Force Base, Washington, to provide support personnel as required for a Class "C" KC-97 turn-around staging team (E-Day, 9 Sep 57). The 11th Air Refueling Squadron will provide 40 air refueling sorties to B-47 aircraft of the 320th Bombardment Wing, utilizing Fairchild Air Force Base as an operating base. Strategic Air Command Task Force (Fairchild Ops Order 44-58[49]) will be activated, and assume command and operational control of units that are deployed to Fairchild Air Force Base, for the duration of this exercise.

---

46. Strategic Air Command Operations Order 70-57 is on file at Hq SAC, Offutt AFB, Omaha, Nebraska (S).

47. Combined Overseas Areas classified TOP SECRET, cannot be revealed in this report, which is on file at Hq 341st BW, Dyess AFB, Texas (S).

48. The 819th Air Division Operations Order 34-57, dated 9 Aug 57 is on file at Dyess AFB, Texas.

49. Fairchild Operations Order 44-58 is on file at Fairchild AFB, Washington.





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COMMUNICATIONS:

On the 5th of the month the communications division moved from building 6015 to building 5015, to make room for the 96th Bombardment Wing. This move provided needed space for the communications division. The new location is near the wing headquarters building.

Other units completed moves to provide space for the 96th. They were Intelligence, Plans, Standardization, Periodic Maintenance and Field Maintenance activities. Action was initiated to install an additional twenty-six pair cable in the area which includes building 7235 where these activities are located.

INTELLIGENCE:

The month's primary activities centered around the long delayed and often postponed move of the Intelligence Division into new quarters in building 8031.[50/] Although the building had been officially accepted by the Air Force on 1 August, it was not ready for occupancy when the division moved in on 12 August. The move was accomplished in one working day with minimum confusion, and the movement directive was closely followed. Four copies of directive attached as Exhibit 1.

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50. Reference SAC Reg 200-2, dtd 3 Dec 56, on file Dyess AFB, Texas.





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From 12 August 1957 to 26 August 1957, Intelligence operations were greatly curtailed because of the security problem posed by the presence of carpenters, painters, electricians, etc.

Due to the change of SAC Security policies, the armed air police guard was pulled off the intelligence building on 22 August, and the burglar alarm system was prepared and all intelligence plans personnel were briefed on its operation.

A problem arose with regard to storage facilities for approximately 600 cubic feet of mobility boxes and miscellaneous equipment. No storage space was provided in building 8031 and as a result the latrine became a makeshift storage area, preventing the installation of partitions between the commodes. Requests were sent to the Wing Director of Materiel to make available some sort of storage space, possibly in temporary quonset huts.





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OPERATIONAL INTELLIGENCE:

A complete inventory of all evasion and escape aids was accomplished during August due to the separation of the former Wing E & E officer, 1/Lt Newton C. Roe, 2/Lt Echard Von Estorff, the new E & E officer, assumed accountability of all blood chits.[51] All EWP LOTP's and crystals[52] and all cloth charts and other aids issued to the 341st Bomb Wing.

Normal intelligence requirements were met for the Block Training Program[53] and the Base Personnel Indoctrination Program[54] during the month.

Four survival intelligence lectures were given to brief B-47 crew members prior to their departing to the 3943rd Strategic Evaluation Squadron at Davis Monthan Air Force Base. Publications covered were AFM 64-4, AFM 64-5, SAC Manual 200-1, Section 5,.Volume I of the BIPG, and SAC Survival Intelligence Bulletin number 12.[55]

Major John Claflin, AF Reserve, AFSC 2016 completed a two week active duty tour with the Intelligence Division during August. Major Claflin was assigned from the 2653rd Air Reserve Center (CONAC), Kansas City, Missouri.

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51. Movement Directive, 341BW DOI, 12 Aug 57. Exhibit 20.

52. Reference SAC Reg 100-3, as amended, dtd 5 Jul 56.

53. Reference SAC Reg 50-24, dtd 8 Nov 56.

54. Ref 15th AF Reg 35-6 & DAFB Supplement thereto, "Orientation of Newly Assigned Personnel, dtd 8 Jul 57.

55. Ref message, Headquarters, 15th AF, DOTC 48615, dtd 14 Aug 57.

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Master Sergeant James Monroe, AFSC 20670, joined the Photo-Interpretation Section following his reassignment from Larson Air Force Base.

Captain Donald G. McCoy, formerly of the Base Training Flight, joined the Intelligence Division and was assigned to the Mission Support Section.

The Intelligence Division's operating strength was drastically reduced with the separation of four experienced First Lieutenants. 1/Lt Newton C. Roe, formerly chief of the Mission Support Section, was discharged on 8 August, 1/Lt Charles Simon and 1/Lt Lawrence Kinvin Wroth of the Prediction and Mission Support Sections, respectively, departed on 26 August and 1/Lt Irvin H. Meyers Chief of the Evaluation and Dissemination Section left on 31 August.

A/2C C. G. Fields and A/2C R. Easler left during August to attend the 20470 Intelligence Technician Course at Sheppard Air Force Base.

TARGET INTELLIGENCE:

A new procedure was established and approved by the Director of Operations to have crew members accomplish their required monthly EWP trainer runs in conjunction with their required monthly EWP study period. This new procedure greatly reduced the amount of unnecessary scheduling and daily monitoring of the EWP trainer runs.





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A space problem still exists in the new Intelligence Building. The domestic target study section is creating numerous problems in security and space which hinders the EWP study program. This branch conducted a survey of existing facilities in the 341st Bombardment Wing and recommendations were submitted to the Director of Operations for final decision.

Following the move to the new Wing Intelligence Building secret target material previously stored in locked filing cabinets was placed in open storage on shelves in a room protected by a burglar alarm system. Sixteen four drawer filing cabinets were returned to supply.

TRAINING SECTION:

GUNNERY:

Eleven co-pilots attended the OQ gunnery range exercise at Davis-Monthan during August. A total of 107 hours was logged on the T-1A gunnery trainer.

Gunnery activities during the month of August were based upon training for co-pilots and for A&E A-5 mechanics. The co-pilots were given training onstrange field procedures and operation of the radar gun laying scope. The A-5 mechanics were given a special course on test equipment and pre-flight procedures.

Further, the non-rated month was utilized to emphasize training by the co-pilots on T-1A gunnery trainer operation. The emphasis on this trainer increased as the month progressed. The test equipment for the A-5 mechanics showed results.



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Most of the sorties flown during the month of August were for standardization check rides.

The fire out percentage and effectiveness for this month is as follows: Sorties over 75%, 16; Sorties under 75%, 3; Fire out, 87%; Effectiveness, 84%.

The co-pilots supervise arming of the cannon prior to a mission and the analysis postflight check following the mission which has resulted in an increased interest and a mutual understanding of the defensive armament problems by the air crew and ground crew personnel.

The new base regulation establishing defensive armament procedures has been published and is now in distribution to the various using organizations.

Effective 30 August 1957, Captain Robert R. Chisholm was reassigned to take over duties as Wing Control Room Officer and Major Chester L. Conn replaced Captain Chisholm as Wing Gunnery Officer.

ECM:

There was very little ECM activity during the month of August due mainly to the restricted equipment capability. Due to the shortage of ECM equipment, the exemption from ECM requirements of SAC REG 50-8 and 51-26 was extended through the month.

Two missions were flown during which one chaff insert was operationally checked with training chaff on each mission. The results were inconclusive as to operational capability of the chaff insert because of stripper malfunctions.

Three ECM familiarization classes were held as part of the crew upgrading program, currently in progress.



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Briefings were held in which the ECM requirements of the current EWP were reviewed and corrected with aircrews concerned.

During an inspection tour through a base supply warehouse, an indeterminate amount of RR-6 A/V and RR-20 A/V training chaff was discovered. This training chaff had been carried on record as RR 20 A/V chaff.

Lt. Joseph Walker has performed duties as Wing Ground Training Officer in absence of regularly assigned officer.

GROUND TRAINING:

Ground Training accomplishments for the month of August were again low due to several changes in flying time allocation. Schedules were changed several times, each time disrupting the availability of crews for ground training.

During August 301 hours of training were accomplished on the C-11 Jet Instrument Trainers; 143 hours on the P-3A conventional instrument trainer; 107 hours on the T-1A gunnery trainer; 31 hours on the T-2A ultrasonic trainer; 16.5 hours on the T-3 ultrasonic trainer; and 149 hours on the B-47 flight simulator. T-2A and T-3 utilization decreased from previous months due to moving of the trainers to new locations. Overall trainer utilization is considered good.

The B-47 mechanical MTD graduated 135 students during August accomplishing 2378 man hours of training, this represents a slight decrease from July accomplishments. The B-47 Electronic MTD graduated 122 students for a total of 2141 man hours utilization. This represents a substantial increase over the July figures.



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The following off-base quotas were filled during August to supplement normal crew training:

Initial Survival - Stead Air Force Base - 1

Refresher Survival - Stead Air Force Base - 1

OQ Range - Davis-Monthan Air Force Base - 11

In Flight Maintenance - Mather Air Force Base - 2

Eight students completed 50-24 block training; 7 crew members attended aquatic survival training; eight completed the local survival exercise and 5 attended refresher hand gun training.

All other ground was accomplished as scheduled.[56/]

SPECIAL WEAPONS:

Classes were conducted Monday through Wednesday of each week for the flight crews. The Special Weapons phase of the ground training required by SAC Regulation 50-24 was accomplished during this three day period with the exception of the simulator mission and the flight line exercise.

The simulator missions required by SAC Regulation 51-26 and all 50-24 requirements for UDT training were completed with the exception of one crew.

The line exercise required by SAC Regulation 50-24 were accomplished during Unit Simulated Combat Missions or during the Air Weapons Mission required by SAC Regulations 50-8 and 51-26.

Classes in loading, handling procedures and the bomb release system of the aircraft were conducted for personnel of the 42nd

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56. Reference APP VII to Annex B, 341st BW Operations Order 471-57, dated 1 August 1957. Exhibit 21.



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Aviation Depot Squadron and the 341st A&E. Due to the work load of these organizations, the school was conducted only four hours per day for 10 consecutive working days. A record of the airmen attending this course was maintained in the Special Weapons School and in the Air Base Group Training Squadron.

PERSONNEL:

During the month of August the following officers were present for duty: Captain Chester A. Stanley, Captain Albert G. Mire, Captain Charles Ketchie, and 1/Lt Benjamin H. Chavez.

Captain Ketchie was on leave - 1 Aug to 15 Aug and Captain Stanley was on leave 16 Aug - 31 Aug.

TRAINING ACCOMPLISHMENTS:

During this month eight crews were scheduled for SAC Regulation 50-24 academic training. Of the crews scheduled, only two crews were present to complete the training. Absentee reports were forwarded each week to the Wing Director of Training.

All air weapons missions were completed for the training quarter before August.

Class training in loading, handling and bomb release was conducted in three complete 20 hour courses for personnel of the 42nd Aviation Depot Squadron and the 341st Armament and Electronics Squadron.

A breakdown of man hours of training accomplished is as follows:

| | |
|---|---|
| (1) Academic | 160 man hours |
| (2) Additional instruction | 66 man hours |





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| | |
|---|---|
| (3) Simulator (UDT) | 140 man hours |
| (4) Standardization Checks | 36 man hours |
| (5) Line Exercises | 60 man hours |
| (6) Loading and Handling and Bomb Release System: | |
| (a) 341st A&E | 100 man hours |
| (b) 42nd ADS | 300 man hours |
| TOTAL | 862 man hours |

SUPPLY:

Expendable office supplies were received with only minor problems throughout the month.

FLYING ACCOMPLISHMENTS:

Flying for the rated personnel of this section was accomplished as follows:

| | |
|---|---|
| (1) Capt Stanley | 25:00 hours |
| (2) Capt Mire | 4:00 hours |
| (3) Capt Ketchie | 15:20 hours |
| (4) Lt Chavey | 13:30 hours |
| TOTAL | 57:50 hours |

The month of August was the last month of the training quarter. A summary of completion of training requirements for the quarter as follows:

| | |
|---|---|
| 20 hour academic course (SAC Reg 50-24) | 90% |
| Universal Delivery Trainers (SAC Reg 51-26) | 100% |
| Universal Delivery Trainers (SAC Reg 50-24) | 97% |



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| | |
|---|---|
| Flight Line Exercises (SAC Reg 50-24) | 100% |
| Air Weapons Missions (SAC Reg 51-26)(50-8) | 100% |
| Capsule Handling (SAC Reg 50-24) | 100% |

STANDARDIZATION:

The month of August 1957 was one of the busiest months this Division has ever experienced. Three of the crews, Major Elzey (S-42), Captain Weeks (L-18) and Captain Graves (L-38) were engaged almost entirely with Bombing Competition practice missions. A total of fifteen competition type sorties were flown.

Major Warner (S-02), Captain Youngmark (L-45) and Captain Hopwood's (L-17) crews completed evaluation at SES and returned to duty between the 12th and 15th of August.

A waiver was received from Fifteenth Air Force in reference to the formal requirements for instructor personnel in accordance with SAC Manual 51-4.[57] The next standardization check for instructor staff personnel will be a formal check, and will include; special weapons, night heavy-weight refueling and simulator checks, etc. One instructor navigator was qualified during August in compliance with these formal requirements.

The clerk typist of the B-47 Standardization Branch was promoted to A/1C.

Captain Weeks and crew were assigned to the B-47 Standardization Branch on 16 August 1957, but the full benefit of this extra crew will not be realized until the bombing competition is over.

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57. 15th AF Elec Msg. DOS 50494, Subj: Waiver SACM 51-4, dtd. 26 Aug 57. Exhibit 22.





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An inspection was made by the 819th Air Division and the Standardization Division. The inspector said the Division was in excellent condition and the entire program was well supervised.

The following crews successfully completed formal standardization checks during the month of August:

| | |
|---|---|
| R-29 | Captain Long, W.D. |
| R-33 | Captain Frey, J.W. |
| R-19 | Captain Creahan, J.K. |
| R-10 | Major Ligon, V.P. |
| L-30 | Major Routh, R.O. |

The following crew started their formal standardization check, but will be completed in September:

| | |
|---|---|
| L-38 | Captain Weeks, J.H. |

The following crews started their formal standardization checks, but failed and were placed in Supervised Student Status:

| | |
|---|---|
| R-41 | Major Foor, H.L. |
| R-04 | Captain Brechel, L.E. |

The following crew remained in student status for another failure on night heavy-weight refueling:

| | |
|---|---|
| N-48 | Major Barrett, P.W. |

Four staff personnel checks were completed during August.

A total of eight instructor standardization checks and nine No-Notice checks were administered during the month.

One successful recheck was administered to Lt. Tomlinson (N-55) on 16 August 1957.





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All KC-97 aircraft were grounded for throttle inspection, on 1 August 57.

Crew M-24 took exams for formal standardization check. This was a final check for Captain Gillen and a semi-annual for the crew. Crew T-01 flew transition portion of formal check with crew T-25. This all took place on 2 August 1957.

During the week, 5 through 10 August 1957 the IP's flew for right seat landings required by SACR 60-7. A formal critique was held for crew T-33 and standardization crew T-31 flew a solo PP mission. Next the section moved from Building #6015 to it's new home in Building #7235. Sgt. Wood took the emergency and proficiency examinations. Formal critique was held for crew T-35 and Captain Hailey, T-02, flew a recheck with Captain Atchey and a non-notice check with Lt. Britton T-10. Examinations were administered to Lt. Britton, Crofcheck and Draper. Captain Beebe, T-31, flew a 51-19 mission with Captain Davis, crew M-27. Crew T-01 flew observer mission with crew M-24 for 51-4 formal check. Crew T-31 flew a 51-19 training mission with M-27 and Captain Hailey, crew T-02 flew with Major Carsewell, T-23, for Major Carsewell's right seat landings. Critique was held for Lt. Draper's check. Crew T-02 TDY to Fairchild Air Force Base with crew M-28 for 51-19 training. Crew T-01 flew pilot mission of 51-4 formal check with crew M-24. Critique was held for Lt. Crofcheck's no-notice check by Lt. Watson. Crew T-02 returned from TDY with M-28.

During the week 12 through 17 August 1957, crew T-01 went on two day TDY to March Air Force Base. Crew T-02 flew solo AR mission. Formal critique was held for crew T-24 by crew T-01.





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Crew T-31 flew a 51-19 training mission with M-27 and crew T-02 flew a 51-19 training mission with M-29. Captain Hailey was administered an instrument flight check by Captain Bruflat and Sgt. Smith, crew T-01, gave a no-notice check to the boom operator on crew T-19. Office was inspected by 819th AD on Saturday 17 August 1957.

During the week, 19 through 24 August 1957, crew T-31 flew a 51-19 training mission with M-28 and T-01 flew a no-notice check with crew T-07 Boom Operator on T-19 was administered exam portion of no-notice check. Sgt. Williams, FE, T-31 gave a standardization check to Sgt. Stewart, J.N., spare FE. Crew T-02 flew a 51-19 training mission with M-29. Crew T-02 TDY three days to Base Survival School and crew T-31 flew solo. Sgt. Benson, FE, crew T-01, gave a no-notice check to Sgt. Haston, FE, T-15. Crew T-31 gave a no-notice check to crew T-17.

During the week 26 through 30 August 1957, crew T-31 flew solo and examinations were given to crew T-05 and crew T-06. Crew T-01 on three day TDY to Base Survival School. Lt. Bushrow returned from TDY and reported to standardization as co-pilot on crew T-02. Crew T-31 flew with crew T-05 formal 51-4 checks and crew T-02 aborted its flight with crew T-06. Exam portion of no-notice check was given to crew T-17. Crew T-02 flew observer mission of formal 51-4 check with crew T-06.



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# CHAPTER IV

## MATERIEL

SUPPLY IMPROVEMENT:

By 25 August approximately 880 hours were spent in the 11th Air Refueling Squadron by the supply improvement team. This team engaged in reorganizing and correcting paperwork deficiencies in all phases of the ARS supply section. Approximately 800 to 1,000 additional man hours were still required to finish correcting the situation.

LOCAL PURCHASE:

A local purchase economy board was formed to inspect the Wing LP situation. Bench stocks through out the Wing were inspected and a master list formed for presentation to the review board.

The board found that LP funds were being expended at a rate such that a shortage would develop at the end of the current quarter. Action was taken to see that this situation was corrected as soon as possible.[58]

INSPECTION:

A spot 310 inspection was made on the 16th, 17th and 18th as directed by the division commander. A report was made to the Director of Materiel as requested.

PERSONAL EQUIPMENT:

Work was completed on acquiring caps, scarfs and flight suits for the bomb competition crews and maintenance personnel.

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58. Information from Directorate of Materiel files 341st Bombardment Wing, Dyess AFB, Texas



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MAINTENANCE:

AIRCRAFT FLYING TIME:

The following table compares flying time for the months of July and August.

| | FLYING TIME IN HOURS | |
|---|---|---|
| | JULY | AUGUST |
| 10th Bombardment Squadron | 350:55 | 372:20 |
| 12th Bombardment Squadron | 400:50 | 401:35 |
| 490th Bombardment Squadron | 564:20 | 368:35 |
| Total B-47 Time | 1116:05 | 1142:30 |
| 11th Air Refueling Squadron | 654:20 | 601:55 |

The Wing is still gradually increasing the total hours flown since the reduction in allotted flying time during June. The present production of flying time is still unsatisfactory however. Stand-up briefings conducted by the Director of Materiel and attended by all tactical support squadron commanders in the Wing to daily determine the causes for late take offs and cancellations are still being held.

MANHOUR ACCOUNTING:

Manhour costs for August are unavailable at this time because of the time lag between performance and publication of summaries by the electrical accounting machines. Complete data for July is submitted in the monthly maintenance summary which has been forwarded previously to the Historian in five (5) copies. The manhours of overtime continue at a low level. Detailed manhour



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costs are recorded on pages M/H 1 thru M/H 15 of the summary.

Manhour trends are recorded on pages C-1 thru C-14.

MAINTENANCE SUPPLY ACTIONS:

The following table records AOCP and ANFE data:

AOCP DATA

PERCENTAGE

| | JUNE | JULY | AUGUST |
|---|---|---|---|
| B-47E | 0 | 0 | 1.1 |
| KC-97G | 0 | 0.2 | 1 |

ANFE DATA

PERCENTAGE

| | JUNE | JULY | AUGUST |
|---|---|---|---|
| B-47E | 0 | 6.6 | 3 |
| KC-97G | 0 | 0.2 | 0 |

Twenty-three (23) items were cannibalized during August. Six (6) KC-97 items, all to prevent AOCP, and seventeen (17) B-47 items were cannibalized. Fifteen (15) of the B-47 items were to prevent AOCP and the remaining two (2) to prevent ANFE.

TECHNICAL ORDER COMPLIANCE:

OUTSTANDING TOC MANHOUR BACKLOG

| | | |
|---|---|---|
| JUNE | B-47<br>1595 | KC97<br>693 |
| JULY | B-47<br>752 | KC97<br>220 |
| AUGUST | B-47<br>1132 | KC97<br>2269 |



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There also is an additional backlog caused by routine TOC. As of the end of July, this total was 6,461 B-47 TOC manhours and 514½ KC-97 TOC manhours.

QUALITY CONTROL BRANCH OPERATION:

A detailed summary of Quality Control operations for July is recorded in the Monthly Maintenance Summary previously submitted. Trends and summaries of aircraft flight line records, and periodic inspections are included. Product improvement and reparable processing are also included.

MAINTENANCE STANDARDIZATION BRANCH OPERATIONS:

Sergeant Menking attended a conference, at March Air Force Base, on refueling and defueling B-47's and KC-97's. Since his return approximately 16 lectures were given to all personnel involved in refueling and defueling. "Blue Ridge" aircraft were inspected daily to insure that all directives applicable to their status were being followed.

LOGISTICS:

Personnel from this section participated in the CPX exercise from five (5) through 10 (10) August 1957.

On 26 August 1957, a "Blue Ridge" dry run was conducted by this office. Results of the three (3) hour test have been disseminated to all agencies involved. The final rating of the test indicated that some planning factors have to be re-evaluated.

MOBILITY PLANNING:

A preliminary draft of the ADVON for the B-47 phased deployment was completed 30 August 1957. Draft will be placed in distribution for coordination of commanders concerned. All phases of operation "Treasure Chest" have been completed by this office on 15 August 1957.



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BIBLIOGRAPHY

The material used in compiling the August History was obtained from the following sources:

Wing Classified Files

Operations Classified Files

Squadron and Staff Section Reports

Personal Interviews



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INDEX TO APPENDIX

1. DF, 341ADJ to 10BSC, "Staff Visit" 23 Aug 57.

2. DF, 341ADJ to 12BSC, "Staff Visit" 23 Aug 57.

3. DF, 341ADJ to 490BSC, "Staff Visit" 23 Aug 57.

4. DF 341ADJ to 11ARSC, "Staff Visit" 23 Aug 57.

5. 341 Bomb Wing Staff Meeting Minutes, 1 Aug 57.

6. 341 Bomb Wing Staff Meeting Minutes, 8 Aug 57.

7. 341 Bomb Wing Staff Meeting Minutes, 15 Aug 57.

8. 341 Bomb Wing Staff Meeting Minutes, 22 Aug 57.

9. 341 Bomb Wing Staff Meeting Minutes, 29 Aug 57.

10. 341 Supplement-2 to SACR 62-8, 6 Aug 57.

11. 341 Bomb Wing Regulation 35-5A, 6 Aug 57.

12. Chart-Authorized and Assigned Strength, 341st Bombardment Wing dated 31 August 1957.

13. Roster-Combat crews for August 1957, 341st Bombardment Wing.

14. Key Personnel 341st Bombardment Wing (Med) dtd. 31 August 1957.

15. Photo 12th Bombardment Squadrons emblem.

16. Operation Order, August 471-57, P 1,

17. Flying Training Summary, August 1957.

18. Reference Operation "CAMPDOWN".

19. Publication "THE ORBIT" Vol. 1, No. 4, Aug 57.

20. Movement Directive, 341BW DOI, 12 Aug 57.

21. Reference APP VII to Annex B, 341st BW Operations Order 471-57, dated 1 August 1957.

22. 15th AF Elec Msg. DOS 50494, Subj: Waiver SACM 51-4, dtd. 26 Aug 57.



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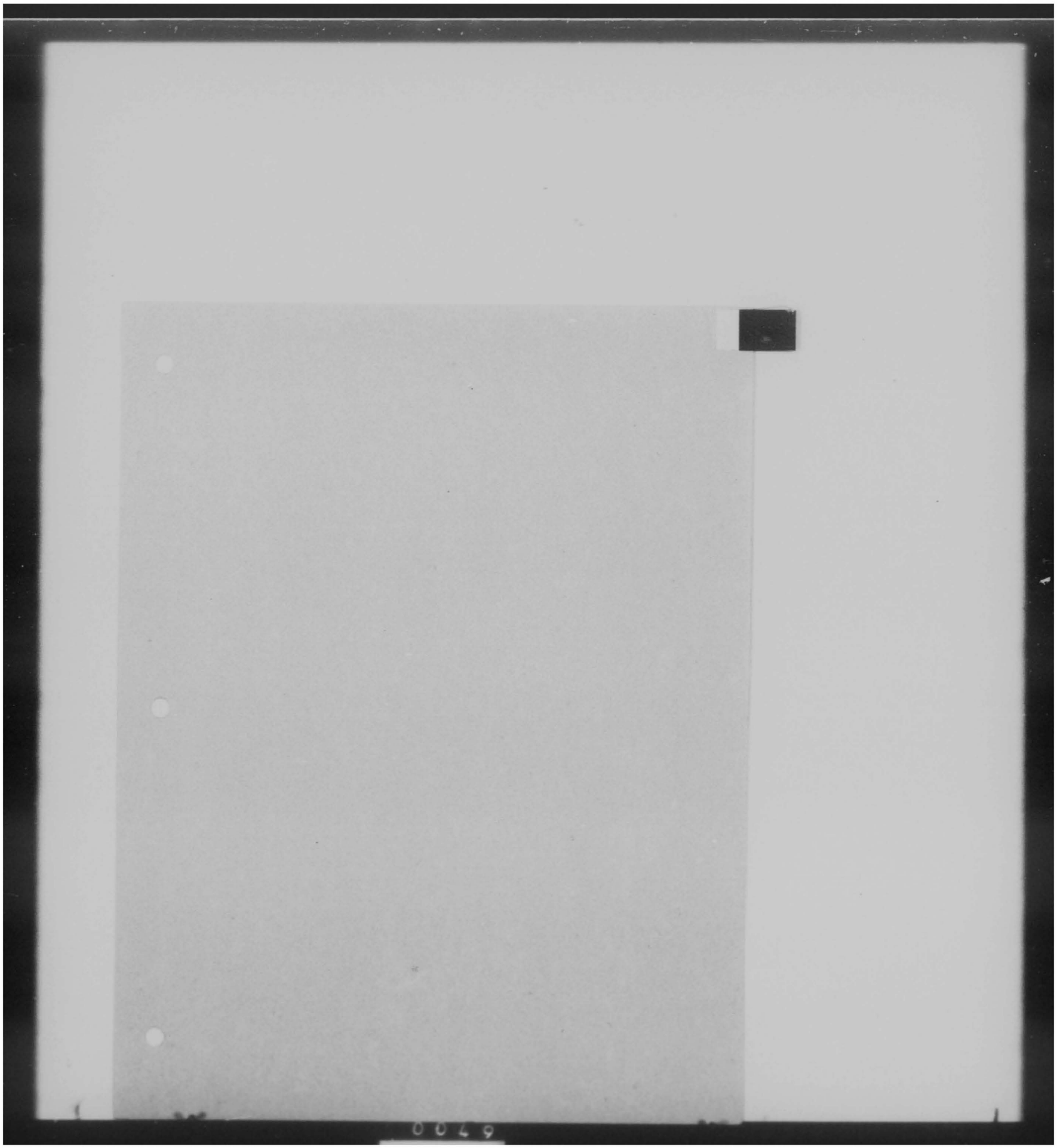

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SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

FILE NO.

SUBJECT: Staff Visit

TO: 10BSC

FROM: 341ADJ

DATE: 23 August 57

COMMENT NO. 1

Lt Col Stanley/351/jct

1. On 21 August 1957, Master Sergeant Paul H. Stueve and Airman Third Class Donald V. Dronet of this office conducted a staff visit of your squadron for the express purpose of determining the condition of publications files and the procedures used in the maintenance thereof. The Orderly Room and Unit Supply were visited. A master index is maintained in the Orderly Room to indicate publications in possession of the squadron. The visit revealed the following:

a. The indexes in the Orderly Room file were not marked in accordance with paragraph 2, AFR 5-31 dated 25 February 1957.

b. Supplements and other changes were not being anotated in the basic publications to reflect such changes.

c. Requisitions for missing publications in the Orderly Room file have not been submitted.

d. The Orderly Room maintained no record to show which section has each specific publication.

e. Publications used by sections only occassionally are maintained in the Orderly Room master file. This is considered a good management move.

2. The above is forwarded for your information and a reply is not expected.

/t/s/GREGORY Q STANLEY, Lt Col, USAF
Adjutant

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DD FORM 1 FEB 50 96 REPLACES AAF FORM 96, 1 OCT 46, WHICH MAY BE USED.

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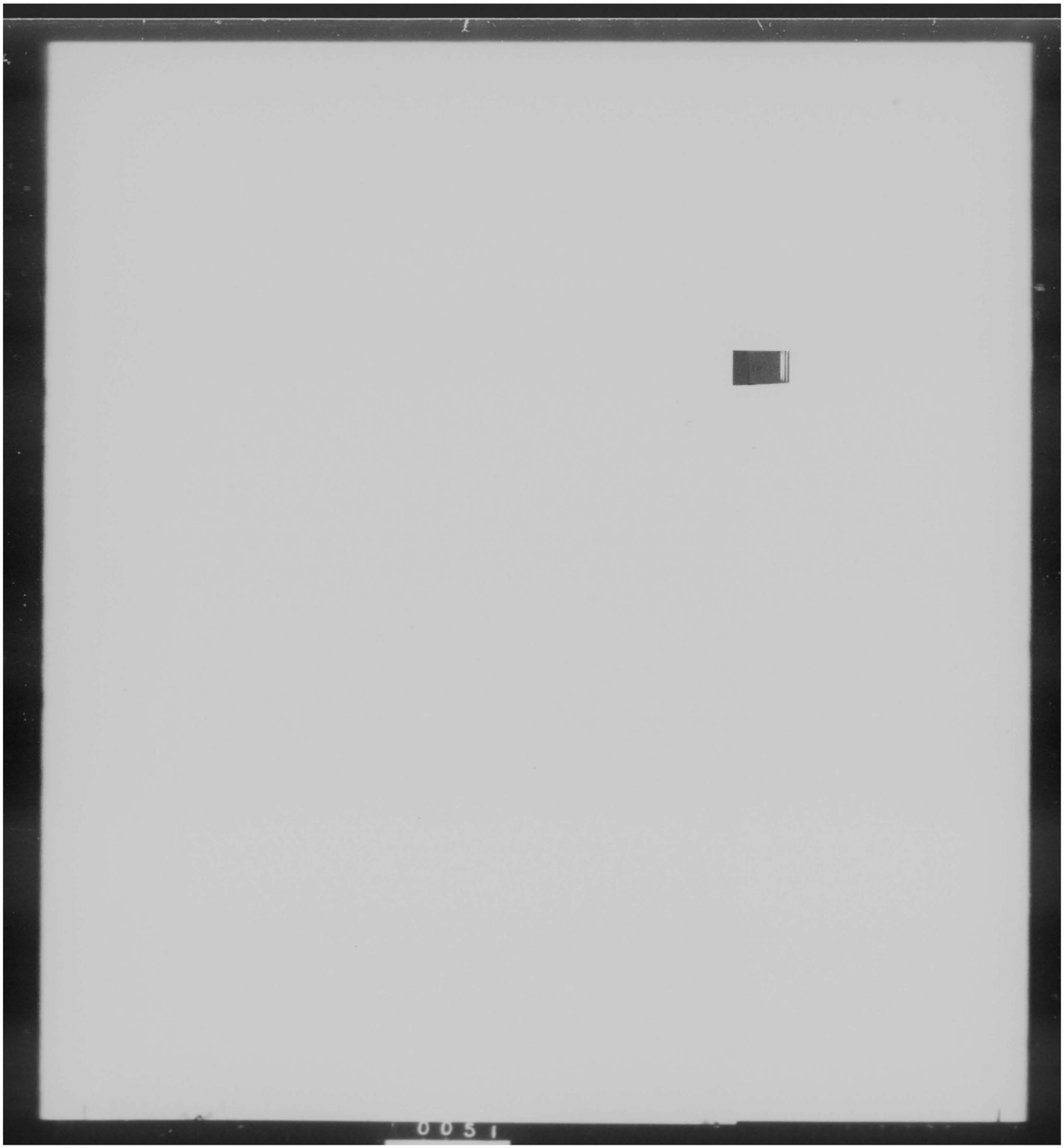


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SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

| FILE NO. | SUBJECT |
|---|---|
| | Staff Visit |

| TO | FROM | DATE | COMMENT NO. 1 |
|---|---|---|---|
| 12BSC | 341ADJ | 23 August 57<br>Lt Col Stanley/351/jct | |

1. On 22 August 1957, Master Sergeant Paul H Stueve and Airman Third Class Donald V Dronet of this office conducted a staff visit of your squadron for the express purpose of determining the condition of publications files and the procedures used in the maintenance thereof. The Orderly Room, Operations, maintenance and supply offices were visited. The visit revealed the following:

a. Some indexes were not marked in accordance with paragraph 2, AFR 5-31 dated 25 February 1957.

b. Supplements and other changes were not being anotated in the basic publications to reflect such changes.

c. The current indexes in some cases were not on file.

d. Operations and maintenance sections did not have all the publications required for their specific operation.

e. The Squadron Adjutant does not inspect the files other than in the Orderly Room.

f. Requisitions for missing publications in the Orderly Room and Operations section had not been submitted at the time of the visit.

g. The Orderly Room maintained no record to show which section has each specific publication.

h. The Operations section did not have binders properly labeled. The Operations section file does not, in fact, exist. At the time of the visit the needs were being determined and requisitions being prepared.

i. In the Supply office several publications were found out of proper numerical sequence.

2. The above is forwarded for your information and a reply is not expected.

/t/s/GREGORY Q STANLEY, Lt Col, USAF
Adjutant

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DD FORM 1 FEB 50 96 REPLACES WAC FORM 96, 1 OCT 46, WHICH MAY BE USED.

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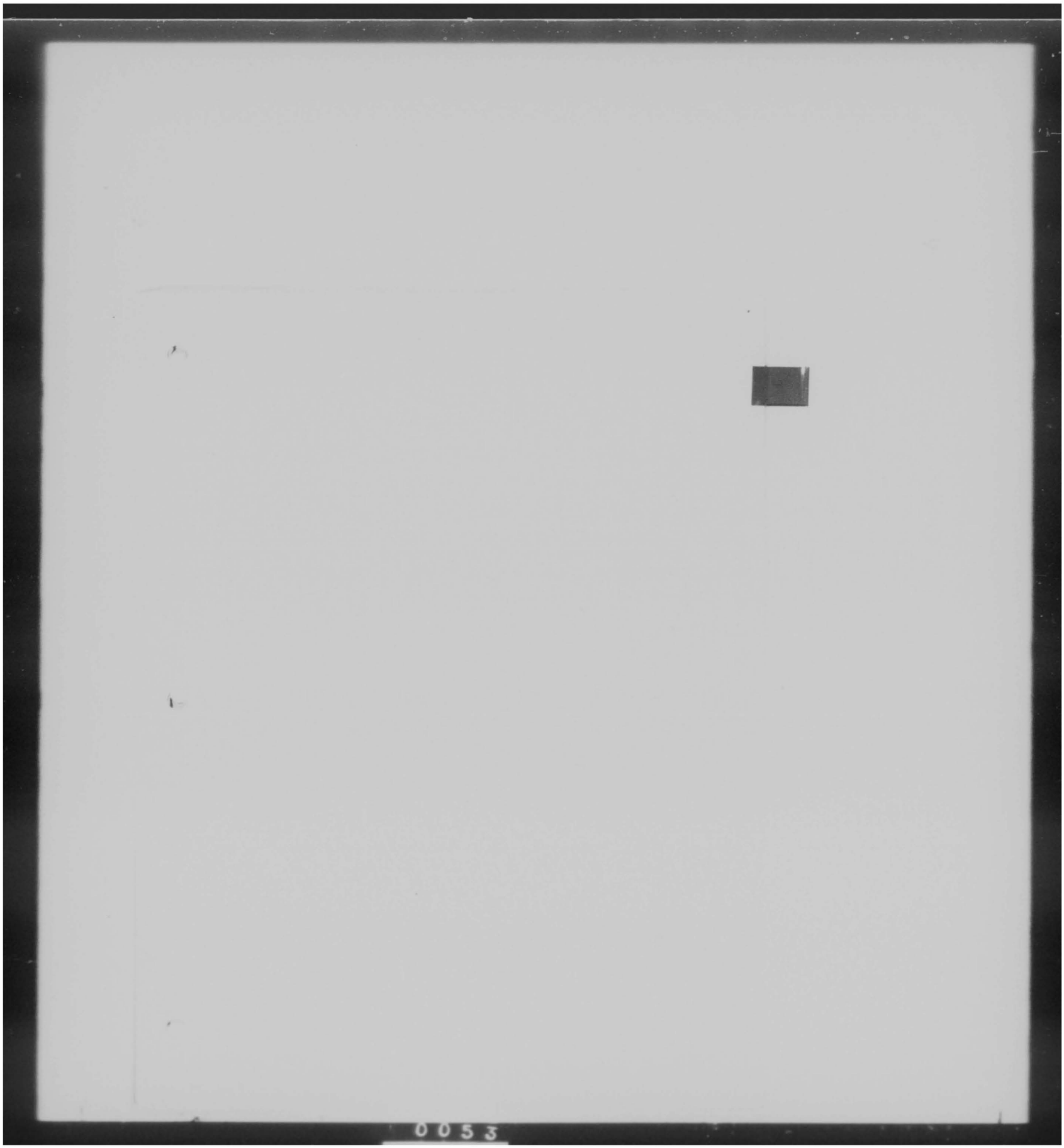



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SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

| FILE NO. | SUBJECT |
|---|---|
| | Staff Visit |

TO 490BSC FROM 341ADJ DATE 23 August 57 COMMENT NO. 1
Lt Col Stanley/351/jct

1. On 22 August 1957, Master Sergeant Paul H Stueve of this office conducted a staff visit of your squadron for the express purpose of determining the condition of publications files and the procedures used in the maintenance thereof. The Orderly Room, Operations, Maintenance and Supply offices were visited. The visit revealed the following:

a. The indexes in the maintenance file were not marked in accordance with paragraph 2, AFR 5-31 dated 25 February 1957.

b. Supplements and other changes inall files were not being anotated in the basic publications to reflect such changes.

c. The maintenance and operations sections did not have all current indexes on file.

d. Requisitions for missing publications were on file.

2. The above is forwarded for your information and a reply is not expected.

/t/s/GREGORY Q STANLEY, Lt Col, USAF
Adjutant

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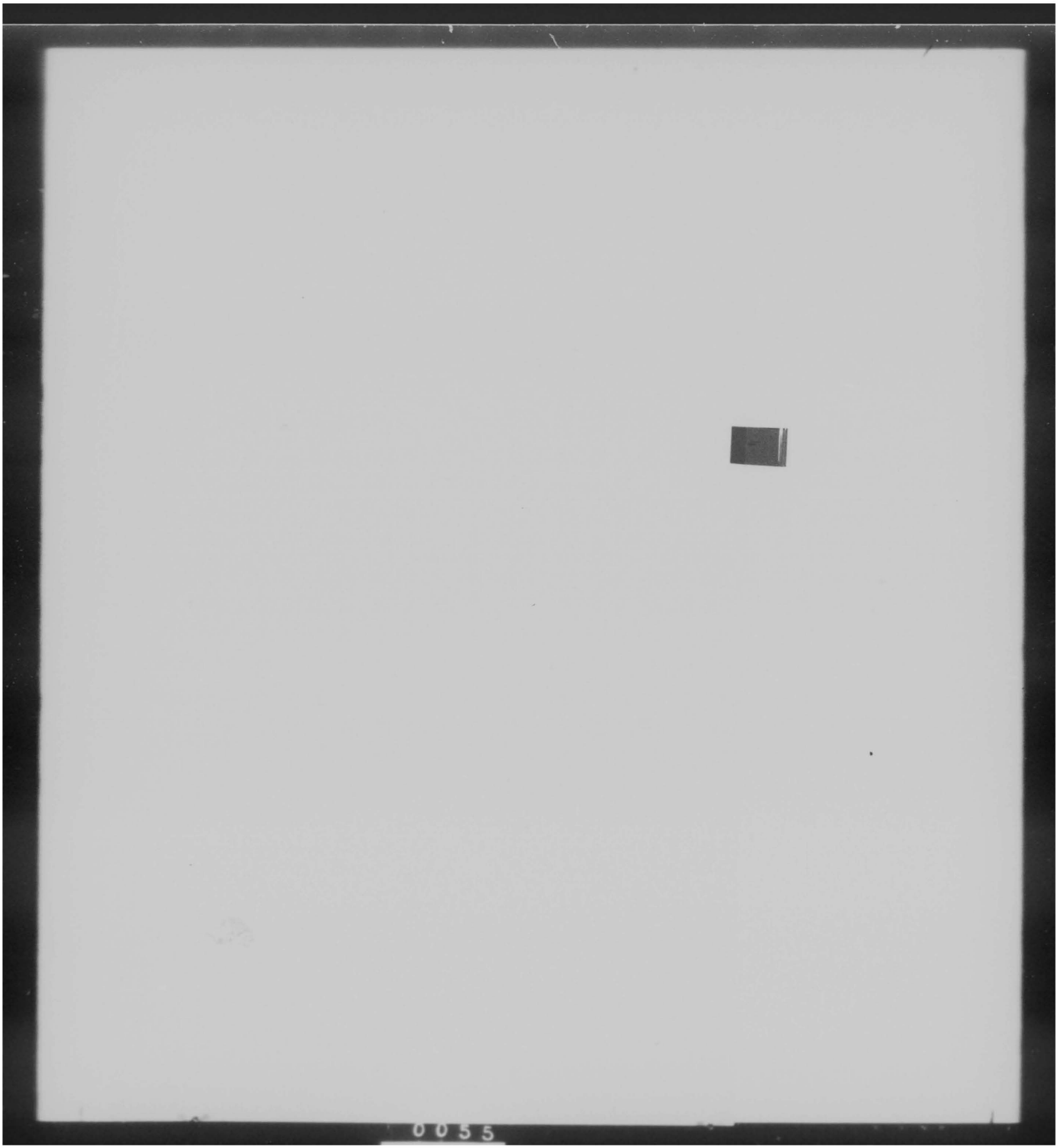



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SECURITY CLASSIFICATION (If any)

# DISPOSITION FORM

FILE NO.

SUBJECT Staff Visit

TO 11ARSC

FROM 341ADJ

DATE 23 August 57

COMMENT NO. 1
Lt Col Stanley/351/jct

1. On 21 August 1957, Master Sergeant Paul H Stueve and Airman Third Class Donald V. Dronet of this office conducted a staff visit of your squadron for the express purpose of determining the condition of publications files and the procedures used in the maintenance thereof. The Orderly Room, Operations and Maintenance offices were visited. Unit Supply utilizes the Operations files due to its immediate proximity. The visit revealed the following:

a. Some indexes were not marked in accordance with paragraph 2, AFR 5-31 dated 25 February 1957.

b. In the Maintenance and Operations Sections, supplements and other changes were not being anotated in the basic publications to reflect such changes.

c. The Squadron Adjutant had not been inspecting all publication files.

d. Requisitions for missing publications were on file.

2. The above is forwarded for your information and a reply is not expected.

/t/s/GREGORY Q STANLEY, Lt Col, USAF
Adjutant

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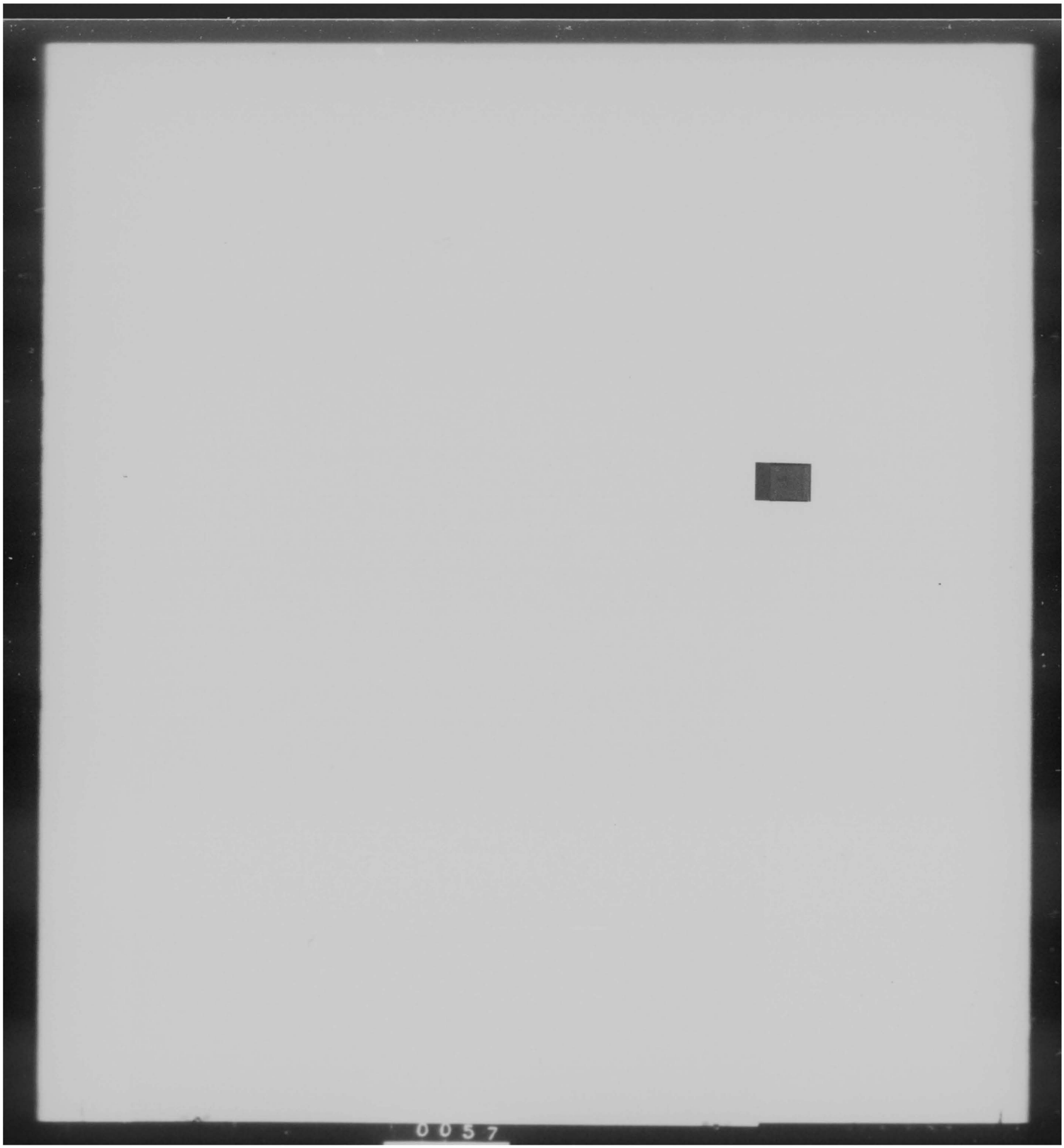


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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base
Abilene, Texas

1 August 1957

STAFF MEETING MINUTES

1. The meeting convened at 1500 hours.

2. DIRECTOR OF PERSONNEL: Colonel Kendall announced that the NCO Academy nominations are due in the Wing on 5 August and due in Division Headquarters on 8 August 1957. Colonel Kendall also reminded the staff of the promotion cycle on 1 September 1957. All up-grading must be prior to 15 August 1957. Colonel Kendall announced the distance on 3-day, class A pass. He also stated that the Air Force Aid Society drive is from the 29th of July thru the 12th of August 1957. Colonel Sturdivant urged commanders to get behind and support this drive. He requested that a weekly report be submitted.

3. 341ST TACTICAL HOSPITAL: Capt Wehrman asked the squadron commanders if there were any question pertaining to method of notification to squadrons of personnel who have been addmitted to the hospital.

4. INFORMATION SERVICES OFFICE: Colonel Kelliher briefed the staff on AFR 35-66. Colonel Sturdivant directed squadron commanders to bring this to the attention of their personnel. Colonel Kelliher announced that General Westover will maintain copies of all letters of appreciation received. He also announced that September 20 and 21 is Kid's Day. Colonel then requested that personnel not to talk to press except through ISO.

5. BASE PERSONNEL: Major Wakeman announced to the staff that there was a water shortage. He stated that the hours for watering would be published. Colonel Sturdivant also stressed the need for conserving electricity.

6. DEPUTY WING COMMANDER: Colonel Walsh discussed Wing Regulation 35-5. Colonel Walsh stated that replies to 15AF Inspection are due in by 1800 hours, 1 August 1957. The Deputy Commander encouraged the sponser program.

7. WING COMMANDER: Colonel Sturdivant discussed the Wing OJT program. He stated that overall it was very good. The Wing Commander congratulated the Field Maintenance and A&E Squadrons on their high OJT ratings. He then stated that there was a Division Letter on regression in Unit Supply. Colonel Sturdivant announced that external wing tanks are not being operational as soon as desired. He stated that we are having difficulty with oxygen carts. Emphasis must be placed on maintenance. Colonel Powell stated that oxygen carts will be placed under Field Maintenance for maintenance inspection. Colonel Sturdivant announced

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the inspection of flights records. Engineering Officer must sign copy of Form 320. Some instances were noted where the Form 320 were not signed by the Engineering Officer. No flying will be permitted without this formed checked by the aircraft commander, and aircraft commanders and pilots must understand the use of Form 320. Colonel Sturdivant stated that we are experiencing difficulty in getting aircraft off on time. Discussion was held on the value of commander's stand-up briefing. Beginning Monday, commanders' meeting will resume and continue as long as necessary. Colonel Peeler is given action. Colonel Walsh announced that the squadrons are to appoint a representative to plan a Wing Party. He encourages social get-to-gether within the squadrons. Colonel Peeler is to set up Saturday Morning Class for refueling officers.

8. WING CHAPLAIN: Chaplain Riggs announced that one (1) chaplain is being assigned to Korea in September. A Jewish chaplain will be here on 8 August for five (5) days.

9. DIRECTOR OF SAFETY: Captain Miller stated that there would be a flying safety meeting. Discussion was held on who would attend.

10. 10TH BOMBARDMENT SQUADRON: Colonel Smith stated that he needs a more comfortable room for debriefing. A discussion followed on this.

11. The meeting adjourned at 1600 hours.



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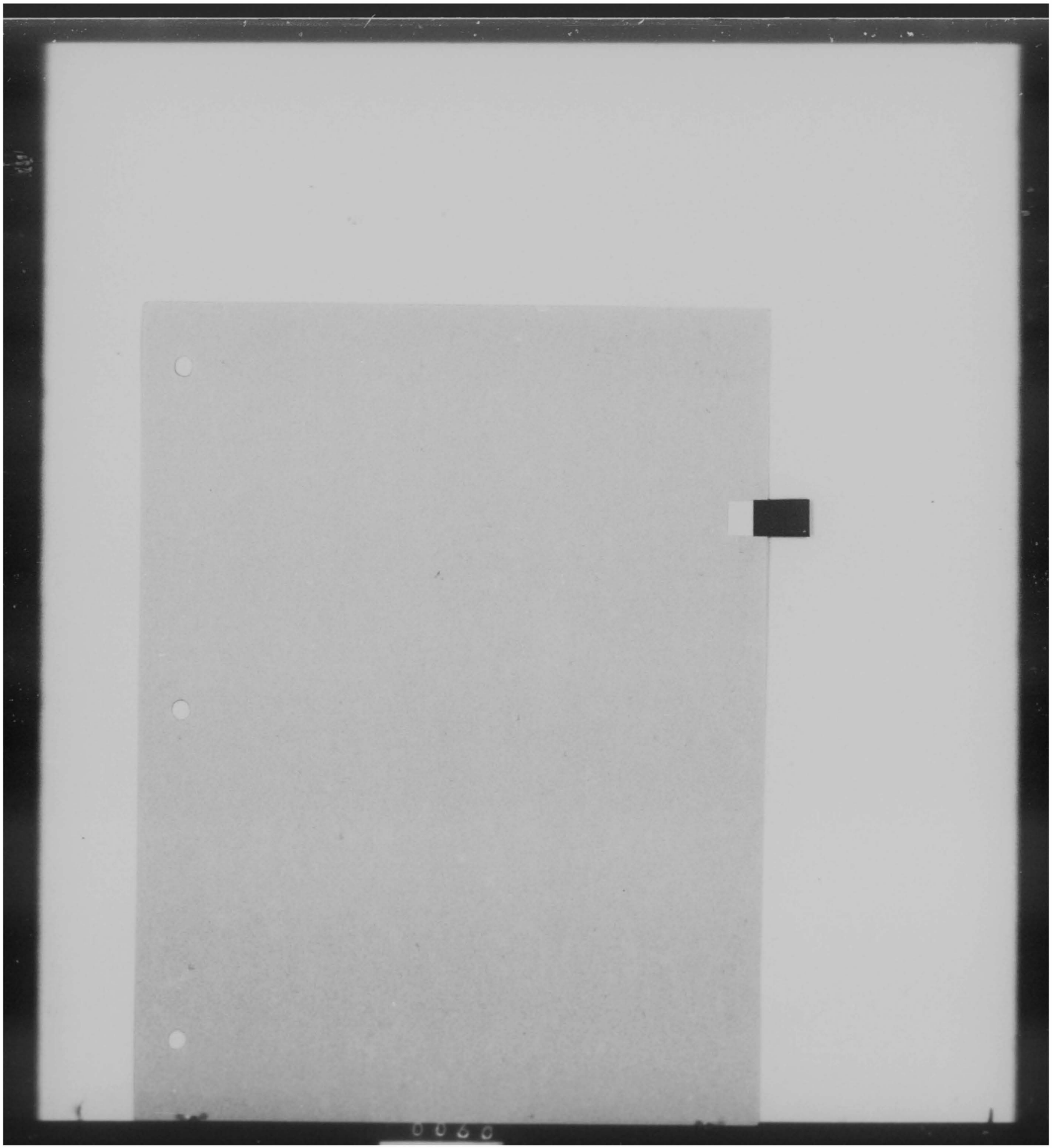

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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base
Abilene, Texas

8 August 1957

STAFF MEETING MINUTES

1. The meeting convened at 1510 hours.

2. DIRECTOR OF MATERIEL: Colonel Peeler announced that the debriefing room is now in the Field Maintenance building. Colonel Peeler also urged the squadrons on the flight line to keep their areas clean. For the edification of the tactical squadron commander, Colonel Peeler discussed the checks made on Blue Ridge aircraft last week, and he pointed out the errors found on fuel records in all of the squadrons.

3. DIRECTOR OF PERSONNEL: Colonel Kendall read a priority TWX message from 15th Air Force on the early release of officers. The Director of Personnel recommended that each squadron commander talk to the officers in his squadron if they have a DOS between 1 January 58 and 30 June 58 to determine their desire to change to indefinite status, then notify Wing Personnel of their desires. Suspense on this is Saturday morning. Colonel Kendall announced that the Air Force Aid Society drive is not progressing as desired. The Wing as a whole has not approached the self-imposed quota. The Wing Commander requested that everyone get behind this drive and further to insure that every person is contacted.

4. DIRECTOR OF SAFETY: Captain Miller stated that the Safety Meeting scheduled for tomorrow was the meeting held last Friday. There will be no Ground Safety Meeting this Friday. He further explained that the Ground Safety rate is going up rapidly; therefore, care and vigilance will be required to hold down this rising rate.

5. BASE COMMANDER: Colonel Trail announced for the Base ISO that the 28th of September will be Kid's Day. We will essentially follow the same planning as Armed Forces Day. The plan for this operation will be described to all personnel in the near future. He also announced that Mr. McKenny is still in the ISO office to take subscriptions to the Air Force Times. Colonel Trail then discussed the serious state of water shortage. He referred to the hand-out notice that was distributed to personnel living on Base. Water is still being wasted. He explained that power is also short due to the overload on lines and transformers. He indicated that conservation must be emphasized. Colonel Sturdivant then spoke about specific items of conservation within Wing functions. A general discussion followed on the use of utilities.

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6. WING ADJUTANT: Colonel Stanley explained to the staff that five (5) detailed personnel failed to show within the last three (3) weeks. He requested squadron commanders to take necessary action to see that their personnel meet required details.

7. DEPUTY WING COMMANDER: Colonel Walsh referred to the 15AF Safety Inspection replies. He stated that action was emphasized in the field of maintenance but recent checks indicate that the necessary follow-up is not being made. He also announced that Division will make a follow-up inspection on 15 August 1957. Squadron Commanders were requested to be present in the conference room on Saturday morning for the purpose of presenting directives involving corrected actions issued to their units. Commander will appear in accordance with the following schedule:

| ORGANIZATION | TIME | ORGANIZATION | TIME |
|---|---|---|---|
| 341ST ARMAMENTMAINTRON | 0800 | 12TH BOMRON | 0920 |
| 341ST PERIODMAINTRON | 0820 | 490TH BOMRON | 0940 |
| 341ST FIELDMAINTRON | 0840 | 11TH AREFS | 1000 |
| 10TH BOMRON | 0900 | CHIEF OF MAINT | 1020 |
| | | STANDBOARD | 1100 |

The DO, DM and the Safety Officer will sit in these reviews. Colonel Walsh further announced that the dormitory moves are now complete, but cursory inspection indicate that policing is badly needed. Unannounced follow-up inspections will be made in the near future. The Deputy Commander then announced the plan for a Wing party on Friday the 23rd of August 1957 floor show, orchestra, Western dress. A general discussion followed on the desirability of a chuck wagon style dinner. Each squadron will, submit by next Wednesday, estimated number of dinners desired. One-half price drinks will be available from 1730 hours to 1900 hours.

8. WING COMMANDER: Colonel Sturdivant spoke to the staff on the general feeling of the let-down in Discipline in recent weeks. He mentioned specifically the poor state of uniforms, needed haircuts, etc. The morning roll call must be used for checking these minor items of discipline. Colonel Sturdivant spoke further on the lack of coordination in maintenance functions and poor supervision. He announced that he expects complete refueling by quitting time tororrow.

9. The meeting adjourned at 1655 hours.



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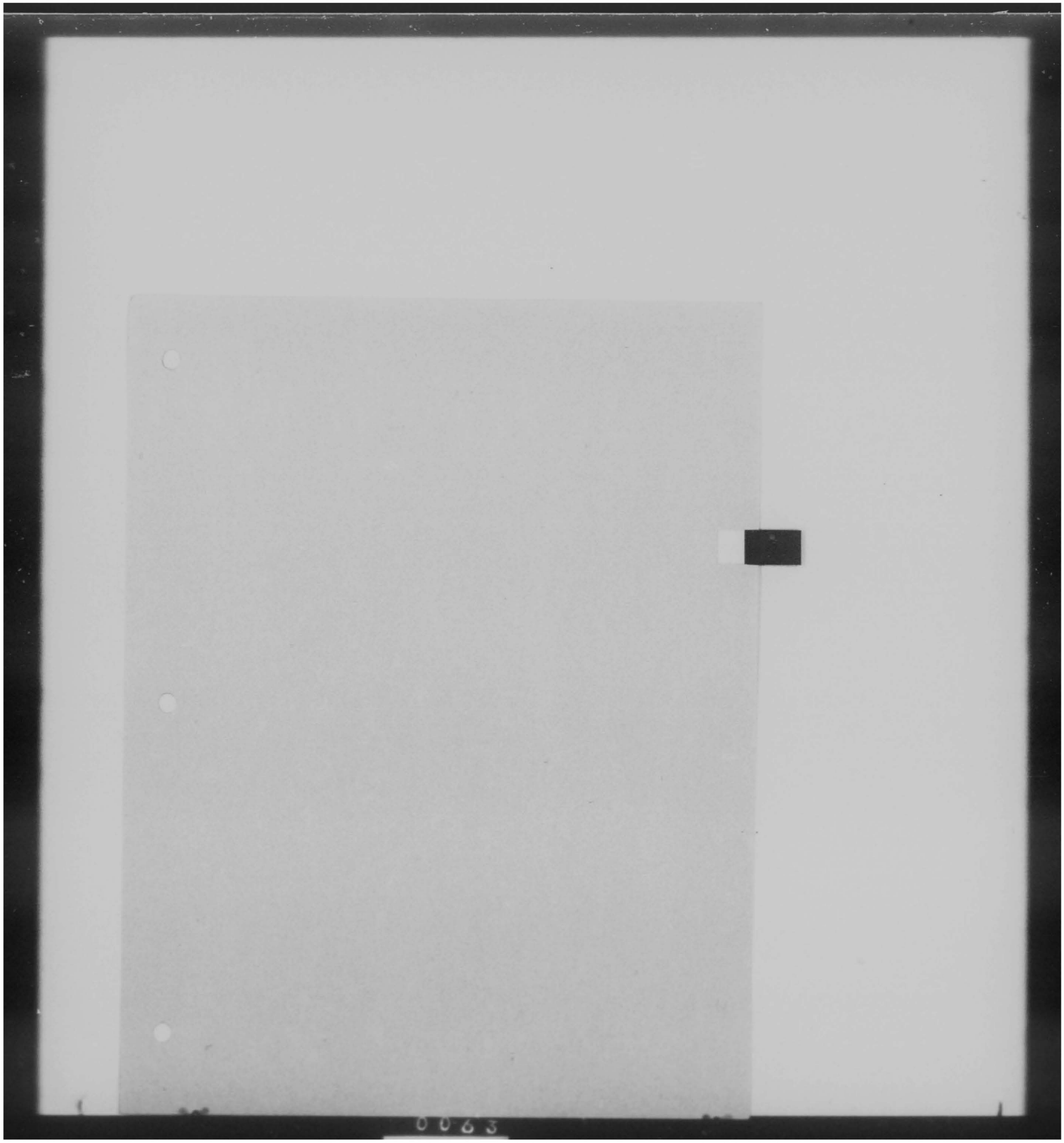

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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base
Abilene, Texas

15 August 1957

STAFF MEETING MINUTES

1. The meeting convened at 1402 hours.

2. Colonel Sturdivant opened the meeting by greeting the new acting Wing Chaplain, Lt Colonel Lundy. Colonel Lundy is on a two (2) week active duty tour.

3. DIRECTOR OF OPERATIONS: Colonel Lowell announced that Intelligence and Plans are in place in the new building but are presently involved in limited operations due to continued construction. The Standardization Board and Flying Safety Office are now installed in the old Headquarters Squadron building. The Training Flight is set up in the Base Ground Training building.

The new flying hour program was explained briefly to the staff by Colonel Lowell. The bombing competition plans will continue as scheduled as well as the up-grading schedule.

4. DIRECTOR OF PERSONNEL: The new promotion quotas were announced by Captain Reavley. He stated that all nominations must be in by 23 August 1957. He further emphasized that EWQ recommendations must be justified and squadron commanders must review the Forms 175. Captain Reavley also stated that the RIF Program is speeding up. Officers with a DOS up to 1 March 1958 are now being considered for early release. Airmen of the lower four (4) grades with a DOS in 1958, surplus or special surplus or 010's, are being considered for early release. Captain Reavley then read the release schedule. Colonel Sturdivant explained that this program can be well used to retain our good people and help eliminate the less desirable personnel. Determination for release must be made on a personal basis not by group lecture.

5. DIRECTOR OF COMPTROLLER: Captain Bone spoke on economy. No civilian overtime, limited local purchases, etc. will come down in directives from Division.

6. DIRECTOR OF SAFETY: Captain Miller stated that the Safety Office presently had no telephone but was using the Standardization Board's telephone.

7. 12TH BOMBARDMENT SQUADRON: Colonel Hamlyn mentioned the necessity for pay and mail for the personnel at SES.

8. 341ST ARM.MENT & ELE.AINTRON: Colonel Stevens discussed the possibility of using the parking lot where the refuelers are presently parked. Colonel Sturdivant stated that he would discuss this with Division after the facts are obtained by the squadron commanders.

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9. 490TH BOMBARDMENT SQUADRON: Colonel Palfrey asked about the policy of bachelors living in BOQ or in town. Colonel Walsh explained the Division Commander's policy.

10. 10TH BOMBARDMENT SQUADRON: Colonel Smith asked about the 1100 hours daily meeting. He suggested combining this meeting with the afternoon clearance briefing. Colonel Sturdivant stated that the meetings, as presently established, will continue for the time being, and he explained the reasons for this in detail.

11. WING CHAPLAIN: Colonel Lundy stated that he was glad to be here and discussed his office sapce.

12. CHIEF OF MAINTENANCE: Colonel Luts asked for recommendations on a new debriefing room. Colonel Sturdivant suggested that the special weapons building might well serve this purpose. Colonel Hamlyn suggested the consideration of a mobile debriefing set up. Colonel Luts explained to the staff that the Maintenance Standardization Branch has conducted lectures on refueling and defueling for the last three (3) days. He stated further that examination and attendance failures eliminate fueling personnel. He spoke in detail on actions that arose in the lectures involving non-explosives, flash lights, oil checks, etc.

13. WING COMMANDER: Colonel Sturdivant spoke about Wing personnel flying with Base Flight. He stated that the Base issued flight schedules and these schedules will take priority over all other duties and must be met. In reference to tactical crew personnel, he stated that on completion of 51-19 personnel will be given a duty assignment within the squadron. The Wing Commander then spoke about personnel who received waiver on 1 July 1957 for failure to complete 60-2 minimums, instrument checks, etc. He stated that followup is needed to determine check out requirements in accordance with the waiver. Colonel Sturdivant then brought to the attention of the staff the available periods to hear Colonel Cole present the speech on the "USAF, Guardian of Freedom", and he requested that all personnel attend. The Wing Commander then announced a meeting at 1600 hours tomorrow, in the 4th SSS briefing room for all non-combat ready crews. He also announced that the Division staff inspection is presently going on and will continue through today, tomorrow, and Monday. The Team will attend all squadron briefings.

14. The meeting adjourned at 1505 hours.





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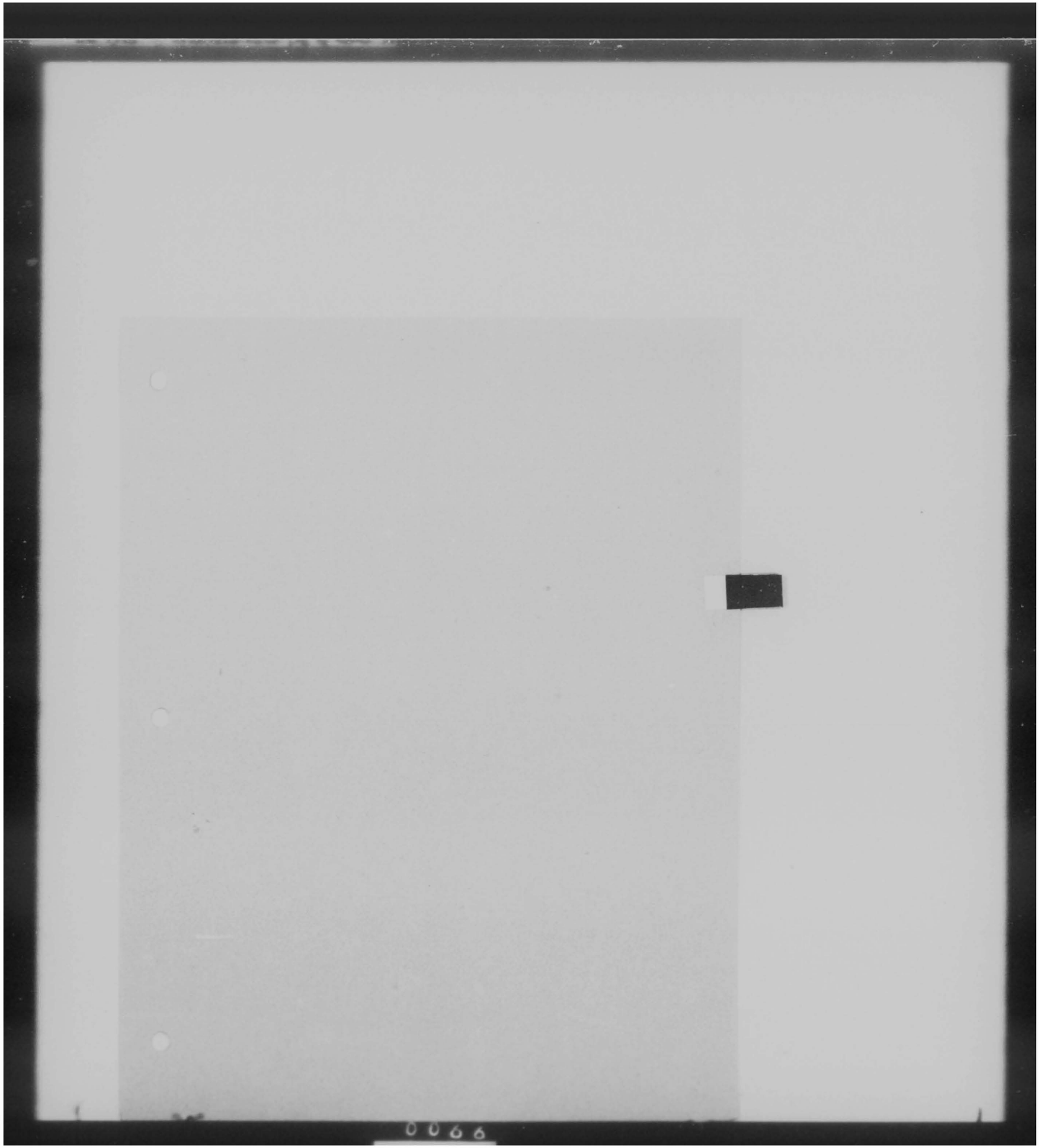



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

22 August 1957

STAFF MEETING MINUTES

1. The meeting convened at 1500 hours.

2. Colonel Walsh introduced Major Lessman, the Base Director of Materiel, who briefed the staff on the new project for negro housing in the city of Abilene.

3. DIRECTOR OF MATERIEL: Major Sullivan spoke on the coming drive on cleanliness along the barrel line. In the near future, rigid inspections will be conducted by the Wing Director of Materiel on flight line cleanliness. Major Sullivan then announced that the Blue Ridge walk-through on build-up of the first eight (8) aircraft for maintenance will take place on Monday. This will not be a general alert but will only concern the maintenance personnel required.

4. DIRECTOR OF SAFETY: Captain Miller reminded the staff of the Flying Safety meeting at 1500 hours tomorrow at the Base Theatre for all personnel on flying status.

5. PERIODIC MAINTENANCE SQUADRON: Colonel Cannon announced that the Periodic Maintenance Squadron moved into the hangar today. They presently have no telephone.

6. BASE COMMANDER: Major Fitzgearld presented the Division Commander's policy on signs. General Westover has requested that signs be moved in accordance with organization moves and that units move their own signs, in so far as possible, without using AIC facilities. General Westover, also, desires that the new pictures of General Power be displayed in place of General LeMay.

7. WING DEPUTY COMMANDER: Colonel Walsh spoke about the NCO Preparatory School Commandant's reception last Friday at the Service Club. He particularly remarked on the excellent selection of airmen from the Wing and requested that similiar selections be made in the future. Colonel Walsh then explained that the stand down has affected many people at squadron level. He requested the squadron commanders assign their people to specific jobs. Some people will be used to fill slots in the Wing Headquarters. It has been indicated that personnel may be assigned to the 96th Wing; therefore, we want to positively assign our best people within our units. Colonel Walsh then discussed the meeting of the NCO Advisory Council yesterday. He indicated that a request was



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made by the First Sergeants that squadron commanders include in their commanders' calls that NCO's will receive backing on issuance of lawful orders, and the squadron commanders will see that the NCO's orders be given the necessary adherence.

8. The meeting adjourned at 1530 hours.





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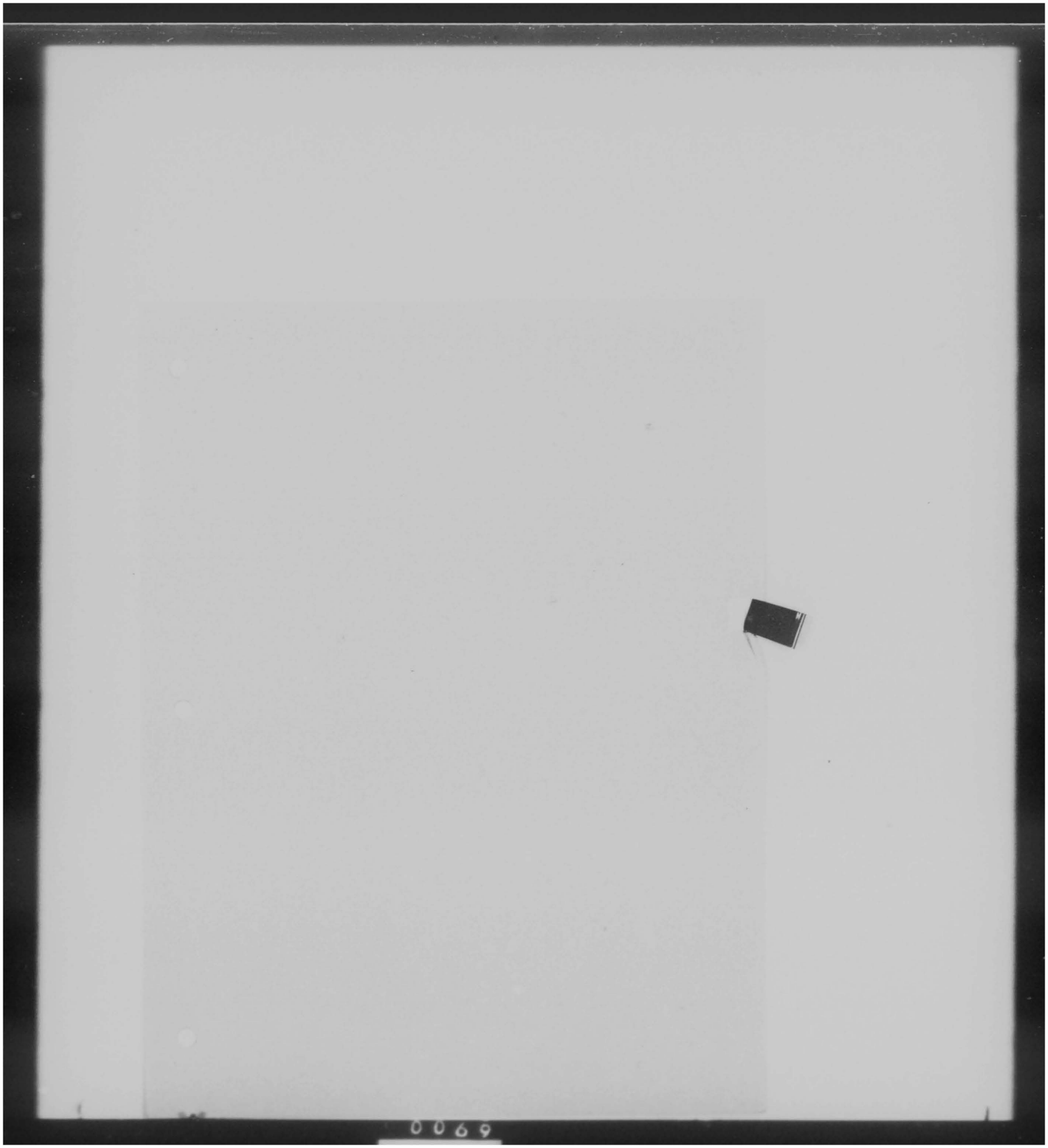


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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

29 August 1957

STAFF MEETING MINUTES

1. The meeting convened at 1500 hours.

2. DIRECTOR OF SAFETY: Captain Miller reminded the staff of the long week-end ahead and urged commanders to review pass limits in an effort to discourage long trips taken in haste which lead to a higher accident rate.

3. 11TH AIR REFUELING SQUADRON: Lt Col Hunter mentioned that the exercise Treasure Chest would prevent his personnel from maintaining their normal training schedules and requested that agencies concerned refrain from committing any 11th Air Refueling Squadron personnel to training courses during the exercise.

4. 341ST TACTICAL HOSPITAL: Lt Newkirk mentioned that Flu serum will be available on the Base around the 1st of October. The shots will be given first to all military personnel and then to dependents as the supply lasts. It was also mentioned that in connection with the safety precautions over the long holiday period, a talk will be given to hospital personnel by Mr. Ross Kent from the Public Safety Council of Abilene, at the hospital at 1500 hours Friday, 30 August 1957. Personnel from other squadrons are welcome to attend.

5. 341ST ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON: Lt Col Stevens mentioned the problem of personnel intending to enter off-duty schools and being affected by the pending deployment of the wing. Colonel Walsh suggested personal interviews with people concerned and pointing out the problem and encouraging them to plan accordingly. The interviews must be handled in accordance with the classified nature of the deployment. Colonel Walsh also brought out that personnel must be counselled now as to the necessity of making certain that their personal affairs, such as allotments, power of attorney, be brought up to date or plans made for doing so, so that the deployment will not bring about undue hardship because of being unprepared.

6. BASE COMMANDER: Major Gilleland stated that Lt Colonel Sutherland has indicated to him that it is desirable that all dependents attempt to get Flu shots as quickly as possible at their own expense, if necessary, rather than to wait until the supply is adequate to take care of dependents at the Base hospital. He also mentioned that the security lectures did not have adequate attendance, still far below mandatory attendance.

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7. WING ADJUTANT: Captain Reavley mentioned to the staff that in the near future a study would be made of the officer detail situation and that suggestions would be solicited from squadron commanders as to the most effective manner of handling duty rosters.

8. CHIEF OF MAINTENANCE: Colonel Luts announced that all test hop crews are required to report to him at 0800 hours on the morning of the test hop.

9. WING CHAPLAIN: Chaplain Riggs announced that the regulation on the Character Guidance meeting is being revised, and as a result, no Character Guidance program is scheduled for the month of September. The revised Regulation will outline a Dynamic Moral Leadership program which will be on a quarterly basis rather than monthly. Material for these lectures will be prepared in such a way that the most appropriate information will be directed to the airmen's group, the NCO's group, and the officer's group rather than as in the past, all personnel receiving the same program. This new program is expected to begin 1 October 1957.

10. DEPUTY WING COMMANDER: Colonel Walsh introduced a new staff officer, Major Lloyd W Sielbeck, the new Wing Comptroller. Colonel Walsh expressed the desire that all new officers should be interviewed by their own squadron commanders prior to their interview with the Wing Commander. Colonel Walsh also mentioned that squadron commanders furnish the Personnel Directorate information regarding the number of their personnel who will be taking advantage of short discharges prior to 1 September 1957. Colonel Walsh announced that the NCO Preparatory School Class would be graduating Friday, at 1400 hours in the Base Chapel. He urged all squadron commanders to attend the graduation exercise. In regard to the recent reallocation of flying hours, Colonel Walsh stated that General Westover has indicated that every attempt will be made to retain the present flying schedule. The six (6) day flying schedule will go into affect only when it becomes absolutely necessary. Saturday, 31 August 1957, is not a duty day except for squadron directed activities, such as commanders' calls, etc. It is requested that all squadron directed activities be cleared through the Deputy Commander. Colonel Walsh urged all commanders to closely scrutinize the July Monthly Maintenance Summary. The month of July indicates that the number of failure reports, records discrepancies, and safety of flying discrepancies, have increased over the last month. The squadron commanders are urged to study their summary in order to determine what steps are necessary to reduce the number of these discrepancies. Colonel Walsh also stated that the WEMP testing program during the month of July was very disappointing due to the high rate of failures indicated in each squadron. Colonel Walsh stated that the headquarters squadron sponsored party at the Officers' Club, on Friday, the 23th of August 1957, was very successful and that a good time was had by all. He stated that he hopes that parties of this nature would be held as often as possible because of the obvious affect on Wing morale. Captain Bone of the Director of Comptroller's office commented briefly on the July Management Control Statement.

11. The meeting adjourned at 1540 hours.



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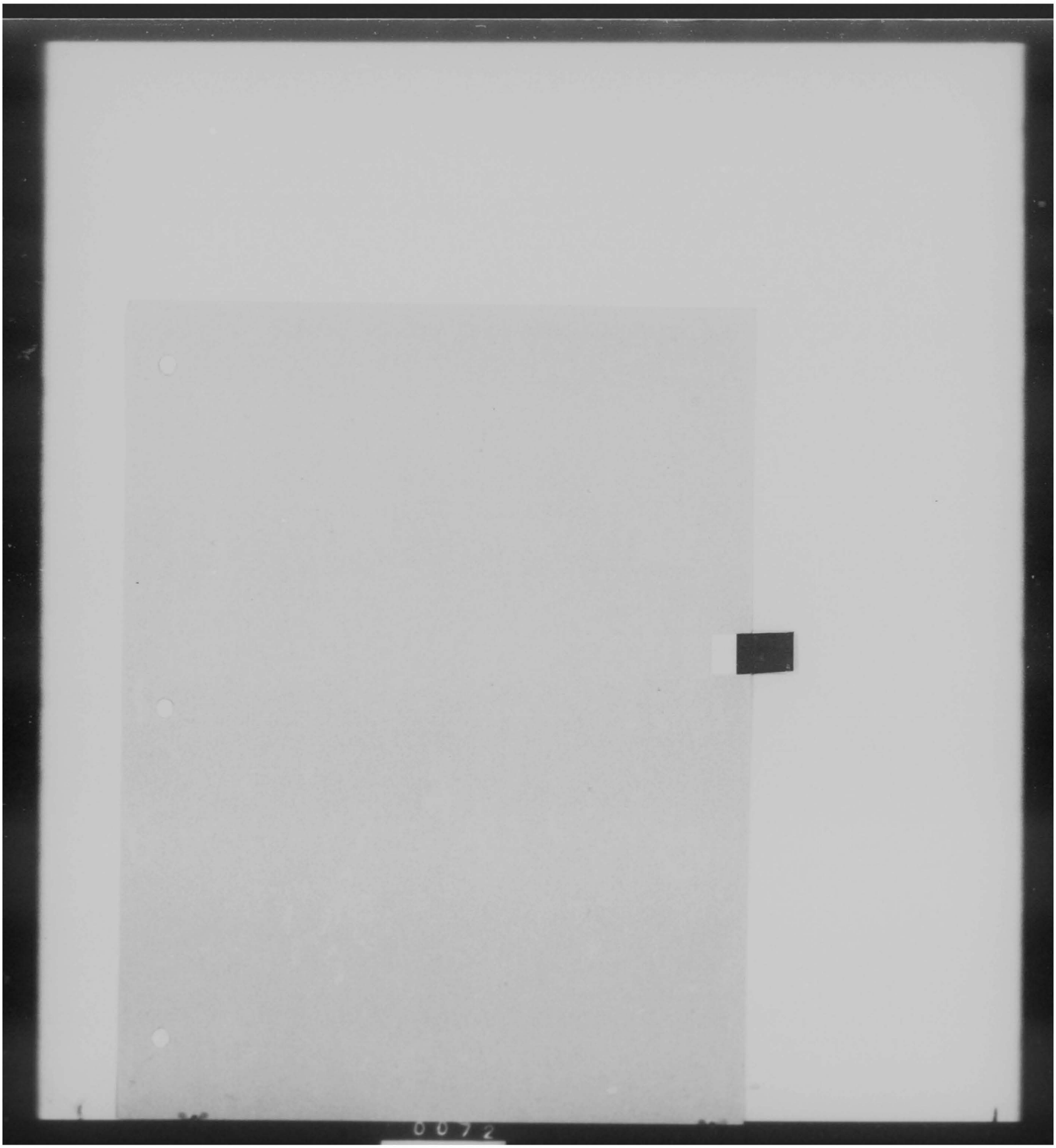


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SACR 62-8/341BWSUP-2

341BW SUPPLEMENT-2)
TO SACR 62-8)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base
Abilene, Texas
6 August 1957

FLYING SAFETY

Flying Supervision and Advisory Assistance

See Paragraph 4k.

Reference definition of an emergency contained in SAC Regulation 62-8/15th Air Force Supplement 1.

(Added) (1) Failure of the B-47 water-alcohol thrust augmentation system will be considered as other than normal operation of the engines and action taken will be the same as for engine failure.

FOR THE COMMANDER:

Gregory Q. Stanley

GREGORY Q STANLEY
Lt Col, USAF
Adjutant

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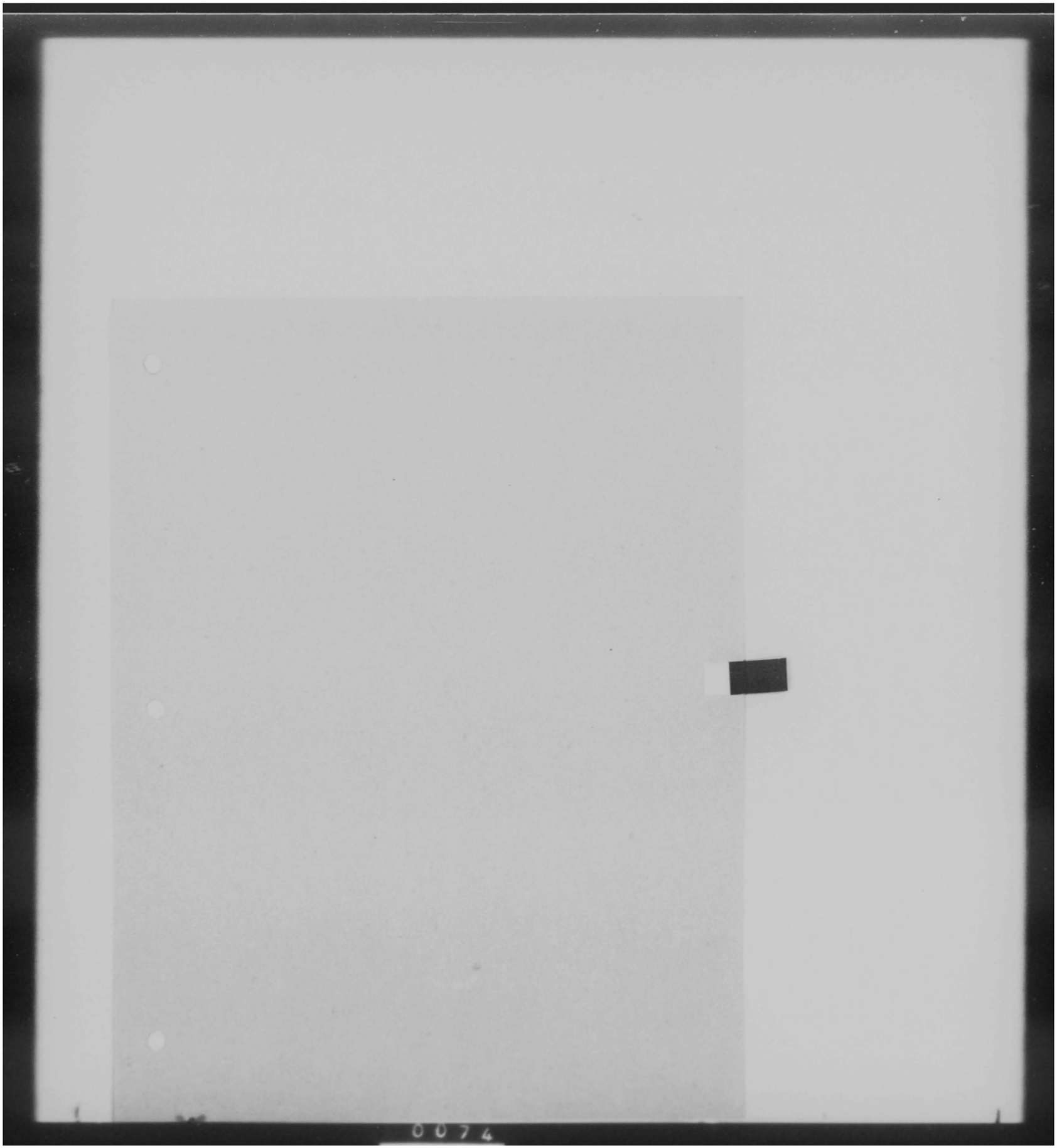



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CHANGE 341BWR 35-5A

341BW REGULATION)

NUMBER 35-5A)

HQ 341ST BOMBARDMENT WING M
Dyess Air Force Base
Abilene, Texas
6 August 1957

MILITARY PERSONNEL

341BWR 35-5, 21 March 57, is changed as follows:

3. PROCEDURES: * * *

* * * *

d. The Commander of each B-47 squadron shall recommend one outstanding aircrew from his organization for consideration for receipt of the Outstanding B-47 Aircrew Award established in paragraph 2e above. The B-47 Squadron Commanders will be guided by the selection criteria contained in Attachment Two to this regulation in determining their recommendations. Any additional information such as outstanding feats of airmanship, etc., will be considered and included in each recommendation. Recommendations will arrive at this headquarters addressed to the attention of the Director of Operation no later than the eighth day of the month following the end of the training quarter. The Director of Operations together with his staff will make the final selection.

e. The Commander of the Air Refueling Squadron will select the two most outstanding aircrews in his organization using the selection criteria outlined in attachment 3. These selections will be forwarded to the Director of Operations no later than the eighth day of the month following the end of the training quarter. The Director of Operations together with his staff will make the final selection.

* * * *

FOR THE COMMANDER:

Gregory Q. Stanley

GREGORY Q. STANLEY
Lt Col., USAF
Adjutant

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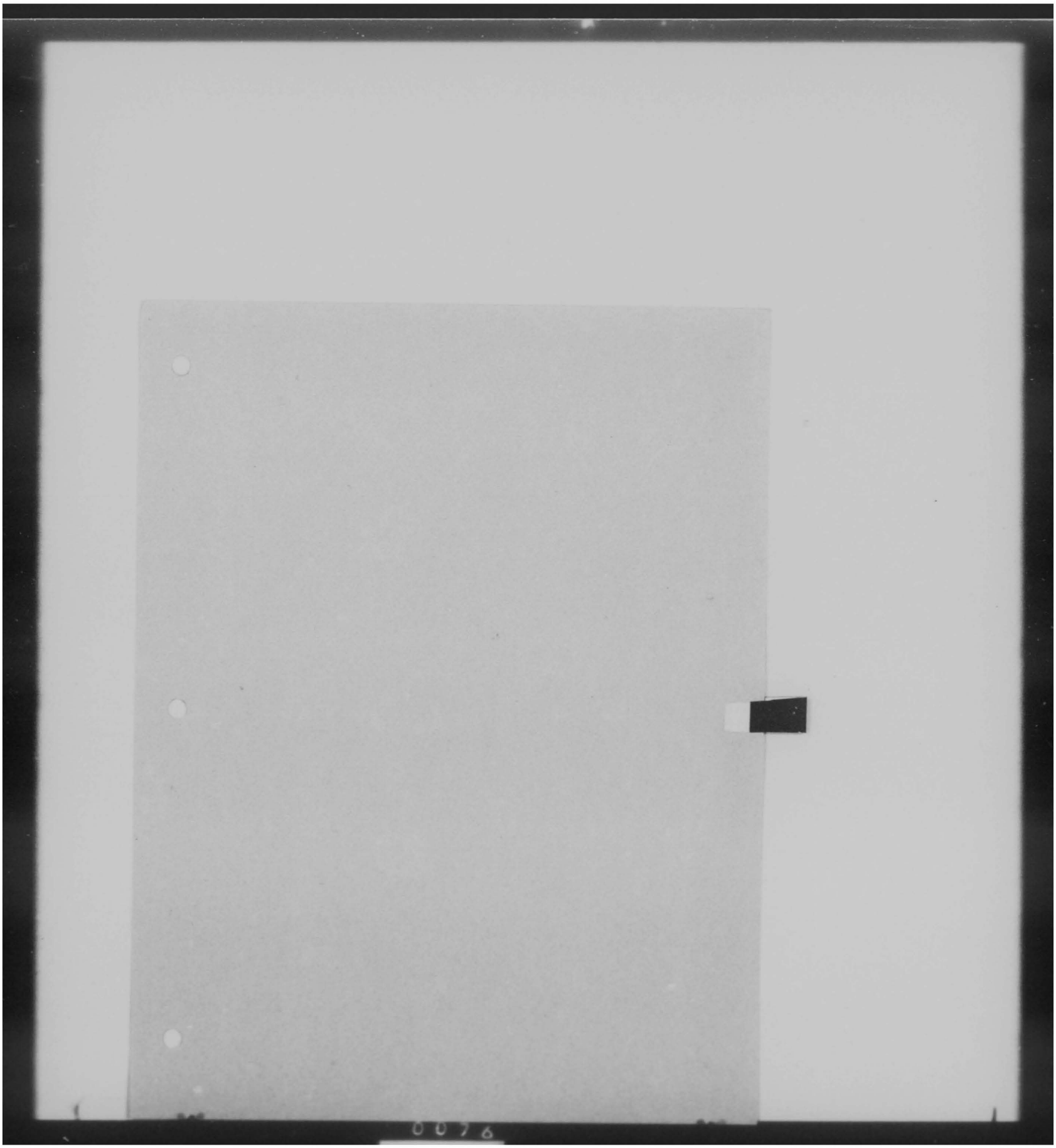


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DIRECTORATE OF PERSONNEL
341st Bombardment Wing

31 August 1957

AUTHORIZED AND ASSIGNED PERSONNEL

| | OFFICERS | | AIRMEN | | CIVILIANS | |
|---|---|---|---|---|---|---|
| UNIT | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| Wg Hq | 63 | 63 | 143 | 166 | 4 | 4 |
| 10BS | 71 | 108 | 93 | 111 | | |
| 12BS | 71 | 105 | 93 | 111 | | |
| 490BS | 71 | 98 | 93 | 107 | | |
| 11AMTFS | 97 | 125 | 189 | 192 | | |
| 341MS | 3 | 3 | 106 | 105 | | |
| 341MAS | 8 | 6 | 415 | 409 | 30 | 19 |
| 341AMS | 11 | 8 | 302 | 386 | | |
| 341TH | 25 | 22 | 82 | 72 | | |
| | 420 | 53[illegible] | 1516 | 1659 | 34 | 23 |

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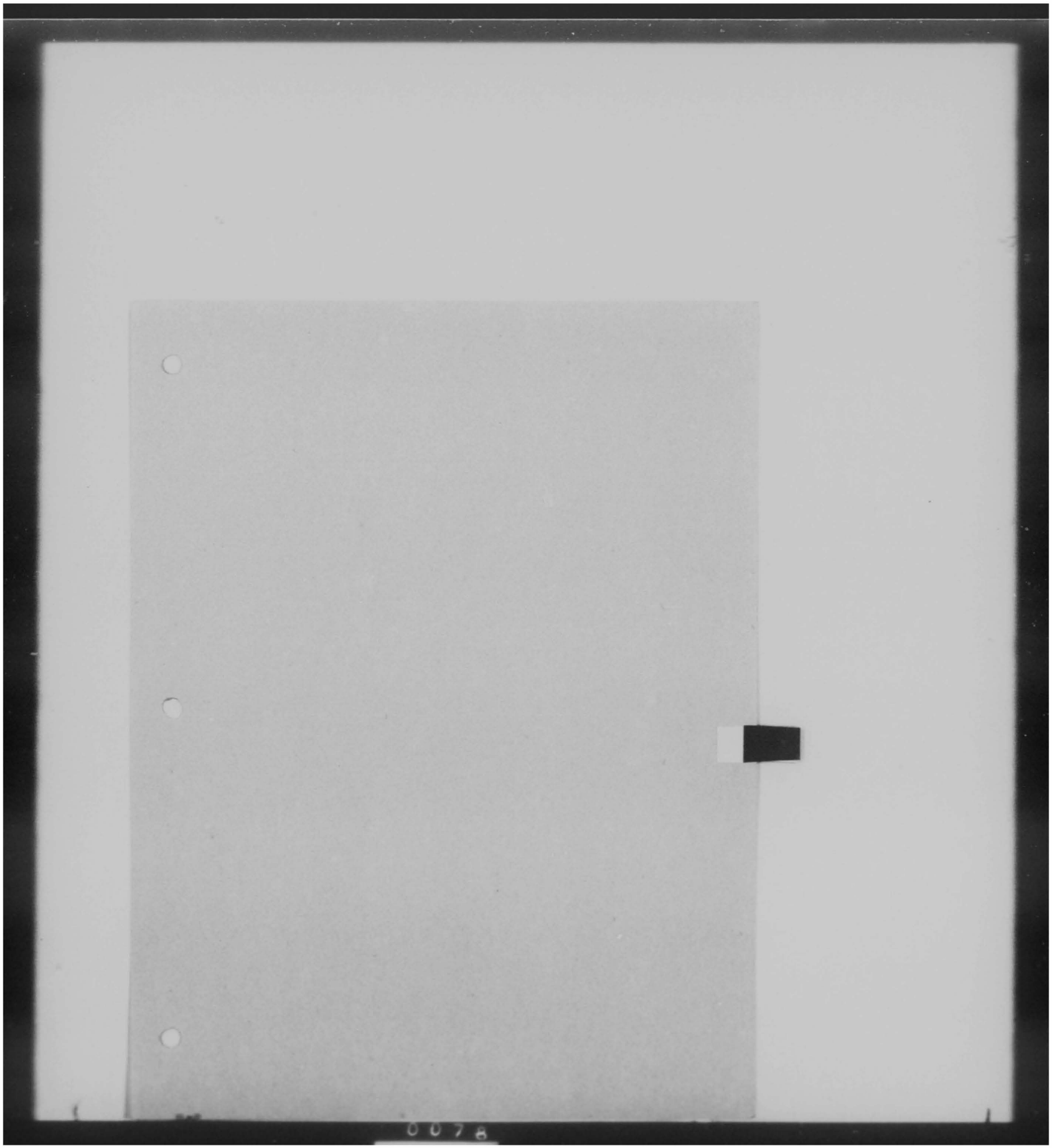

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MONTHLY COMBAT CREW ROSTER
341st Bombardment Wing Medium (SAC)
AS of 5 August 1957

| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 10th BOMRON | | | | | | | | |
| Commander | | Lt Col | Smith | Samuel | R | A0406487 | 20 | IND |
| Ops Officer | | Maj | Skartvedt | Paul | A | 23782A | 22 | IND |
| Maint Off | | Cpt | Moertle | Lawrence | J | A01860796 | 23 | IND |
| Navigator | | Maj | Brooks | William | C | 12663A | 21 | IND |
| Supp Off | | 1st Lt | Clawson | Robert | M | A0304671 | 32 | 29 Oct 57 |
| S02 | AC | Maj | Warner | Willis | L | A0517805 | 20 | IND |
| | P | Capt | Rogers | James | A | A0784559 | 24 | IND |
| | NB | Lt Col | Trexler | Troy | L | A0754817 | 16 | IND |
| R04 | AC | Capt | Brechel | Laurence | E | A0731804 | 21 | IND |
| | P | Capt | Myers | Thomas | H | A0837253 | 25 | IND |
| | NB | Capt | Roe | Peter | J | A0736728 | 19 | IND |
| L05 | AC | Capt | McKnight | Max | L | A0674845 | 17 | IND |
| | P | Capt | Cole | Darrell | V | A0782177 | 22 | IND |
| | NB | 1Lt | Meehan | Harry | D | A0303984 | 32 | IND |
| L07 | AC | Capt | Podbesek | Thomas | W | A0837356 | 24 | IND |
| | P | Lt | Holcom | Roger | L | A03057985 | 33 | 29 Sep 58 |
| | NB | Capt | Brzozowski | John | A | A0706687 | 24 | IND |
| L09 | AC | 1Lt | Hammond | Felton | L | A02224779 | 28 | IND |
| | P | 1Lt | Holton | Carl | E | A02225775 | 30 | IND |
| | NB | 1Lt | Jenkins | Worthy | L | A02220628 | 27 | IND |
| R10 | AC | Maj | Ligon | Vernon | P | A0745428 | 21 | IND |
| | P | Capt | Herman | Joseph | J | A0839020 | 23 | IND |
| | NB | 1Lt | Bryant | William | P | A022191h8 | 24 | IND |
| R11 | AC | Capt | Hull | Robert | L | A0944923 | 25 | IND |
| | P | Capt | Megargle | Russell | J | A0686251 | 22 | IND |
| | NB | 1Lt | Cobb | John | P | A03040602 | 33 | IND |
| L30 | AC | Maj | Routh | Ralph | O | A0838844 | 18 | IND |
| | P | 1Lt | Kerns | James | ML | 26119A | 32 | IND |
| | NB | 1Lt | L'Abbe | Joseph | A | A0303984l | 33 | 21 Apr 58 |
| R36 | AC | Maj | Platner | Lyle | P | A0822800 | 22 | IND |
| | P | 1Lt | Ennis | Ralph | E | 26043A | 32 | IND |
| | NB | 1Lt | Cunningham | William | J | A0937509 | 25 | IND |
| L38 | AC | Capt | Graves | James | M | A02009137 | 24 | IND |
| | P | 1Lt | Obenauf | James | E | A03057997 | 35 | IND |
| | NB | Capt | Wightman | John | D | A0933356 | 23 | IND |
| R39 | AC | Maj | Pendergast | Wilbert | M | A0675231 | 17 | IND |
| | P | Capt | Feeney | Robert | E | A0184730 | 26 | IND |
| | NB | Maj | Hudson | Robert | F | A02056798 | 17 | IND |
| L46 | AC | Capt | Flowers | Idus | R | A0675190 | 21 | IND |
| | P | 1Lt | Youngblood | Arvel | G | A0940044 | 23 | IND |
| | NB | 1Lt | Gray | Richard | L | A02206281 | 32 | 12 Sep 57 |
| M82 | AC | 1Lt | Kindle | Melvin | E | A0936934 | 21 | IND |
| | P | 1Lt | Alexander | William | R | A03049336 | 33 | 16 Nov 58 |
| | NB | 1Lt | Farnham | Frank | L | A03049099 | 32 | 15 Aug 58 |
| IN52 | AC | Capt | Fraser | Hiram | B | A0937483 | 21 | IND |
| | P | 1Lt | Daniel | Gordon | S | A02209875 | 32 | 11 Apr 59 |
| | NB | 1Lt | Clark | Donald | E | A03043780 | 32 | 29 Aug 58 |
| IN59 | AC | Maj | Cunningham | Donel | B | 13761A | 21 | IND |
| | P | Capt | Carman | Kenneth | R | A0938456 | 25 | IND |
| | NB | 1Lt | Bailey | Charles | S | A03050350 | 33 | 12 Sep 58 |



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| Crew Number | Posit | Rank | [illegible] | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| IN78 | AC | Capt | Blackburn | Robert | L | A02080594 | 17 | IND |
| | P | 1Lt | Raley | William | L | A03048102 | 33 | 15 Nov 58 |
| | NB | 1Lt | Grey | John | D | A03028746 | 34 | 30 Aug 58 |
| IN80 | AC | Capt | Sorrell | Mackie | L | A02230833 | 26 | IND |
| | P | 1Lt | Tobin | Thomas | G | A03050663 | 33 | 24 Jan 59 |
| | NB | 1Lt | Elliott | Robert | L | A02210238 | 32 | IND |
| IN81 | AC | Capt | Nelson | James | J | A02221780 | 28 | IND |
| | P | 1Lt | Newell | Ronald | K | A02211127 | 33 | 28 May 59 |
| | NB | 1Lt | Johnson | Robert | M | A03020568 | 31 | IND |
| IN93 | AC | Maj | Dautcuil | Donat | F | 13809A | 21 | IND |
| | P | 1Lt | Sevier | Vernon | A | A03028459 | 33 | 14 Nov 58 |
| | NB | 1Lt | Turner | Gerald | L | 31196A | 29 | IND |
| IN99 | AC | Capt | Mohan | Bernard | J | A0705759 | 24 | IND |
| | P | Capt | Webb | Luther | A | A01908783 | 26 | IND |
| | NB | 1Lt | Suppes | David | E | A03046136 | 33 | 5 Dec 58 |
| IN03 | AC | Capt | Roe | Warren | E | A0765097 | 19 | IND |
| | P | 1Lt | Persson | Lorens | AA | A03049929 | 33 | 2 Jan 59 |
| | NB | 1Lt | Nofsinger | William | M | A03046780 | 32 | 6 Dec 58 |
| IN06 | AC | Capt | Fleming | John | G | A0780914 | 25 | IND |
| | P | 1Lt | Tester | John | W | A03051963 | 33 | 24 Jan 59 |
| | NB | Capt | Bennett | Alexander | G | A02060432 | 24 | INB |
| IN43 | AC | Capt | Branch | John | W | A01999572 | 21 | IND |
| | P | 1Lt | Griffin | William | B | A03024710 | 32 | IND |
| | NB | 1Lt | Karras | Nicholas | P | A03065441 | 35 | IND |
| IN47 | AC | 1Lt | Duffer | Harold | E | A03008477 | 29 | IND |
| | P | 1Lt | George | Lloyd | D | A03051618 | 30 | 15 Nov 58 |
| | NB | 1Lt | Hawkins | Van | E | A03048866 | 33 | IND |
| IN49 | AC | Capt | Davidson | Charles | A | 20158A | 21 | IND |
| | P | 1Lt | Nelson | Paul | A | A03048043 | 21 | IND |
| | NB | 1Lt | Harcourt | Donald | H | A03040935 | 32 | 15 Aug 58 |
| SCM | AC | Capt | Decus | Hobart | G | A0590355 | 26 | IND |
| | AC | Maj | Gorder | Robert | A | 12628A | 21 | IND |
| | AC | Capt | MacDuff | Robert | W | A02087472 | 22 | IND |
| | AC | Capt | Grisham | Lonnie | E | A0808258 | 20 | IND |
| | AC | Capt | Gibbs | Henry | L | 26862A | 23 | IND |
| | AC | Capt | Boyer | Orman | L | A0697335 | 22 | IND |
| | AC | Capt | Smith | Billy | D | A02039035 | 24 | IND |
| | AC | 1Lt | Baker | Lawrence | R | A03034814 | 29 | IND |
| | AC | 1Lt | Drake | Phillip | C | A03034194 | 30 | IND |
| | AC | 1Lt | Apel | Frank | J | A03022401 | 30 | IND |
| | P | 1Lt | DeFaria | Carl | M | A03049790 | 33 | 23 Jan 59 |
| | P | 1Lt | Shackelford | Clayton | W | A02211280 | 31 | 23 May 58 |
| | P | 1Lt | Johnson | Ward | W | A03047975 | 31 | 7 Feb 59 |
| | P | 1Lt | Pollard | Theodore | S | A03046127 | 33 | 28 Feb 59 |
| | P | 2Lt | Merkel | Paul | P | A03053415 | 33 | 28 Feb 59 |
| | P | 1Lt | Brougher | Donald | L | A03028418 | 32 | 12 Mar 59 |
| | P | 2Lt | Ryan | Robert | M | A03029777 | 33 | 26 Mar 59 |
| | P | 1Lt | Bushore | Bruce | B | A02228509 | 30 | IND |
| | NB | 1Lt | Howe | Bruce | H | A03046219 | 32 | 4 Dec 58 |
| | NB | 1Lt | Keating | Edward | J | A03040756 | 33 | 12 Sep 58 |
| | NB | 1Lt | Stevens | Roger | D | A03066057 | 32 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 12th BOMRON | | | | | | | | |
| Commander | | Lt Col | Manlyn | Raymond | E | 9956A | 21 | IND |
| Ops Off | | Maj | Stevens | Bernard | H | A0926907 | 22 | IND |
| Maint Off | | 1Lt | Price | Royce | N | A03027186 | 32 | 3 Aug 58 |
| Navigator | | Maj | Peterson | Leonard | U | A0679168 | 17 | IND |
| Supp Off | | 1Lt | Hull | Richard | B | A03027139 | 33 | 16 Oct 57 |
| S01 | AC | Lt Col | Ritter | Henry | W | 13847A | 19 | IND |
| | P | Capt | Hillerud | Robert | T | A02227205 | 29 | IND |
| | NB | Maj | Watson | Wallace | R | 16561A | 20 | IND |
| R12 | AC | Maj | Jennings | George | H | A0805477 | 23 | IND |
| | P | Capt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | NB | 1Lt | Cantwell | Joe | E | A02200996 | 29 | IND |
| L13 | AC | Capt | Hall | Robert | C | A0702731 | 22 | IND |
| | P | 1Lt | Gerding | John | M | 26065A | 31 | IND |
| | NB | Capt | Allison | Willis | W | A02091753 | 25 | IND |
| L14 | AC | Capt | Peyton | William | D | A0776013 | 22 | IND |
| | P | 1Lt | Evans | David | W | A03057949 | 28 | IND |
| | NB | 1Lt | Kelly | James | S | 31753A | 32 | IND |
| L15 | AC | Capt | Long | William | E | A01903110 | 28 | IND |
| | P | 1Lt | Brittain | Douglas | B | A03057975 | 32 | 29 Sep 59 |
| | NB | 1Lt | Christensen | Donald | J | A03040200 | 34 | 8 May 58 |
| L16 | AC | Capt | Atkins | Robert | L | A01911252 | 26 | IND |
| | P | 1Lt | Bowyer | Neal | F | A03057973 | 34 | IND |
| | NB | 1Lt | Huskin | Frank | P | A03039129 | 34 | IND |
| R20 | AC | Capt | Harris | Troy | J | A0537994 | 21 | IND |
| | P | 1Lt | Tierney | David | E | A03058015 | 33 | IND |
| | NB | 1Lt | Draper | Darwin | D | A03016335 | 32 | 8 May 58 |
| L18 | AC | Capt | Weeks | Joseph | H | A0707880 | 26 | IND |
| | P | 1Lt | Schuchler | James | K | A03058010 | 34 | 29 Sep 59 |
| | NB | 1Lt | Covington | Harold | M | A05007834 | 26 | IND |
| R19 | AC | Capt | Crechan | James | K | A01911009 | 26 | IND |
| | P | Capt | Dobyns | Thurman | L | A01911338 | 27 | IND |
| | NB | Maj | Badger | Harold | W | A0562445 | 19 | IND |
| R29 | AC | Capt | Long | William | D | A01340906 | 27 | IND |
| | P | Capt | Buckley | Edward | C | A0696585 | 24 | IND |
| | NB | Capt | Carrillo | John | C | A0703447 | 23 | IND |
| R32 | AC | Maj | Ballard | Dempsey | E | 16508A | 24 | IND |
| | P | 1Lt | Smith | Charles | ND | 26250A | 31 | IND |
| | NB | Maj | Ramirez | Rafael | | A0660902 | 18 | IND |
| R37 | AC | Capt | Krueger | William | E | A0819544 | 23 | IND |
| | P | 1Lt | Ridgway | Terry | R | 26224A | 32 | IND |
| | NB | 1Lt | Lovell | Jessie | A | 30941A | 27 | IND |
| R41 | AC | Maj | Foor | Harold | L | A0703949 | 19 | IND |
| | P | Capt | VanGoesbeck | Everett | J | A0783467 | 24 | IND |
| | NB | Capt | Sands | Herman | | A0936935 | 22 | IND |
| L45 | AC | Capt | Youngmark | Don | E | A0760520 | 21 | IND |
| | P | Capt | Donaldson | Merle | D | A0591328 | 25 | IND |
| | NB | Capt | Couch | Clarence | M | A02080658 | 22 | IND |
| M48 | AC | Maj | Barrett | Pleasant | W | A0792093 | 21 | IND |
| | P | Maj | Hastin | James | D | A0676788 | 22 | IND |
| | NB | Capt | Nulph | George | E | A0808125 | 15 | IND |
| N54 | AC | Maj | Floyd | Charles | N | A0784701 | 22 | IND |
| | P | 1Lt | Lagata | Howard | N | A03027291 | 32 | 19 Oct 58 |
| | NB | 1Lt | Suttle | Richard | T | A02204410 | 31 | 19 Jun 59 |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| IN70 | AC | Capt | Rozell | William | F | A03014946 | 24 | IND |
| | P | 1Lt | Hanna | Warren | L | A03043031 | 33 | 15 Nov 58 |
| | NB | 1Lt | Johnson | Paul | [illegible] | A03051209 | 33 | 1 Nov 58 |
| IN79 | AC | Maj | Wright | William | E | A0660007 | 17 | IND |
| | P | 1Lt | Newman | Robert | L | A03024764 | 26 | IND |
| | NB | 1Lt | Kunz | Richard | E | 26089A | 34 | IND |
| N83 | AC | Maj | Dafforn | Tracy | | 15048A | 23 | IND |
| | P | 1Lt | Neitzel | Paul | A | A03048098 | 33 | 15 Nov 58 |
| | NB | 2Lt | Mason | Charles | R | A03065552 | 35 | 5 Sep 59 |
| IN04 | AC | Capt | Elling | Harvey | G | A0727423 | 20 | IND |
| | P | 1Lt | Tidwell | Arthur | E | A02211767 | 32 | 27 Apr 58 |
| | NB | 1Lt | Dorrill | Robert | L | A03027277 | 31 | 13 Jul 58 |
| IN05 | AC | Maj | Fisher | Robert | L | 12130A | 24 | IND |
| | P | 1Lt | Rosso | Louis | T | A03043074 | 33 | 5 Dec 58 |
| | NB | 1Lt | Litjen | James | G | A02211950 | 33 | IND |
| N06 | AC | Capt | Grossart | James | J | A0767530 | 21 | IND |
| | P | 1Lt | Case | Wayne | L | A03049563 | 31 | 5 Dec 58 |
| | NB | Capt | Bittner | Howard | A | A0153209 | 23 | IND |
| IN95 | AC | 1Lt | Hruby | Robert | L | A02211545 | 31 | 11 May 58 |
| | P | 1Lt | Dallas | Gerald | C | A03014946 | 30 | IND |
| | NB | 1Lt | Crowell | James | S | A03049565 | 33 | 29 Aug 58 |
| IN96 | AC | 1Lt | Thun | Kurt | | A03048721 | 33 | 14 Nov 58 |
| | P | 1Lt | Dahl | John | G | A03048301 | 33 | 6 Dec 58 |
| | ND | 1Lt | Joyce | Walter | J | A03046273 | 33 | 15 Aug 58 |
| IN23 | AC | Maj | Grace | Gerald | J | 14940A | 21 | IND |
| | P | 1Lt | Greig | William | G | A03047969 | 33 | 23 Jan 59 |
| | NB | 1Lt | Lawson | Elliot | C | A03050739 | 33 | 4 Dec 58 |
| IN50 | AC | Capt | Pierpont | Walter | J | A0713927 | 21 | IND |
| | P | 1Lt | Mueller | Paul | R | A03048905 | 33 | 24 Jan 59 |
| | NB | 1Lt | Endres | William | E | A03046390 | 33 | 14 Nov 58 |
| SCM | AC | Capt | Held | Rutherford | R | A0710039 | 21 | IND |
| | AC | Maj | White | Harrison | G | 10644A | 19 | IND |
| | AC | Capt | Kepner | Frank | B | A0934937 | 24 | IND |
| | AC | Capt | Thorne | Claire | C | A01911617 | 25 | IND |
| | AC | 1Lt | James | Merwyn | D | A03006523 | 33 | IND |
| | AC | 1Lt | Tanguy | Robert | B | 23547A | 27 | IND |
| | AC | 1Lt | Cooke | Robert | G | A02224543 | 29 | IND |
| | P | 1Lt | Holmes | Jerry | L | A03052351 | 33 | 23 Jan 59 |
| | P | 1Lt | Glaser | Donald | R | A03029973 | 33 | 20 Feb 59 |
| | P | 1Lt | Sargent | Eaton | D | A03029504 | 32 | 13 Mar 59 |
| | P | 1Lt | Mulkey | Charles | W | A03027302 | 32 | IND |
| | P | Capt | Weimer | Lawrence | D | A0767926 | 23 | IND |
| | P | 1Lt | Wamelsdorf | Albert | S | A03049340 | 21 | 23 Jan 59 |
| | P | 1Lt | Mathis | James | R | A03027165 | 34 | 3 Aug 58 |
| | NB | 1Lt | Whipple | Charles | R | A03047402 | 33 | 6 Dec 58 |
| | NB | 1Lt | Ward | Charles | W | A03046450 | 33 | 4 Dec 58 |
| | P | 1Lt | Dye | Elden | H | A03029070 | 32 | 26 Sep 58 |



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| Crew Number | Posit | Rank | Name | MI | AFSN | YOS | TOS |
|---|---|---|---|---|---|---|---|
| 40th BOMRON | | | | | | | |
| Commander | | Lt Col | Palfrey | Campbell | [illegible] | 18 | IND |
| Ops Officer | | Maj | Bridges | Wilbur | A [illegible] | 19 | IND |
| Navigator | | Maj | Grinstead | Albert | N 11901A | 17 | IND |
| Maint Off | | Capt | Gemmell | Charles | J A0522740 | 21 | IND |
| Supp Off | | 1Lt | Sisk | John | B A0304720 | 33 | 30 Sep 57 |
| R00 | AC | Capt | McClarnon | Marshall | H A01908705 | 27 | IND |
| | P | 1Lt | Powell | Leslie | A A03040732 | 32 | IND |
| | NB | 1Lt | Zavalydriga | John | J A0303910 | 34 | 21 Mar 58 |
| L17 | AC | Capt | Hopwood | David | P A0708958 | 22 | IND |
| | P | 1Lt | Lenihan | William | E A02205501 | 32 | IND |
| | NB | Capt | Maxwell | Joseph | B A02004365 | 25 | IND |
| L21 | AC | Capt | Melling | Lewis | D A0834229 | 24 | IND |
| | P | 1Lt | Marsh | Edwin | L A02204595 | 30 | IND |
| | NB | 1Lt | Schumacher | Norman | E 27144A | 28 | IND |
| R22 | AC | Capt | Mare | John | R A01698025 | 21 | IND |
| | P | 1Lt | Blume | Murray | P 25971A | 31 | IND |
| | NB | 1Lt | Diggs | James | M A0303910 | 33 | IND |
| R24 | AC | Capt | Driggs | John | F A0804546 | 21 | IND |
| | P | Capt | Wilson | Elmer | R A01853984 | 23 | IND |
| | NB | Capt | Kilmer | Harold | F A0935 07 | 20 | IND |
| L25 | AC | Capt | Guzowski | Daniel | F A0942593 | 21 | IND |
| | P | 1Lt | Boone | George | T 23963A | 32 | IND |
| | NB | Capt | Moreau | Rosaire | A A02089683 | 20 | IND |
| R26 | AC | Capt | DeSomer | Richard | J A01850627 | 23 | IND |
| | P | 1Lt | Conn | Henry | L A02205683 | 21 | IND |
| | NB | Capt | Radcliffe | Roy | E A0303 9872 | 17 | IND |
| L27 | AC | 1Lt | Yon | Kenneth | W A02224373 | 28 | IND |
| | P | 2Lt | Robinson | Eliot | H A03 56006 | 34 | 29 Sep 58 |
| | NB | 1Lt | Stilwell | Kenneth | R A03039872 | 34 | IND |
| N28 | AC | Capt | Griffis | Lester | T A0816710 | 22 | IND |
| | P | Capt | Warren | Walter | N A0838381 | 23 | IND |
| | NB | Capt | Wojcuski | Edward | A A08 0793 | 15 | IND |
| S42 | AC | Maj | Elzey | Norman | J A01909231 | 26 | IND |
| | P | Capt | Bentley | Max | H A01909024 | 28 | IND |
| | NB | Maj | Santoro | Frank | R A0932933 | 22 | IND |
| L44 | AC | Capt | Smith | Kenneth | L A0675456 | 22 | IND |
| | P | Capt | Funk | George | E A0760184 | 22 | IND |
| | NB | Capt | McCoy | Merle | D A01855087 | 25 | IND |
| N55 | AC | Capt | Boyd | Ross | I A2264811 | 23 | IND |
| | P | Capt | Buchler | Roger | G 15736A | 21 | IND |
| | NB | 1Lt | Tomlinson | Ross | E A0304 911 | 33 | IND |
| IN72 | AC | Capt | Monge | Raymond | A A02062264 | 22 | IND |
| | P | 1Lt | Young | William | B A0300150 8 | 29 | IND |
| | NB | Capt | Dowling | John | M 25033A | 28 | IND |
| IN87 | AC | Capt | Manning | Jack | E A02083665 | 20 | IND |
| | P | 1Lt | Jamieson | Bruce | A A0304 9808 | 34 | 23 Jan 59 |
| | NB | 1Lt | Salisbury | Ernest | E A0304 9048 | 34 | IND |
| N88 | AC | Capt | Tidwell | John | E A01903161 | 28 | IND |
| | P | 1Lt | Rice | Lindley | M A0304 9719 | 31 | 13 Nov 58 |
| | NB | 1Lt | Scherpereel | Richard | C A0304 7026 | 31 | 16 Aug 58 |
| IN89 | AC | Maj | Drudzinski | Walter | N A0820216 | 22 | IND |
| | P | 1Lt | Lane | Alfred | J A0304 9103 | 32 | 15 Nov 58 |
| | NB | Maj | Fulwider | Richard | D A0937148 | 20 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 933 | AC | Capt | Frey | James | W | A0733866 | 21 | IND |
| | P | 1Lt | Stewart | Harvey | J | A03020865 | 33 | 17 Jul 58 |
| | ND | 1Lt | Williams | Donald | B | A03040920 | 34 | 7 Jun 58 |
| N90 | AC | Capt | Alsobrook | Thomas | W | A01910303 | 26 | IND |
| | P | 1Lt | Ballard | David | D | A03023618 | 31 | IND |
| | ND | 1Lt | Newman | Peter | E | A03049117 | 33 | 15 Aug 58 |
| IN91 | AC | Capt | Osmen | Edward | H | A0714152 | 22 | IND |
| | P | 1Lt | Rencher | John | H | A03052460 | 29 | IND |
| | ND | 1Lt | Backhaus | Murray | D | A03050615 | 33 | 30 Aug 58 |
| N98 | AC | Capt | Dumont | Alvin | L | A0786004 | 23 | IND |
| | P | 1Lt | Dunivant | Harry | E | 25062A | 29 | IND |
| | NB | 1Lt | Pierson | Oliver | B | A03028837 | 34 | 2 Aug 58 |
| IN34 | AC | Maj | Baumgardner | Haynes | M | 14897A | 20 | IND |
| | P | 2Lt | Yates | Robert | S | A03050785 | 33 | 23 Jan 59 |
| | NB | Capt | Charles | Eliot | B | A0667140 | 19 | IND |
| IN31 | AC | 1Lt | Farny | David | H | A03048080 | 32 | 14 Nov 58 |
| | P | 1Lt | Tripi | Carl | J | A03029066 | 33 | 26 Sep 58 |
| | NB | 1Lt | Higgins | Lawrence | J | A03046270 | 33 | 15 Aug 58 |
| IN35 | AC | Maj | White | Morris | D | 14320A | 21 | IND |
| | P | 1Lt | Safer | Melvyn | I | A03051934 | 33 | 7 Dec 58 |
| | ND | 1Lt | Worley | Billy | A | A03047442 | 32 | 5 Dec 58 |
| IN40 | AC | Capt | Kyle | Charles | M | A0786131 | 22 | IND |
| | P | 1Lt | Myers | Milo | E | A02250562 | 29 | IND |
| | NB | 1Lt | Zeybel | Henry | L | A03048733 | 33 | IND |
| SCM | AC | Maj | Stephens | Joseph | W | 14444A | 22 | IND |
| | AC | Capt | Durham | Ralph | H | A0925778 | 22 | IND |
| | AC | Capt | McKenzie | Wallace | J | 26534A | 25 | IND |
| | AC | 1Lt | Baughan | Horace | L | A02249061 | 27 | IND |
| | AC | 1Lt | Baker | Kenneth | D | A03007955 | 28 | IND |
| | AC | 1Lt | Costenbader | Edward | W | A03035212 | 33 | IND |
| | AC | 1Lt | Stigall | Edwin | G | A03026424 | 32 | IND |
| | AC | 1Lt | Shamsie | Sahid | C | A02224617 | 29 | IND |
| | P | Capt | Threlkeld | Richard | J | 26060A | | IND |
| | P | 1Lt | Oliver | John | F | A03046914 | 33 | IND |
| | P | 1Lt | Martin | Charles | H | 27324A | 32 | |
| | P | 1Lt | Blackwood | Dwight | E | A03052082 | 33 | 7 Dec 58 |
| | P | 1Lt | Blum | Harris | S | A03050327 | 33 | 6 Feb 59 |
| | P | 1Lt | Marsella | Frank | V | A02208891 | 31 | 7 Feb 59 |
| | P | 1Lt | Nyberg | John | W | A03048321 | | |
| | P | 2Lt | Buttimer | Anthony | J | A03051511 | 33 | 24 Jan 59 |
| | P | 1Lt | Covington | James | B | A03027273 | 34 | 7 Dec 58 |
| | ND | 1Lt | Long | Roland | C | A03051540 | 33 | 5 Dec 58 |
| | NB | 1Lt | Schultz | Albert | E | A03050185 | 32 | 6 Dec 58 |
| | NB | 1Lt | Wood | James | E | A03048730 | 33 | 5 Dec 58 |



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MONTHLY COMBAT CREW ROSTER
11th Air Refueling Squadron (SAC)
As of 5 August 1957

| Crew Number | Posit | Rank | Name | | MI | AFSN | YOR | DOS |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Hunter | Charles | M | A0797542 | 17 | IND |
| Ops Officer | | Maj | Grey | David | F | 12678A | 17 | IND |
| Maint Off | | Capt | Cochran | Robert | D | A0700600 | 21 | IND |
| Navigator | | | | | | | | |
| Supp Off | | Capt | Wise | Henry | B | A0661059 | 14 | IND |
| T01 | AC | Capt | Bruflat | LeRoy | A | A02062435 | 23 | IND |
| | P | 1Lt | Thornton | Marvin | D | A03023376 | 30 | IND |
| | N | Capt | Morton | Woodrow | W | A02081343 | 19 | IND |
| | FE | M/Sgt | Benson | Roland | | AF34100096 | 33 | IND |
| | BO | T/Sgt | Smith | William | J | AF3730330 | 25 | 21 Nov 60 |
| T02 | AC | Capt | Bailey | James | K | A02061694 | 21 | IND |
| | P | 1Lt | Evans | Ross | E | A03026272 | 31 | IND |
| | N | 1Lt | Crisfield | James | W | A02226770 | 25 | IND |
| | FE | M/Sgt | Sweatmon | Robert | H | AF14098324 | 23 | 1 Dec 61 |
| | BO | A/Sgt | Rhodes | George | S | AF35899955 | 25 | IND |
| T04 | AC | 1Lt | Kohler | Richard | E | 24289A | 29 | IND |
| | P | 1Lt | Poradek | Jerry | C | A03057435 | 29 | 15 Aug 59 |
| | N | 1Lt | Murphy | Joseph | A | A03008511 | 28 | IND |
| | FE | T/Sgt | Allen | Bruce | E | AF18055940 | 22 | 19 Oct 57 |
| | BO | S/Sgt | Dodge | John | I | AF13350028 | 30 | 25 Jul 60 |
| T05 | AC | Capt | Rast | Robert | H | A0719499 | 19 | IND |
| | P | 1Lt | Gecewicz | Leo | J | A03058277 | 30 | IND |
| | N | 1Lt | Webb | Fred | A | A03058198 | 35 | 8 Nov 58 |
| | FE | T/Sgt | Sadler | Robert | J | AF16233672 | 29 | 14 Nov 60 |
| | BO | T/Sgt | Crenshaw | Bill | J | AF19343881 | 29 | 28 Jun 60 |
| T06 | AC | Capt | Stutler | James | O | A0537564 | 20 | IND |
| | P | 1Lt | Cobble | Billy | G | A03020097 | 31 | IND |
| | N | 1Lt | Cotenche | Dean | R | A03058186 | 28 | 8 Nov 58 |
| | FE | T/Sgt | Danner | Donald | A | AF3772635 | 25 | 28 Jul 61 |
| | BO | S/Sgt | Branson | James | D | AF18411115 | 26 | 8 Dec 61 |
| T07 | AC | Capt | Rakestraw | Charles | I | A0942569 | 21 | IND |
| | P | 1Lt | Cizek | Lloyd | H | A03019177 | 23 | 23 Aug 58 |
| | N | 1Lt | Gallagher | Gerald | M | A02203643 | 32 | 6 Jan 58 |
| | FE | M/Sgt | Cunningham | Ira | L | AF18031214 | 21 | 12 Dec 58 |
| | BO | S/Sgt | Williams | Robert | I | AF18427122 | 31 | 1 Jun 62 |
| T08 | AC | Maj | Austin | Wallace | N | A0745029 | 15 | IND |
| | P | 1Lt | Dushrow | Gerald | E | A03057254 | 35 | IND |
| | N | 1Lt | Adamcik | Frank | J | A02205318 | 32 | 1 Mar 59 |
| | FE | M/Sgt | Wilson | Ray | | AF18099043 | 26 | 17 Sep 60 |
| | BO | A/1C | Williams | Charles | AF | AF15509024 | 35 | 13 May 63 |
| T10 | AC | Capt | Atchey | Robert | L | A02087370 | 19 | IND |
| | P | 1Lt | Britton | James | L | A0305700 | 33 | 17 Jul 59 |
| | N | 1Lt | Pagliaroli | Charles | A | A03058194 | 32 | 8 Nov 58 |
| | FE | M/Sgt | Moore | Billy | | AF38389595 | 24 | 26 Sep 60 |
| | BO | S/Sgt | Flint | Donald | L | AF13422306 | 33 | 22 Oct 61 |
| T11 | AC | Capt | Brandes | Harry | E | A0774501 | 23 | IND |
| | P | 1Lt | Emmons | Herbert | E | A03057663 | 23 | IND |
| | N | 1Lt | Albertson | John | S | A03058181 | 34 | 8 Nov 58 |
| | FE | T/Sgt | Scott | Willard | A | AF14323087 | 29 | 1 Oct 59 |
| | BO | M/Sgt | Hunt | John | A | AF6994832 | 17 | 18 Aug 60 |
| T33 | AC | Maj | Enoigh | Luther | E | A0817909 | 22 | IND |
| | P | 1Lt | Doss | James | E | A03057661 | 34 | 30 Aug 59 |
| | N | 2Lt | Raymont | Donald | W | A03064366 | 32 | 4Apr 59 |
| | FE | T/Sgt | Seebach | Billy | R | AF16233704 | 29 | 9 Nov 61 |
| | BO | S/Sgt | Myers | Roy | T | AF18406272 | 31 | 27 Dec 61 |



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| Crew Number | Posit | Rank | Name | | MI | FSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| DM26 | AC | Maj | Partridge | Robert | J | 12107A | 17 | IND |
| | P | Capt | Sergent | George | T | AF521071 | 22 | IND |
| | N | 1Lt | Stahl | William | L | A03047032 | 33 | 13 Sep 58 |
| | FE | M/Sgt | Martin | Jack | E | AF6381799 | 10 | 30 Nov 60 |
| | BO | A/2C | Baird | Bythel | T | AF18474857 | 37 | 16 Nov 59 |
| M27 | AC | Capt | Davis | Thomas | W | A0503885 | 15 | IND |
| | P | 1Lt | Anderson | Emmett | D | A03050459 | 32 | 14 Nov 58 |
| | N | 1Lt | Wagoner | Wendell | A | A03047361 | 33 | 2 Aug 60 |
| | FE | M/Sgt | Anderson | Arthur | W | AF6954356 | 21 | 2 Aug 60 |
| | BO | A/2C | Maxson | James | R | AF12490334 | 37 | 6 Nov 59 |
| M34 | AC | Capt | Sherrill | Clyde | N | A02080570 | 25 | IND |
| | P | 1Lt | Bell | Frederick | T | A03022018 | 29 | IND |
| | N | 2Lt | Smith | Donald | H | A03066219 | 36 | IND |
| | FE | M/Sgt | Moberg | Donald | L | AF3972293 | 24 | 12 May 63 |
| | BO | A/1C | Bennett | Tom | F | AF17232523 | 30 | 14 Nov 61 |
| M29 | AC | 2Lt | Fain | William | T | A03024673 | 32 | IND |
| | P | 1Lt | Wilson | Thomas | M | A03024294 | 31 | IND |
| | N | [illegible] | Meyer | Richard | A | A03029679 | 33 | 23 Jan 59 |
| | FE | M/Sgt | Wood | Donald | E | AF6561464 | 19 | 14 Oct 58 |
| | BO | A/2C | Walker | Harold | G | AF18500252 | 36 | 28 Oct 59 |
| M30 | AC | Lt Col | Martin | William | M | A0728895 | 21 | IND |
| | P | 1Lt | Mickell | Jimmy | E | A02204366 | 32 | IND |
| | N | 2Lt | Caldwell | Charles | C | A03056132 | 28 | IND |
| | FE | M/Sgt | Wallace | William | H | AF14170831 | 22 | 15 Dec 58 |
| | BO | S/Sgt | Cutler | Fred | B | AF12309055 | 29 | 17 Aug 61 |
| T31 | AC | Capt | Beebe | Charles | L | A0781176 | 23 | IND |
| | P | 1Lt | Davis | William | L | A03057660 | 34 | IND |
| | N | 1Lt | Watson | Ronald | W | A03058197 | 34 | 8 Nov 60 |
| | FE | T/Sgt | Williams | Carl | | AF19109208 | 22 | 11 Feb 61 |
| | BO | S/Sgt | Freer | Donald | H | AF13400104 | 30 | 25 Sep 61 |
| T32 | AC | Maj | Hall | Edgar | J | A0799554 | 21 | IND |
| | P | 1Lt | Phillips | Arthur | B | A03057693 | 27 | 30 Aug 59 |
| | N | 1Lt | Hammett | David | M | 272624 | 32 | IND |
| | FE | M/Sgt | Fryman | Marion | E | AF15018765 | 16 | 21 Sep 60 |
| | BO | S/Sgt | Hammett | Jack | | AF14414050 | 28 | 27 Nov 61 |
| SCM | AC | Maj | Jacy | Alexander | G | A0665032 | 16 | IND |
| | AC | Maj | Sielbeck | Lloyd | M | A0837061 | 23 | IND |
| | AC | Maj | Schlabs | Frank | W | 118324 | 19 | IND |
| | AC | Capt | Cassell | William | I | A0452897 | 18 | IND |
| | AC | Capt | Dugger | Jimmy | | A0837908 | 21 | IND |
| | AC | Capt | Gillen | George | B | A0574298 | 27 | IND |
| | AC | Capt | Mallen | Edward | S | A0549224 | 21 | IND |
| | AC | Capt | Davies | William | S | A0784402 | 21 | IND |
| | AC | Capt | Hamm | John | R | A02090453 | 25 | IND |
| | AC | Capt | Volkenaer | John | J | A0407078 | 15 | IND |
| | P | 1Lt | Newanus | Ray | V | A02209562 | 33 | 17 Jul 59 |
| | P | 2Lt | Childs | William | F | A03047904 | 34 | 26 Mar 59 |
| | P | 2Lt | Goodman | Clarence | P | A03047798 | 33 | 12 Mar 59 |
| | P | 2Lt | Januska | Charles | J | A03047529 | 33 | 26 Mar 59 |
| | P | 2Lt | Pollom | James | E | A03053096 | 33 | 27 Mar 59 |
| | P | 1Lt | Woodson | Jack | G | A03020853 | 32 | IND |
| | N | 1Lt | Fowler | Bruce | C | A03027372 | 34 | 17 Aug 59 |
| | N | 1Lt | Greene | Ainsworth | M | A03049757 | 33 | 12 Sep 58 |
| | N | 1Lt | McRae | Thorrel | D | A03046682 | 33 | IND |
| | N | 1Lt | Eddins | Boyd | L | A03047377 | 33 | 1 Jan 59 |
| | N | 1Lt | Kolar | Edward | W | A03046325 | 33 | 1 Nov 58 |
| | N | 1Lt | Reichenbach | James | E | A03049217 | 33 | 29 Mar 59 |
| | N | 1Lt | Rosenstein | Yale | J | A03051043 | 33 | 2 Jan 59 |
| | N | 2Lt | Donaldson | Presley | W | A03029870 | 33 | IND |
| | N | 2Lt | Nixon | Paul | S | A03027578 | 33 | 8 Feb 59 |
| | N | 1Lt | Marshall | Harry | E | A03033776 | 29 | IND |
| | FE | T/Sgt | Robertson | Freddie | E | AF18297826 | 31 | 14 Jan 63 |
| | FE | T/Sgt | Stewart | John | N | AF14316768 | 30 | 10 Jan 58 |



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| Crew Member | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| SCA | BO | A/2C | Croft | James | J | AF14587342 | 35 | 7 Jul 59 |
| | BO | A/2C | Satterfield | Ray | A | AF13410830 | 34 | 6 Dec 61 |
| | BO | A/2C | Schmidt | Frederick | | AF13493561 | 37 | 16 Nov 59 |
| | BO | A/3C | Brown | James | L | AF19550803 | 38 | 7 Dec 59 |
| | BO | A/3C | Meldems | Richard | C | AF18493357 | 38 | 18 Oct 59 |
| | BO | A/3C | McGinley | Bernhard | H | AF13409261 | 34 | 11 Sep 61 |
| | BO | S/Sgt | Jump | Earl | L | AF19420492 | 32 | 3 Sep 60 |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | TOS | DOS |
|---|---|---|---|---|---|---|---|---|
| T13 | AC | Maj | Clark | Don | A | 14147A | 22 | IND |
| | P | 1Lt | Lewis | Richard | L | A03020773 | 31 | IND |
| | N | 2Lt | Ashworth | Ronald | S | A03059102 | 23 | 4 Apr 59 |
| | FE | M/Sgt | Glozman | Joseph | W | AF6995460 | 20 | 14 Feb 62 |
| | BO | S/Sgt | Dodson | Delma | T | AF18410941 | 32 | 11 Dec 61 |
| T14 | AC | Maj | Andrews | Everett | V | A0727958 | 17 | IND |
| | P | 1Lt | McMahan | Billy | M | A03021000 | 31 | IND |
| | N | 1Lt | Riley | Terrence | J | A03058195 | 32 | 8 Nov 58 |
| | FE | T/Sgt | Adams | LeRoy | F | AF19004640 | 23 | 25 Jun 58 |
| | BO | A/1C | Hickman | Walter | B | AF17333208 | 34 | 18 Dec 61 |
| T15 | AC | Capt | Germano | Ernest | | A0555010 | 18 | IND |
| | P | Capt | Lee | Robert | H | A02231774 | 28 | IND |
| | N | 2Lt | Grofchock | Robert | M | A03064338 | 34 | 4 Apr 59 |
| | FE | M/Sgt | Haston | Lew | A | AF15054260 | 20 | 4 Oct 61 |
| | BO | A/2C | Allen | Robert | H | AF13548849 | 36 | 31 Jun 59 |
| T16 | AC | Lt Col | Stallings | McClendon | M | 6629[illegible] | 15 | IND |
| | P | 1Lt | Redmon | Jack | W | A02220773 | 28 | IND |
| | N | [illegible]t | Lane | Bruce | R | A03026653 | 33 | 27 Apr 58 |
| | FE | M/Sgt | Thompson | Clayton | W | AF35469715 | 21 | 3 Feb 58 |
| | BO | A/2C | Allen | Ronald | L | AF13548846 | 37 | 31 Jul 59 |
| T17 | AC | Capt | LeBeuf | Leo | A | A0305938 | 21 | IND |
| | P | Capt | Walker | Billy | L | A0590847 | 27 | IND |
| | N | 1Lt | Fisher | Lewis | B | A03058188 | 33 | 8 Nov 58 |
| | FE | M/Sgt | Myers | Lyle | G | AF17091012 | 24 | 30 Sep 60 |
| | BO | A/1C | Segovia | Jacob | K | AF19428506 | 33 | 6 Jun 62 |
| T19 | AC | Maj | Scuro | Vito | M | 13170A | 21 | IND |
| | P | 1Lt | Brown | Fred | H | A03057002 | 34 | IND |
| | N | 1Lt | Draper | Judson | R | A02211164 | 32 | 9 Jan 58 |
| | FE | T/Sgt | Green | Everett | F | AF19253702 | 25 | IND |
| | BO | A/3C | Alvarez | Rodolfo | G | AF18411149 | 37 | 3 Apr 62 |
| T20 | AC | Capt | Mahoney | Richard | D | A0749029 | 21 | IND |
| | P | 1Lt | Jeffords | Jacque | M | A03058501 | 29 | IND |
| | N | 2Lt | Lambert | Eliot | W | A03064358 | 32 | 4 Apr 59 |
| | FE | M/Sgt | Duckett | Virgil | L | AF19291742 | 28 | 10 Apr 62 |
| | BO | S/Sgt | Forester | | LC | AF25858654 | 31 | 22 Sep 61 |
| T21 | AC | Capt | Pearson | Carl | E | A0743266 | 17 | IND |
| | P | 1Lt | Knight | Guy | D | A02208390 | 32 | 8 Dec 58 |
| | N | 2Lt | Bowles | Donald | G | A03064333 | 35 | 4 Apr 59 |
| | FE | T/Sgt | Farrow | Richard | G | AF13371990 | 29 | 9 Dec 58 |
| | BO | T/Sgt | Frowert | Thomas | R | AF12007563 | 07 | 21 Sep 60 |
| T22 | AC | Capt | Reid | Robert | L | A0773222 | 20 | IND |
| | P | 1Lt | Canzler | William | E | A03058278 | 28 | IND |
| | N | 1Lt | Haywood | James | E | A03058192 | 34 | 8 Nov 58 |
| | FE | S/Sgt | Pace | James | D | AF18322075 | 19 | 11 Jan 60 |
| | BO | S/Sgt | Brown | Kenneth | | AF37585767 | 25 | 8 Dec 60 |
| T23 | AC | Maj | Carswell | Robert | E | A0664969 | 18 | IND |
| | P | 1Lt | Hill | Nathaniel | L | A03058094 | 35 | IND |
| | N | 1Lt | Thoden | Richard | M | A02204766 | 33 | 1 Mar 59 |
| | FE | T/Sgt | Yeager | Claude | H | AF38537797 | 25 | 3 Jan 59 |
| | BO | T/Sgt | Sylvester | Everett | S | AF11122578 | 23 | 14 Dec 60 |
| T24 | AC | Lt Col | Futch | Kenneth | H | 8872A | 17 | IND |
| | P | 1Lt | Reynolds | William | R | A03058593 | 32 | 5 Dec 58 |
| | N | 2Lt | Smiley | Nathan | J | A03064571 | 33 | 4 Apr 58 |
| | FE | S/Sgt | Stephens | Robert | L | AF18233619 | 29 | 27 Sep 58 |
| | BO | A/1C | Steinmetz | William | H | AF18415357 | 33 | 15 Dec 59 |
| T25 | AC | Capt | Hibbitts | Turner | W | A0686473 | 18 | IND |
| | P | 1Lt | Luecke | Conrad | J | A03058404 | 32 | 17 Nov 59 |
| | N | 2Lt | Pierson | James | H | A03064365 | 35 | IND |
| | FE | T/Sgt | Jacobs | Luverne | W | AF17067750 | 24 | 3 Apr 61 |
| | BO | T/Sgt | Strong | Lester | M | AF17059354 | 22 | 14 Oct 61 |



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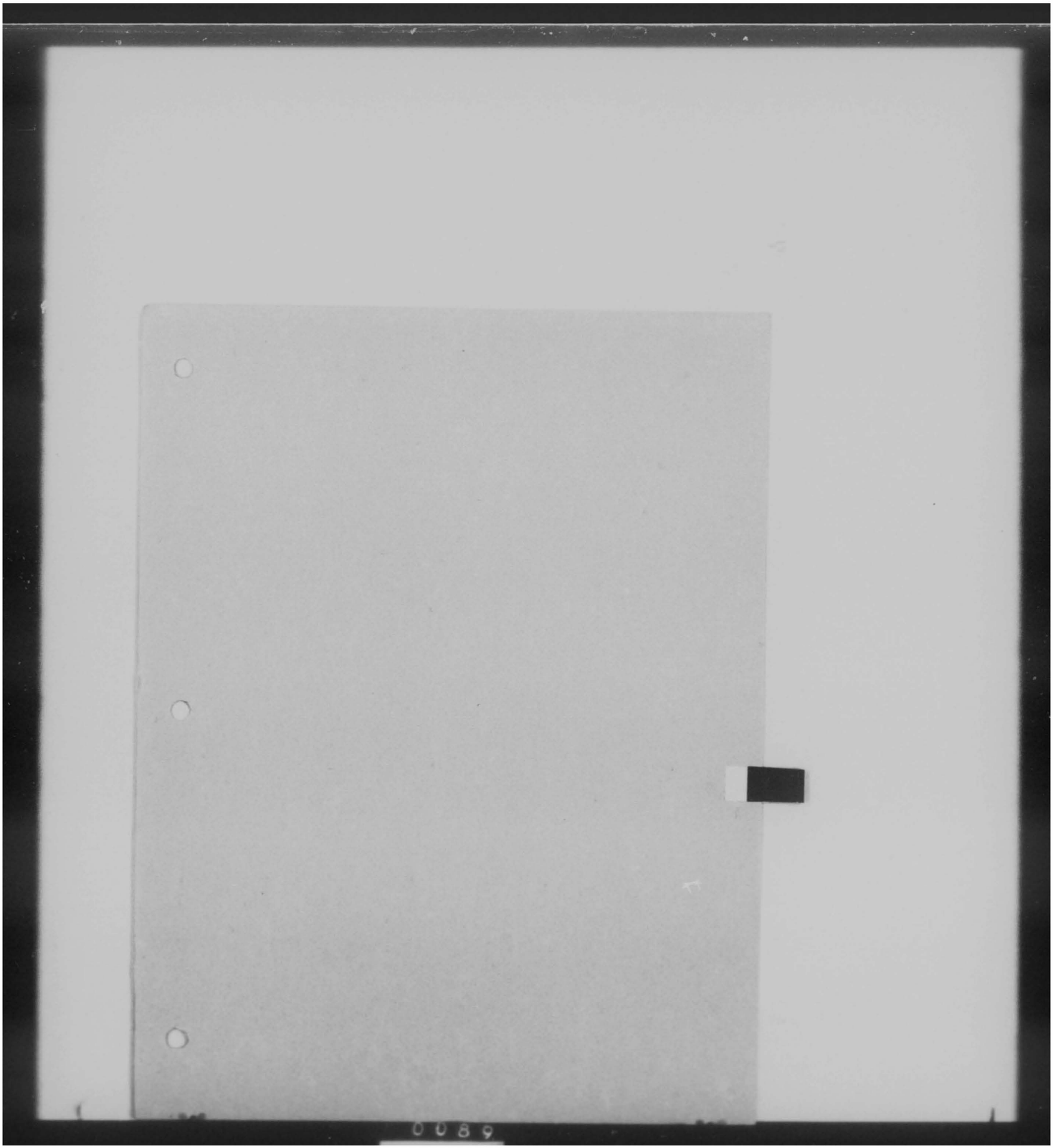


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KEY PERSONNEL

310ST BOMBARDMENT WING (MEDIUM)

31 August 1957

| | |
|---|---|
| Colonel Frank P. Sturdivant | Wing Commander |
| Colonel Howard B. Walsh | Wing Deputy Commander |
| Colonel George M. Lockhart | Director of Operations |
| Colonel Calvin E. Peeler | Director of Materiel |
| Lt. Colonel Paul C. Kendall | Director of Personnel |
| Major Lloyd W. Sielbeck | Director of Comptroller |
| Captain Leo G. Miller | Director of Safety |
| Captain James E. Reavley | Wing Adjutant |



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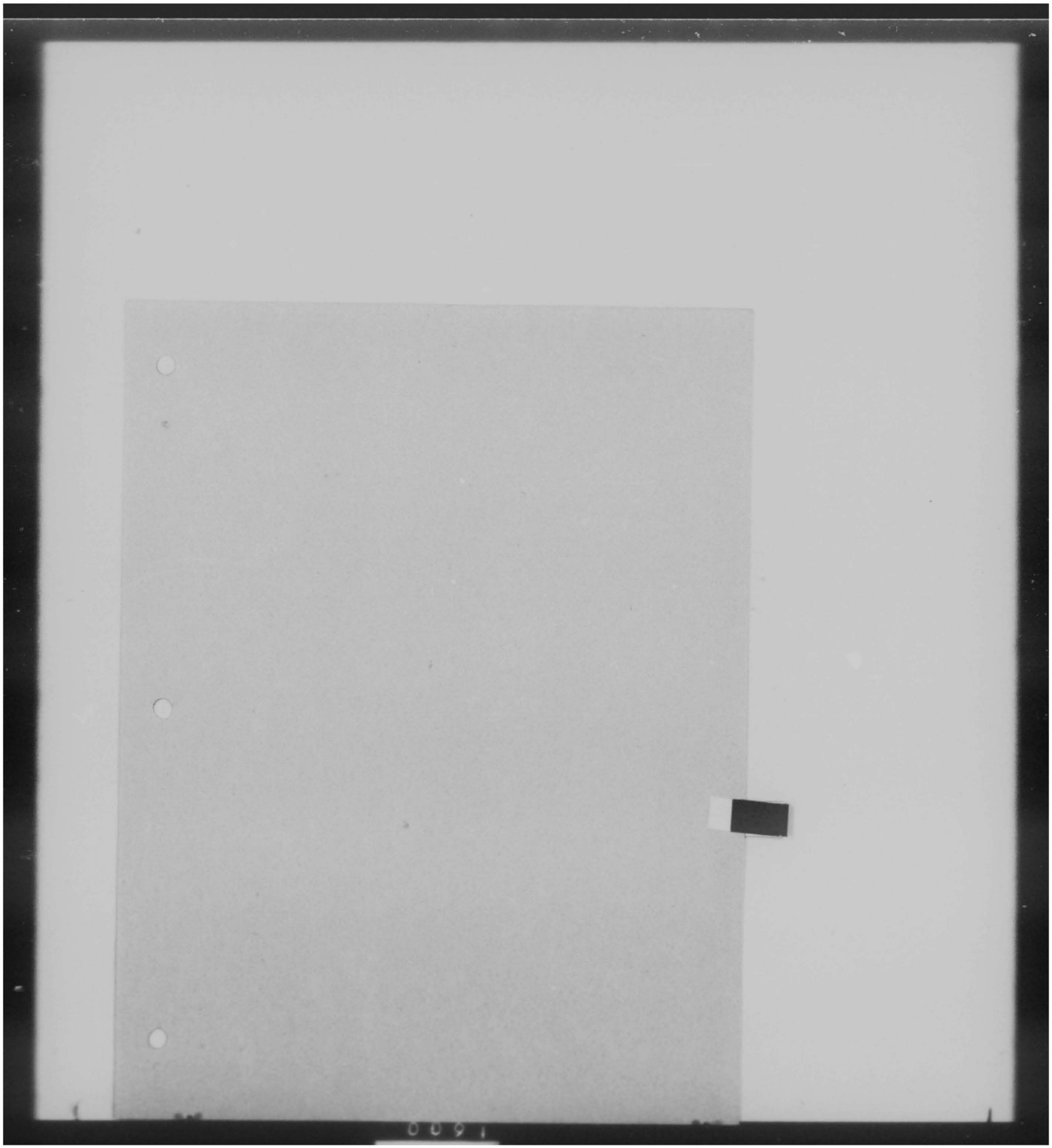

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12TH BOMBARDMENT SQUADRON, MEDIUM



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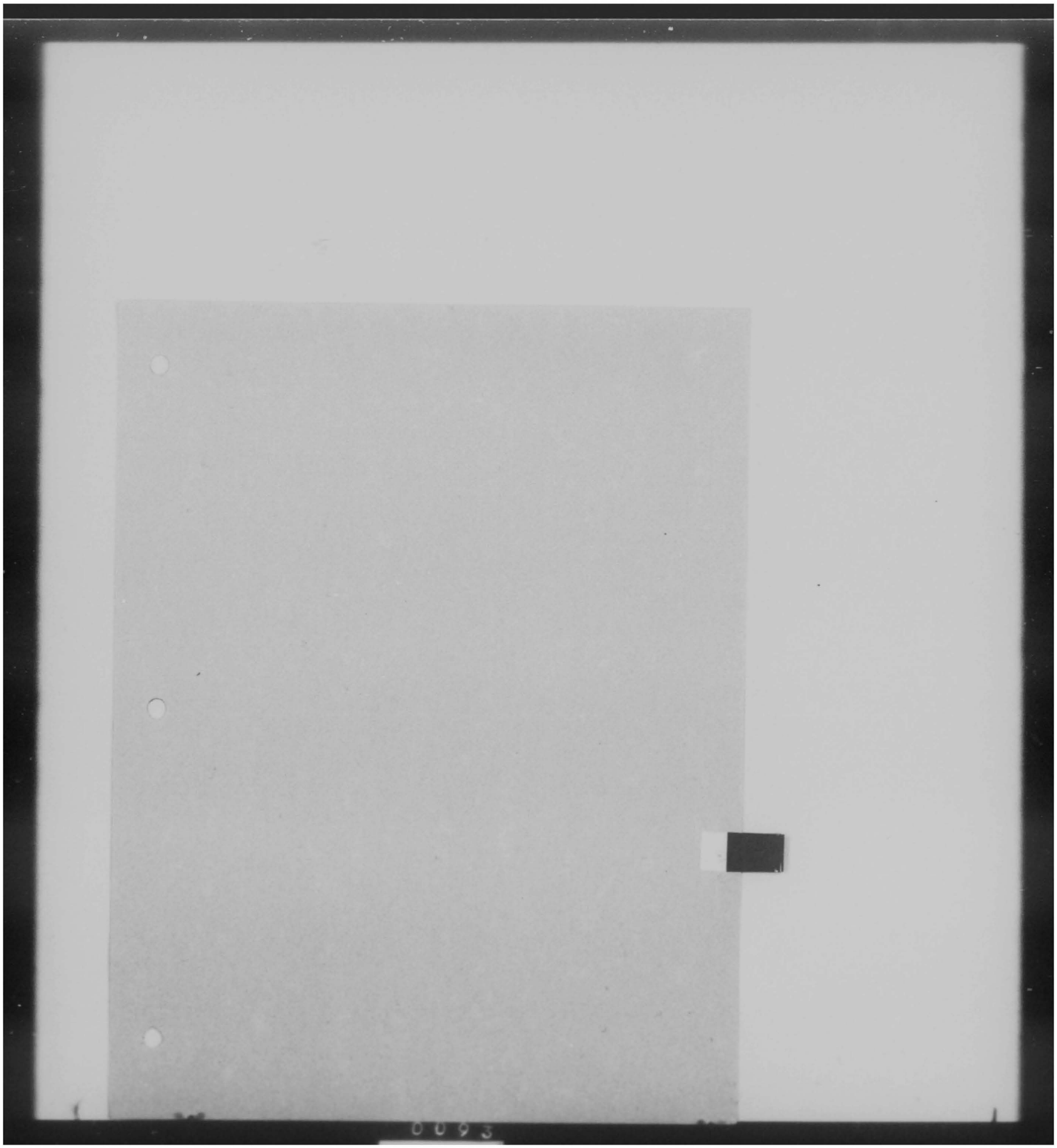


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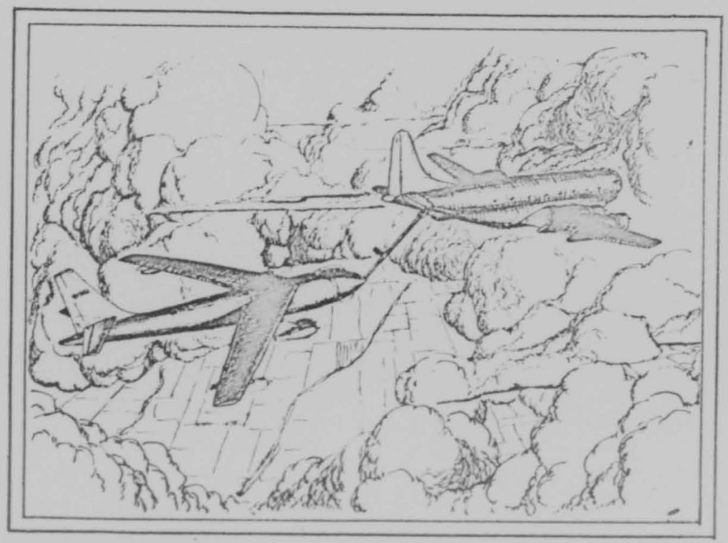
# 341ST BOMBARDMENT WING MEDIUM



# OPERATIONS ORDER

AUGUST

— SERIAL NUMBER —

471-57



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

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OPERATIONS ORDER)
NUMBER 471-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Base Group | Colonel Louis A. Rochez, III |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hanlyn |
| 490th Bombardment Squadron | Lt Col C. Palfrey |
| 11th Air Refueling Squadron | Lt Col. C. M. Hunter |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr |
| 341st Periodic Maintenance Squadron | Lt Col. R. L. Cannon |
| 341st A&E Maintenance Squadron | Lt Col C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G. Q. Stanley |
| 341st Tactical Hospital | Lt Col. C. R. Sutherland |

1. General Situation: Primary emphasis for the month of August will be the completion of necessary pilots and observers to Instructor status, beginning of the combat crew up-grading program, and maintaning desired proficiency on combat-ready crews. Maximum emphasis will be placed on completion of designated Instructor Crews. Nine crews are scheduled for SES training, and three crews are participating in Pre-Bomb Competition. No higher headquarters directed missions are scheduled.

Operational requirement for B-47's is listed below.

| | Oper. Req. | % Loss | Av. Flt. | Ex Util. | Hours |
|---|---|---|---|---|---|
| 'N' Crews | 101 | .18 | 6.0 | 83 | 498 |
| Bomb Competition | 14 | .15 | 7.0 | 12 | 84 |
| SES | 48 | 0 | 6.0 | 48 | 288 |
| Test Hops | 12 | 0 | 2.0 | 12 | 24 |
| Staff | 12 | .15 | 6.0 | 10 | 60 |
| IP & IVO | 31 | .15 | 6.0 | 25 | 150 |
| Ready Crews | 77 | .15 | 7.0 | 65 | 455 |
| | 295 Sorties | | | 295 sort. | 1559 rs. |

Operational requirement for KC-97's is 130 sorties for 650 hours plus 6 test flights for 12 hours for a grand total of 136 sorties for 662 hours.

a. ENEMY FORCES: Omitted

b. FRIENDLY FORCES:

(1) Detachment commander, Detachment 14, 9th Weather Squadron provide weather briefing and weather cross section for 341st Bombardment Wing aircrews as scheduled by this operations order.

(2) Commander, 819th Air Base Group, will provide required personnel and material to support the 341st Bombardment Wing.



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2. Priority for flight training in August is as follows:

   a. 51-4 standardization missions.

   b. Instructor pilot and observer up-grading.

   c. Fly 'N' crews by scheduled flight system on programmed dates.

   d. Fly combat-ready crews a maximum of three missions for proficiency.

   e. Staff proficiency.



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3. TASKS FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21st thru 31 August.

(3) Comply with Blue Ridge Commitments. (Three Crews)

(4) Provide one B-47 aircraft commander and observer on 13 August to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(5) Furnish 819th Air Division a B-47 sorite on 6, and 27 August. A back-up crew will be required for each sortie.

(6) Furnish Wing Staff a B-47 sortie on 21 August. Instructor Pilot will be required.

(7) Complete Pre-SES training on crews L-39, L-30, and L-05. Crews will depart for SES on 12, 19, 26 August respectively.

(8) Continue up-grading on Ligon, Rough, Podbesek, L'Abbe, Bryant Skartvedt, Meehan, and Jenkins to instructor status.

(9) Schedule Blue Ridge aircraft on flying days after 1700, with exception of Fridays.

(10) Furnish MA7 Acceptance Officer on 1, 6, 9, 14, 19, 22, 27, 30 August.

b. 12th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight crew to Wing Quality Control from 11 thru 20 August.

(3) Comply with Blue Ridge commitments. (Three Crews).

(4) Furnish 15AF Staff a B-47 sortie on 21st and 22nd August. An Instructor Pilot will be required.

(5) Furnish Wing Staff one B-47 Sortie on 7 August. An Instructor Pilot will be required.

(6) Complete Pre-SES training on crews L-14, L-13, and L-15. Crews will depart for SES on 12, 19, 26, August respectively.

(7) Furnish 819th A.D. one B-47 sortie on 13 August.



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(8) Provide on B-47 aircraft commander and observer on 20 August to serve as guides for aviation cadet tours. Officers will report to Major Spurrier at Base Operation at 0900.

(9) Continue up-grading on Hall, Ballard, Long W E, Cantwell, Payton, Long W D, Huskin, and Kelly to instructor status.

(10) Schedule Blue Ridge Aircraft on flying days after 1700, with exception of Fridays.

(11) Furnish MA7 Acceptance Officer on 2,7,12,15,20,23,28 August.

c. 490th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 1st thru 10 August.

(3) Comply with Blue Ridge Commitments. (Two Crews).

(4) Furnish 819th Air Division one B-47 sortie on 20 August. A back-up crew will be required for this sortie.

(5) Furnish Wing Staff one B-47 sortie on 14th and 28 August. An Instructor Pilot will be required.

(6) Complete Pre-SES training on crews L-44, L-27, and L-25. Crews will depart for SES on 12,19,26 August respectively.

(7) Provide one B-47 aircraft commander and observer on 6 and 27 August to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(8) Continue up-grading on Guzowski, Ware, DeSomer, Radcliffe, McCoy, McClarnon, Diggs, Zavalydriga, and Stillwell to Instructor status.

(9) Schedule Blue Ridge aircraft on flying days after 1700, with exception of Fridays.

(10) Furnish MA7 Acceptance Officer on 5,8,13,16,21,26 and 29 August.

d. 11th Air Refueling Squadron

(1) Furnish a strip alert tanker 1 thru 10 August

(2) Furnish a KC-97 aircraft commander and navigator on 6,13,20,27 August to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(3) Continue up-grading on seven selected Instructor Crews.



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4. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 August 1957.

b. Order of execution for routine flights will be issued by the tactical squadrons in the form of flight order.

c. Request for aircraft maintenance will be by work order from Maintenance Control

d. Air and ground training schedules are included in Annex B this order.

5. ADMINISTRATION AND LOGISTICS

a. Administration: (Omitted)

b. Logistics: Reference Annex A.

6. COMMAND AND COMMUNICATIONS:

a. Command and Command Posts: Headquarters, 341st Bombardment Medium.

b. Communications: Reference Annex C. (CLASSIFIED)

FRANK P. STURDIVANT
Colonel USAF
Commander

OFFICIAL:

GEORGE M LOCKHART
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 819th Air Div - 4 cys
Comdr, 819th ABG - 12 cys
Comdr, 341st BW - 2 cys
341st DO - 15 cys
341st DM - 2 cys
341st DP - 2 cys
341st ADJ - 1 cy
341st Hq Sq - 1 cy
11th AREFS Operations - 5 cys
10th Sq Operations -5 cys
12th Sq Operations - 5 cys
490th Sq Operations - 5 cys
11 th Sq Eng - 5 cys
10th Sq Eng - 5 cys
12th Sq Eng - 5 cys
490th Sq Eng - 5 cys
341st A&E MS - 20 cys
341st FMS - 20 cys
341st PM - 5 cys
819th POL - 5 cys
341st DMM - 8 cys
819th FSV-1 cy
819th Base Flight - 4 cys
9th Weather Sq - 2 cys
819th ABG Historian - 4 cys
1996th AACS Sq - 2 cys

ANNEXES:
A. Logistics
B. Operations
C. Communications

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HQ 341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 AUGUST 1957

ANNEX A
TO
OPERATIONS ORDER
NUMBER 471-57
MAINTENANCE & LOGISTICS

ANNEX A
341ST OPS ORDER 471-57
1 AUGUST 1957



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MAINTENANCE ACTIVITY CODE

PD----------PRE-INSPECTION MEETING (PRIOR TO DOCK ENTRY)

SW----------SPECIAL WEAPONS

PO----------POST FLIGHT INSPECTION

D----------IN DOCK PERIODIC INSPECTION

W----------WASH

F----------FLY

BR----------STAND DOWN FOR BLUE RIDGE

T/F----------TEST FLIGHT

TOC----------TECHNICAL ORDER COMPLIANCE

BLA----------BACK LINE

F/L----------FUEL LEAK REPAIR

SES----------EVALUATION

UM----------UNSCHEDULED MAINTENANCE

FM----------FIELD MAINTENANCE

S----------SPARE

Special projects for Tactical Units. (See APPENDIX X)



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MAINTENANCE PLANNING FACTORS FOR AUGUST 1957

B-47's

| | |
|---|---|
| SCHEDULED SORTIES (INCLUDES SES AIRCRAFT) | 266 |
| BOMBING COMPETITION SORTIES | 12 |
| TEST FLIGHTS FROM PERIODIC INSPECTION | 7 |
| TEST FLIGHT FOR PCU CHANGE | 5 |
| TOTAL SORTIES | 290 |

TWO-HUNDRED NINETY SORTIES SCHEDULED FOR FIFTEEN HUNDRED SIXTY-THREE (1563) HOURS.

| | |
|---|---|
| POST FLIGHT SCHEDULED | 62 |
| PRE-FLIGHTS SCHEDULED (INCLUDES 7 FROM P.E.) | 219 |
| PRE-FLIGHTS SCHEDULED (BLUE RIDGE) | 99 |
| PERIODIC INSPECTIONS SCHEDULED | 7 |
| BLUE RIDGE AIRCRAFT SCHEDULED | 15 |
| CALENDAR POST FLIGHTS ANTICIPATED | 5 |
| FUEL LEAKS ANTICIPATED | 9 |

KC-97's

ONE HUNDRED AND THIRTY (130) SORTIES ARE SCHEDULED FOR SIX HUNDRED AND FIFTY (650) HOURS, INCLUDING TEST FLIGHTS. FOUR (4) TEST FLIGHTS ANTICIPATED.



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 AUGUST 1957

ANNEX A
TO
OPERATIONS PLAN 471-57
MAINTENANCE & LOGISTICS

PART I: GENERAL

a. This Maintenance plan presents the flying and maintenance schedule for August 1957.

b. The sortie schedule contained in the Appendix I,II,III, IV to this plan implements the flying requirements approved by the Flight Scheduling committee, 341st Bombardment Wing as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. Two Hundred Ninety (290) sorties are scheduled, including test flights, and bombing competition aircraft for 1563 hours.

d. One hundred thirty four (134) KC-97 sorties are scheduled including test flights, for six hundred and seventy hours (670).

e. Nine day flying cycle is being maintained on all aircraft except Blue Ridge.

f. No sorties are scheduled for take-off on Monday before 1300, and no landings on Friday after 1300.

g. The work schedule for maintenance personnel, is scheduled to be 0745 to 1645 daily, except Friday which will be 0745 to 1600. Saturday Morning is not a regularly scheduled maintenance period and maintenance will not be scheduled. No maintenance will be performed without approval of the Wing Commander for Fraday 1600 to Monday 0700.

h. Aircraft marked Blue Ridge on the monthly schedule are of prime importance in the maintenance effort. These aircraft will have operational drop tanks installed. Blue Ridge aircraft are not subject to cannibalization.

i. Every effort will be made to schedule all maintenance on the SAC Form 526, however, if specialist support is found necessary during the duty day it will be requested from Job Control via the radio vehicle.

j. Cannibalization will only be performed to meet the Blue Ridge Schedule.

k. Commanders will give their personnel attention to the prevention of unauthorized cannibalization.



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PART II: TASKS FOR TACTICAL UNITS:

1. 10th, 12th, 490th Bomb Sqdns and 11th AREFS Squadron.

a. Provide the aircraft sorties scheduled in APPENDIX I, II, III, IV.

2. Bombardment Squadrons will fly two (2) four (4) or six (6) aircraft on each flying day.

3. 11th AREFS will fly four (4) six (6) or ten (10) aircraft on each flying day.

4. Take-off time for aircraft scheduled on Monday will be after 1300 hours, and includes test flights.

5. The schedule leads to four hundred and sixty (460) preflight inspections. Requirements for Field Maintenance and A&E Support of Post Flight Inspections will be scheduled on SAC Form 526.

6. TOC's will be accomplished during the maintenance cycle as applicable kits and parts become available, the kit will be pre-positioned or delivered to squadron prior to being scheduled for accomplishments. SAC Form 26E will be completed for each TOC.

7. The normal work schedule for these squadrons are 0745-1645 hours daily except Friday 0745-1600. Saturday morning work will be scheduled upon approval of the Wing Commander.

8. Squadron Maintenance Officers will schedule a night shift when necessary to cover aircraft landing and/or taking off after 1645 hours.

9. Support requirements for after duty hours will be made known to Job Control not later than 1500 hours daily, Monday thru Friday.

10. Insure that the Crew Chief or member of the ground crew is present on each aircraft at all times; that maintenance is scheduled or being accomplished, and that proper entries are made in the form 781 before specialist depart aircraft.

11. Insure that ground crew preflight inspections are completed prior to station time, and that Form 781-2 reflect a signed entry. EXAMPLE: Preflight cards 1 thru 19 - completed at 10:00 26 April 1957.

12. Insure oxygen and air bottles are serviced at all times.

13. When any situation arises which prevents specialists from completing their work once they have been scheduled and/or reported to the aircraft for work, insure that Job Control is notified, and specific arrangements are made for re-scheduling or completing the work, and that the specialists are advised of the plans for completion.

14. Complete all maintenance on each aircraft scheduled in APPENDIX I, II, III, IV to Annex A not later than 1700 on the last working day before each scheduled sortie.



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15. Prepare an individual, "Next days" maintenance plan for each assigned aircraft except those undergoing Periodic Maintenance; those turned over to Field Maintenance for fuel cell repair and major repair, and those aircraft off the station. Deliver to Job Control between the hours of 1700 and 1800 each work day.

16. Monitor the Maintenance Plan on each aircraft daily and notify Job Control immediately when specialist fails to arrive as scheduled or discovering that planned job cannot be completed on schedule.

17. Provide qualified licensed ground powered equipment operators and fore guards in accordance with existing directives.

18. Provide personnel to refuel aircraft after landing.

19. Assign refueling officer to duty daily in the Squadron Engineering Section.

20. Accomplish TOC's as directed by Maintenance Control and provide personnel for TOC team if required.

21. Accomplish post flights on dates indicated in Appendix I, II, III, and IV.

22. Deliver aircraft to Periodic Maintenance Sq. for periodic inspection on dates indicated in Appendix V.

23. Insure that Crew Chief reviews all aircraft records in Records Section and advises Supply Liason of anticipated parts requirements from three to five days prior to inspection.

24. Insure that Crew Chief and assistant crew chief accompanies aircraft through the periodic inspection, in accordance with SAC Manual 66-12.

25. Insure that Crew Chief accompanies aircraft through fuel repair and other repairs by Field Maintenance in accordance with existing directives.

26. Turn in EWP status and EST for completion prior to 1600 hours each duty day.

27. Give radio vehicle check to Job Control by 0745 each duty day, and include aircraft parking position versus power requested and delivered. Give radio vehicle check to Job Control prior to 1700 each duty day and include actual parking positions versus permanent parking position at aircraft and cross check Form 527.

28. CAPABILITIES: B-47

a. Flight line capability for August 1957.

| | | |
|---|---|---|
| Available Manhours/man/month | 176 | SORTIE CAPABILITY |
| Assigned men | 254 | 267 |
| X 81% Productivity | 205 | THESE COMPUTATIONS |
| X 67% Productivity | 137 | ARE BASED ON A 22 |
| Total Available productive manhours | 24,112 | day month. |



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MANHOURS COST/SORTIE

| | |
|---|---|
| BETWEEN FLIGHT MAINTENANCE | 67.9 |
| POSTFLIGHT INSPECTION AND MAINTENANCE | 12.4 |
| MISCELLANEOUS MAINTENANCE | 10.0 |
| TOTAL | 90.3 |

KC-97 FLIGHT LINE CAPABILITY

| | |
|---|---|
| AVAILABLE MANHOURS/MAN/MONTH | 176 |
| ASSIGNED MEN | 84 |
| X 84% AVAILABILITY | 70 |
| X 63% PRODUCTIVITY | 44 |
| TOTAL AVAILABLE PRODUCTIVE MANHOURS | 7744 |

| | |
|---|---|
| MANHOUR COST SORTIE | |
| BETWEEN FLIGHT MAINTENANCE | 35.0 |
| INSPECTION AND MAINTENANCE | 22.2 |
| MISCELLANOUS | 8.0 |
| | 81.3 |

SORTIE CAPABILITY 120

PART III: 341ST ARMAMENT AND ELECTRONIC SQUADRON

1. The 341st A&E Squadron will provide necessary personnel, tools and equipment to support periodic maintenance as scheduled in APPENDIX V, and Flight Schedule in Appendix I, II, III, IV.

2. The normal work schedule for all personnel assigned to periodic inspection is 0745-1645 daily except Friday 0745-1600. Saturday morning will be no scheduled maintenance.

3. Necessary night shifts or stand-by crews will be scheduled by the A&E Maintenance Supervisor.

4. Special Projects

a. Supply support for loading of 20MM munitions and T-59 bombs.

b. Provide personnel to ring-out, install ECM, camera and chaff on Blue Ridge aircraft. Provide personnel to remove ECM, camera and chaff when aircraft comes off Blue Ridge.

c. This squadron support all take offs strip alert personnel in each of the 7 flight line branches 3 hours prior to take off time.

d. Support special weapons loading.

e. Provide personnel to accomplish TCTOs as scheduled by Job Control.



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PART III. A&E SQUADRON CONT'D

f. Provide personnel to TOC Teams directed by Job Control.

g. Provide personnel for debriefing team as required by existing regulations.

h. Provide personnel to accomplish maintenance on 4th SSS aircraft and VIP aircraft at all times as directed by Job Control.

5. Complete A&E maintenance on aircraft not later than 1700 hours of the day prior to its scheduled flight. Provide support for all Blue Ridge acft.

6. Report to Job Control no later than 1700 hours daily. The number of specialists available for dispatch in each section on the following day, and insure that the number of personnel reported are present for duty.

7. Advise job control daily, no later than 1600 hours of any work orders which will not be completed on schedule or by 1700 hrs, giving the current status action being taken, action contemplated and assistance required.

8. Insure that specialists report to the aircraft at the time scheduled on the work order. If a situation arises which prevents them from working or completing their work on schedule; they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

9. Insure that specialists do not leave an aircraft until proper entries are made in the Form 781-2, or without informing the Crew Chief ground crew member or job control through the radio vehicle of the status on the work order, reasons for departure and estimated time of return.

PART IV. PERIODIC MAINTENANCE SQUADRON

1. Provide necessary personnel, tools and equipment to procdse B-47 and KC-97 aircraft through the docks for periodic inspections as indicated in APPENDIX V.

2. Predock meeting will be held as scheduled in APPENDIX I, II, III, IV OF ANNEX A.

3. The work schedule for the squadron is 0745-1645 hours daily except Friday 1745-1600. Saturday morning work will be scheduled on a make up basis only, on approval by the Wing Commander.

4. Prepare an individual "Next day" maintenance plan for each possessed aircraft and deliver to Job Control between the hours of 1700 and 1800 each work day.

5. Insure specialist's work is completed as scheduled or extension is requested.

6. Insure specialist work completion is called to Job Control by phone for in dock aircraft and via radio for post dock aircraft.



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7. Insure an EWP plan on each possessed aircraft is turned in to job control by 1600 each day.

8. Insure that job control is notified far enough in advance, when a test hop is required giving station time if practical. NOTE: Give a notification prior to day for actual test hop at daily maintenance meeting (1300 hours).

9. Capability:

a. Periodic maintenance capability August 57, B-47 acft.

| NO. OF DOCKS | NO OF INDOCK INSPECTIONS | NO OF FLYING HOURS FLT LINE CAN SUPPORT | NO OF FLYING HRS PMS CAN SUPPORT |
|---|---|---|---|
| 2 | 8.0 | 1869 | 1600 |

THIS DOES NOT INCLUDE POST DOCK SUPPORT THESE COMPUTATIONS ARE BASED ON A 22 DAY MONTH.

B-47 DOCK SCHEDULE AUGUST 1957

| DOCK # | ACFT # | PRE INSP MEETING | WASH | DOCK | BACKLINE | TEST FLIGHT |
|---|---|---|---|---|---|---|
| 12 | 2388 | 29 July | 31 Jul | 1 Aug | 7 Aug | 13 Aug |
| 11 | 2218 | 31 July | 2 Aug | 5 Aug | 9 Aug | 14 Aug |
| 12 | 2097 | 6 Aug | 9 Aug | 12 Aug | 16 Aug | 22 Aug |
| 11 | 2030 | 10 Aug | 14 Aug | 14 Aug | 21 Aug | 27 Aug |
| 12 | 2035 | 11 Aug | 16 Aug | 19 Aug | 23 Aug | 29 Aug |

KC-97 DOCK SCHEDULE AUGUST 1957

1. No KC-97 aircraft are scheduled for Periodic Insp. The KC-97 dock crew will assist the LLARS performing post flights as outlined below.

| DATE | ACFT | TYPE |
|---|---|---|
| 7 Aug | 3325 | 50 Hr PO |
| 9 Aug | 3317 | 50 Hr PO |
| 12 Aug | 3326 | 50 Hr PO |
| 13 Aug | 3310 | 50 Hr PO |
| 16 Aug | 3312 | 50 Hr PO |
| 20 Aug | 3319 | 25 Hr PO |
| 27 Aug | 3315 | 50 Hr PO |
| 28 Aug | 3316 | 25 Hr PO |
| 29 Aug | 3308 | 50 Hr PO |
| 30 Aug | 3311 | 25 Hr PO |

NOTE: There will be a 50 hour post flight on 14 Aug 57 on Aircraft 3311.



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PART V: 341ST FIELD MAINTENANCE SQUADRON

1. The 341st FMS Will provide necessary personnel, tools and equipment to support _____ post flight inspections on B-47 type aircraft.

2. This squadron will provide personnel, tools and equipment to support periodic inspections as indicated in Appendix V ANNEX A.

3. Normal work week will be 0745-1645 daily except Friday 0745-1600. Necessary night shift and stand by crews will be scheduled by the Field Maintenance Supervisor in order to support unscheduled maintenance on priority 1A and 1 work.

4. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control.

5. FMS will maintain alert personnel to support all take-offs. Alert times will be 4hours prior to take-off. Personnel for alert are to be scheduled at the discretion of the FMS Commander.

6. Provide specialist support for all sorties scheduled in APPENDIX I,II,III,IV TO ANNES Z. Provide support for all Blue Ridge.

7. Complete Field Maintenance specialist work on aircraft not later than 1700 hours on working day prior to its scheduled flight.

8. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch ineach shop or section the following day and insure that the number of personnel reported are present for duty.

9. Advise job controldaily no later than 1600 hours of any work orders which will not be completed on schedule by 1700 hours, giving current status action being taken, action contemplated and assistance required.

10. Provide personnel to accomplish maintenance on 4th SSS aircraft and VIP aircraft at all times as directed by job control.

11. Insure that specialist report to the aircraft at the time scheduled on the work order and if a situation arises which prevents them from working or completing their work on schedule, the do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved by job control.

12. Insure that specialists do not leave an aircraft until proper entries are made in the DDForm 781-2 or without informing the Crew Chief, ground crew member or job control through the radio vehicle of the status of the work order, his reason for departure and estimated time of return.



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PART VI: 819TH AIR BASE GROUP

1. The schedule for the 341st Bombardment Wing, including seven (7) scheduled test flights, calls for two hundred and ninety (290) B-47 sorties for a total of 1563. The 11th Air Refueling Squadron is scheduled to fly one hundred thirty-one (131) sorties for 650 hours.

2. The normal work schedule for the Wing is 0745-1645 daily except Friday 0745-1600, no work scheduled for Saturday.

3. Monday sorties are scheduled to take off after 1300 hours and Friday sorties are scheduled to land by 1300 hours.

4. Specific Air Base Requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of maintenance vehicles outlined in SAC Reg 66-24.

(2) Provide additional support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and MMP Officer.

b. Supply Squadron:

(1) Normal supply support is required from 0745-1645 hours daily except Friday 0745-1600.

(2) Limited support is required during off duty hours.

(3) Fuel requirements are 2,800,000 gallons JP-4, 100,000 gallons 115/145 and 46,000 gallons 100/130. Alcohol requirements are 60,000 gallons.

(4) Ammunition requirement is approximately 11,200 rounds for July.

(5) Thirty-two (32) 650 lb practice bomb requirements for August.

(6) Sixteen (16) special weapons missions scheduled.

(7) Twenty (20) ATO take-offs scheduled.

c. Defueling:

(1) POL must maintain one empty R-6 trailer for JP-4 fuel.

d. Refueling:

(1) No requirements exists for Sunday refueling other than base and transient aircraft except as coordinated between the 341st Maintenance Control Officer and the POL Officer.



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PART VI: 819TH AIR BASE GROUP (CONT'D)

(2) Normal daily requirements.

(a) 0745-1645 sufficient personnel to operate two (2) JP-4 hydrants, two (2) F-6 trailers.

(b) Sufficient personnel to operate three JP-4 hydrants, from 1700 to 0700 hours, and three (3) trailers during this period.

(c) Standard readiness expected.

1. 3-F-6 full of 115/145.

2. 2-F-6 full of 100/130.

3. 1-F-6 JP-4.

4. Two units ADI: two (2) full at all times unless it is servicing.

5. One unit 85 octane fuel.

6. One unit 11/1200 oil.





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10th Bombardment Squadron Flying and Maintenance Schedule for August 1957

| A/C | 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 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2309 | | | | | F | | | F | | | | | F | 25 | | F | | | | | F | | | | | F | | | F | 5 |
| 2269 | | | | | F | 25 | | F | | | | | F | | | F | | | | | F | | 50 | | | F | | | F | |
| 5224 | | | | | F | | | F | | | | 25 | F | | | F | | | | | F | | | | | F | 100 | | F | |
| 5228 | | | | | F | | | F | 25 | | | | F | | | F | | | | | F | 50 | | | | F/////// | | | F/ | |
| 2210 | (/// F//////////// F //// F/) | | | | | | | | | | | 25 | F | | | F | | | | | F | | | | | F | | 50 | F | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5249 | (- - - - - - - - - - - - - - BOMBING COMP - - - - - - - - - - - - - - - - - - - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2265 | (/// F ///////////F//////F/DM | | | | | | | | | | | | 50 | F | | | | | F | | | F | | | | | F | | 25 | E |
| 2278 | E/F | | | | | F | | | F | | | | | F | | | | | F | 25 | | F | | | | | F | | | E |
| 2805 | F | | | | | F | 25 | | F | | | | | F | | | | | F | | | (----Blue Ridge-------------- | | | | | | | | |
| 2027 | F | | | | | F | | 25 | F | | | | | (--------Blue Ridge-----------F | | | | | | | | | | | | | F | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5233 | | F | | | 50 | | (-----Blue Ridge-------------- | | | | | | | | F | | | | | F | | | F | | | | | F | F | |
| 2242 | | F | | | | 25 | F | | | | | F | | 50 | | | | | (F///////////////F////////////////F/////// | | | | | | | | | | | |
| 2254 | (-------Blue Ridge-------- | | | | | | | | | | | F | | | F | 100 | | | 100 | F | | | F | | | | | F | | |
| 2205 | | F | | | | | F | 25 | | | | F///////////////F////////////////F////////F | | | | | | | | | | | UN | | | | | F | | |
| 2216 | | (----DOC---------------- | | | | | | | (--L--) | | | (--DM--) | | T/F | | | | | | F | | | F | | | | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Appendix I to Annex "A"
Operations Order 171-57
1 August 1957



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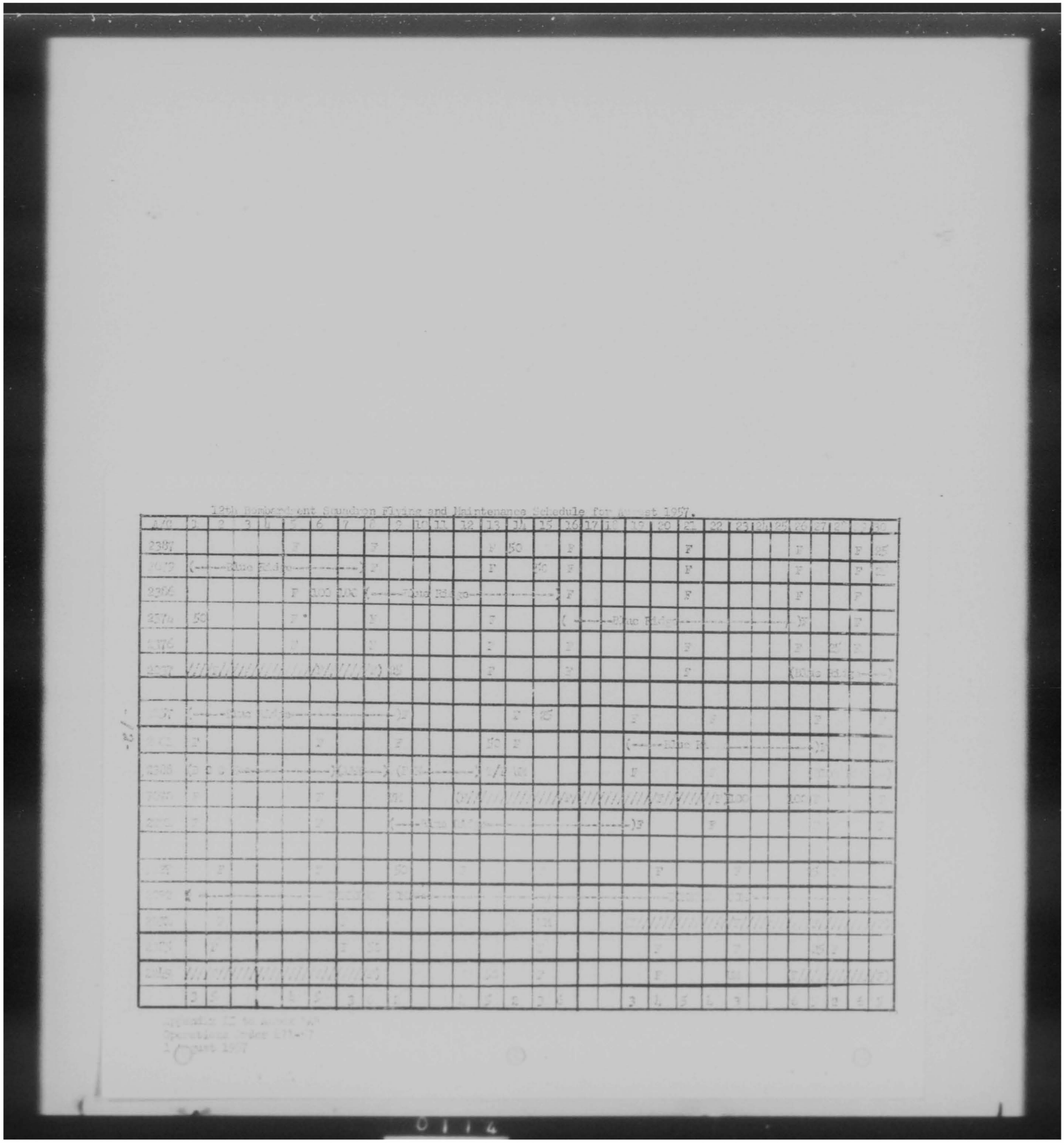

12th Bombardment Squadron Flying and Maintenance Schedule for August 1957.



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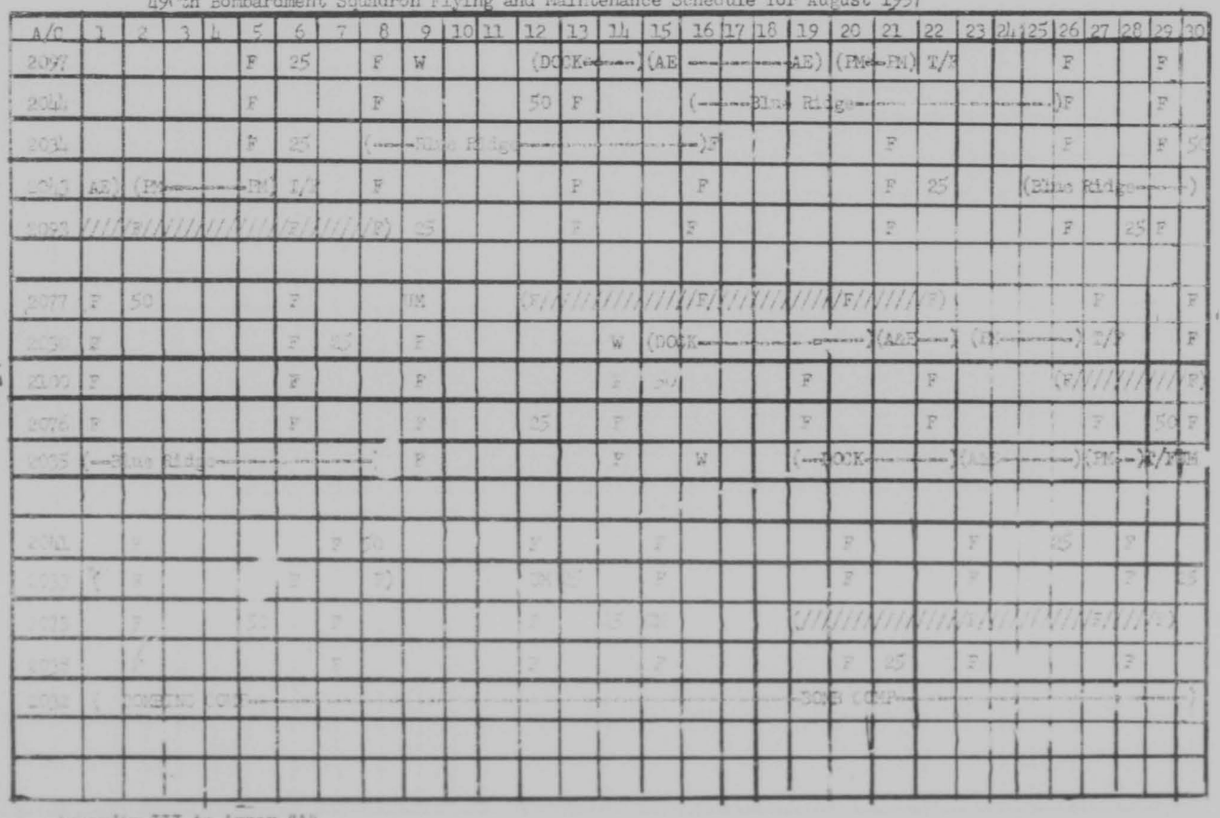
490th Bombardment Squadron Flying and Maintenance Schedule for August 1957



Appendix III to Annex "A"
Operations Order 471-57
1 August 1957





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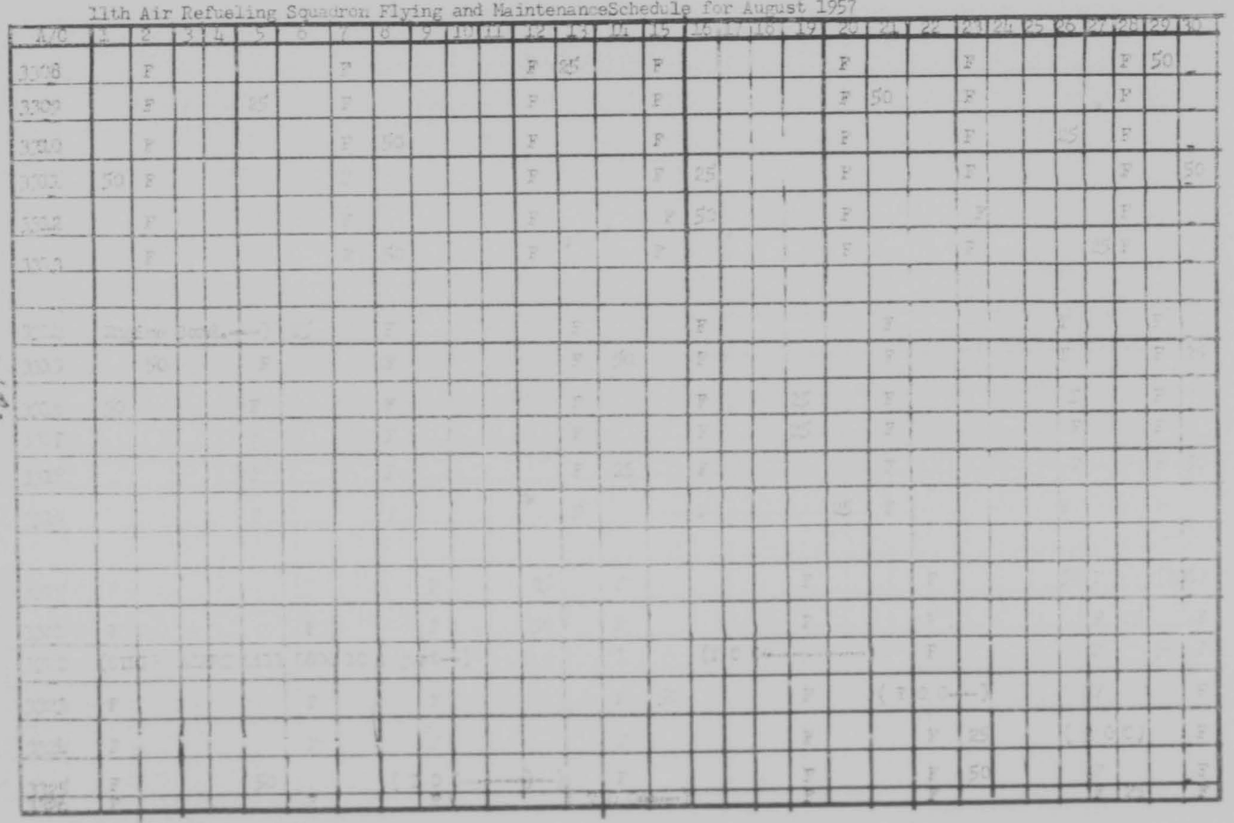
11th Air Refueling Squadron Flying and Maintenance Schedule for August 1957



Appendix IV to Annex "A"
Operations Order [illegible]-57
1 August 1957



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SCHEDULED MTD ACTIVITIES

1. The following activities are scheduled for Maintenance Personnel of this Wing for the Month of August 57.

a. MTD Training Schedule:

| | | | |
|---|---|---|---|
| MTD B-47-6 | Aircraft Mechanics | Incl # 1 & 2, | 2,622 hrs. |
| MTD B-47-2 | Electronics | Incl # 3, | 2,184 hrs. |
| Ground Training and Tech Rep Class, | | Incl # 4, | 1,140 hrs. |

2. Names of personnel selected to attend MTD and Ground Training will be forwarded by Disposition Form to the Wing Maintenance Standardization Branch no later than five days prior to class commencement. Care will be taken to insure that personnel sent to courses possess the proper primary and duty AFSC's to fully utilize the training offered.

3. There will be a meeting of all Crew Chief's assigned to the 341st Bombardment Wing at 0815, 5 August 1957, at a place to be announced.

4. There will be a meeting of all Maintenance Supervisors assigned to the 341st Bombardment Wing at 1600, 9 August 1957, at a place to be announced.

5. It will be the responsibility of Squadron Commanders concerned to insure Compliance with paragraph 2 above, and that all personnel are at designated training areas at the proper time and dates as indicated.

APP VI TO ANNEX A
OPS PLAN 471-57
gust, 1957





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| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 490th | 11th | PMS | FMS | A&E | Base Flt. | | |
| MAINTENANCE FAMILIARIZATION | 07:15 1 JULY | 16 AUG | 2 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 128 | 480 |
| | 07:45 8 AUG | 23 SEPT | 2 | 4 | 2 | 0 | 1 | 2 | 0 | 0 | 128 | 748 |
| FORMS CLASS | 12:45 6 Aug | 6 Aug | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 44 |
| | 12:45 7 Aug | 7 Aug | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 44 |
| | 12:45 8 Aug | 8 Aug | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 44 |
| | 12:45 9 Aug | 9 Aug | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 1 | 4 | 40 |
| | 12:45 12 Aug | 12 Aug | 1 | 1 | 3 | 3 | 1 | 0 | 0 | 1 | 4 | 40 |
| | 12:45 13 Aug | 13 Aug | 2 | 2 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 44 |
| | 12:45 14 Aug | 14 Aug | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 36 |
| | 12:45 15 Aug | 15 Aug | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 1 | 4 | 36 |
| | 12:45 16 Aug | 16 Aug | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 2 | 4 | 40 |
| SAC SAMO | 07:45 19 Aug | 23 Aug | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 20 | 160 |
| | 07:45 26 Aug | 30 Aug | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 0 | 20 | 160 |
| ENGINE SPEC COURSE | 12:45 19 Aug | 30 Aug | 1 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 40 | 320 |



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| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 420th | 11th | FNS | FNS | A&E | Base Flt | 42nd OMS | | |
| LIQUID OXYGEN | 12:45 5 Aug | 5 Aug | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| | 12:45 6 Aug | 6 Aug | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 |
| | 12:45 7 Aug | 7 Aug | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| | 12:45 8 Aug | 8 Aug | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| | 12:45 9 Aug | 9 Aug | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 2 | 30 |
| SEAT EJECTION | 12:45 19 Aug | 19 Aug | 2 | 2 | 2 | 0 | 1 | 2 | 2 | 1 | 4 | 4 | 64 |
| | 12:45 20 Aug | 20 Aug | 2 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 4 | 4 | 60 |
| | 12:45 21 Aug | 21 Aug | 2 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 4 | 4 | 60 |
| | 12:45 22 Aug | 22 Aug | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 4 | 4 | 56 |
| | 12:45 23 Aug | 23 Aug | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 4 | 4 | 56 |
| TOTALS | | | 384 | 464 | 670 | 181 | 240 | 360 | 224 | 80 | 80 | | 2,622 |

APP VI TO ANNEX A
OPS PLAN 471-57
August, 1957

Incls: II



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-6 MTG

| COURSE | START | COMP | NUMBER TO ATTEND EACH CLASS A & E | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|
| ELECTRONICS FUNDAMENTALS | 07:45 5 Aug | 30 Aug | 17 | 80 | 1,360 |
| A/5 COMPUTER COURSE | 07:45 5 Aug | 5 Aug | 2 | 4 | 8 |
| | 07:45 7 Aug | 7 Aug | 2 | 4 | 8 |
| | 07:45 12 Aug | 12 Aug | 2 | 4 | 8 |
| | 07:45 14 Aug | 14 Aug | 2 | 4 | 8 |
| | 07:45 19 Aug | 19 Aug | 2 | 4 | 8 |
| | 07:45 21 Aug | 21 Aug | 2 | 4 | 8 |
| | 07:45 26 Aug | 26 Aug | 2 | 4 | 8 |
| | 07:45 28 Aug | 28 Aug | 2 | 4 | 8 |
| RADIO TROUBLE SHOOTING COURSE | 07:45 5 Aug | 16 Aug | 3 | 40 | 120 |
| | 07:45 19 Aug | 30 Aug | 3 | 40 | 120 |
| ECM JAMMING | 07:45 5 Aug | 13 Sept | 5 | 120 | 480 |
| SPECIAL WEAPONS MONITOR | 12:45 5 Aug | 9 Aug | 2 | 20 | 40 |
| TOTALS | | | 2,184 | | 2,184 |

APP VI TO ANNEX A
OPS PLAN 471-57
August, 1957



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| COURSE | START | COMP | # To Attend Each Class A & E | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|
| DRIVERS SCHOOL AT BASE MOTOR POOL | 0800 5 Aug | 9 Aug | 5 | 40 | 200 |
| | 0800 12 Aug | 16 Aug | 5 | 40 | 200 |
| | 0800 19 Aug | 23 Aug | 5 | 40 | 200 |
| | 08:00 26 Aug | 30 Aug | 5 | 40 | 200 |
| | FOLLOWING TWO CLASSES WILL BE TAUGHT BY T/REPS IN BLDG # 5005. | | | | |
| E C M COURSE | 0800 5 Aug | 9 Aug | 3 | 20 | 60 |
| | 0800 12 Aug | 16 Aug | 3 | 20 | 60 |
| | 0800 19 Aug | 23 Aug | 3 | 20 | 60 |
| | 08:00 26 Aug | 30 Aug | 3 | 20 | 60 |
| SAFETY WIRE & HAND TOOLS | 08:00 Aug 1957 | Aug 1957 | 50 | 2 | 100 |
| TOTALS | | | 1,140 | | 1,140 |



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BASE FLIGHT MAINTENANCE PLAN SCHEDULE FOR AUGUST

1. FLIGHT LINE MAINTENANCE SECTION:

a. The base flight maintenance section will provide aircraft for (471) hours as follows:

1 - C-47D Acft 65 hours
2 - C-47 Acft 120 Hours
3 - B-25 Acft 126 hours
4 - C-45 Acft 180 hours

b. The above flying time is the authorized utilization during August 1957.

c. All in-commission aircraft, unless scheduled for dock inspection will be made available to operations for scheduling. Schedules are to be coordinated with the maintenance section prior to 1600 the preceeding day.

d. One hundred thirty-seven (137) preflights, 47 thru flights and twenty-seven (27) post flights will be accomplished during the month.

e. Work schedules are 0800 hours 1700 hours Monday through Friday. Saturdays and Sundays work will only be accomplished under emergency conditions.

2. PERIODIC MAINTENANCE SECTION:

a. Dock Schedule:

| | | |
|---|---|---|
| C-47 | 43-49705 | 15 Aug to 19 Aug |
| C-47 | 43-49205 | 20 Aug to 26 Aug |
| C-45 | 52-10776 | 27 Aug to 31 Aug |
| B-25 | 44-28875 | 27 Aug to 31 Aug |

b. Pre-dock meeting scheduled one day prior to last flight.

c. TOC's (except grounding TOC's) will be scheduled in conjunction with P.E. Inspection.

d. Periodic personnel will be utilized in support of post flights and flight line maintenance during slack periods in periodic maintenance.

e. Work schedule for Periodic Maintenance Section is the same as paragraph 1, e.

f. Aircraft specialist support will be required from 341st FMS for periodic inspection.

g. A&E Specialist support will only be required on that work which exceeds the capability of the assigned radio maintenance man and equipment.

h. Crew Chiefs will attend Form 781's class for four (4) hours during the month as scheduled by the Wing Maintenance Standardization Branch.



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3. TRANSIENT ALERT SECTION:

a. Transient Alert Section will be maintained on a 24 hour a day basis.

b. Field Maintenance and A&E Specialist support will be required when the capability of assigned personnel is exceeded.

c. Upon notification of ETA and upon arrival at this base of a transient B-47 type aircraft, the maintenance officer or the line chief of Base Flight will notify 341st Maintenance Control stating arrival time, and type of service required and other known requirements. Parking space will be furnished by Maintenance Control. After receiving this information, Maintenance Control will notify the squadron responsible for transient B-47 type aircraft.

(1) Transient alert will request gas and oil for transient aircraft thru Job Control prior to arrival.

(2) Request for Liquid Oxygen carts will be requested thru Job Control.

d. The refueling officer will supervise the refueling of the B-47, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's Folder.

e. Upon arrival at this base of a transient KC-97 type aircraft, the Maintenance Officer or the line chief of base flight will notify 341st Maintenance Control, stating arrival time, and type of servicing required. Parking space will be furnished by Maintenance Control. After receiving this information, Maintenance Control will notify the Air Refueling Squadron responsible for transient KC-97 type aircraft.

f. The Air Refueling Squadron, Refueling Officer will supervise the refueling of the KC-97, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's folder.

g. PROCEDURES:

(1) Upon arrival of a VIP aircraft at this station, the maintenance officer of Base Flight will notify Job Control stating type and number of aircraft, and ETA type of support required, and the estimated time of departure. Parking space will be furnished by Maintenance Control.

(2) Job Control will notify the expediters of Field Maintenance and A&E Squadron, of the arrival of a VIP aircraft. The expediters concerned will notify the individual. Field Maintenance Branch Chiefs and the Line Chief of A&E, who will take necessary action to have a well qualified specialist of each shop on stand-by for immediate dispatch upon notification from Job Control.





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(3) The Base Flight representative meeting the VIP aircraft, will ascertain the type and amount of specialist support required, estimated time of departure, and notify Job Control.

(4) Job Control will determine the maintenance requirements of the VIP aircraft, and notify Field Maintenance Squadron Expediters and Armament and Electronics Squadron who will immediately dispatch the specialists to the VIP aircraft.

(5) Should the operational requirements of the Wing prevent immediate dispatch of specialists to the VIP aircraft, Job Control will notify the Base Flight Maintenance Officer, stating the approximate time specialists will be available.





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BLUE RIDGE AIRCRAFT

1. The code name "Blue Ridge" is assigned those aircraft that are to be droptank equipped and maintained as a "Strip Alert" aircraft. Four Aircraft are on strip alert as indicated in Appendix I, II, III. The following procedures will apply to all "Blue Ridge Aircraft".

2. "Blue Ridge" aircraft will have two (2) work days on the ground following each flight. When a post flight is due it must be performed on the First of these two (2) days. The aircraft will be cleared of all write ups prior to going on "Blue Ridge" at 1700 hours on the day scheduled.

3. The following configuration will apply.

a. (1) Max internal fuel load.

(2) Water fully serviced.

(3) Serviced, with liquid oxygen.

(4) Pre-flight completed, ground and aircrew.

(5) Ring-out completed.

(6) Type "F" configuration.

(7) Drag and approach chute installed.

(8) Install ECM, Cameras and chaff.

(9) Install ATO Racks and bottles.

NOTE: Igniters will not be installed on ATO Bottles.

b. On the day the aircraft is scheduled to go on "Blue Ridge" A&E will install all ECM Components, cameras and load chaff. This must be completed prior to 1700 hours.

c. On the day the aircraft is scheduled to go on "Blue Ridge" FMS will install ATO racks, and check for stray voltage. The ADS Sqdn, will be scheduled to install bottles upon completion of ATO Rack installation. This must be completed prior to 1700 hours.

d. On the day "Blue Ridge" aircraft are scheduled to fly on a scheduled sortie, A&E Components, ATO Bottles and ATO Racks must be completely removed no later than three (3) hours prior to take off so as not to interfere with flight crew pre-flight.

4. General Rules:

a. Every effort must be made to prevent landing these airplanes at a base other than Dyess Air Force Base.



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b. At no time will a "Blue Ridge" airplane be cannibalized.

c. Blue Ridge aircraft will be pre-flighted by ground crew and flight crew each day, except on week ends and holidays. Pre-flights performed on Friday will be valid until 0800 Monday. Blue Ridge aircraft will be pre-flighted prior to holidays and this pre-flight will remain valid until next duty day.

d. Maintenance alert crews will perform walk around check of all Blue Ridge aircraft on week ends and holidays and 0800. This check will consist of looking for any apparent damage to aircraft and for evidence of fuel leaks, hydraulic leaks and flat tires. No servicing will be performed during this walk around inspection unless directed by Job Control. If inspection reveals that a Blue Ridge aircraft had been damaged or has a flat tire, or is leaking fuel or hydraulic fluid, the squadron maintenance officer or line chief will contact Job Control for instructions.

e. All discrepancies that can be noted on a walk around inspection will be entered in AF Form 781-2. Job Control will be notified of all discrepancies. The discrepancies will be cleared at 0800 hours the following work day, unless otherwise directed by Job Control.





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BLUE RIDGE AIRCRAFT SCHEDULE

10TH BOMBARDMENT SQUADRON

| AIRCRAFT | TIME AND DATE |
|---|---|
| 2254 | Aug 1 thru 1700 7 August 1957 |
| 5233 | 1700 7 August thru 1700 14 August |
| 2027 | 1700 14 August thru 1700 22 August |
| 5805 | 1700 22 August thru 1700 29 August |
| 2278 | 1700 29 August thru 1700 31 August |

12th Bombardment Squadron

| | |
|---|---|
| 2079 | Aug 1 thru 1700 8 August |
| 2386 | 1700 8 August thru 1700 16 August |
| 2374 | 1700 16 August thru 1700 26 August |
| 2037 | 1700 26 August thru 1700 31 August |
| 2157 | Aug 1 thru 1700 9 August |
| 2291 | 1700 9 August thru 1700 19 August |
| 2061 | 1700 19 August thru 1700 27 August |
| 2388 | 1700 27 August thru 1700 31 August |

490th Bombardment Squadron

| | |
|---|---|
| 2035 | Aug 1 thru 1700 8 August |
| 2034 | 1700 8 August thru 1700 16 August |
| 2044 | 1700 16 August thru 1700 26 August |
| 2043 | 1700 26 August thru 1700 31 August |

11th Air Refueling Squadron

| | |
|---|---|
| 3322 | August 1 thru 0800 10 August |



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## SCHEDULED MAINTENANCE ACTIVITIES

1. Flight Chiefs of Tactical squadrons will comply with MIL #58 (checking 781-3 against maintenance supply records) on the following schedule:

10th Bomb Squadron Aug 5-9
12th Bomb Squadron Aug 12 - 16
490th Bomb Squadron Aug 19 -23
11th AREFS Aug 26- 30
Base Flight Aug 26 - 30

2. Bench stock inspection schedule for the month of August:

| SQUADRON OR SHOP | INSP DATE | SQDN OR SHOP | INSP DATE |
|---|---|---|---|
| 341st A&E Sq | 9 | 341FM Tire Shop | 20 |
| | | 341FM EBU Shop | |
| 341st PMS | 12 | | |
| 341st FM EBU & M/R | | Base Flight | 22 |
| RH 360 | | 819th Ops Flt Trng | |
| 490th Bomb Sq | 13 | 341FM Aero Repair | 23 |
| 12th Bomb Sq | 14 | 11th AREFS | 1-26 |
| 819 OPS Photo Lab | | | |
| 10th Bomb Sq | 15 | 341FM Inst Shop | 2-27 |
| 341FM Parachute Shop | | 341FM Machine Shop | |
| 341st FMS G.P. Shop | 16 | 341FM Paint and Wood Shop | 5-28 |
| | | 341FM Welding Shop | |
| 341FM Elect Shop | 19 | | |
| 341FM Prop shop | | 4th SSS | 6-29 |
| | | 341FM Fuel Sys Shop | |
| 341FM IFR Shop | 21 | | |
| 341FM Sheet Metal Shop | | 341FM Recip Engine | 7-30 |
| | | 341FM Hyd Shop | |
| 819th Ops Radio Maint | 8 | | |

3. An alert team consisting of a coleman operator and mechanic will be on duty at Crash Fire Station #1 from 0800 Saturday to start of next work day. Mechanic must be checked out on riding brakes. Personnel will report with fully serviced coleman and B-47 tow-bar. Personnel will sleep at Fire Station and will eat with Crash Firemen.

Weekend of 3 Aug 10th BS
Weekend of 10 Aug 12th BS
Weekend of 17 Aug 341PMS
Weekend of 24 Aug 341FMS
Weekend of 31 Aug 490th BS
Weekend of 7 Sept 10th BS
Weekend of 14 Sept 12th BS

4. Transient Alert.

APPENDIX IX TO ANNEX "A"
OPERATIONS PLAN 471-57
AUGUST 1957



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a. Supply Transient alert support for B-47 aircraft. A minimum of (1) Crew Chief and (1) assistant crew chief, will be on alert during non-duty hours. Job Control will be notified prior to 1500 hours the names and telephone number of personnel assigned this duty.

490th Bomb Squadron from 1600 on 27 July to 11 Aug at 1600 hrs
10th Bomb Sq From 1600 11 Aug to 26 Aug at 1600 hrs.
12th Bomb Sq From 1600 26 Aug to 10 Sept at 1600 hrs.
490th Bomb Sq From 1600 10 Sept to 25 Sept at 1600 hrs.

5. A flight chief caliber NCO will be furnished to Maintenance Control for the purpose of debriefing NCOIC. He will report to Job Control Officer at 0800 on 1st day of duty for briefing. This duty period will be 30 days.

12th Bomb Sq 18 July to 18 Aug 1957
10th Bomb Sq 18 Aug to 18 Sept 1957
490th Bomb Sq 18 Sept to 18 Oct 1957
12th Bomb Sq 18 Oct to 18 Nov 1957

6. Position one B-47 in front of Base Operations by 1400 Friday for Sunday display. Nose of aircraft will be pointed south, even with access gate #1, even with parking row one (1).

| | |
|---|---|
| Weekend of 3 Aug 57 490thBS | Weekend of 24 Aug 490th BS |
| Weekend of 10 Aug 10thBS | Weekend of 31 Aug 10th BS |
| Weekend of 19 Aug 12th BS | Weekend of 7 Sep 12th BS |

7. Following organization will furnish coleman tractor on date indicated, to coleman drivers school.

| | |
|---|---|
| 490th BS 1 Aug -15 Aug | 12th BS 1 Sept -15 Sept |
| 10th BS 16 Aug -31 Aug | 490th BS 16 Sept -30 Sept |

8. Following organizations will furnish aircraft, tow bar and tow pins to coleman tractor drivers school on dates indicated:

August 7,8,9,12,13, - 10th BS
August 14,16,19,20,28 - 12th BS
August 29,30 - 490th BS
September 3,4,6 - 490th BS
September 9,10,18, - 10th BS
September 19,20,23 - 12th BS
September 24,25,27,30 - 490th BS

NOTE: Coleman tractors and aircraft scheduled for towing school will be used from 0800 hours to 1645 hours on dates indicated, unless otherwise directed by Job Control.





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APPENDIX IX TO ANNEX "A"

WASH RACK SCHEDULE FOR AUGUST 1957

| DATE | MORNING | AFTERNOON |
|---|---|---|
| 1 August | 4th SSS | 4th SSS |
| 2 August | 2218 (PMS) | Base Flight |
| 5 August | 11th ARS | 11th ARS |
| 6 August | 10th BS | 10th BS |
| 7 August | 12th BS | 12th BS |
| 8 August | 4th SSS | 4th SSS |
| 9 August | 2079 (PMS) | Base Flight |
| 12 August | 490th BS | 490th BS |
| 13 August | 11th ARS | 11th ARS |
| 14 August | 2030 (PMS) | Base Flight |
| 15 August | 4th SSS | 4th SSS |
| 16 August | 2035 (PMS) | Base Flight |
| 19 August | 10th BS | 10th BS |
| 20 August | 12th BS | 12th BS |
| 21 August | 490th BS | 490th BS |
| 22 August | 4th SSS | 4th SSS |
| 23 August | 11th ARS | 11th ARS |
| 26 August | 10th BS | 10th Bs |
| 27 August | 12th BS | 12th BS |
| 28 August | 490th BS | 490th BS |
| 29 August | 4th SSS | 4th SSS |
| 30 August | 11th ARS | 11th ARS |

S.E.S. AIRCRAFT

10th Bombardment Squadron
2210 Return 8 August
2266 Return 8 August
7375 Depart 12 August Return 21 August
2222 Depart 19 August Return 28 August
5228 Depart 26 August Return 5 September

12th Bombardment Squadron
2037 Return 8 August
2249 Return 8 August
7070 Depart 12 August Return 21 August
2031 Depart 19 August Return 28 August
2249 Depart 26 August Return 5 September

490th Bombardment Squadron
2093 Return 8 August
2033 Return 8 August
2077 Depart 12 August Return 21 August
2073 Depart 19 August Return 28 August
2100 Depart 26 August Return 5 September

BOMBING COMPETITION AIRCRAFT

10th Bombardment Squadron - 5249

12th Bombardment Squadron - 2092

490th Bombardment Squadron - 2032



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

OPERATIONS



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Hq 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

OPERATIONS

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 22 flying scheduled during Aug. No Saturday flying is programmed.

3. No Monday take-offs will be scheduled prior to 1300. No Friday landings will be scheduled after 1300.

4. Squadrons will schedule takeoffs on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time within any hour by squadron reservation is reproduced below.

| 10th | 12th | 490th | 11th ARS |
|---|---|---|---|
| 00-03 | 05-08 | 10-13 | 15-18 |
| 20-23 | 25-28 | 30-33 | 35-38 |
| 40-43 | 45-48 | 50-53 | 55-58 |

5. RBS schedule for August has been distributed to Squadron under separate cover.

6. During August aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meetings - weekly at 1400, Wednesday, in the Wing Conference Room. It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the Pre-planning 60-9 meeting. The request for Instructor Pilots and standardization checks be called into Wing Flying Training Wednesday morning prior 1000 hours.

b. Weekly 60-9 meeting - 1400 each Thursday in Wing Conference Room.

c. Monthly 60-9 meeting - 1400 Friday 20 August in the Wing Conference Room.

8. Squadrons are reminded that mission folders are due in the Training Division by 1300 on the duty day rpior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 will be included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

ANNEX B
341st Ops Order 471-57
1 August 1957



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10. The following named officers will monitor squadron briefings and Wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Maj Gootee | 1-4 August | Capt Hill | 17-22 August |
| Maj Reynolds | 5-10 August | Capt Logan | 23-27 August |
| Maj Smith | 11-16 August | Capt Chisholm | 28-31 August |

11. B-47 Squadrons will schedule a minimum of five crews per squadron to complete maximum Gross Weight Night Refuelings in August including full tip tanks, with T-59's.

12. The following named officers are due for Standardization Checks and must be scheduled in August at the earliest possible time. Squadrons will schedule attached personnel

| STAFF | FORMAL DUE DATE | INST. DUE DATE |
|---|---|---|
| Col Walsh* | 29 June 1957 | |
| Maj Grinsted | 30 July 1957 | |
| Maj Gootee* | 17 June 1957 | |
| Maj Peterson | | 17 June 1957 |
| Maj Reed | 13 August 1957 | 13 June 1957 |
| Maj Stevens V.H. | 30 July 1957 | 30 May 1957 |
| Maj Williar* | 28 July 1957 | 28 July 1957 |
| Capt Logan* | 6 June 1957 | |
| Capt Miller* | 21 June 1957 | |

* Indicates student status

13. Each B-47 Squadron must complete up-grading on eight IP's and eight IVO's prior to 1 September 1957. The 11th AREFS must complete up-grading on seven Instructor Crews prior to 1 September 1957.

14. Bomb Competition crews, Graves, Weeks, and Elzey will be scheduled on 12, 15, 21, 27, and 30 August in their assigned bomb competition aircraft. Take-off times must be coordinated with the wing observer.

15. Co-Pilots that are replacing co-pilots who are being up-graded to aircraft commander must complete up-grading requirements prior to the old co-pilot completing their final check-out.

ANNEX B
34ls Ops Order 471-57
1 August 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX I

TO

OPERATIONS ORDER

NUMBER 471-57

FLIGHT TRAINING RECAP

APP I TO ANNEX B
341st Ops Order 471-57
1 August 1957



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FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew scheduling capability.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. The following crews are designed for standby tanker alert from 1 to 10 Aug.

| DATE | COMMANDER |
|---|---|
| 1 Aug | Emeigh |
| 2 " | Clark |
| 3 " | Lebeuf |
| 4 " | Carswell |
| 5 " | Germano |
| 6 " | Mahoney |
| 7 " | Stutler |
| 8 " | Atchey |
| 9 " | Hibbitts |
| 10 " | Rast |

4. Each B-47 Combat Crew that has not completed one ATO Take-off this calendar year will be scheduled for an ATO take-off in August. All B-47 Combat Ready Crews must complete this annual requirement no later that 31 August, 1957.

5. Gunnery will not be scheduled on Monday missions before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

APP I ANNEX B
381st Ops Order 471-57
1 August 1957



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B-47 OPERATIONAL REQUIREMENTS AND MAINTENANCE CAPABILITY

| | 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 |
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| | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| Operations Requirement | 14 | 15 | | | 14 | 16 | 12 | 17 | 12 | | | 12 | 13 | 10 | 10 | 16 | | | 12 | 12 | 13 | 13 | 13 | | | 16 | 12 | 12 | 16 | 15 | |
| Maintenance Capability | 9 | 15 | | | 11 | 16 | 9 | 17 | 9 | | | 11 | 13 | 8 | 8 | 16 | | | 11 | 12 | 13 | 11 | 11 | | | 16 | 12 | 9 | 16 | 13 | |
| 10th | 2 | 5 | | | 4 | 5 | 3 | 6 | 3 | | | 3 | 5 | 3 | 2 | 6 | | | 4 | 4 | 5 | 4 | 4 | | | 5 | 4 | 4 | 5 | 4 | |
| 12th | 3 | 5 | | | 4 | 5 | 3 | 6 | 2 | | | 4 | 5 | 2 | 3 | 6 | | | 4 | 4 | 5 | 4 | 3 | | | 6 | 5 | 2 | 6 | 5 | |
| 490th | 4 | 5 | | | 3 | 6 | 3 | 5 | 4 | | | 4 | 3 | 3 | 3 | 4 | | | 3 | 4 | 3 | 3 | 4 | | | 5 | 3 | 3 | 5 | 4 | |
| Wing Staff | | | | | | | 1-12 | | | | | | | 1 490 | | | | | | | | | | | | | | 1 490 | | | |
| 15 AF (2) Staff | | | | | | | | | | | | | | | | | | | | | 1-10 | | | | | | | | | | |
| 819th A.D. | | | | | | | | | | | | | | | | | | | | | 1-12 | 1-12 | | | | | | | | | |
| Bomb Competition | | | | | | 1-10 | | | | | | | 1-12 | | | | | | | 1 490 | | | | | | | 1-10 | | | | |
| SBS Crews | | | | | | | *3 | | | | | | | *3 | | | | | | | *3 | | | | | | | *3 | | | |
| | | **6 | | | | **6 | | | | | | *3 | | | | *3 | | | *3 | *3 | | *3 | *3 | | | *3 | *3 | | *3 | *3 | |

Aircraft scheduled for each day include SBS aircraft

* Indicates one for each squadron (10th, 12th, 490th)

** Indicates two for each squadron (10th, 12th, 490th)

| | |
|---|---|
| Maintenance Capability | 266 |
| Test Hops Programmed | 12 |
| Bomb Competition | 12 |
| | 290 Sorties |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APP I ANNEX B
OPERATIONS ORDER)
NUMBER 471-57)

## SCHEDULING BOARD ACTIVITY CODE

ADVANCED SURVIVAL- - - - - - - - - SURV
ADVANCED SURVIVAL REFRESHER- - - SURV REF
LOCAL SURVIVAL- - - - - - - - - -LOC SURV
AQUATIC SURVIVAL- - - - - - - - -AQA
NUCLEAR WEAPONS SCHOOL- - - - - -TN
SPECIAL WEAPONS SCHOOL- - - - - -SW
SW PRACTICE LINE EXERCISE- - - - SWP
SW STANDBOARD EVALUATION- - - - -SWE
OQ RANGE- - - - - - - - - - - - -OQ
GUNNERY SCHOOL- - - - - - - - - -GUN
ALTITUDE CHAMBER- - - - - - - - -ALT
INSTRUMENT SCHOOL- - - - - - - - IS
BLOCK TRAINING- - - - - - - - - -BLOCK
LEAVE- - - - - - - - - - - - - - LEAVE
STANDBOARDS- - - - - - - - - - - STANDBOARD
ANNUAL FLIGHT PHYSICALS- - - - - PHY
DENTAL APPOINTMENTS- - - - - - - DA
SES- - - - - - - - - - - - - - - SES
PRE SES TRAINING- - - - - - - - -PSES
T-2A RADAR TRAINER- - - - - - - -T-2
T-1A GUNNERY TRAINER- - - - - - -T-1
C-11 JET INSTRUMENT TRAINER- - - C-11
B-47 SIMULATOR- - - - - - - - - -SIM
KC-97 SIMULATOR- - - - - - - - - SIM
P-3 CONVENTIONAL INSTRUMENT
TRAINER- - - - - - - - - - - - P-3
BRIEFING- - - - - - - - - - - - -B
MISSION PLANNING- - - - - - - - -MP
TARGET STUDY- - - - - - - - - - -TS
PREFLIGHT- - - - - - - - - - - - PT
CREW REST- - - - - - - - - - - - CR

OFFICERS CALL- - - - - - - - - - OC
AIRDROME OFFICER- - - - - - - - -AO
CONTROL ROOM OFFICER - - - - - - -CRO
OFFICER OF THE DAY- - - - - - - -OD
TOWER OFFICER- - - - - - - - - - TO
OBSERVER INFLIGHT MAIN-
TENANCE- - - - - - - - - - - - -IFM
B-47 PILOT TRANSITION
PROGRAM- - - - - - - - - - -TRANS
B-47 TRANSITION PROGRAM
WICHITA- - - - - - - - - - WICH
BASE GROUND SCHOOL
INSTRUCTOR- - - - - - - - - - -SI
INITIAL HAND GUN COURSE - - - - -HG
RADAR ACCEPTANCE CHECK
OFFICER- - - - - - - - - - - - RA
MTD SCHOOL- - - - - - - - - - MTD
BOMBING COMPETITION - - - - - - -BC
INSTRUCTOR PILOT BRIEFING- - - -IPB
FLIGHT TEST CREW- - - - - - - - -FT
FLIGHT MISSION DAY- - - - - - - -FD
INSTRUMENT CHECK - - - - - - - -IC
CRITIQUE- - - - - - - - - - - - C
BLUE RIDGE CREW - - - - - - - - -BR
PHYSICAL TRAINING- - - - - - - - PT
JUDO- - - - - - - - - - - - - - JU
EWP STUDY- - - - - - - - - - - -EWP
FLYING SAFETY MEETING - - - - - -FS
STAND-BY TANKER- - - - - - - - -SAT
FLIGHT MISSION NIGHT- - - - - - -FN

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

10TH BOMBARDMENT SQUADRON



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Crew Number R-10

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 TH B. SQ.

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| AC LEON | 0800 | F | | | | | MP | F | CR | F | | | MP | F | | | | | | SW | | | F | TF | TO D | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P HERMAN | 0800 | F | | | | | MP | F | CR | | | | MP | F | | | | | | SW | | | | TF | | | SURV | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS BRYANT | 0800 | F | | | | | MP | F | CR | | | | MP | F | | | | | | SW | | | | TF | | | SURV | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number L-09

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

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| AC | 0800 | | | | SES | | | → | | | | | | CAT TOUR | | ← | | | | LEAVE | | | | | | | | | | | | |
| HAMMOND | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| HOLTON | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| OBS | 0800 | | | | SES | | | → | | | | | | | | ← | | | | Leave | | | | | | | | | | | | |
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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

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| BLACKBURN | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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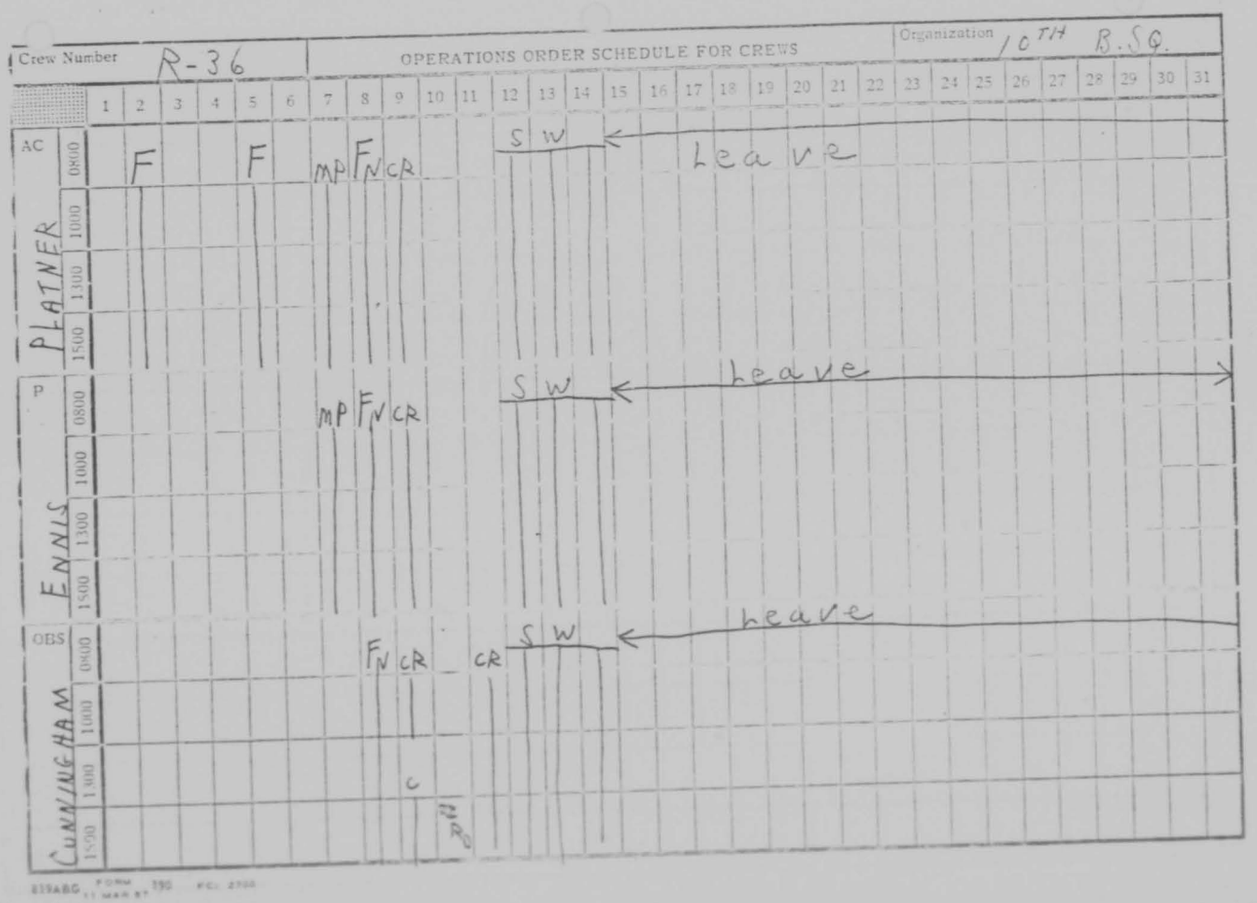


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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 TH RSG.

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| AC VAN BIBBER | 0800 | F | | | | | F | | | F | | | | | F | | | | | F | | | F | | | | | F | | | F | |
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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 TH B SQ

| | | 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 |
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| AC Cunning ham | 0800 | | | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | | | F | | |
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| AC NELSON | 0800 | | | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | | | F | | |
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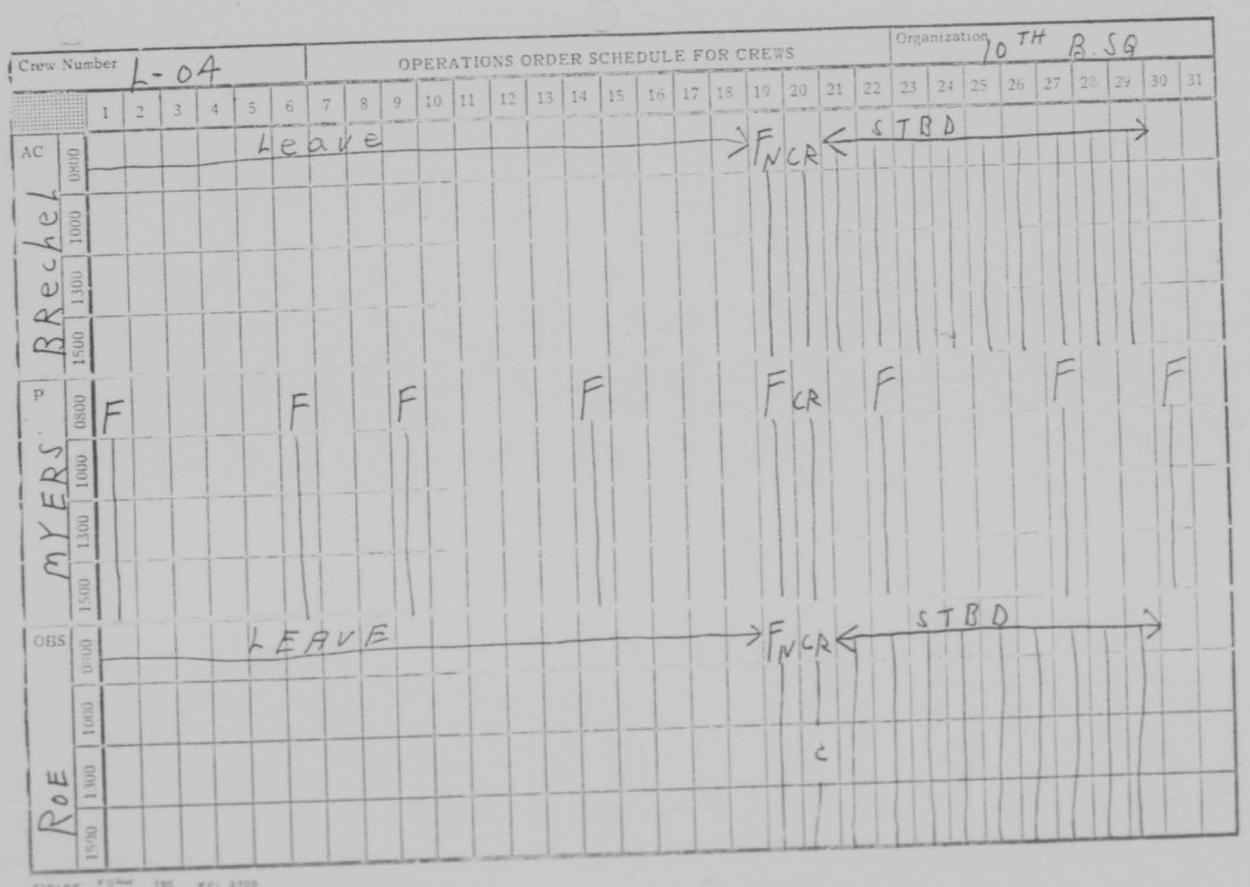




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Crew Number L-30

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

| | | 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 |
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| P KARNS | 0800 | STBD | | | | | | | | mp | | | F | | mp | F | SW | | | SES | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS L'ABBE | 0800 | STBD | | | | | | | | mp | | | F | | mp | F | SW | | | SES | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number R-11

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

| | | 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 |
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| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P MEGARGLE | 0800 | | | | | SURV | | | | | | | BLOCK | | | | mp | | | F | mp | F | | mp | | | F | mp | F | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| OBS COBB | 0800 | | | | | SURV | | | | | | | BLOCK | | | | mp | C Ro | | F | mp | F | | mp | | | F | mp | F | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number L-39

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

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| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P FEENEY | 0800 | | | | | ← SW → | | | mp | F | | | ← SES → | | | | | | | | | | | | | | ← SURV → | | | E wp | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS HUDSON | 0800 | | | | | ← SW → | | | mp | F | | | ← SES → | | | | | | | | | | | | | | ← SURV → | | | E wp | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

819ABG FORM 11 MAR 67 190 PC: 2700

0148

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Crew Number L-07 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH B.SQ

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC POOBESEK | 0800 | F | Leave | | | | | | | | | | | | | | | TO N | | SURV | | | MP | F | TF | | | | | | | |
| | 1000 | | | | | F | | | | F | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P HALTOM | 0800 | Leave | | | | IS | IS | LEAVE | | | | | | | | | | | | SURV | | | MP | F | TF | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS BRZOZOWSKI | 0800 | Leave | | | | | | | | | | | | | | | | | | SURV | | | MP | F | TF | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

819ABG FORM 11 MAR 57 190 PC: 2700

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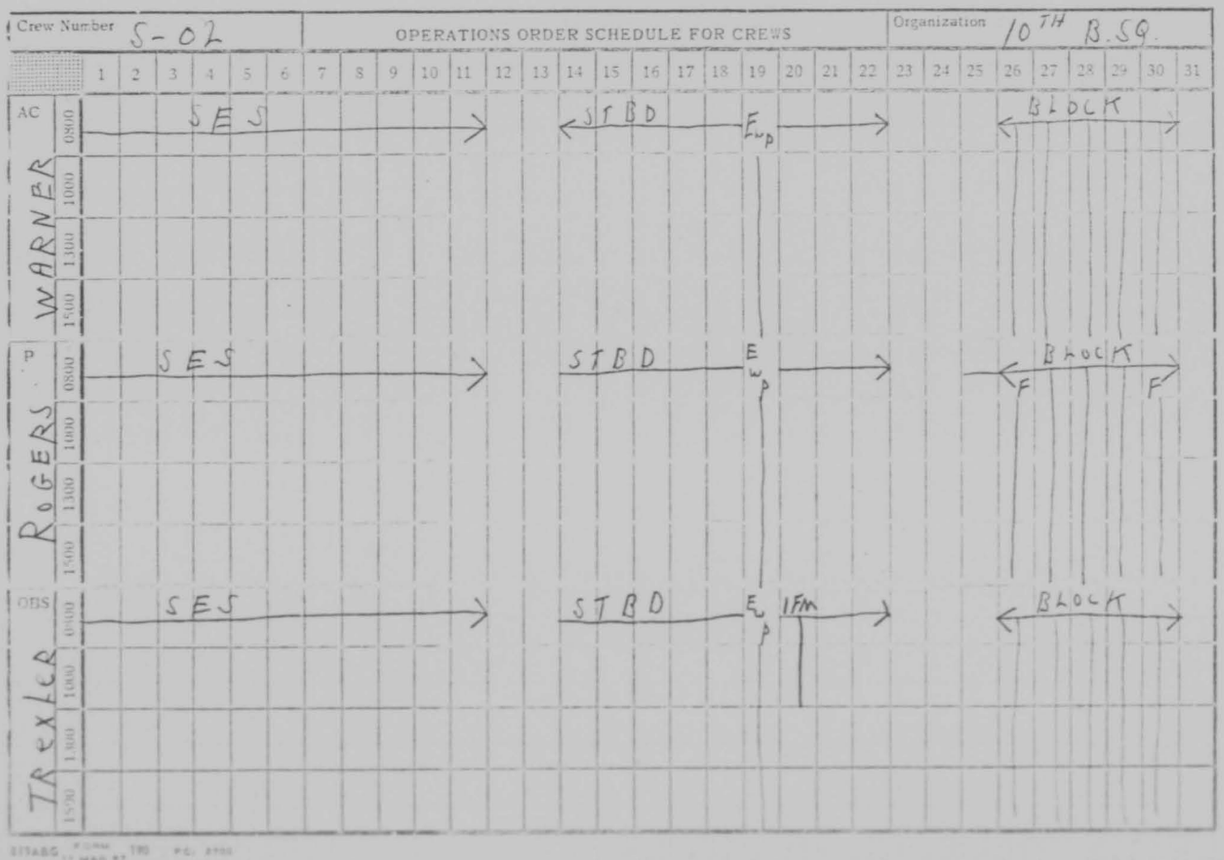


0150

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Crew Number L-38 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH B.SQ

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC GRAVES | 0800 | | | | | | mP | F | ← | | STBD | | | | | → | EWP | | | | mP | F | | | | | AQs | mP | F | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P OBENAUF | 0800 | | | | | | mP | F | ← | | STBD | | | | | → | EWP | | | | mP | F | | | | | AQs | mP | F | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS WIGHTMAN | 0800 | | | | | | mP | F | ← | | STBD | | | 1Fm | | → | E wp | | | | mP | F | | | | | AQs | mP | F | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

[illegible] FORM 190 11 MAR 57 P.C. [illegible]

0151

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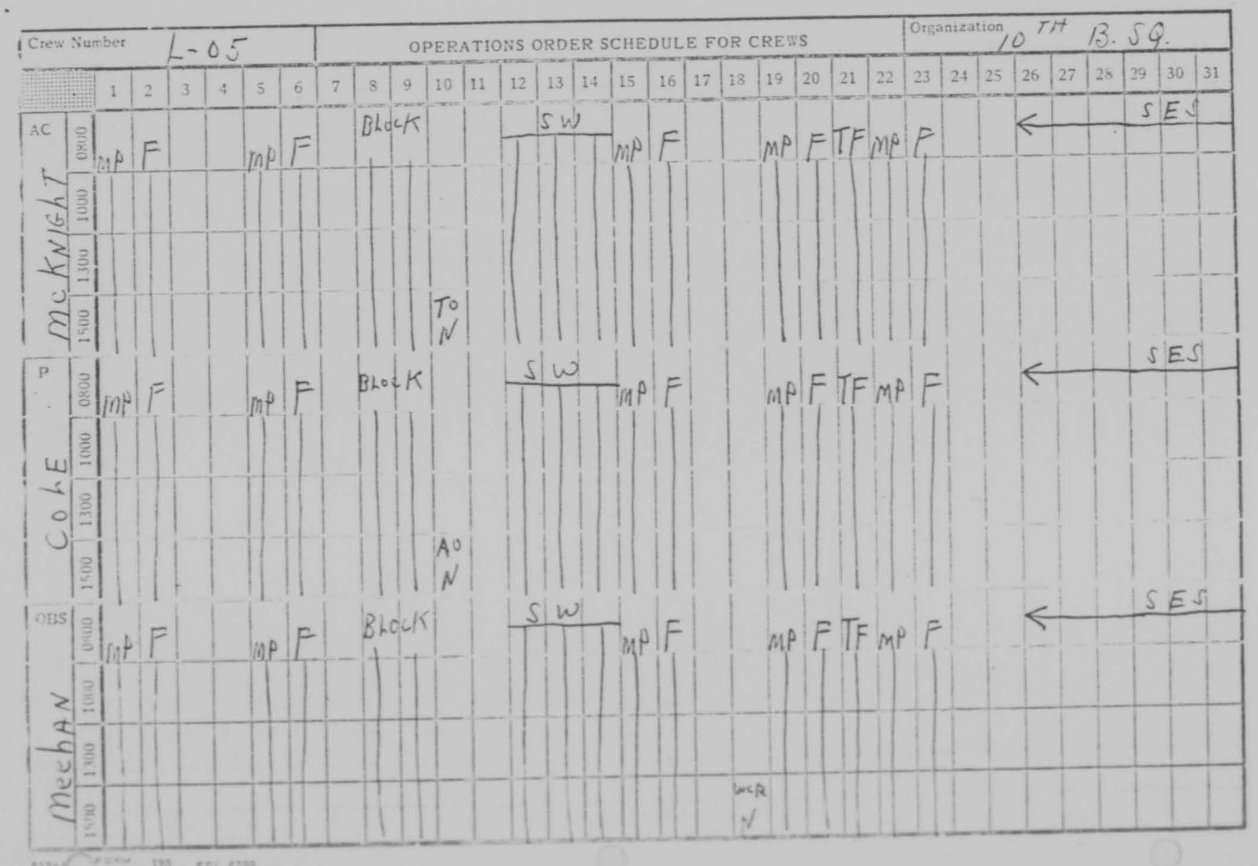




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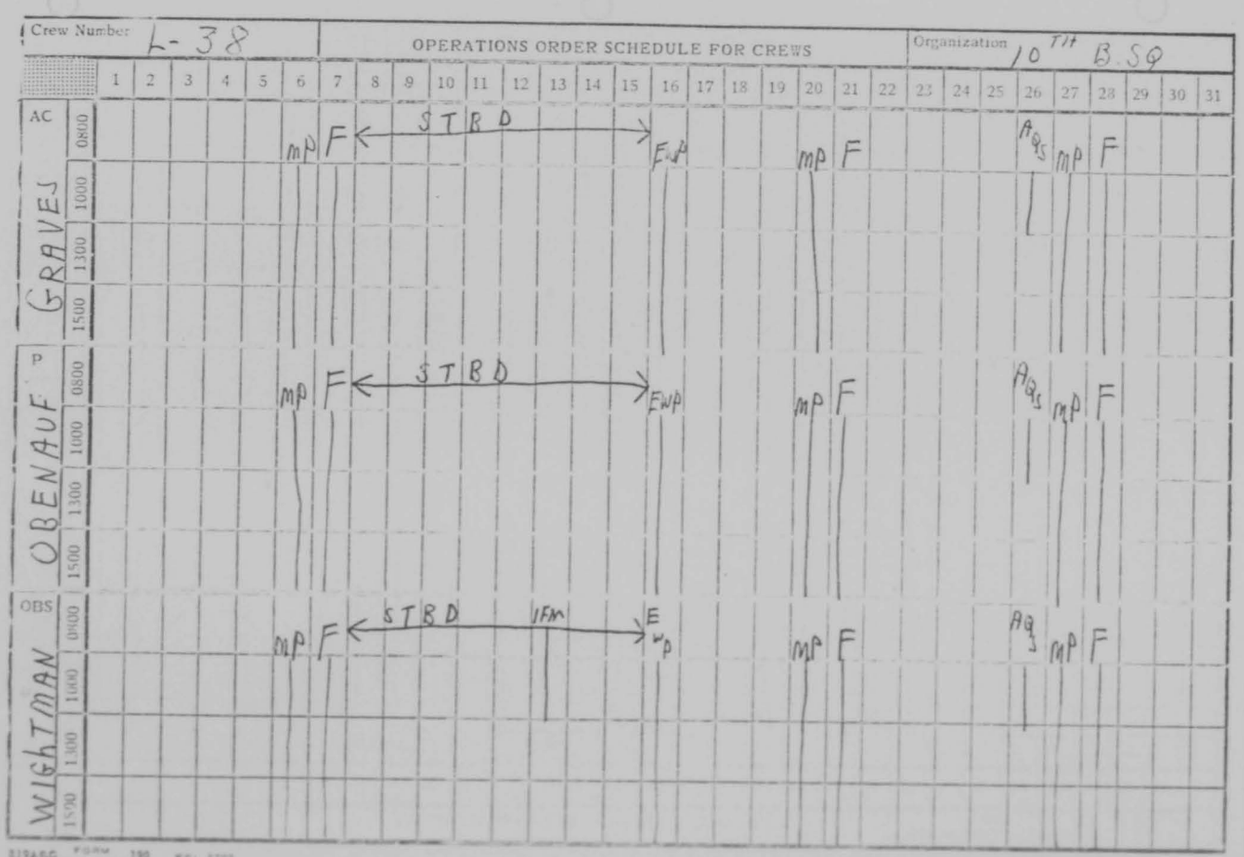




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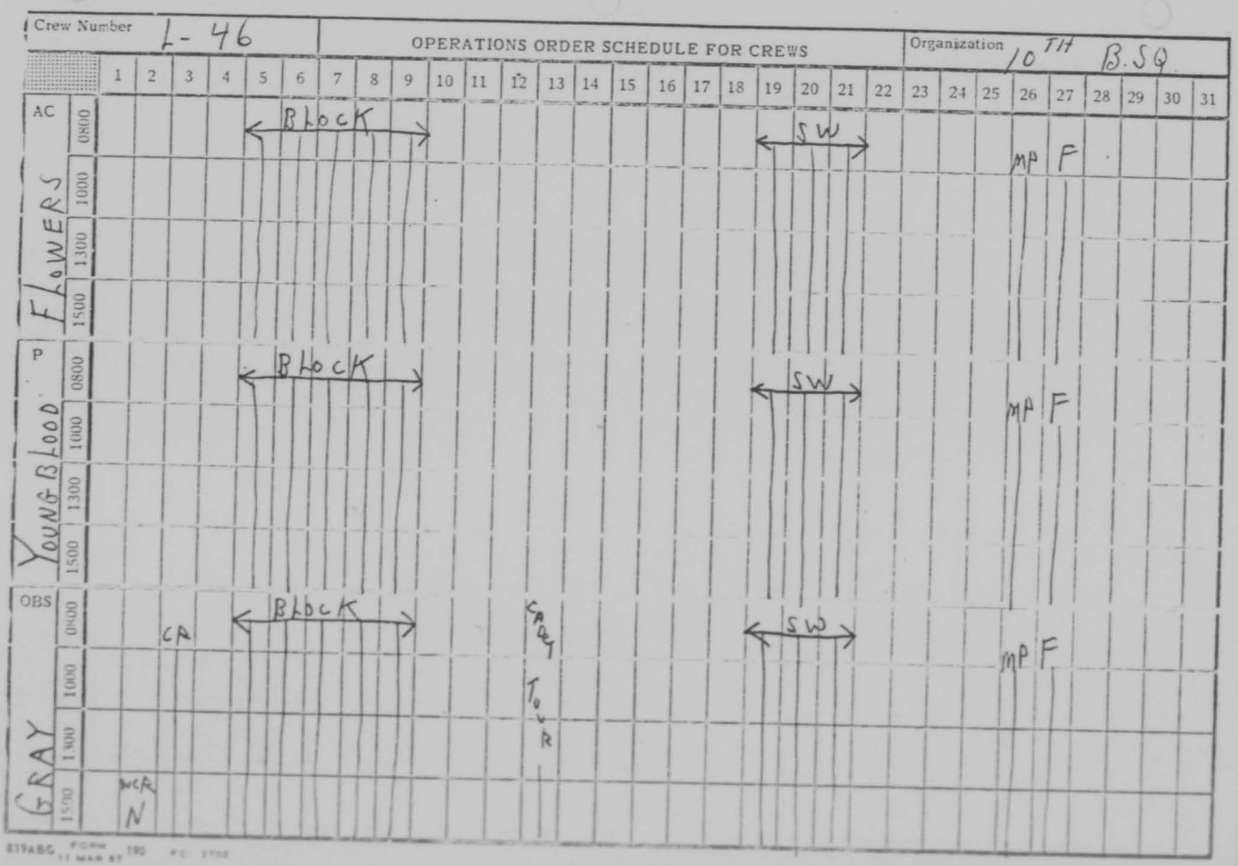




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Crew Number N-52 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH B. SQ.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC FRASER | 0800 | | | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | | | F | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P DANIEL | 0800 | | | | | F | | | F | | | | | F | | | F | | | | | F | | | | | F | | | F | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS DUDDERAR | 0400 | | | | | | | CR | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | WC R N | | | | | | | | | | | | | | | | | | | | | | | | | |

ETABG FORM 11 MAR 57 190 FC: 2700

0155

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

12TH BOMBARDMENT SQUADRON

APP III TO ANNEX B
341st Ops Order 471-57
1 August 1957



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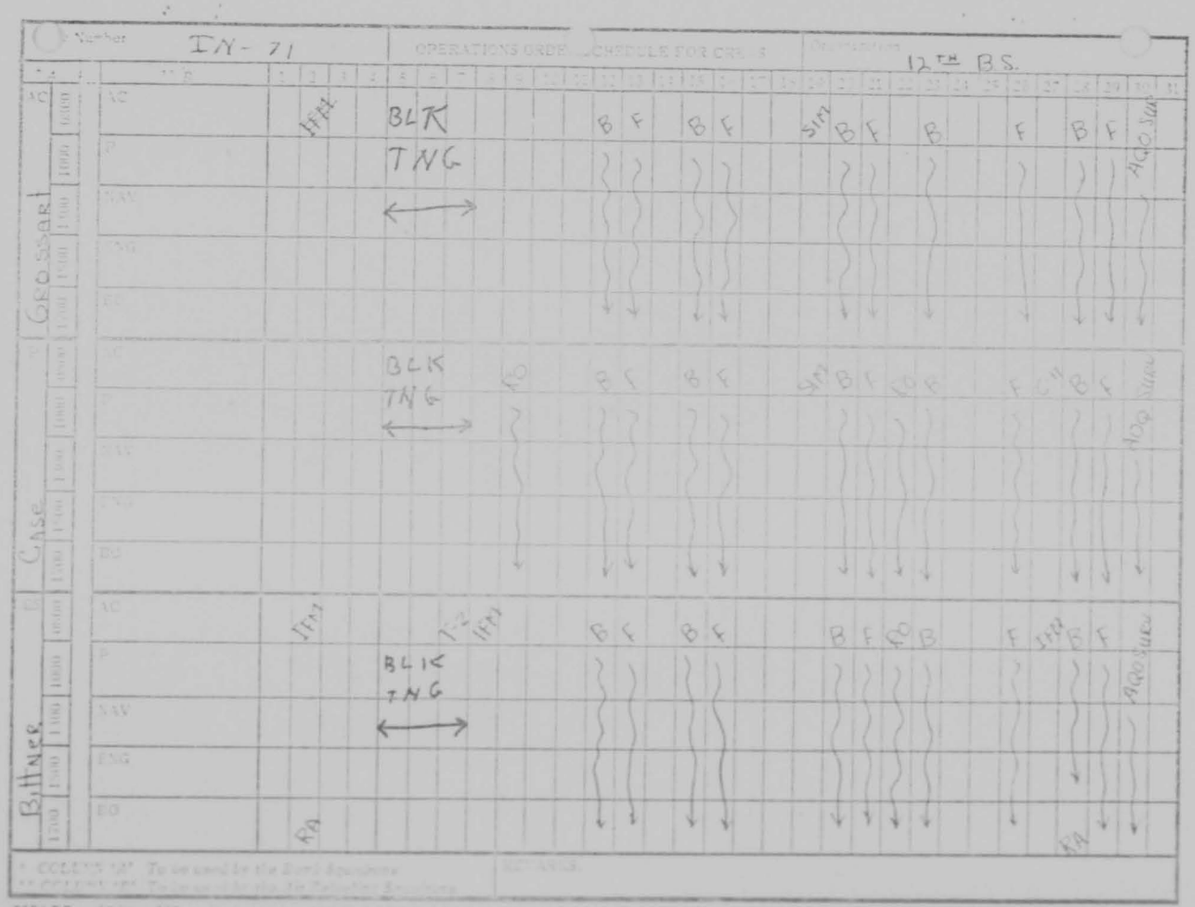


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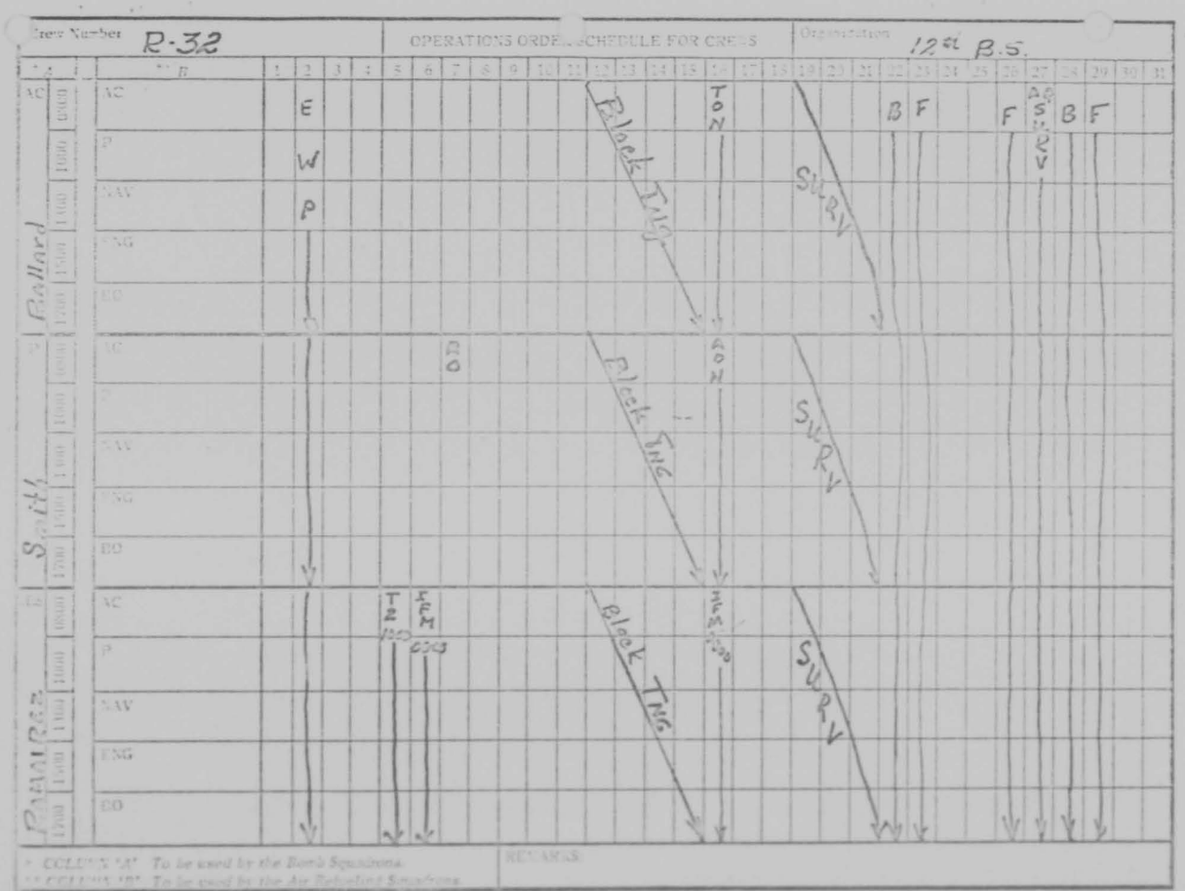




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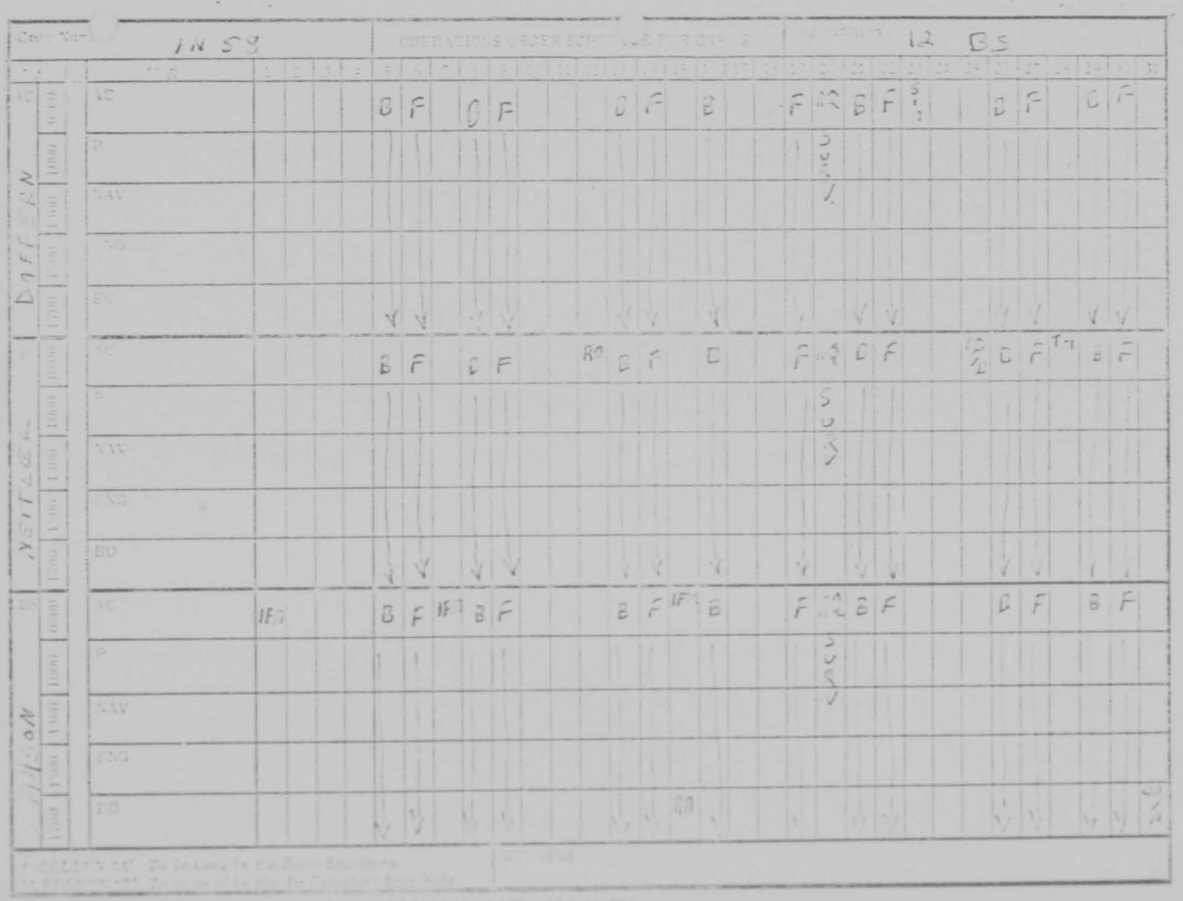




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Crew Number R-41 OPERATIONS ORDER SCHEDULE FOR CREWS Organization 12th BS

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FLOOR | AC | E | | | | F | B | F | NT N-T | | | Tg/D | | | — | | | | | | | 51-40 F | 51-40 F | B | | | F | | | | | |
| | P | W | | | | | | | F | | | | | | STAND BOARD | | | | | | | | | | | | | | | | | |
| | NAV | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SANDS | AC | E | | | | F | B | F | E-21 | | | 4A/D | IFD | | | | | | | | | 51-40 F | 51-40 F | B | | | F | | IF-1 | | IF-2 | |
| | P | W | T-2 | | | | | | | | | | | | STAND BOARD | | | | | | | | | | | | | T-2 | | | |
| | NAV | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DO | | | | | | | | | | | | | | | | | | | | | | | | RA | | | | | | | |

* COLUMN "A" To be used by the Duty Squadron.
** COLUMN "E" To be used by the Air Defense Squadron.

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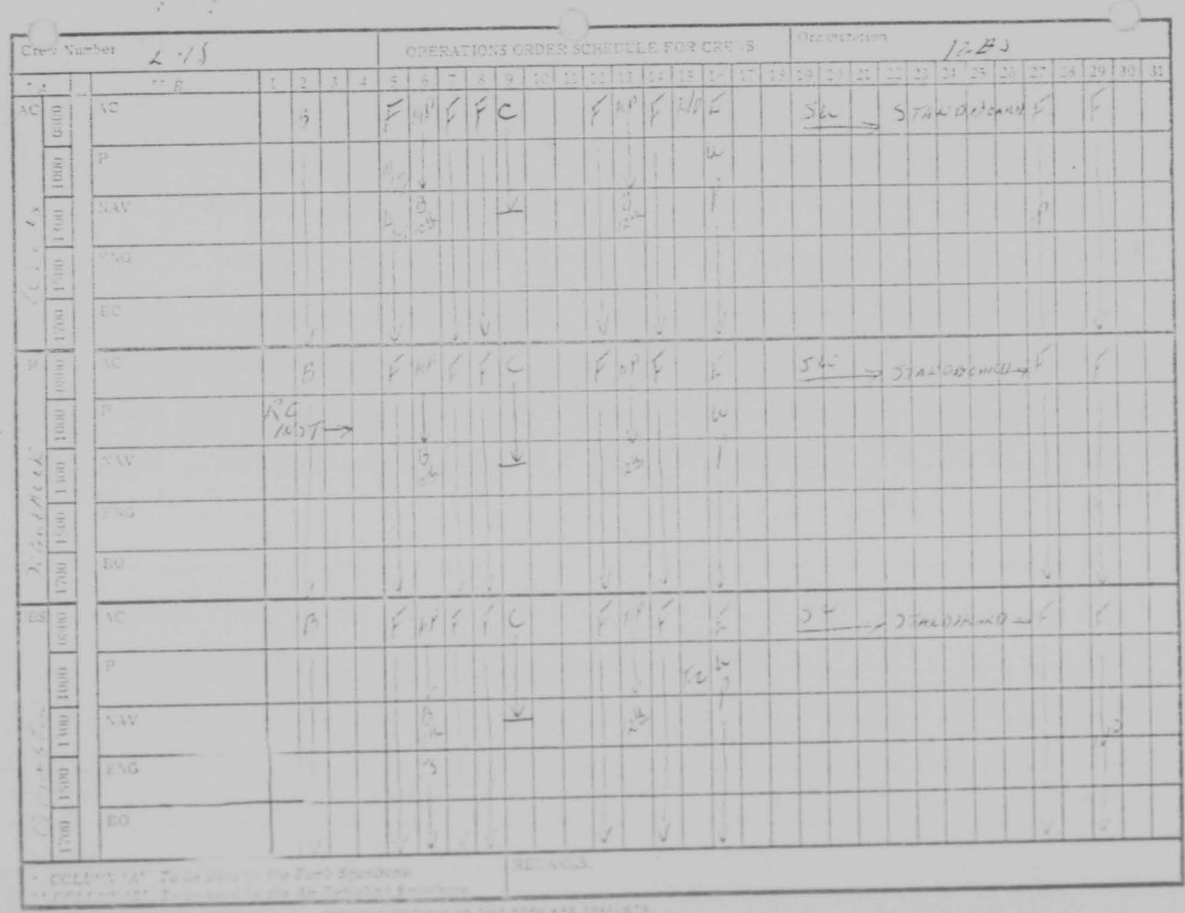


0162

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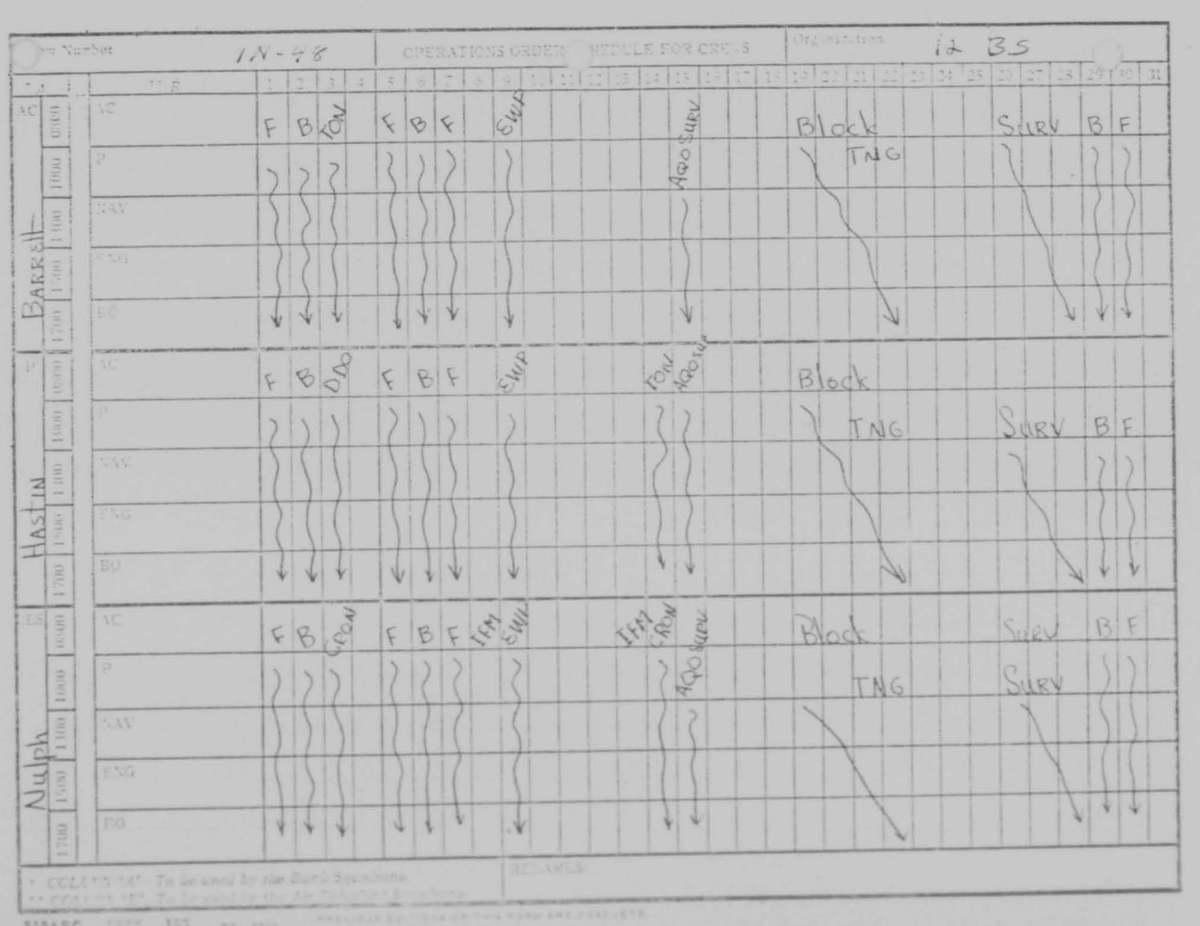


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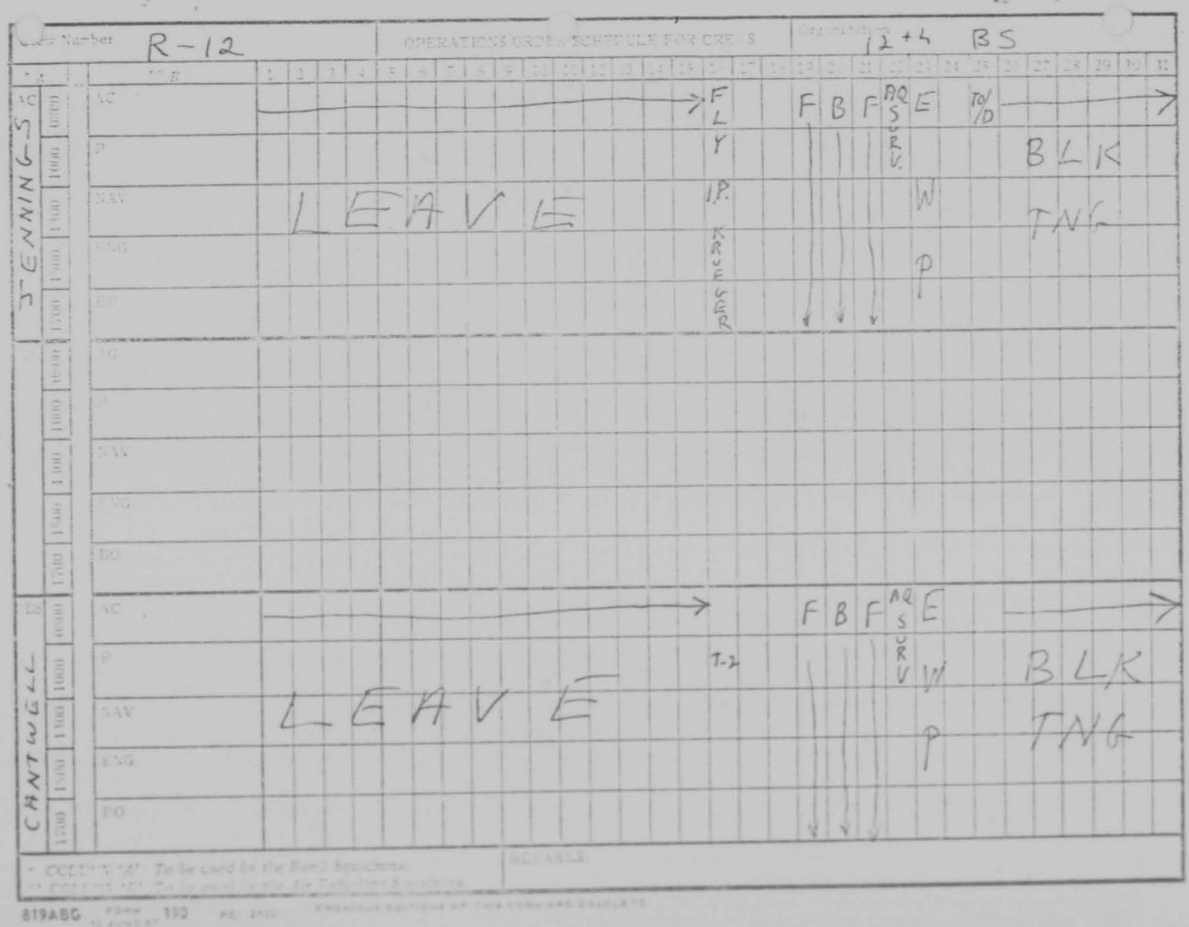




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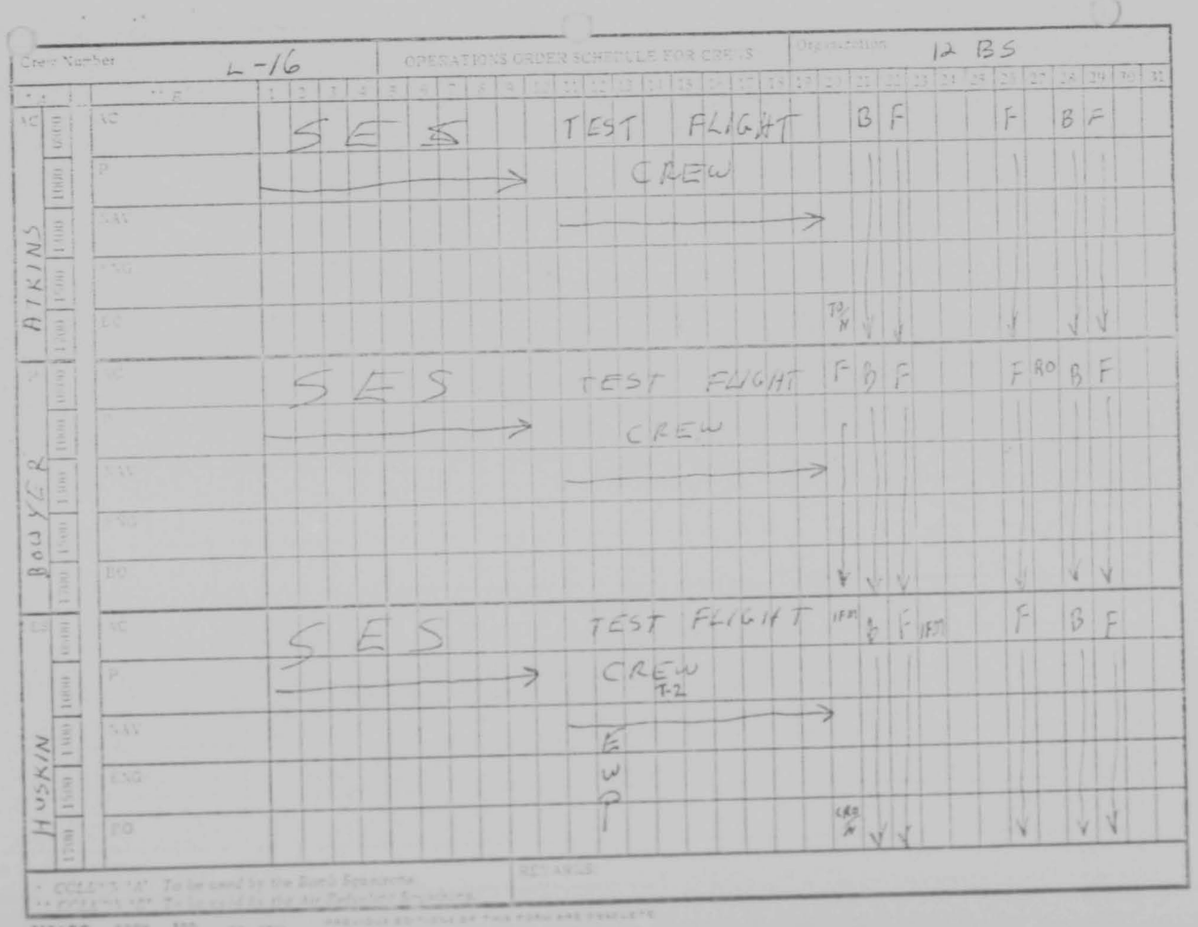




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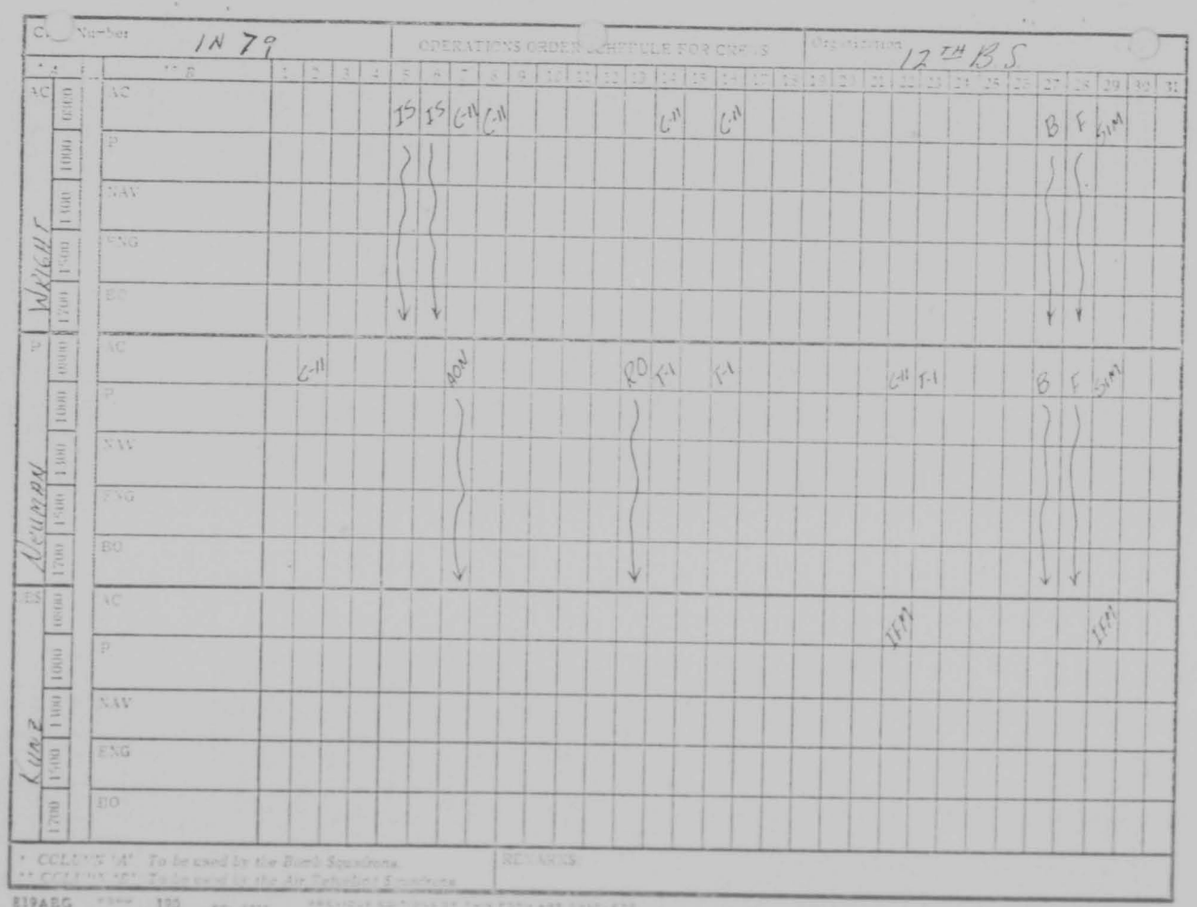




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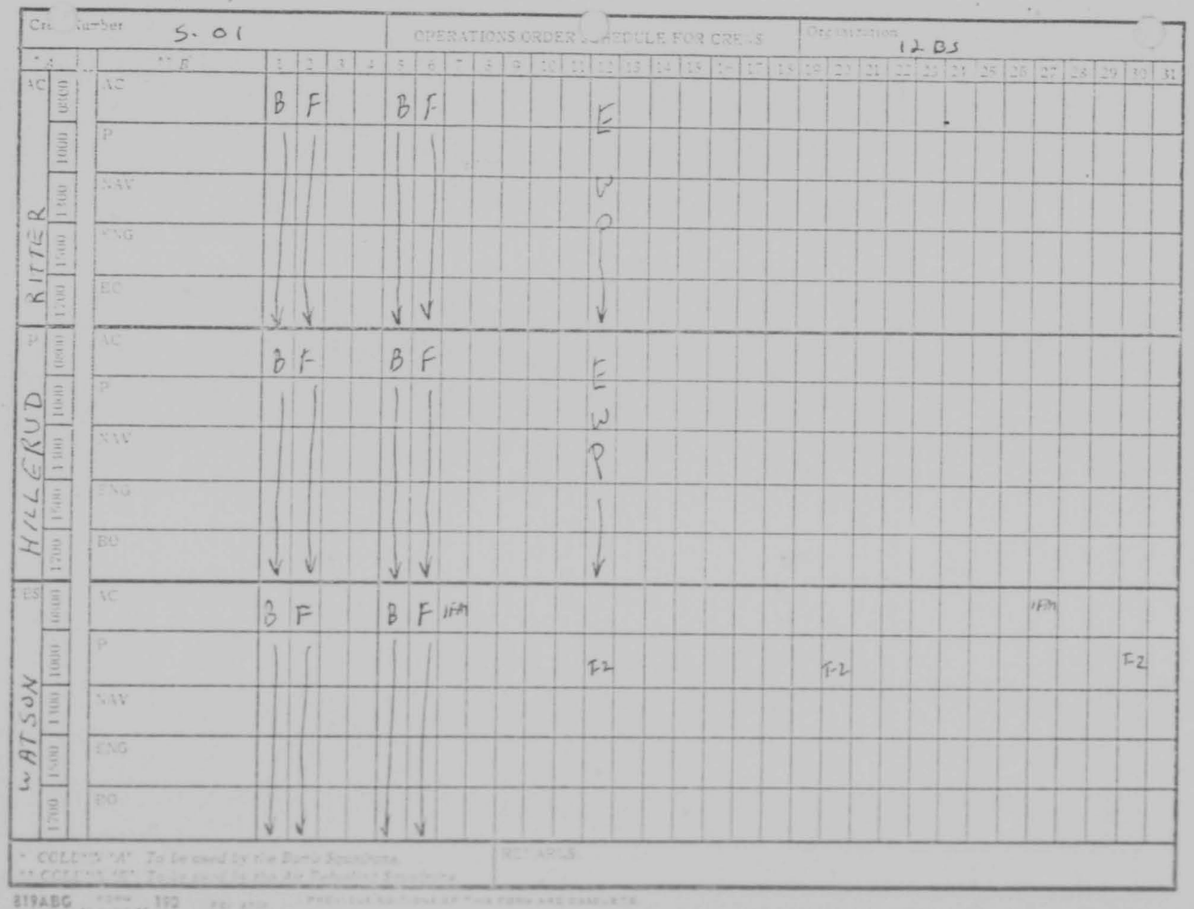




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Crew Number IN 69 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12 BS

| A | | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC FISHER | 0800 | AC | | | | | C-11 | C-11 | | SIM 1100 | | | | | | | | | | | | C-11 | | | | | | | B | F | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P ROSSO | 0800 | AC | | | | | | | | | | | | | | RO | | | | | | | | | | | | | | | | | F1 |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS ELLOIT | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | IFM 0800 | | | | | | IFM 0800 | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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0169

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Crew Number R-37 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12 BS

| * A | ** B | NAME | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | KRUEGER | AC | B | F | | | [] | B | F | E W | AR S 4 R V 10M | | | C-11 | C-11 | | B | F | | | B | F | | | | | | B | F | | | | |
| | 1000 | | P | C-11 | | | | IS→ | | | P | | | | | | | C-11 | IP | | | | | | | | | | | | | | | |
| | 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | Ridgeway | AC | | | | | RO | | | | | | | | 70/N | | | IP | | | | | RO | | | | | | | | | | |
| | 1000 | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | Lovell | AC | | | | | SPM 0800 | | | | F-2 1200 | | | RA 1645 | | | | FRO ? | | | | | F-2 1200 | | | | | | | | | | |
| | 1000 | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

REMARKS:

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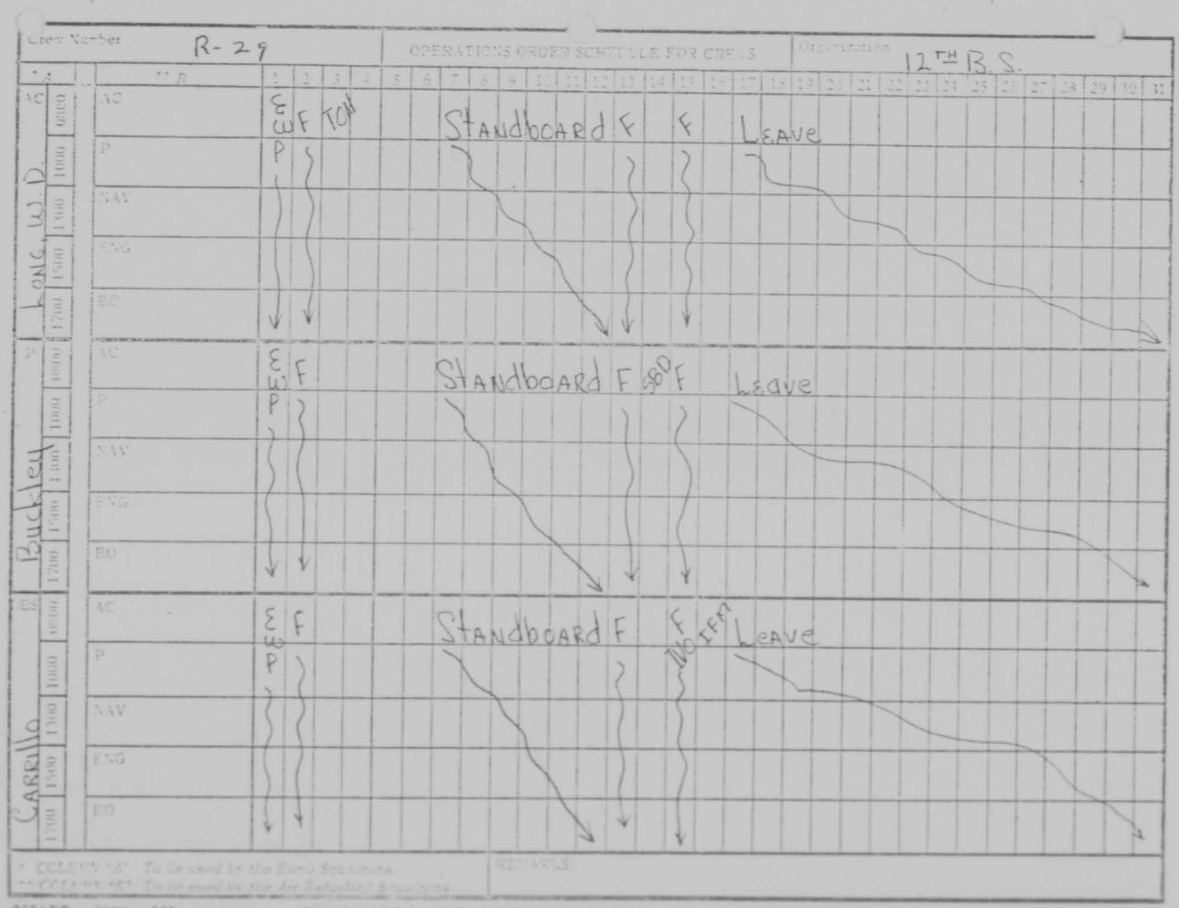




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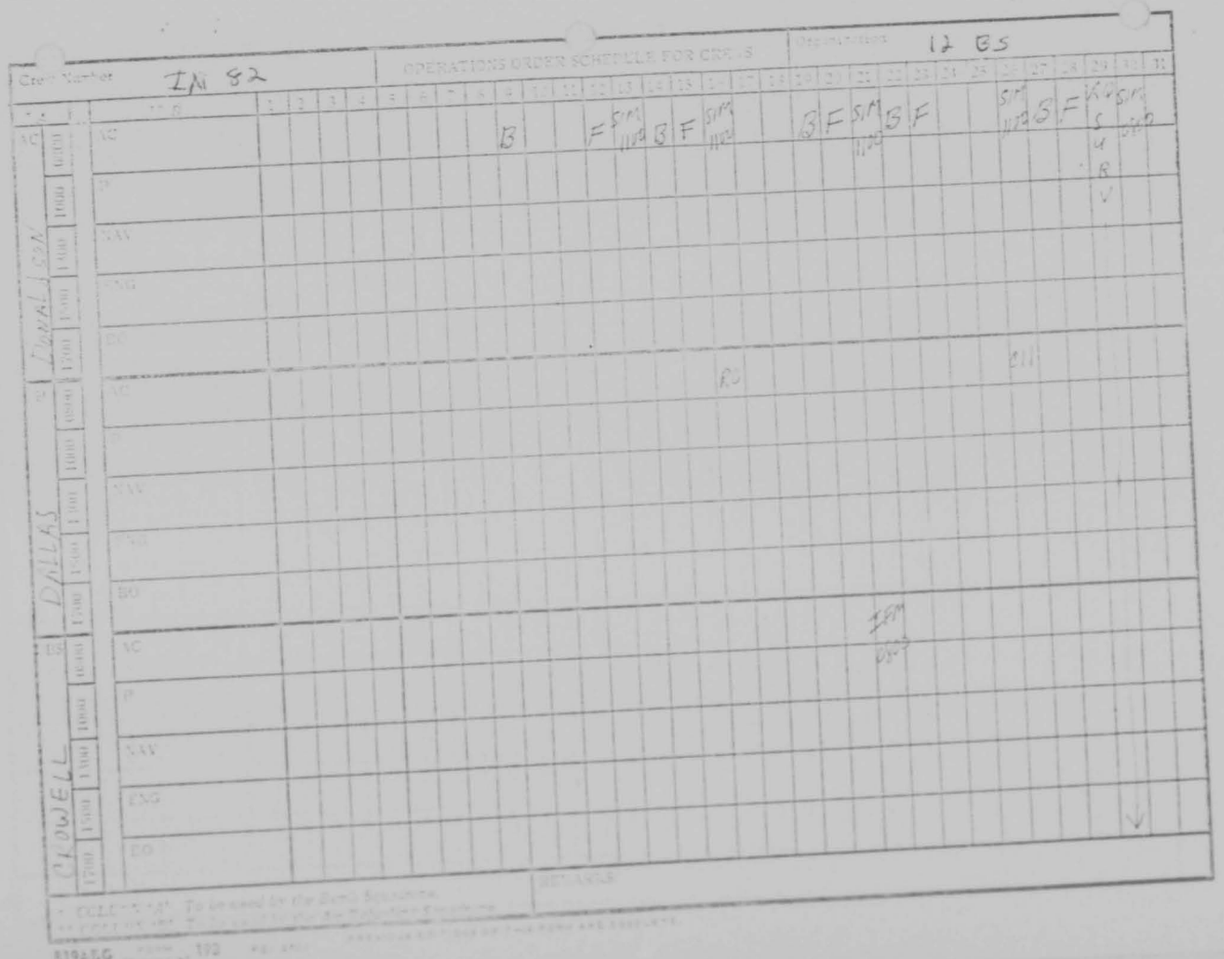




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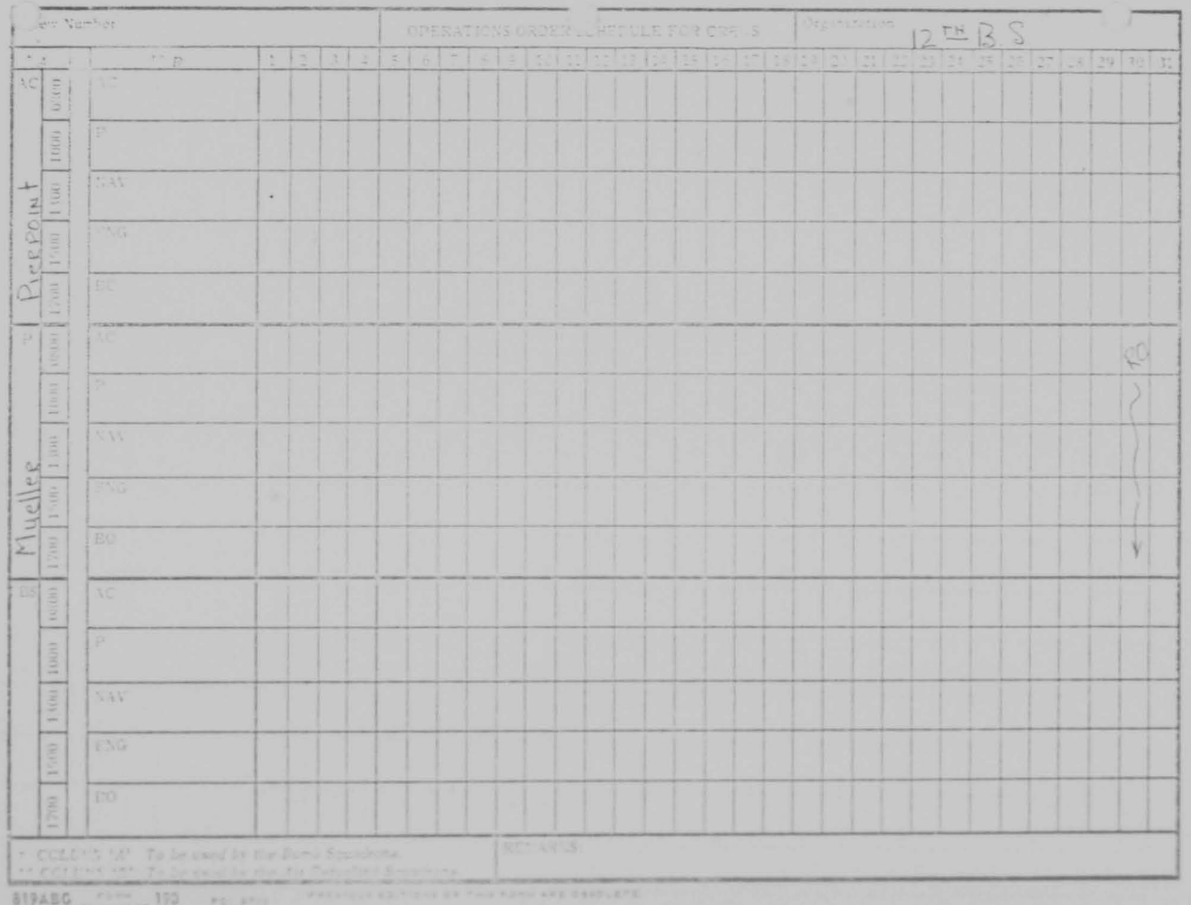




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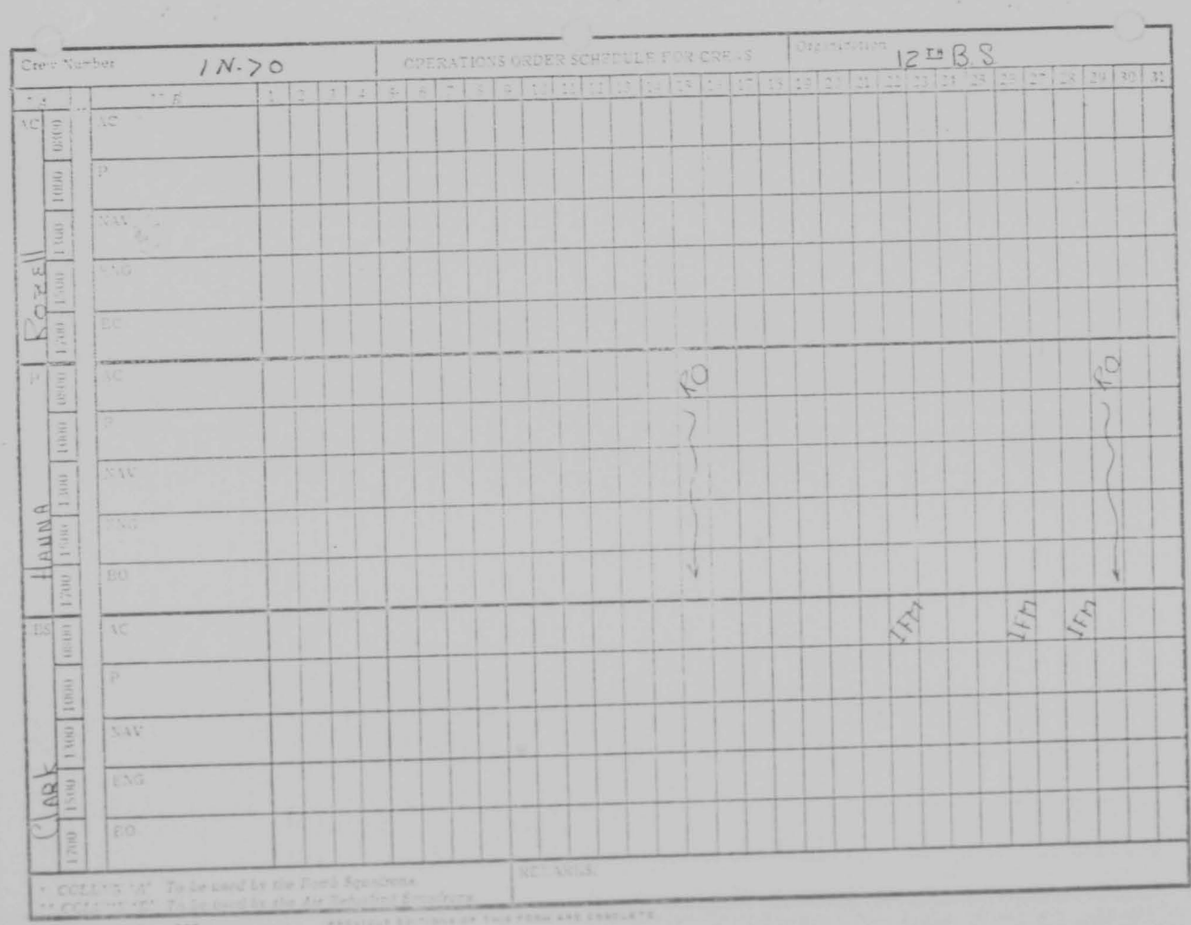




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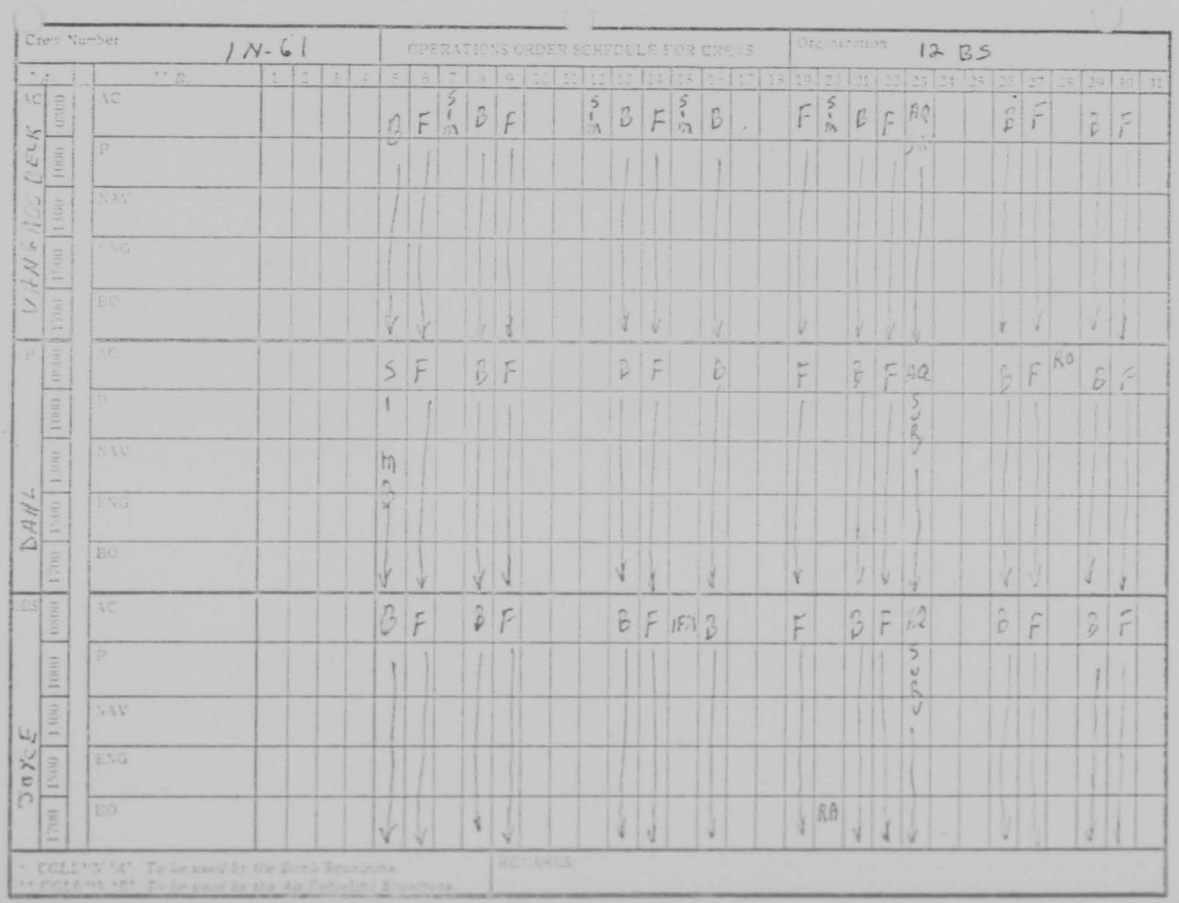

Crew Number 1N-61 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12 BS

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VANGASS BECK | 0800 | AC | | | | | B | F | S/M | B | F | | | S/M | B | F | S/M | B | | | F | S/M | B | F | AQ | | | B | F | | B | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAHL | 0800 | AC | | | | | S | F | | B | F | | | | B | F | | B | | | F | | B | F | AQ | | | B | F | RO | B | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | SUB | | | | | | | | |
| | 1300 | NAV | | | | | MB | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOXE | 0800 | AC | | | | | B | F | | B | F | | | | B | F | IFN | B | | | F | | B | F | AQ | | | B | F | | B | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | SUB | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | RA | | | | | | | | | | | |

* COLUMN "A" To be used by the Dahl Squadrons.
** COLUMN "B" To be used by the Ag Detachment Squadrons.

REMARKS:

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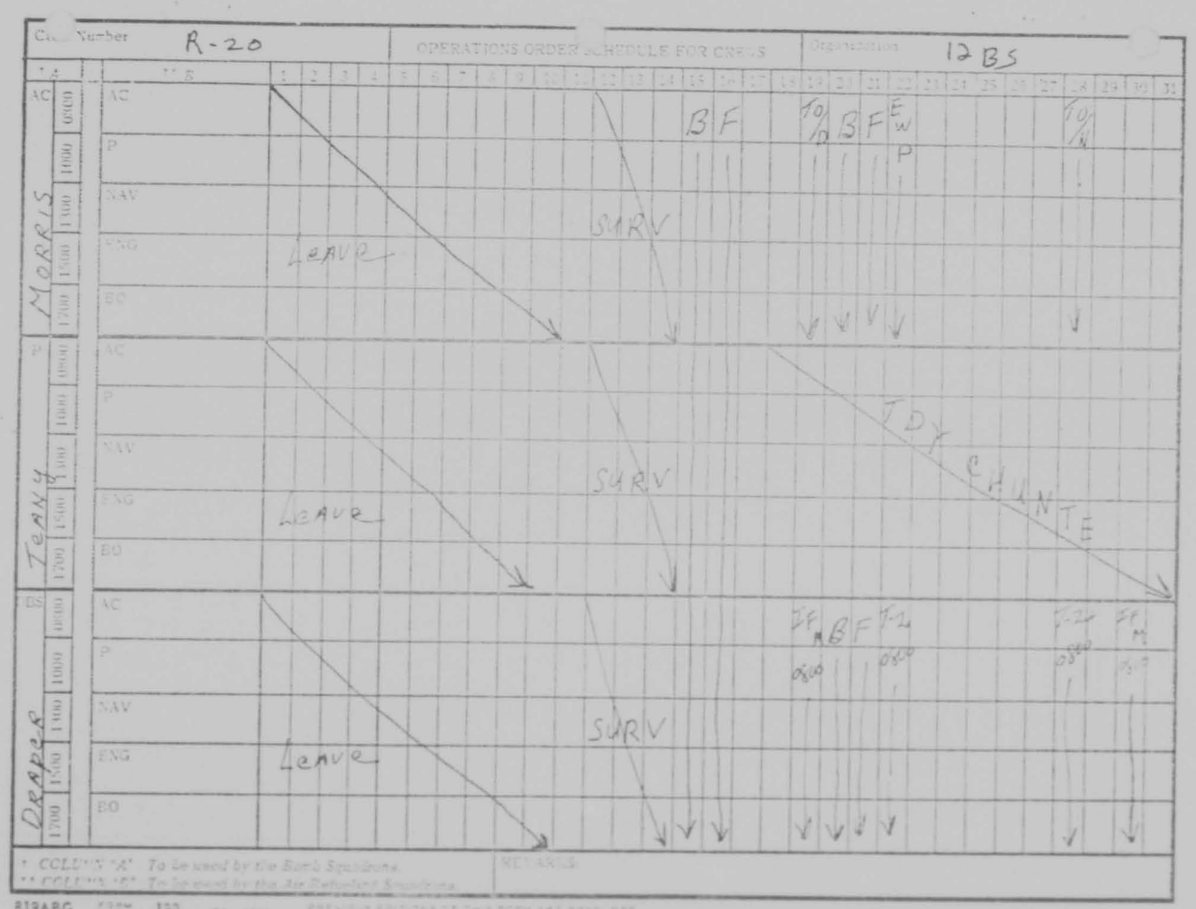




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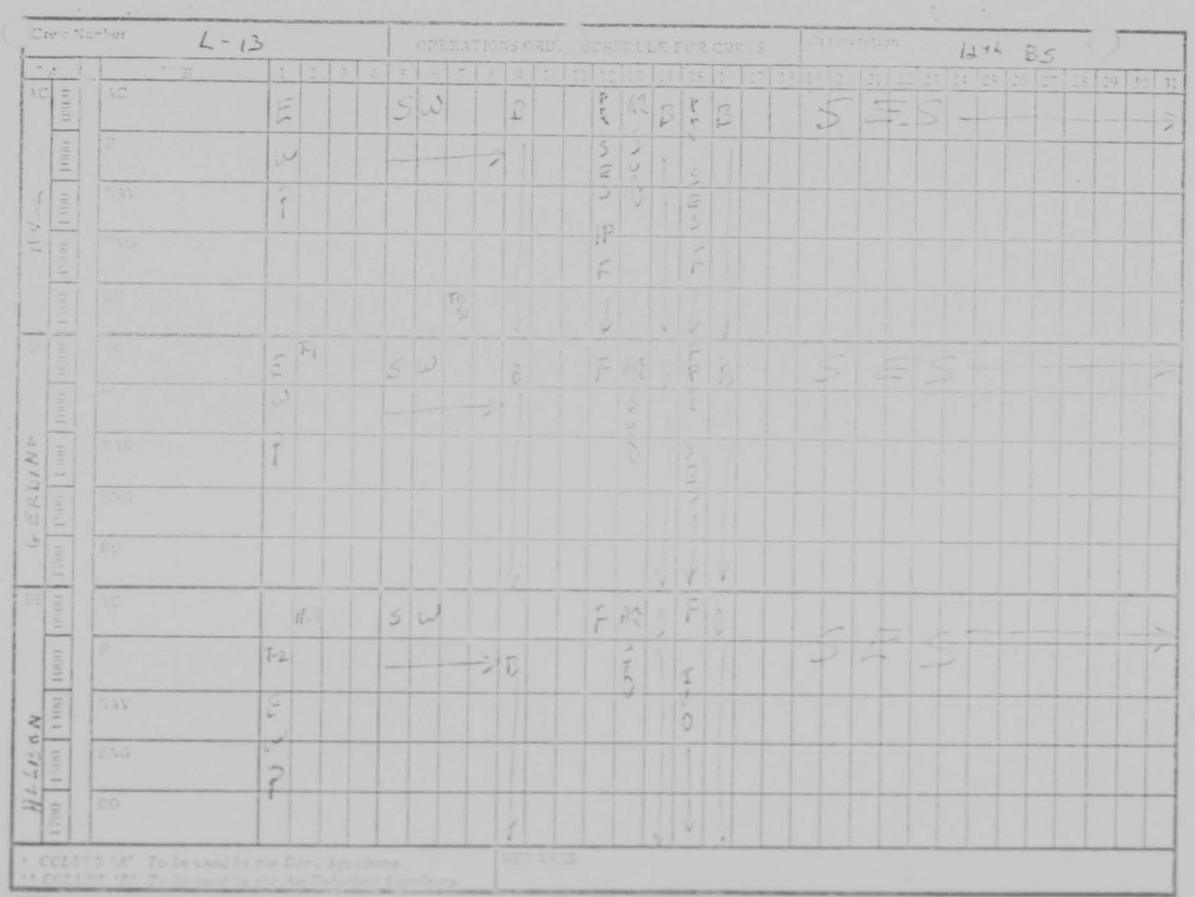




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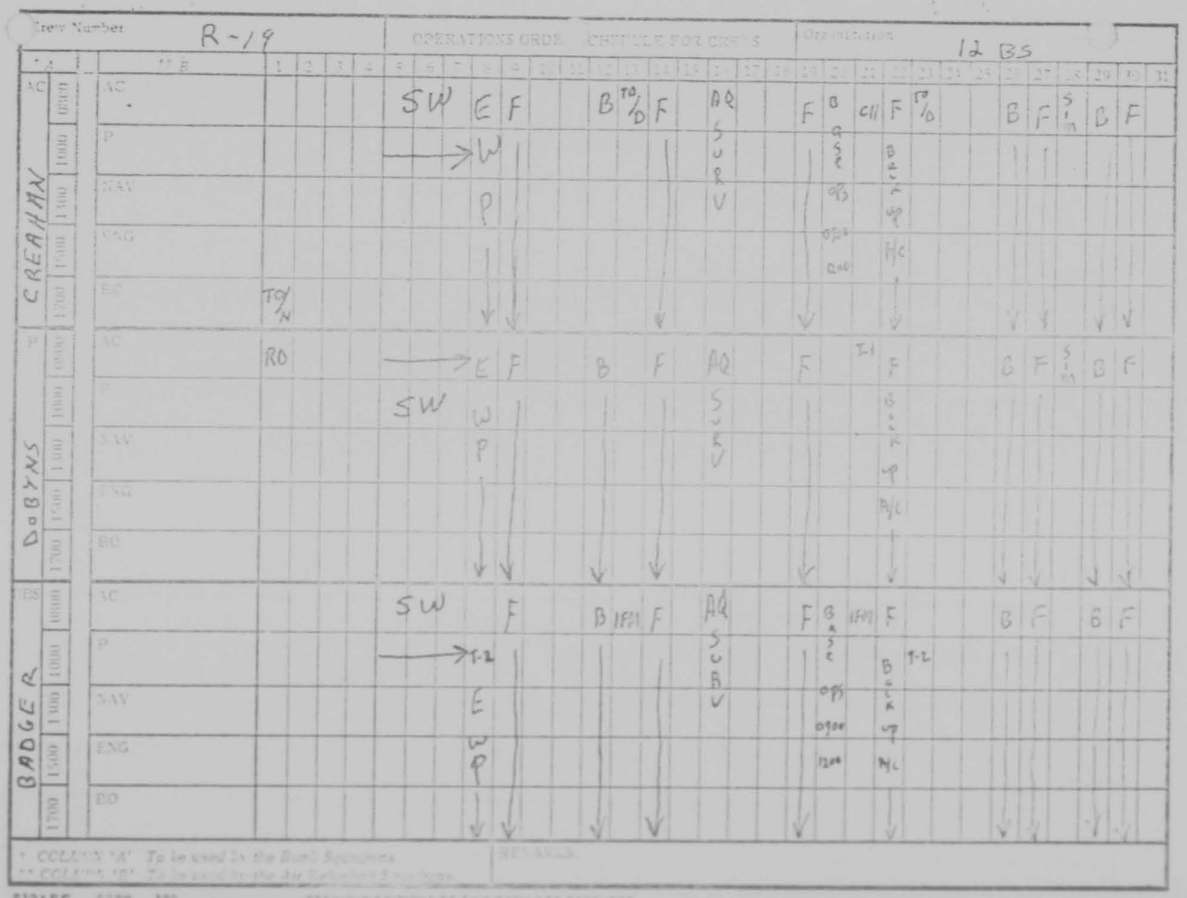




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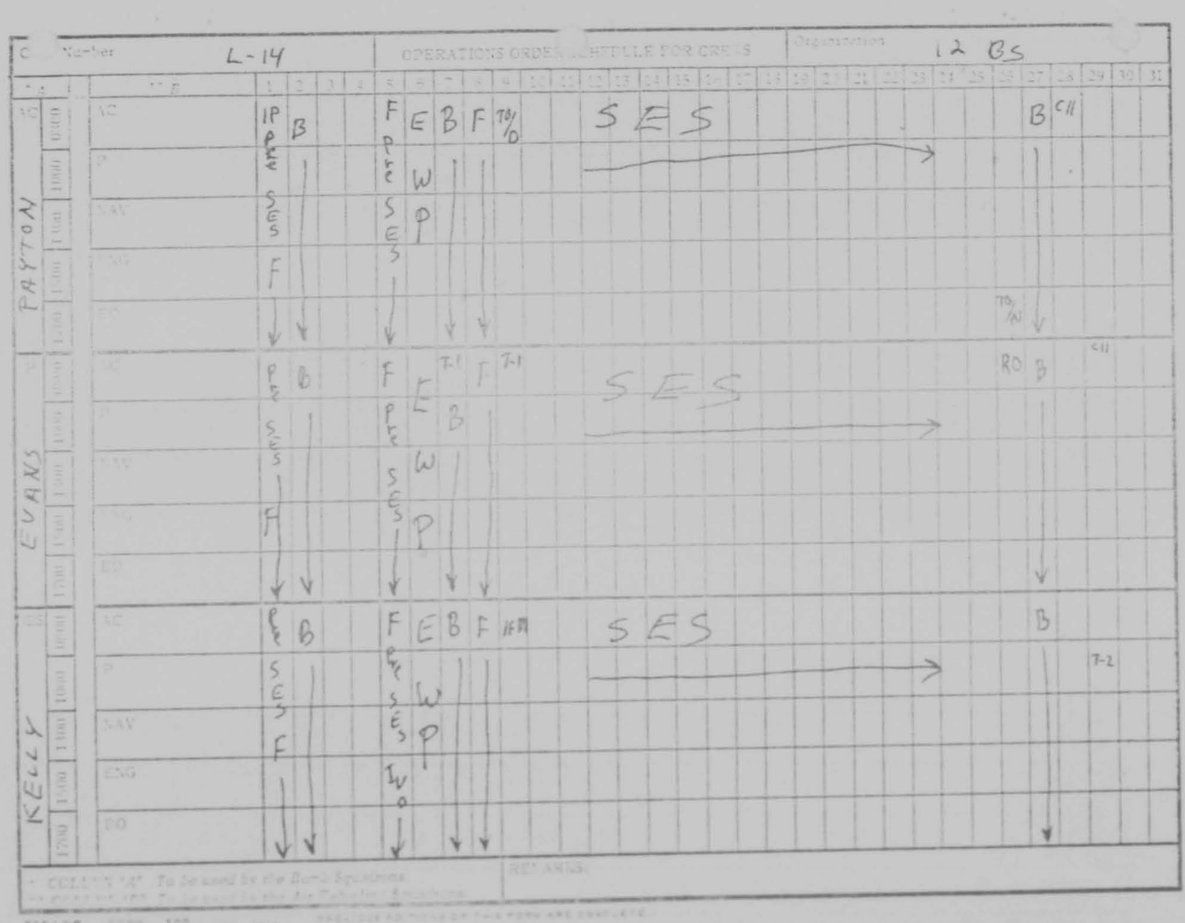




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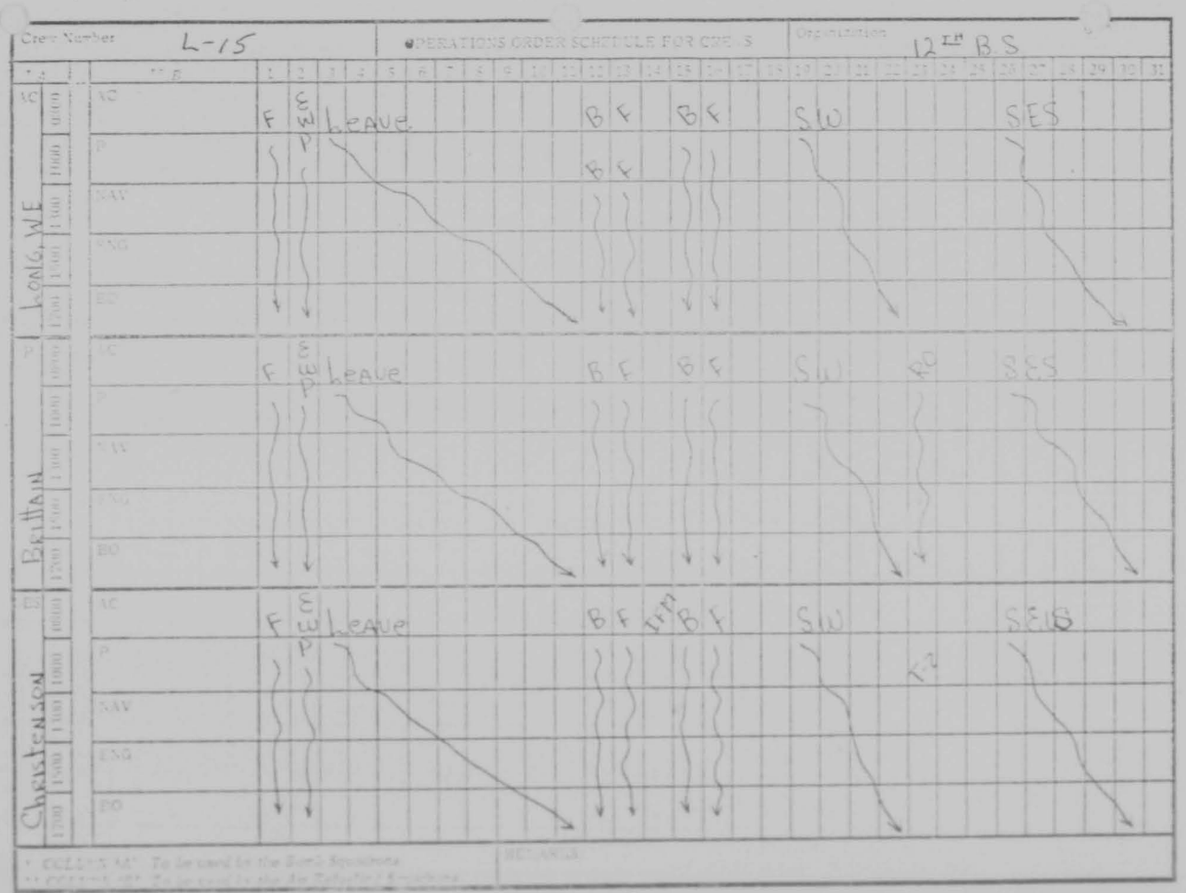




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX IV

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

490th BOMBARDMENT SQUADRON





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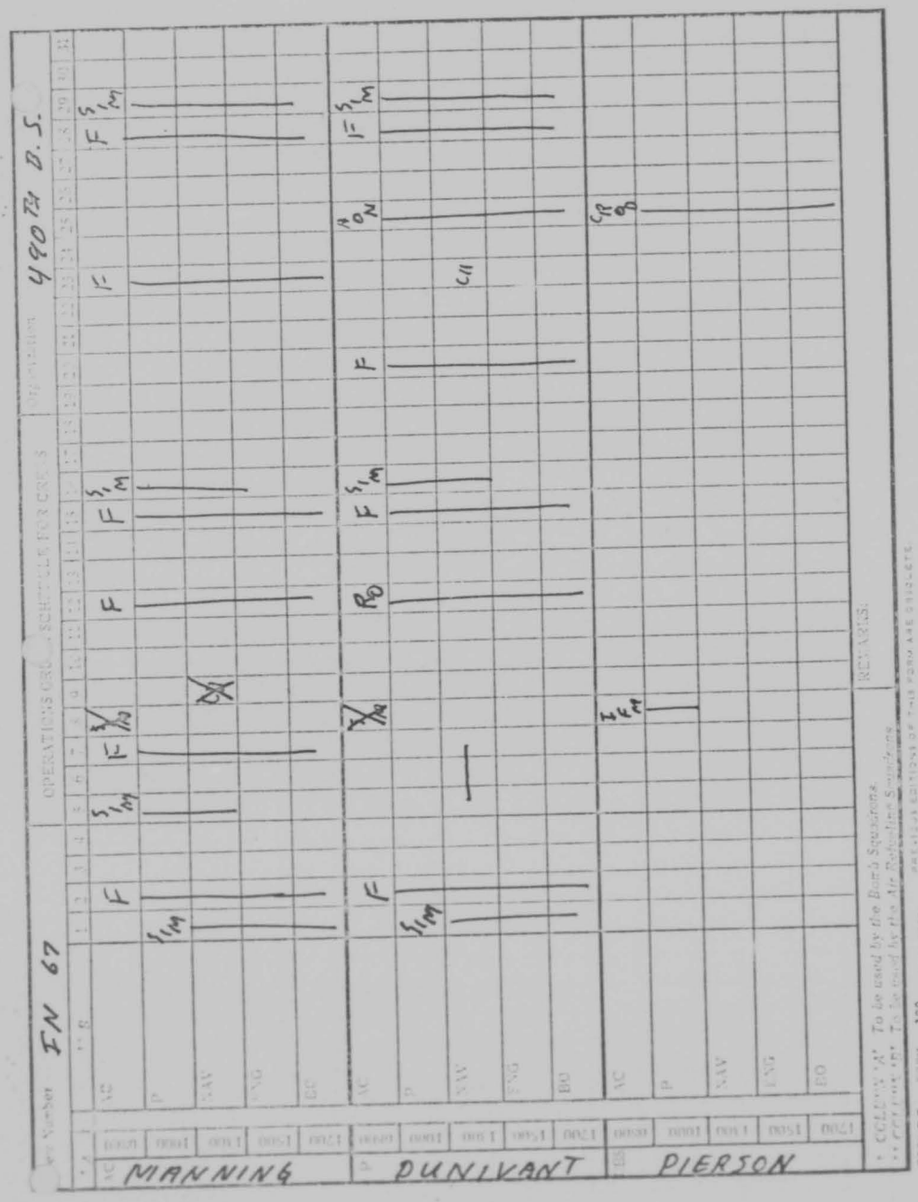


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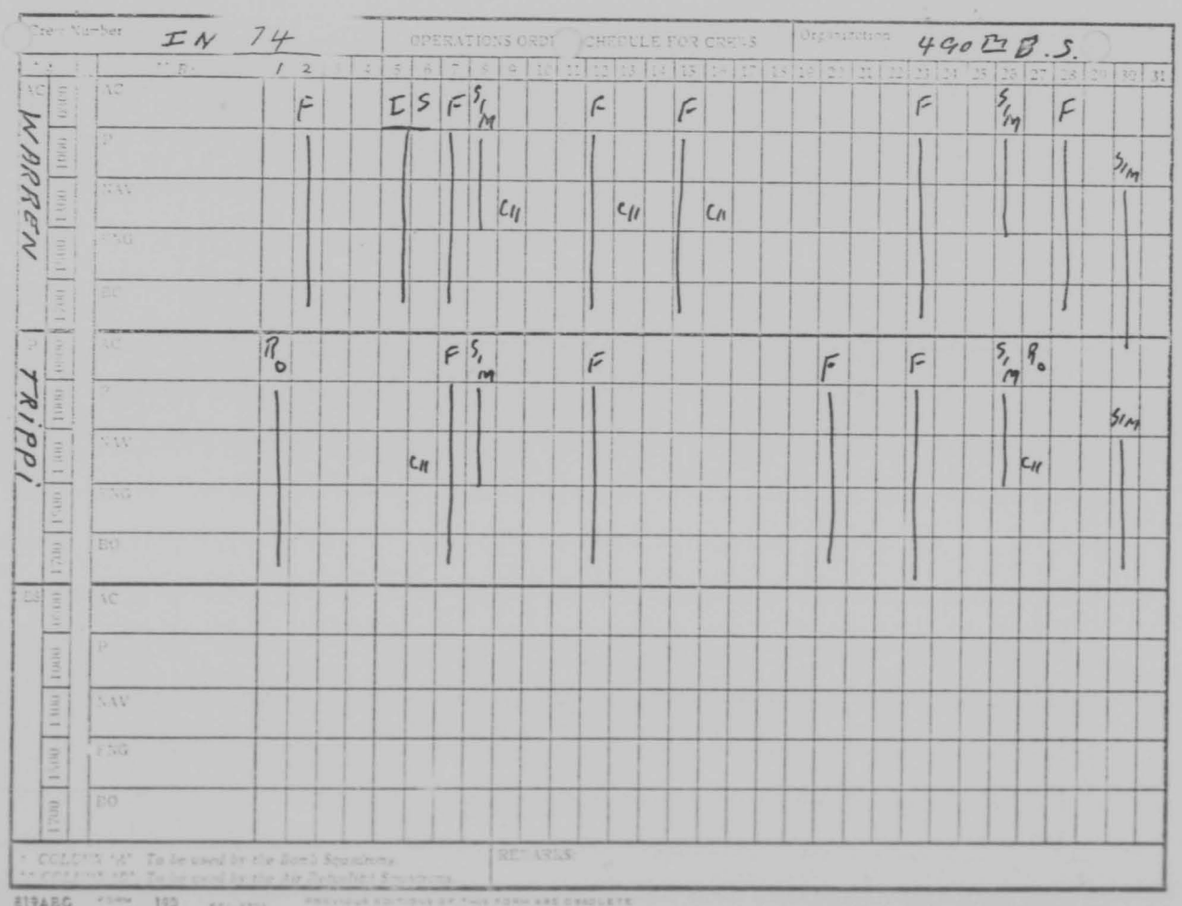




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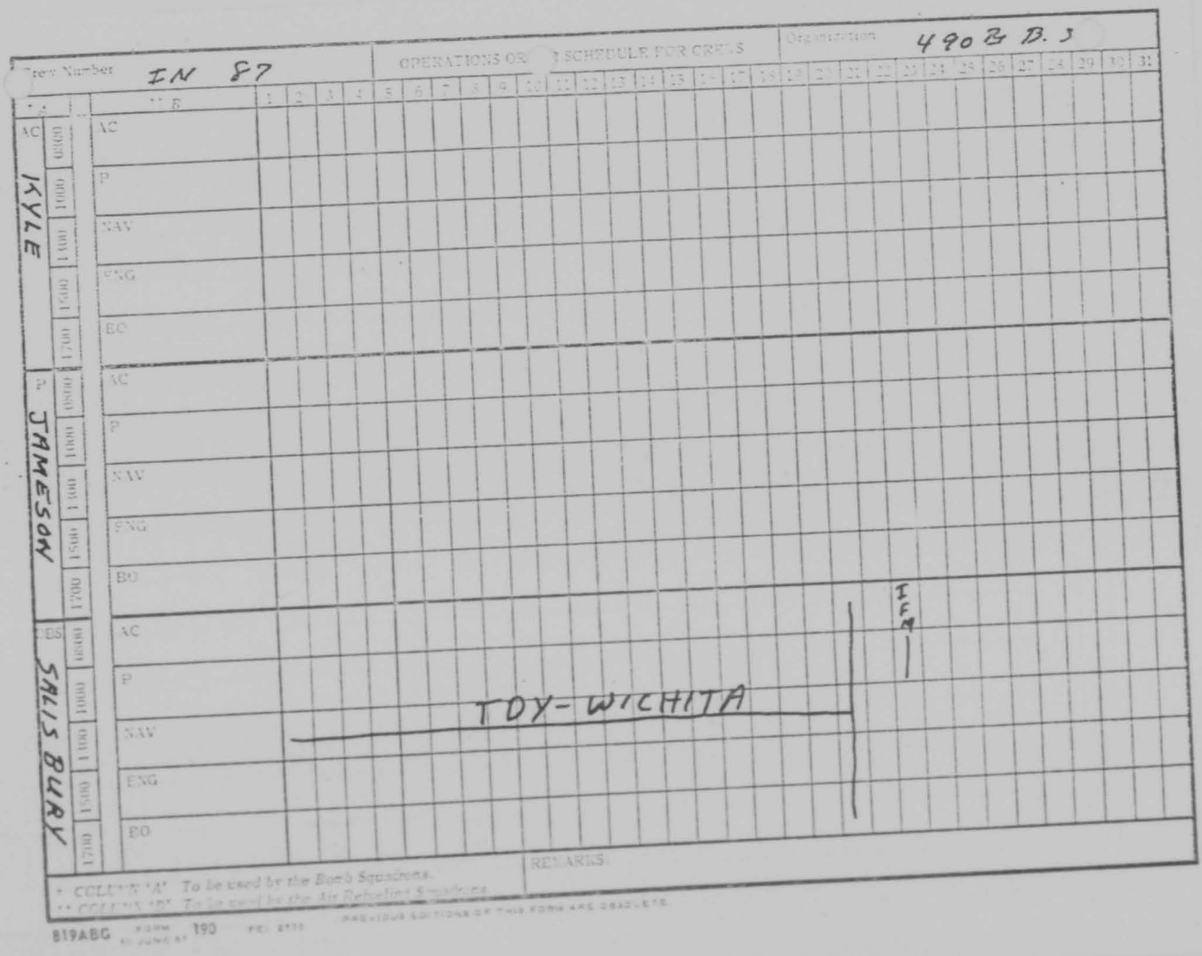

Crew Number IN 87

OPERATIONS OR SCHEDULE FOR CREWS

Organization 490 B B. S

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC KYLE | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P JAMESON | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DBS SALISBURY | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TDY-WICHITA

IFM

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* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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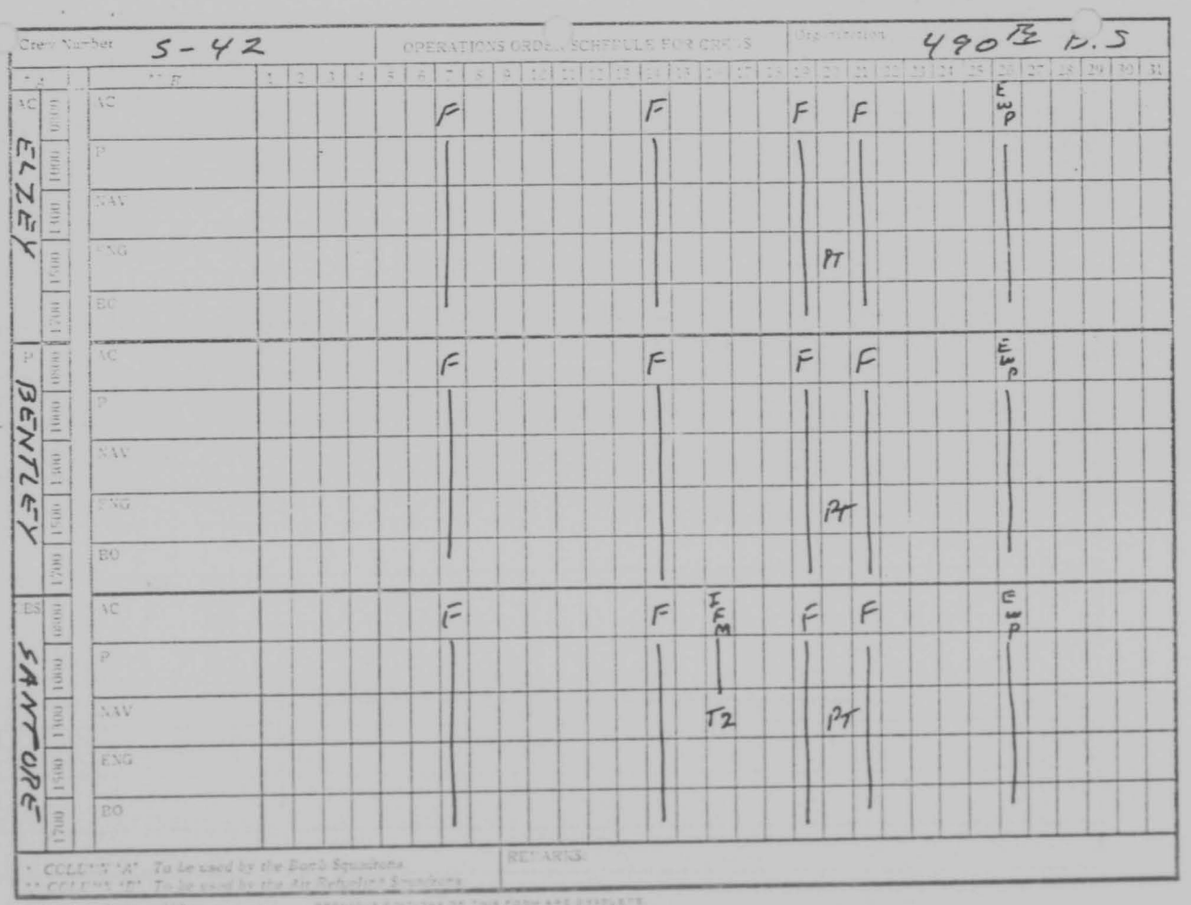




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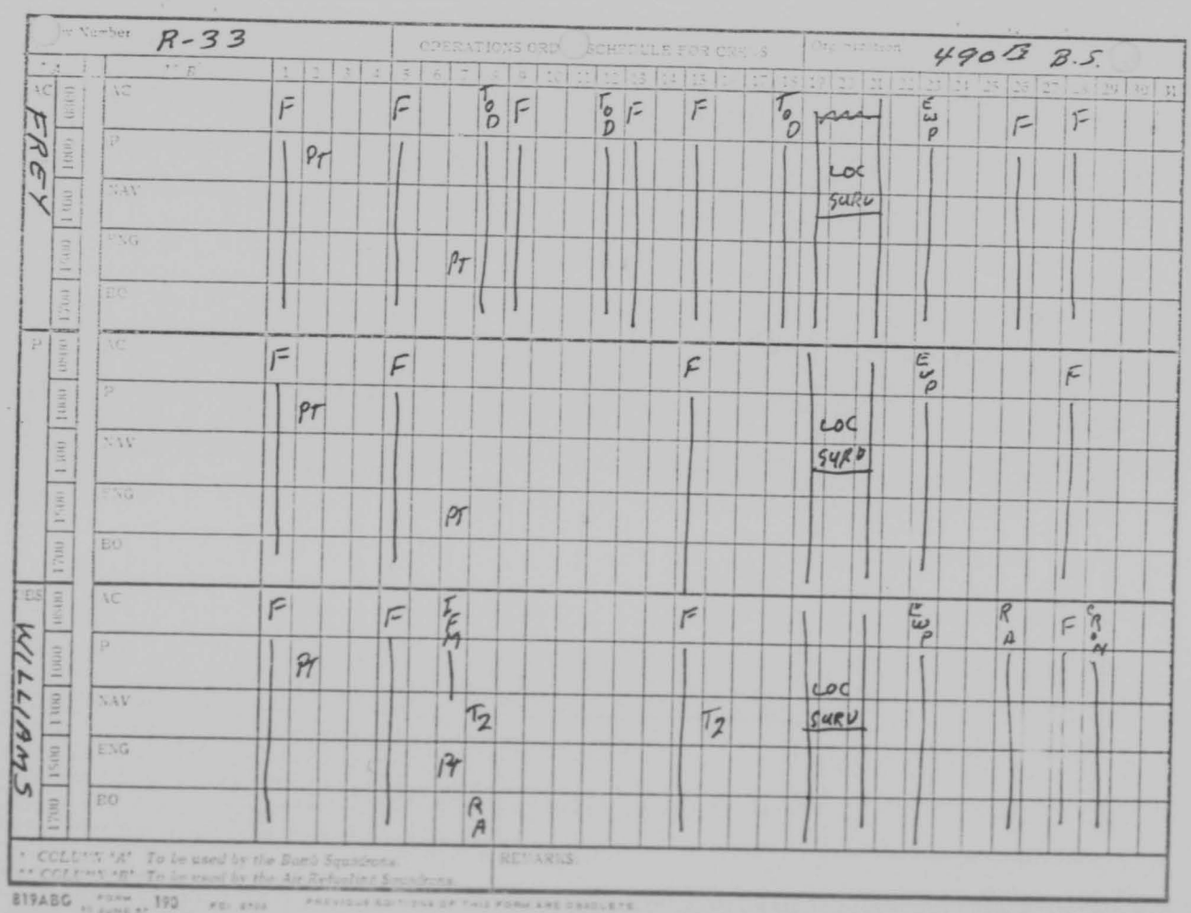




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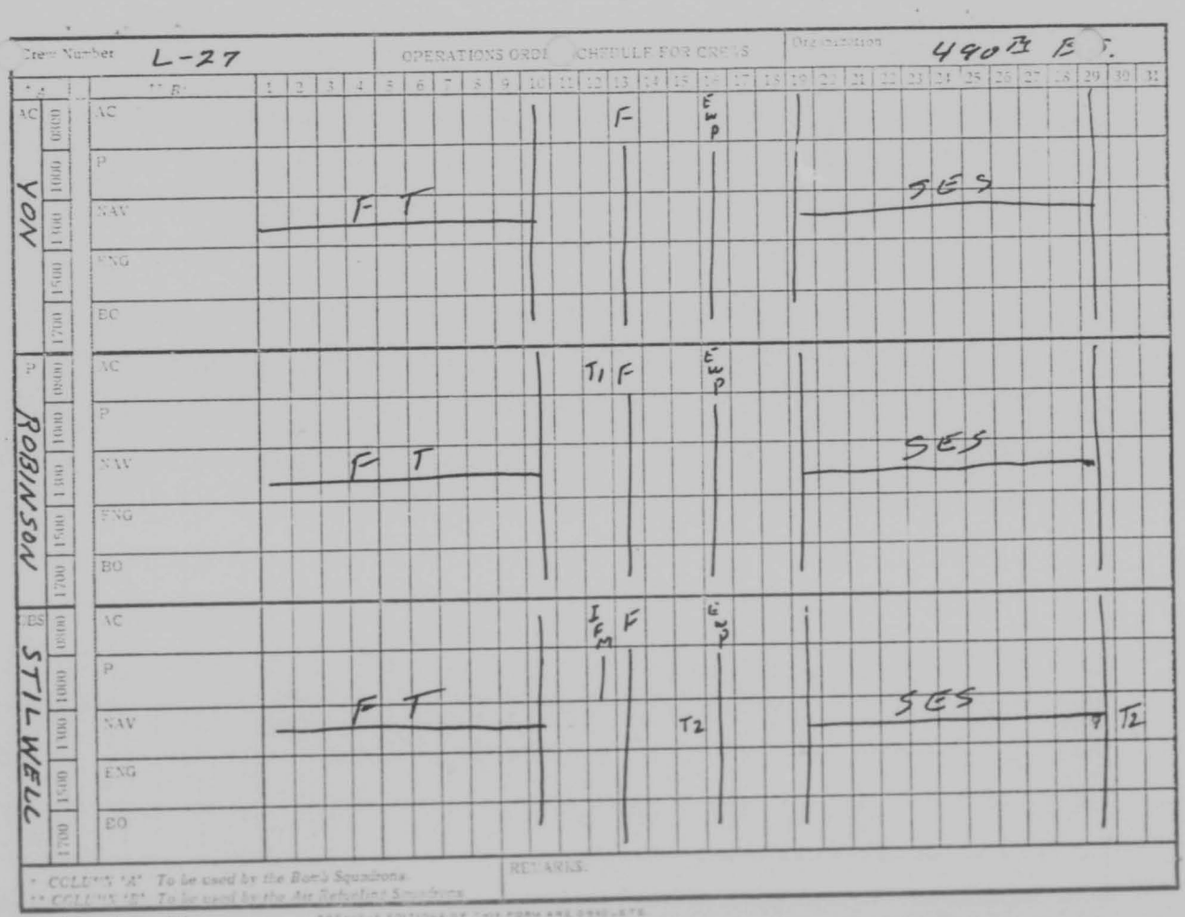




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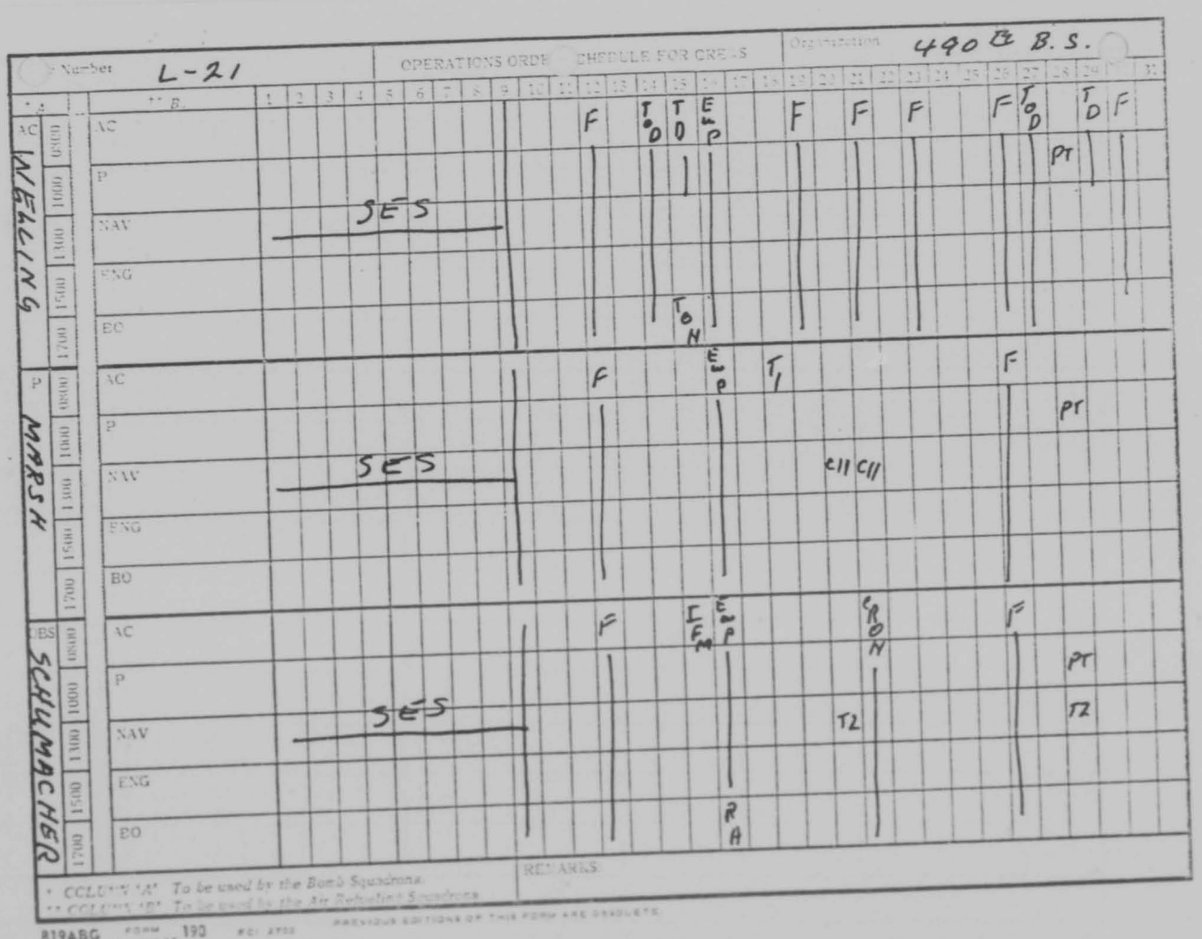




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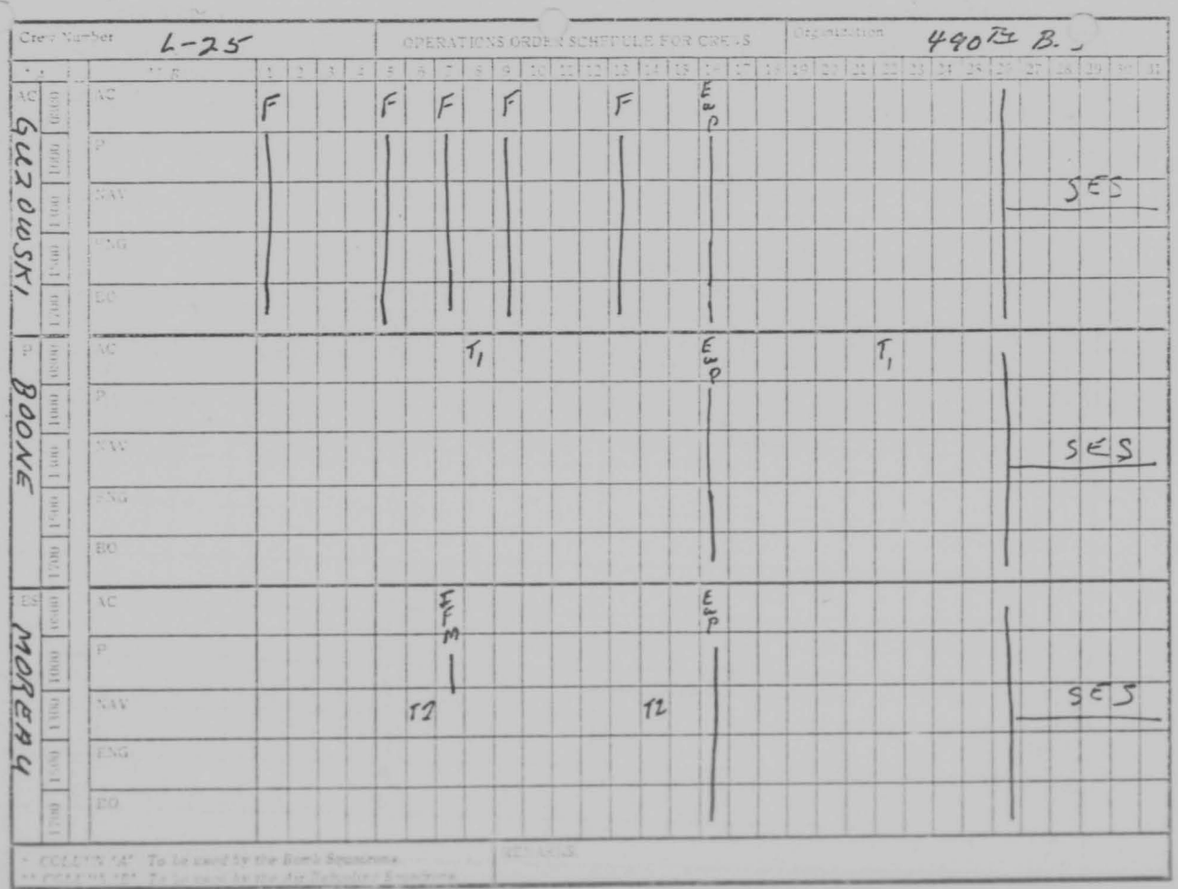




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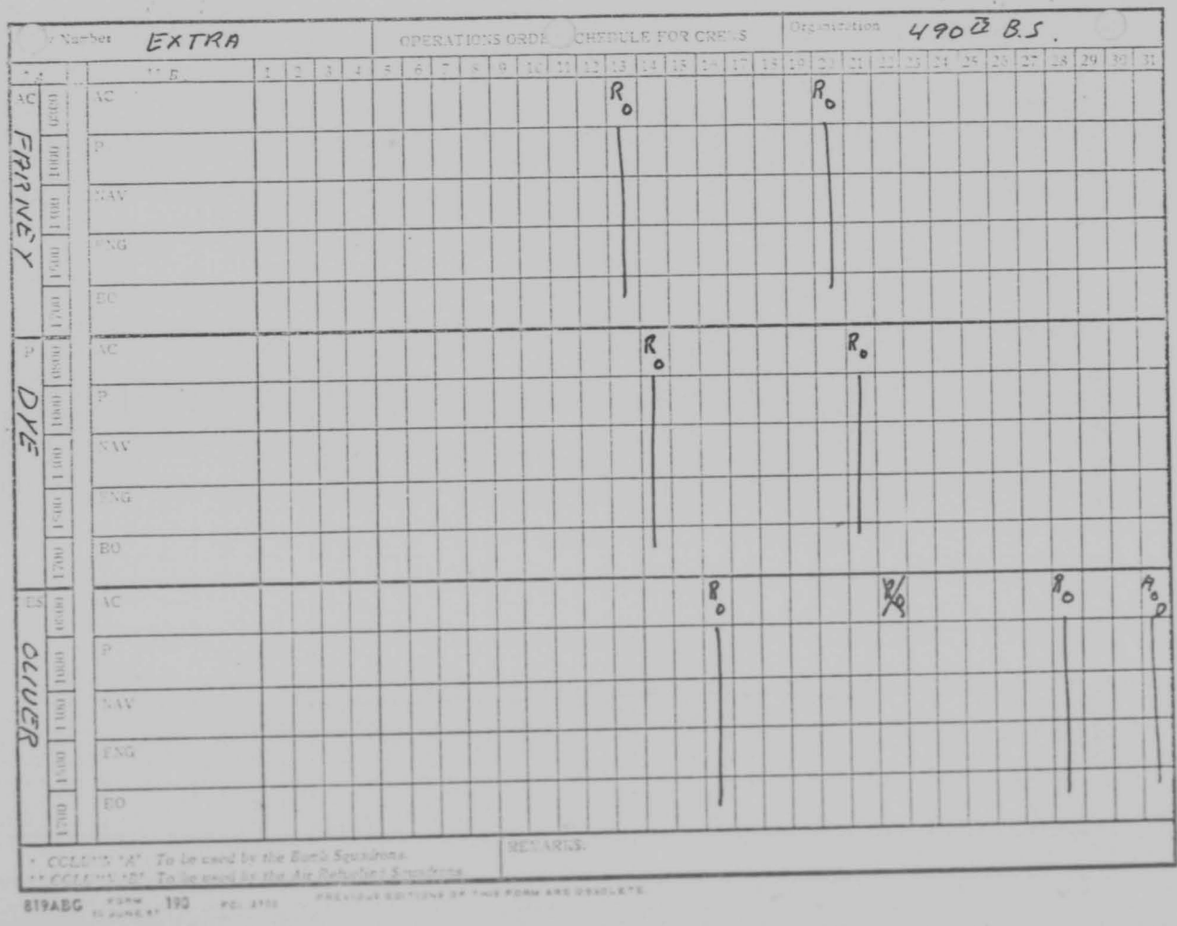




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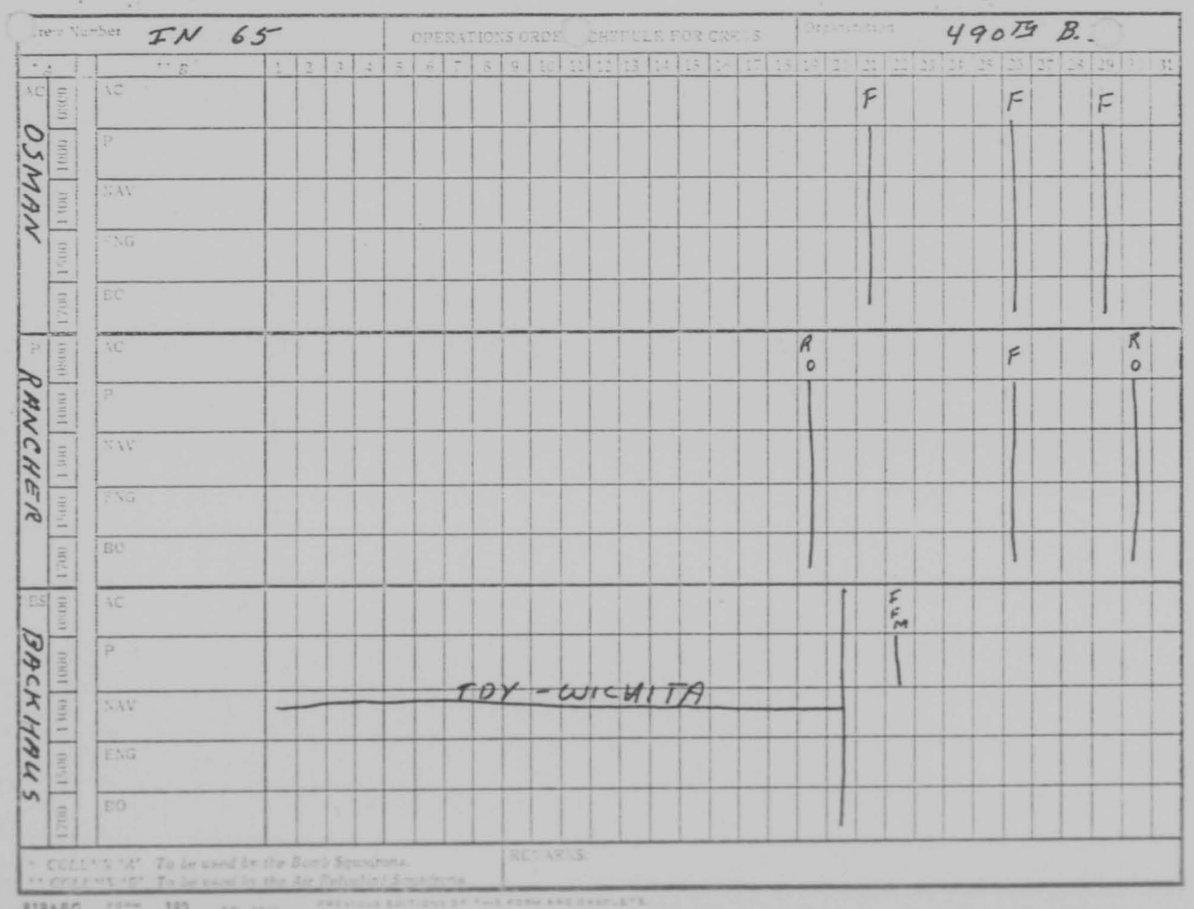




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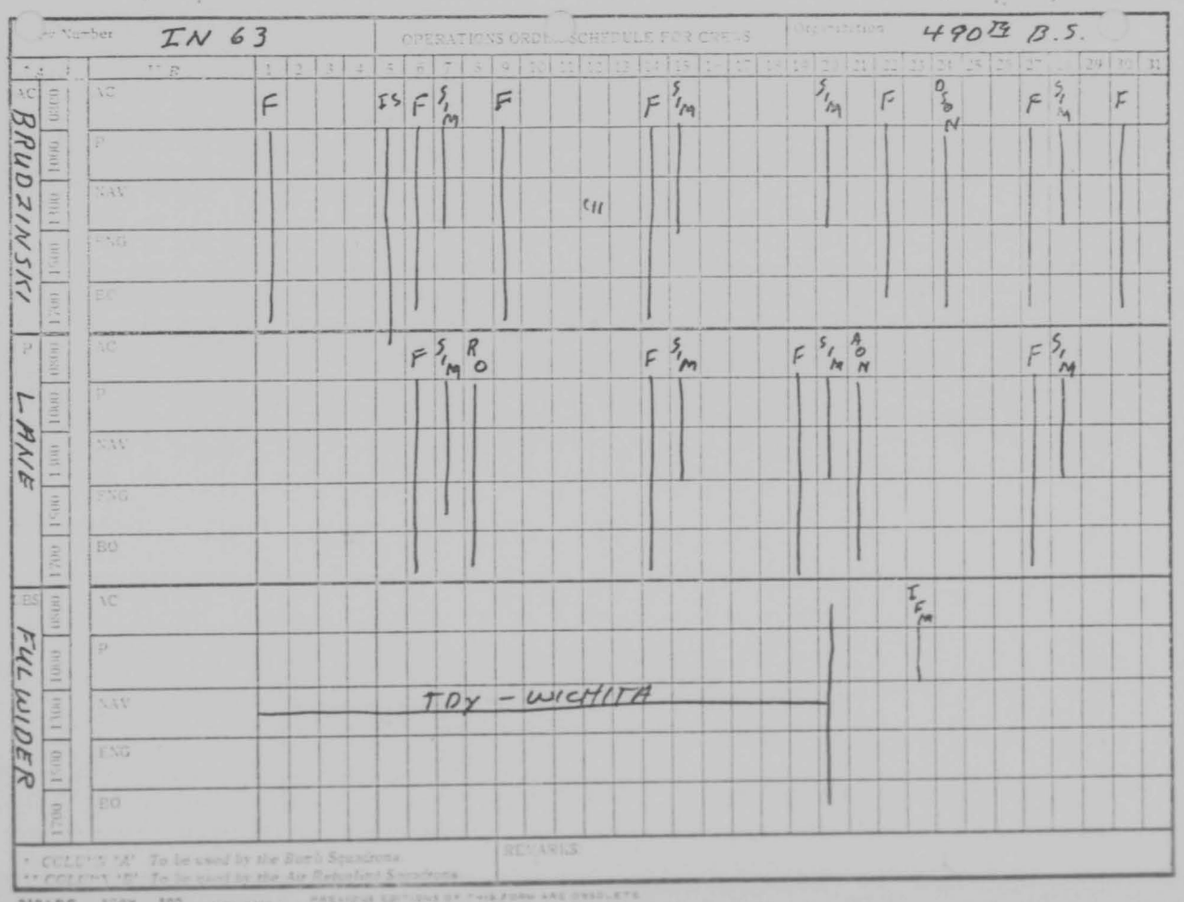


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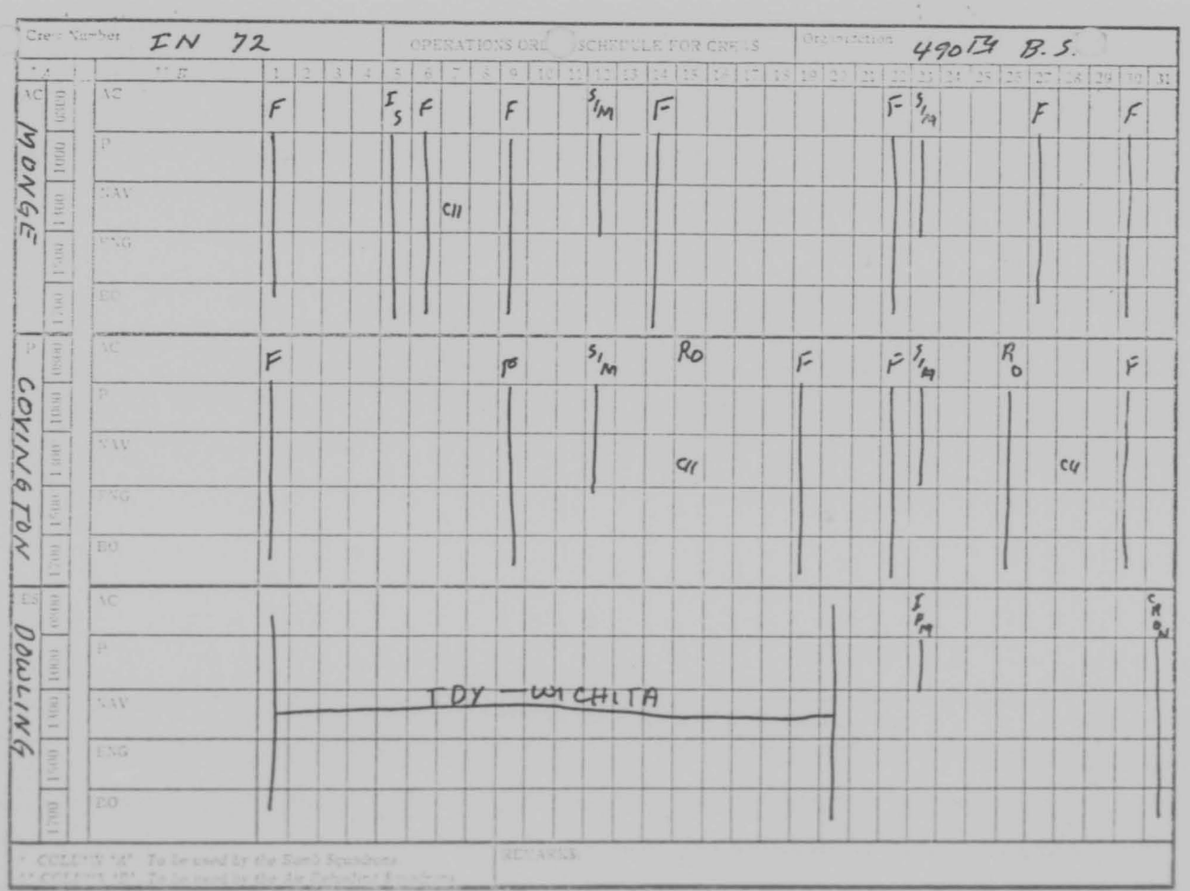




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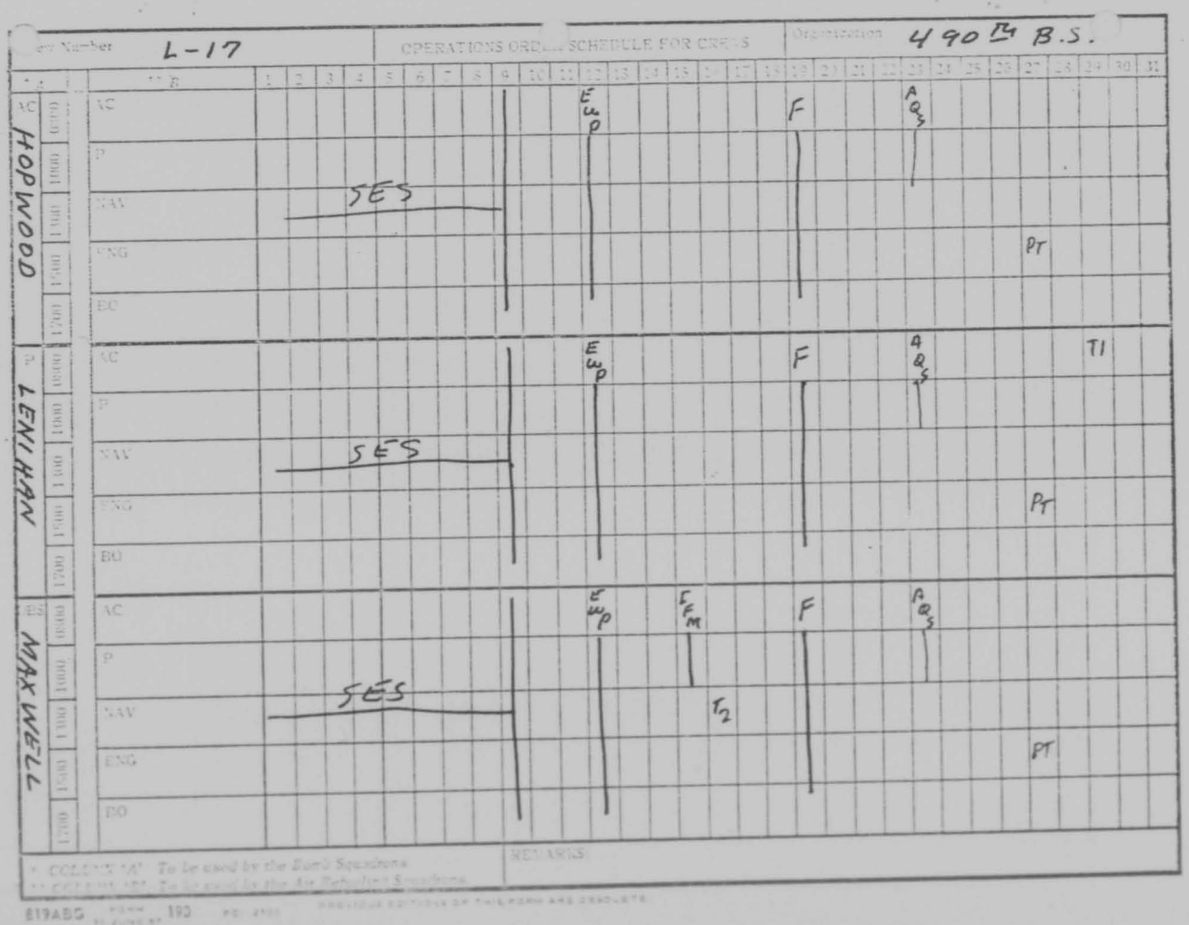




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Crew Number N-55

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th B.S.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BOYD | AC | F | | | | | | | | | | | | | | F | | | | I/N | | | F | E/P | | | | | | F | | |
| | P | | | | | | | | | | | | | LOC | | | | | | | | | | | | | | PT | | | | |
| | NAV | | | | | | BLOCK | | | | | | | SURV | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | I/N | | | | | | | | |
| BUEHLER | AC | F | | | | | | | | | | | | | | 11 | F | | | | | | F | E/P | | | | | | F | | |
| | P | | | | | | | | | | | | | LOC | | | | | | | | | | | | | | PT | | | | |
| | NAV | | | | | | BLOCK | | | | | | | SURV | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | P/N | | | | | | | | |
| TOMLINSON | AC | F | | | | | | | | | | | | | | F | | | | I/M | | | F | E/P | | | | | | F | | |
| | P | | | | | | | | | | | | | LOC | | | | | | | | | | | | | | PT | | | | |
| | NAV | | | | | | BLOCK | | | | | | | SURV | | | | | | | T2 | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Duty Squadron.

** COLUMN "B" To be used by the Air Transport Squadron.

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Crew Number R-08 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th B.S.

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| McCLARNON | 0800 | AC | | F | | TOD | I | S | F | TD | F | | | | | | | | | | F | | F | TD | F | | | | | | | EWP | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | PT | | |
| | 1300 | NAV | | | | | | | | | | | | | BLOCK | | | | | | | | | | | | | | LOC SURV | | CH | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POWELL | 0800 | AC | | F | | HOD | T1 | | RO | | F | | | | | | | | | | | | | | | | | | | | | EWP | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | BLOCK | | | | | | | PT | | CH | | | | | LOC SURV | | PT | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZAVALYORIGA | 0800 | AC | | F | | CROD | RA | | IFM | | F | | | | | | | | | | | | | | | | | | | | | EWP | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | PT | | |
| | 1300 | NAV | | | | | T2 | | | | | | | | BLOCK | | | | | | T2 | | | T2 | | | | | LOC SURV | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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Crew Number L-44 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490B B.S

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC SMITH | 0800 | AC | F | | | | | F | | F | | | | F | | | | | | | | | | | EWP | | TON | | | | | | |
| | 1000 | P | | PT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | SES | | | | | | | | | BLOCK | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P FUNK | 0800 | AC | | | | | | F | | F | | | | F | | | | | | | | | | | EWP | | | | | | | | |
| | 1000 | P | | PT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | SES | | | | | | | | | BLOCK | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS McCOY | 0800 | AC | | | | | | F | | F | | | | F | | | | | | | | | | | EWP | | | | | | | | |
| | 1000 | P | | PT | | | | | | | | | | | | | | | | | | | | | | | | | BLOCK | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | SES | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons
** COLUMN "B" To be used by the Air Refueling Squadrons

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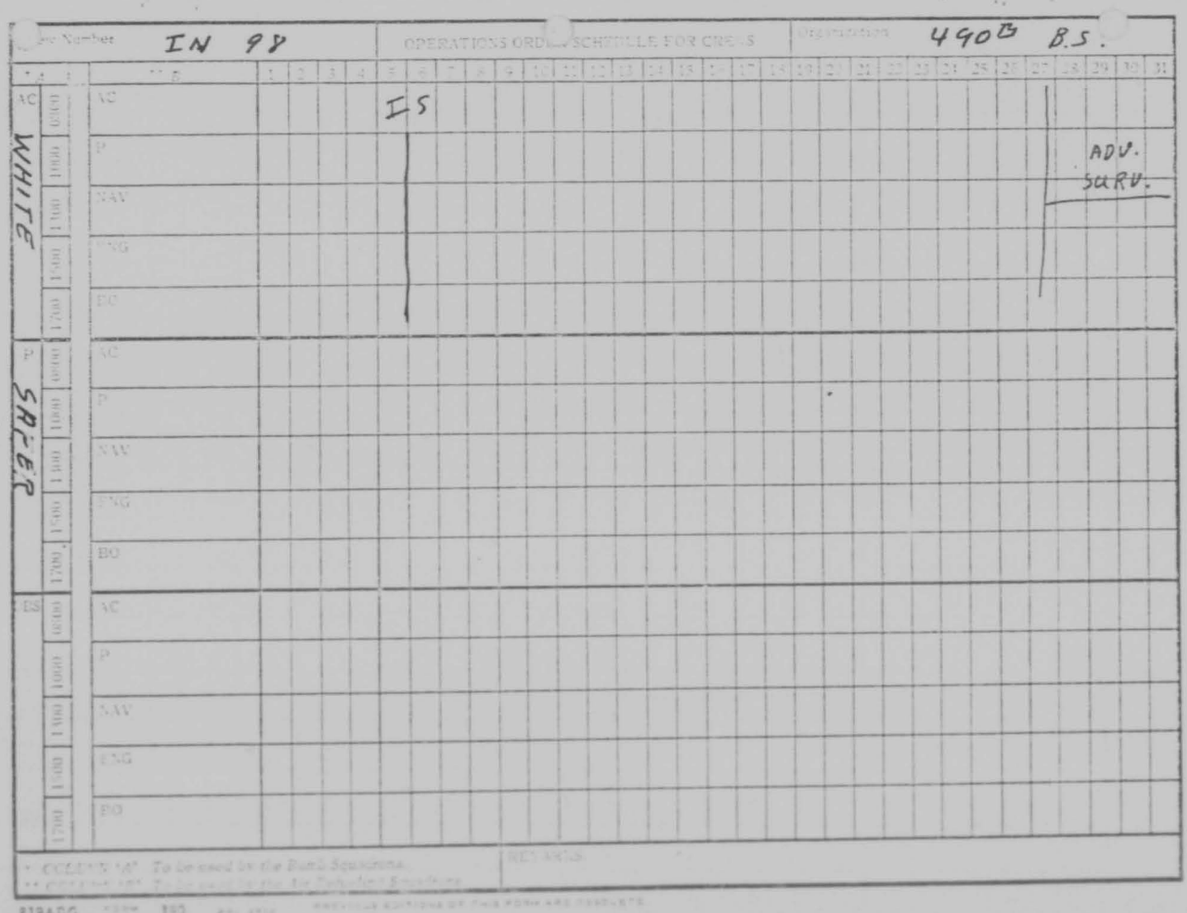




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Crew Number IN 60 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th B.S.

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIDWELL | 0800 | AC | | S/M | | | F | | | F | | | | | F | | | F | | | | | | | | | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | S/M | | | | | | | | | | | | | | | | S/M | | | | | S/M | | | CII | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RICE | 0800 | AC | | S/M | | | | | | | RO | | | | F | | | | | | | | F | | | | | | | | | RO | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | S/M | | CII | | | | | | | | | | | CII | | | S/M | | | | | S/M | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIGGINS | 0800 | AC | | | | | | | | | | | | | | | SFM | | | | | | | | | | | | | | | CRON | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | LEAVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

REMARKS

819ABG FORM 10 JUNE 57 190 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

0200

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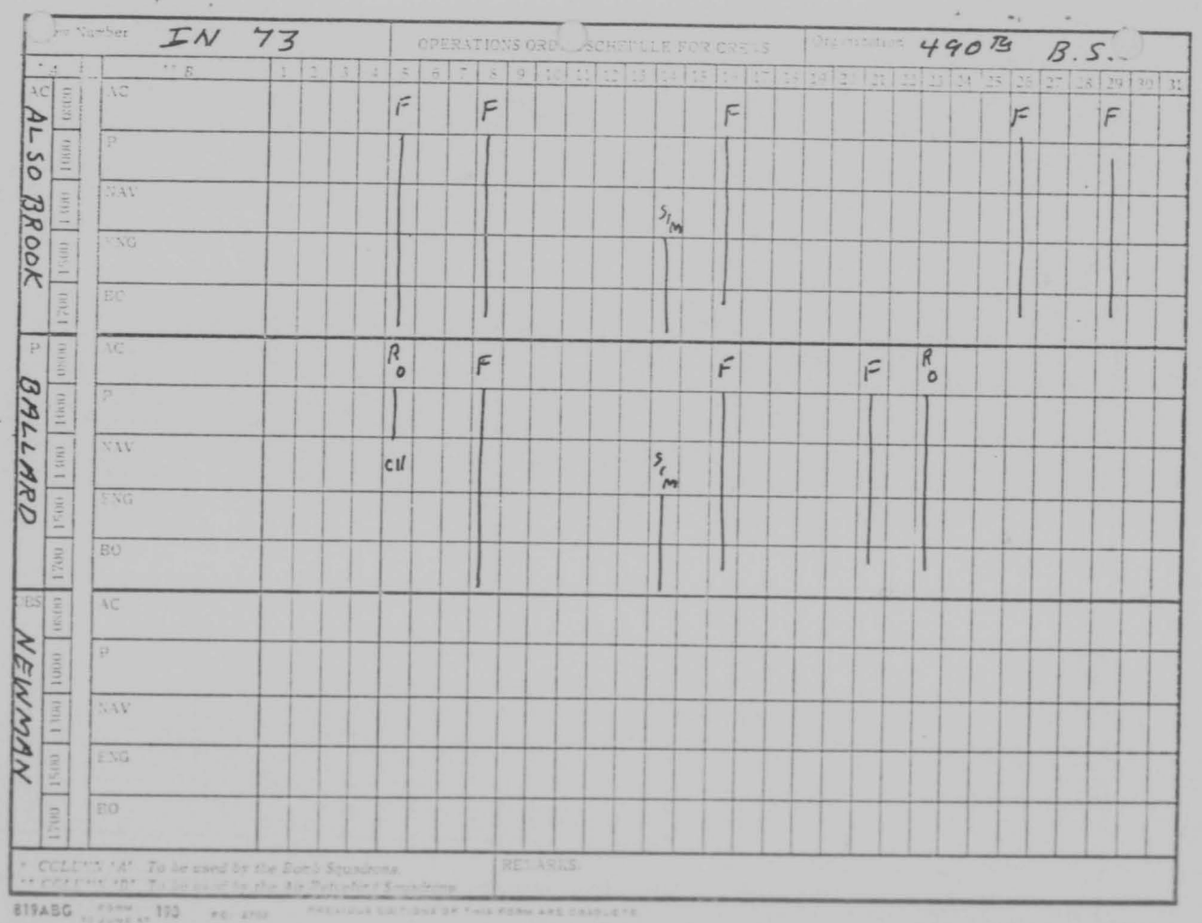


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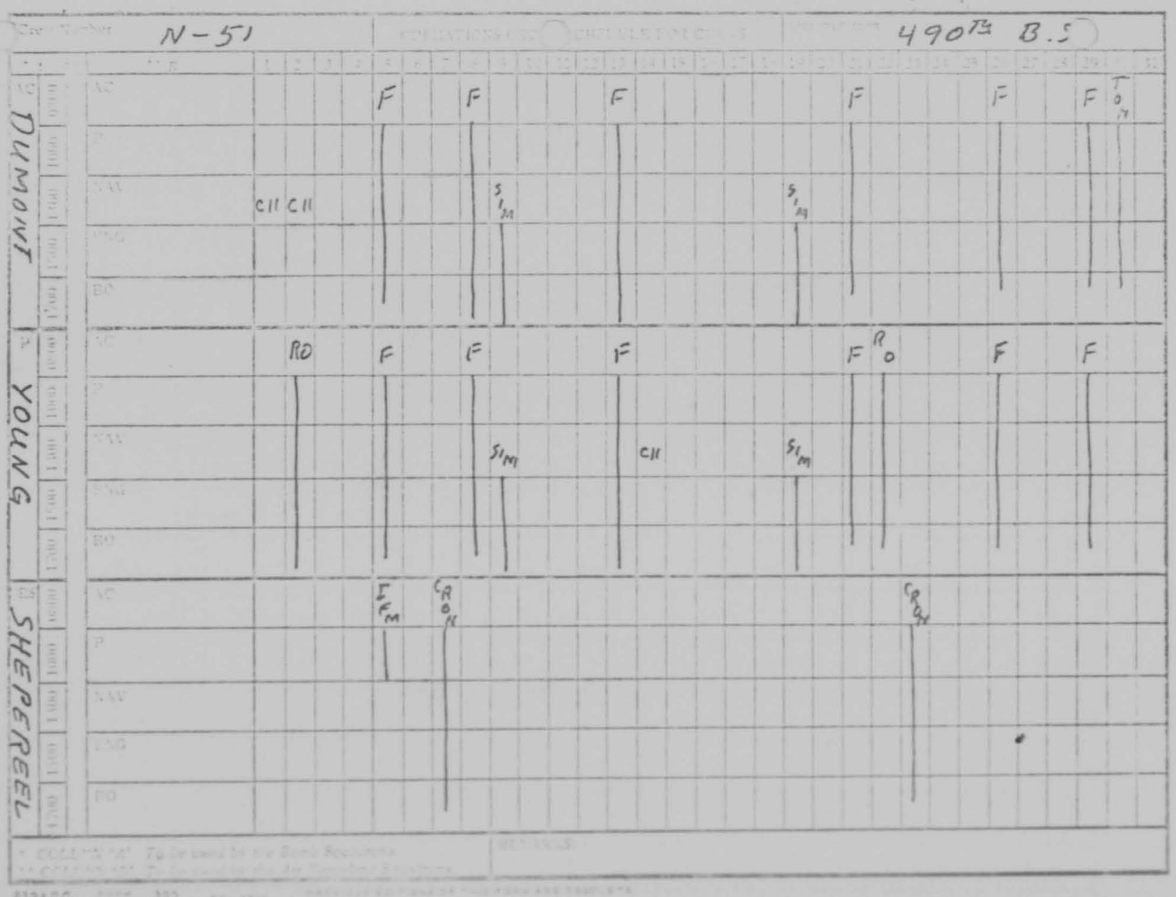




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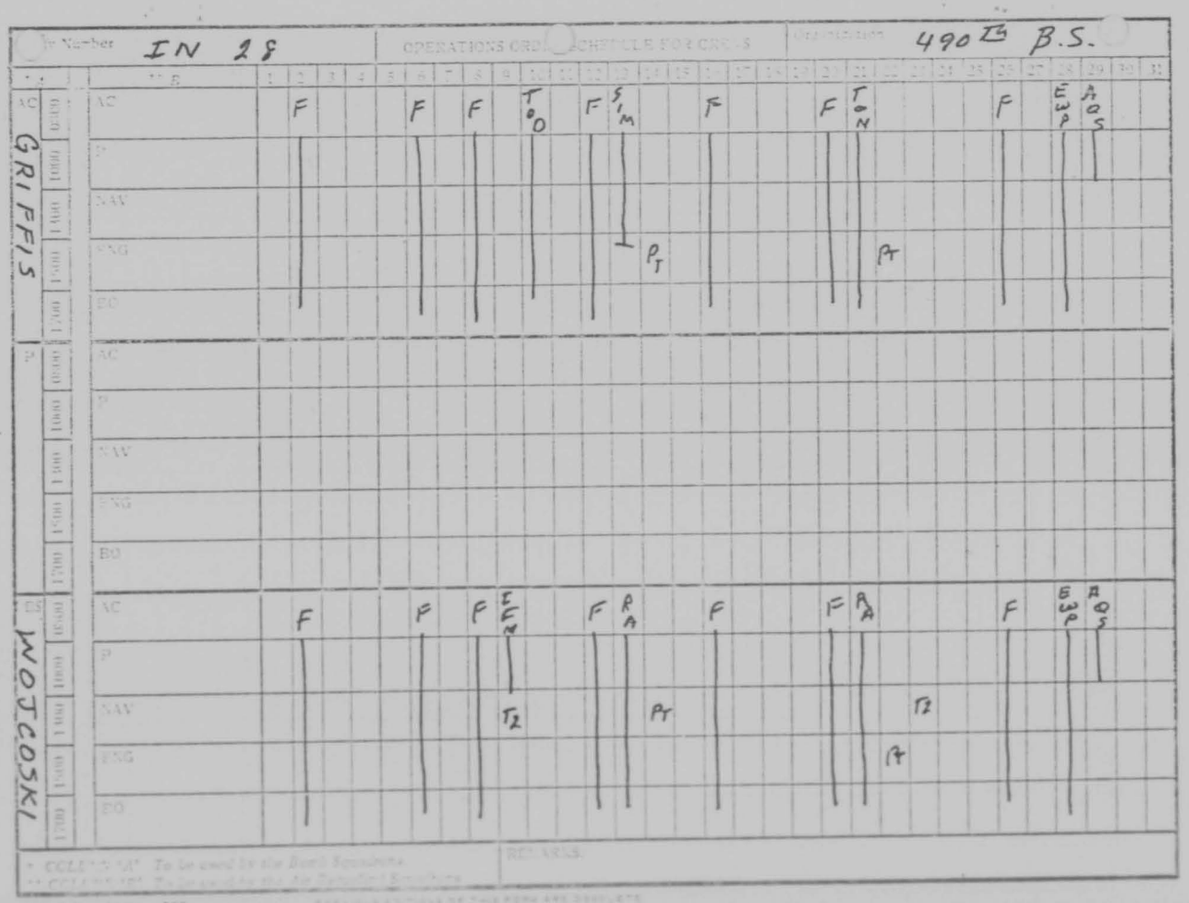




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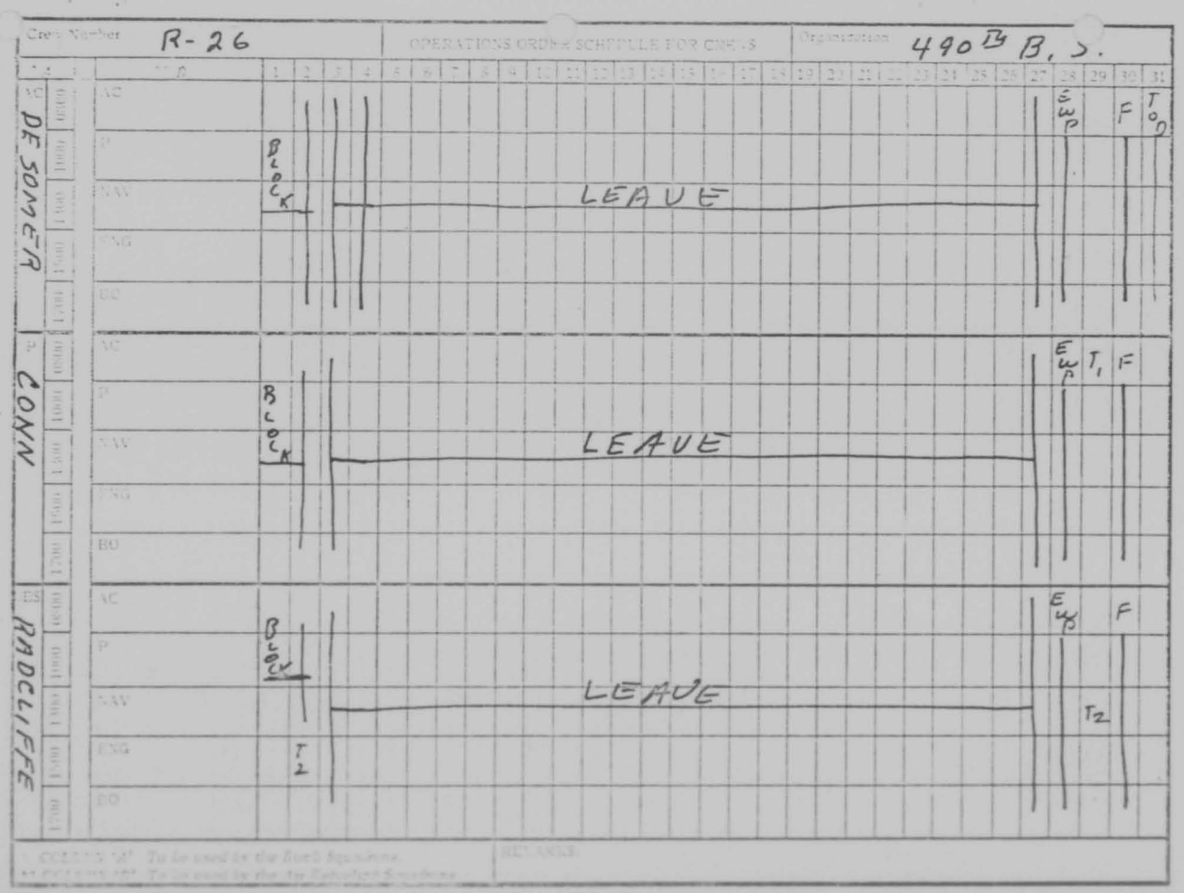




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Number R-24 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th BS

| Name | Position | Activity | Remarks |
|---|---|---|---|
| BRIGGS | AC | LEAVE | F, TOO, EWP |
| | P | | |
| | NAV | | |
| | ENG | | PT |
| | BO | | |
| WILSON | AC | LEAVE | T1, F, EWP |
| | P | | |
| | NAV | | |
| | ENG | | PT |
| | BO | | |
| KILMER | AC | LEAVE | F, IFM, EWP |
| | P | | |
| | NAV | | T2 |
| | ENG | | PT |
| | BO | | |

* COLLECT "A" To be used by the Bomb Squadrons.
** COLLECT "B" To be used by the Air Refueling Squadrons.

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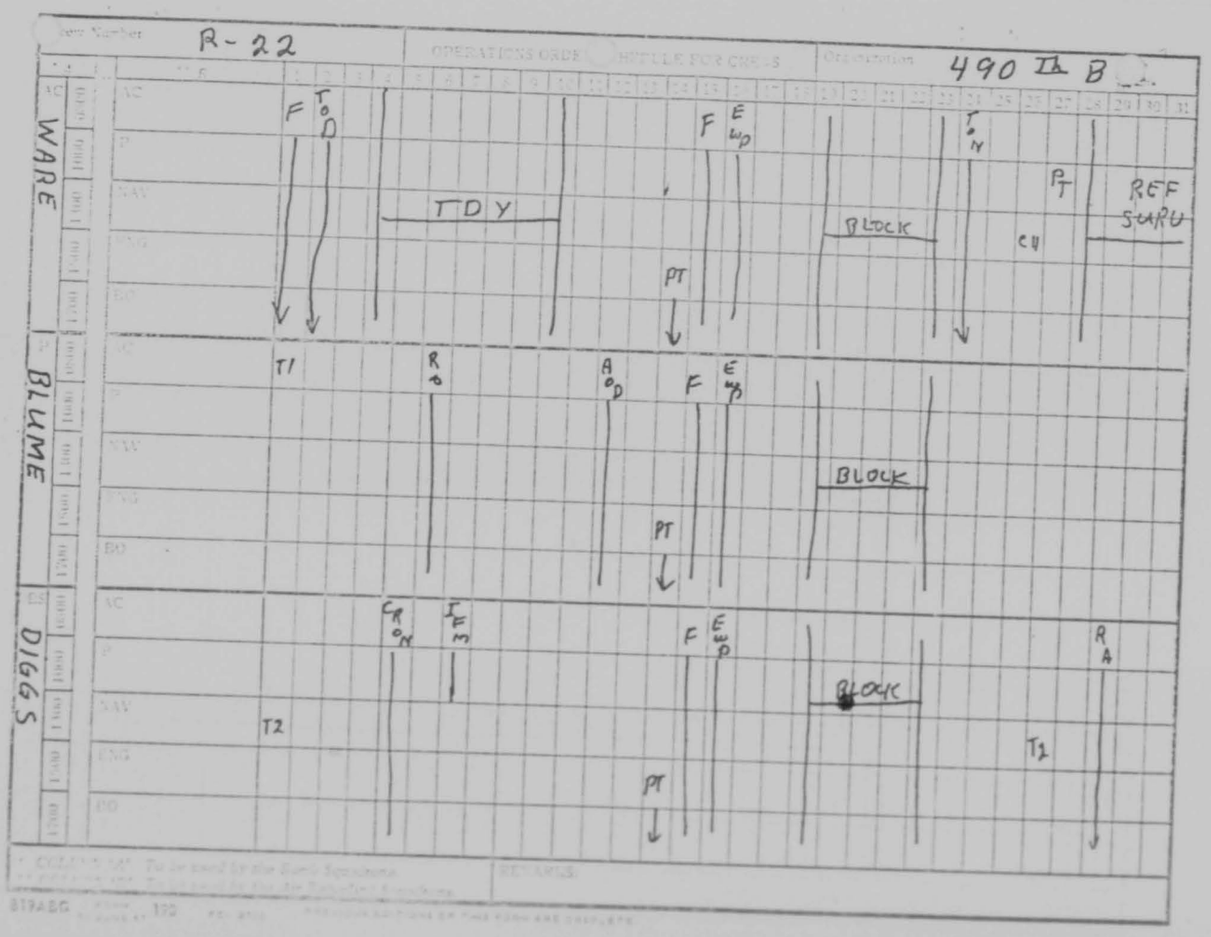


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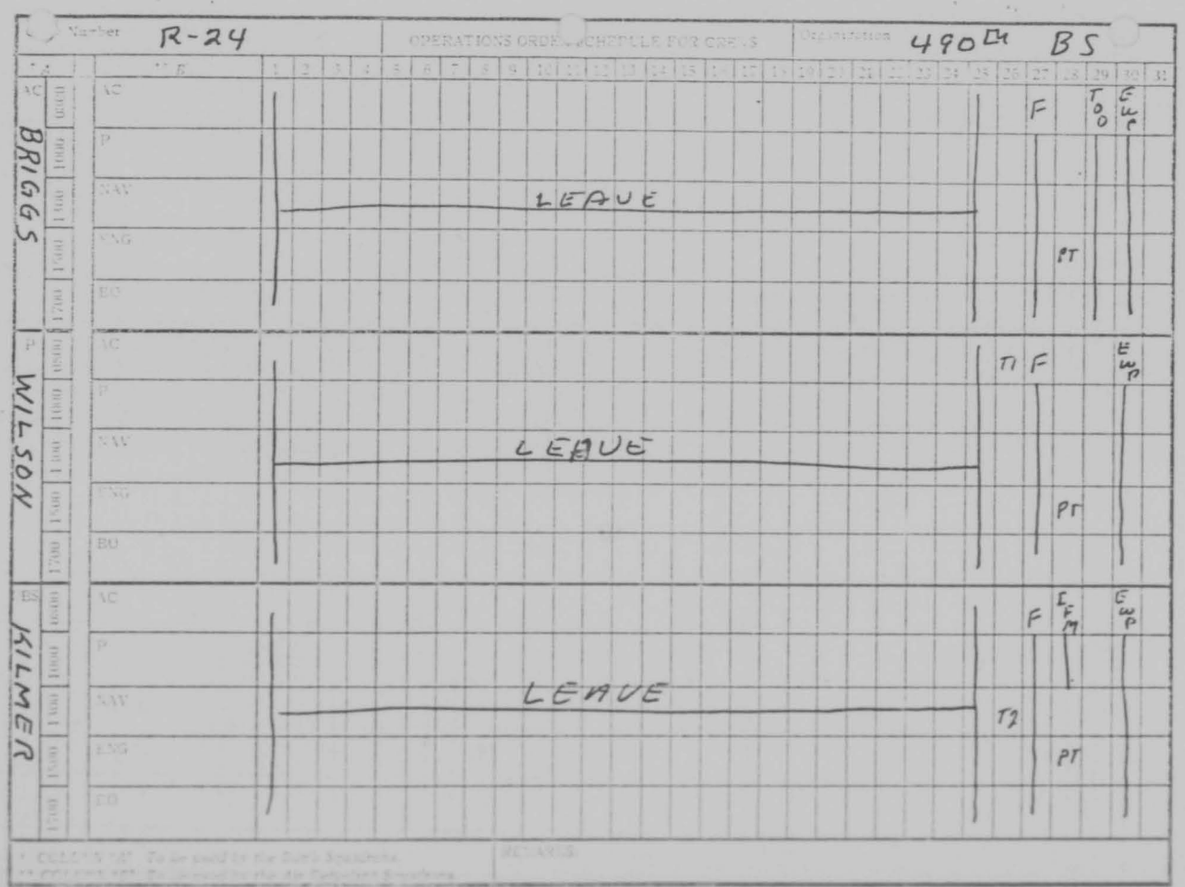


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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX V

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

11th AIR REFUELING SQUADRON





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Crew Number | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 11TH AREFS

| * A | ** B | NAME | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T-01 BRUFLAT | F | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P THORNTON | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV HORTON | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG BENSON | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | EO SMITH | ↓ | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC T-02 HAILEY | | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P KNIGHT | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV CAMPBELL | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG SWEATMON | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO RHODES | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ES | 0800 | AC T-04 KAHLER | F | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P PORADEK | ↓ | | | | | | | | | | | | | | | | | | | | | AO | | | | | | | | | |
| | 1300 | NAV MURPHY | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG ALLEN | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | EO DODGE | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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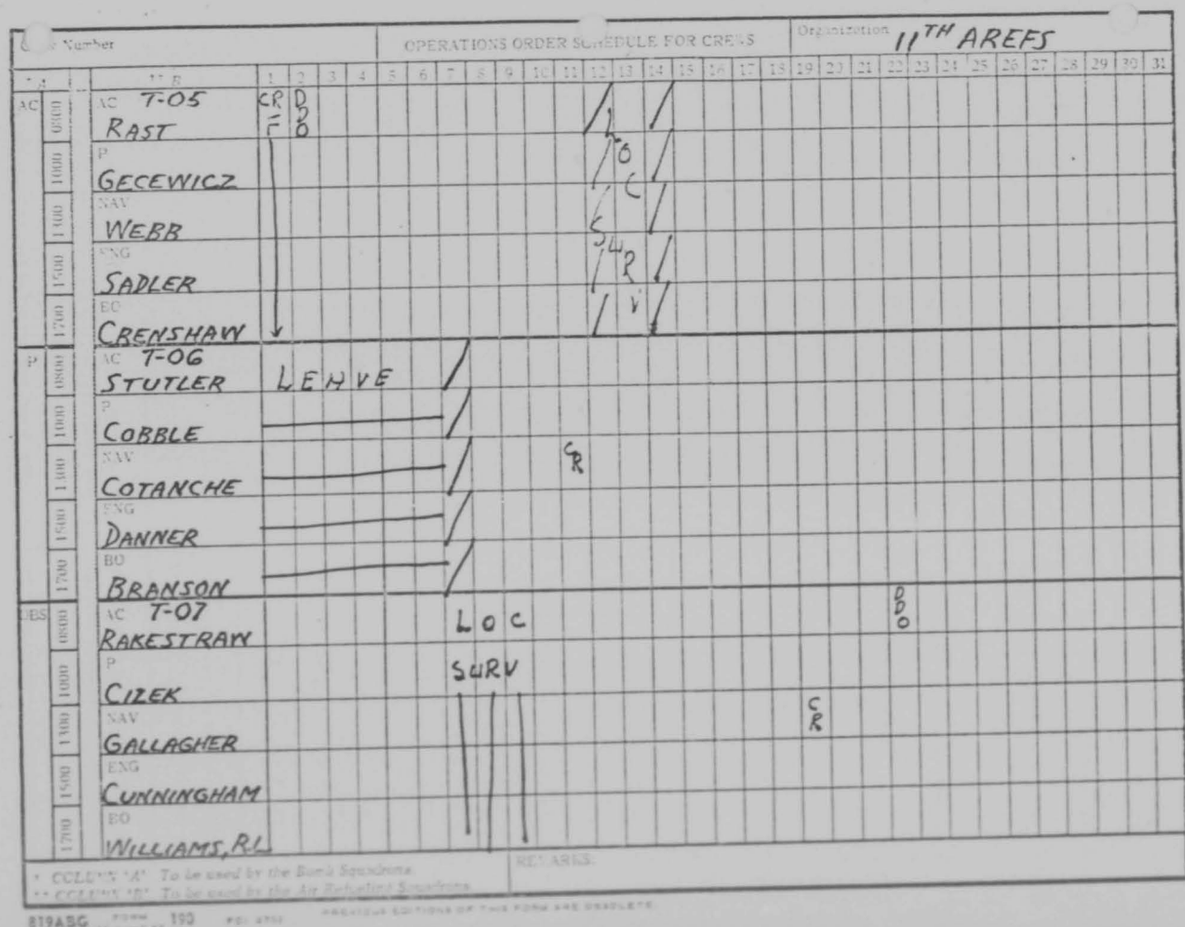


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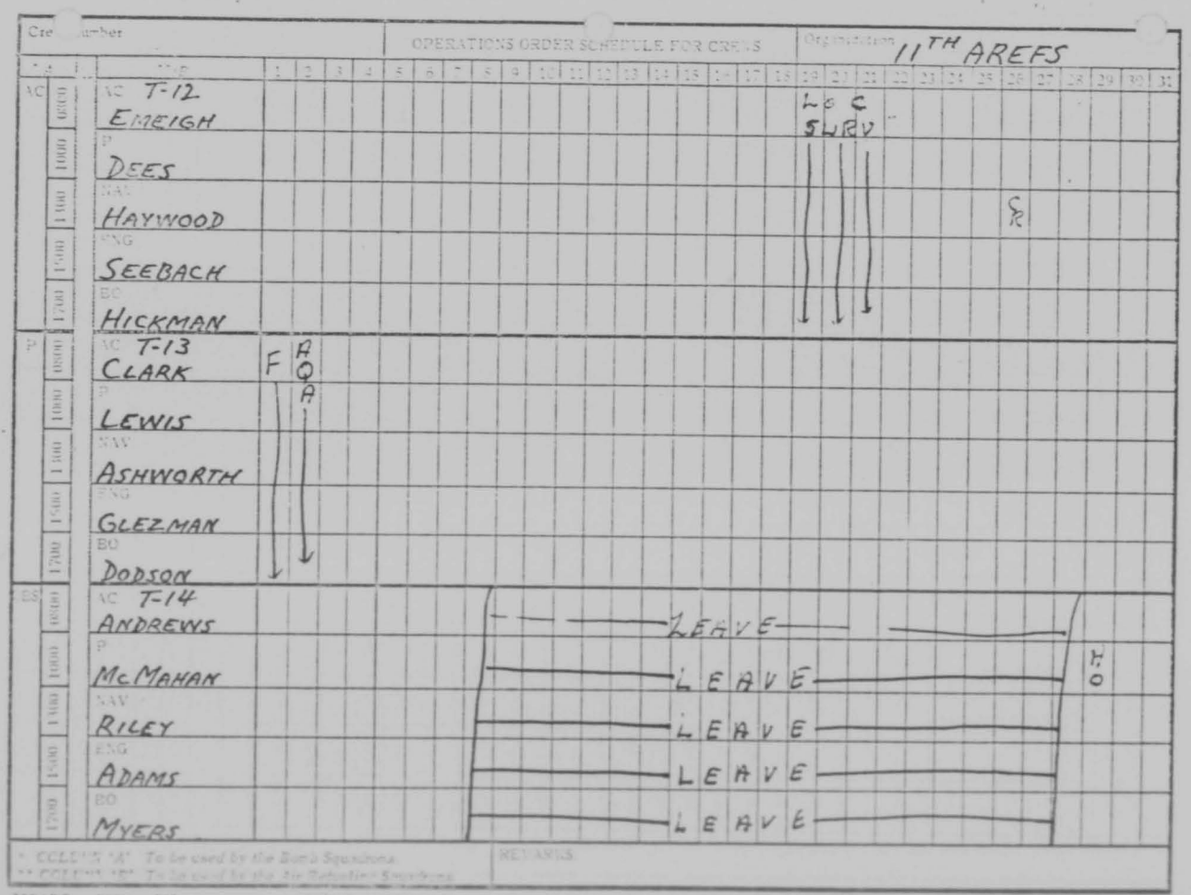


0211

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Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11TH AREFS

| *A | ** | Name | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T-08 AUSTIN | | | | | L | O | C | | | | | | | | | | | | | | | | | | | DDO | | | | | |
| | 1000 | P BUSHROW | | | | | S | UR | V | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV ADAMCIK | | | | | | | | CR | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG WILSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO WILLIAMS, C. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC T-10 ATCHEY | | | | | | | | | | | | | | | | | DDO | | | | | | | | | | | | | | |
| | 1000 | P BRITTON | | | | | | | | | | | | AO | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV PAGLIAROLI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG MOORE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO FLINT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | AC T-11 BRANDES | | | | | | | | | | | | | | DDO | | | | | L | O | C | | | | | | | | | | |
| | 1000 | P EMMONS | | | | AO | | | | | | | | | | | | | | | S | UR | V | | | | | | | | | | |
| | 1300 | NAV ALBERTSON | | | | | | | | | CR | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG SCOTT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO HUNT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons
** COLUMN 'B' To be used by the Air Refueling Squadrons

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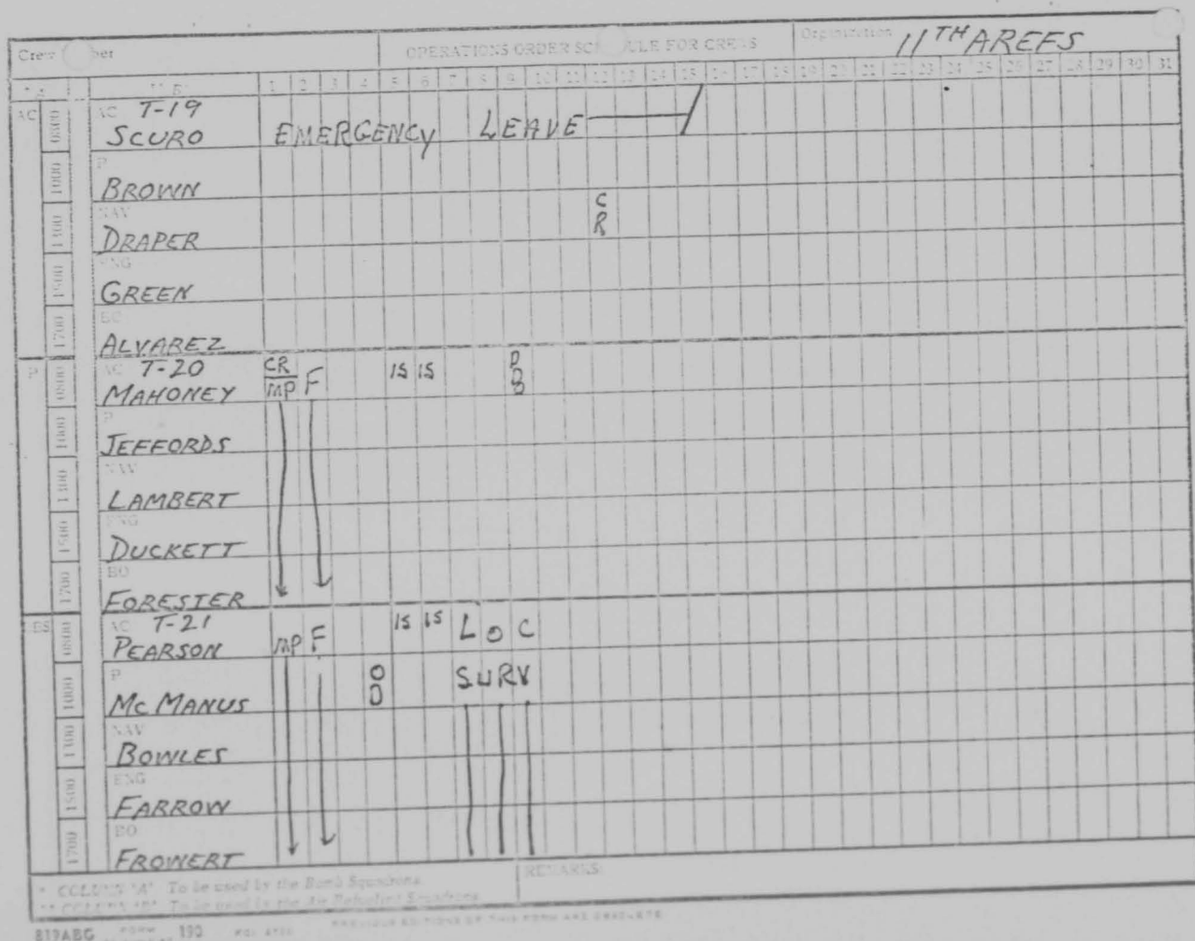




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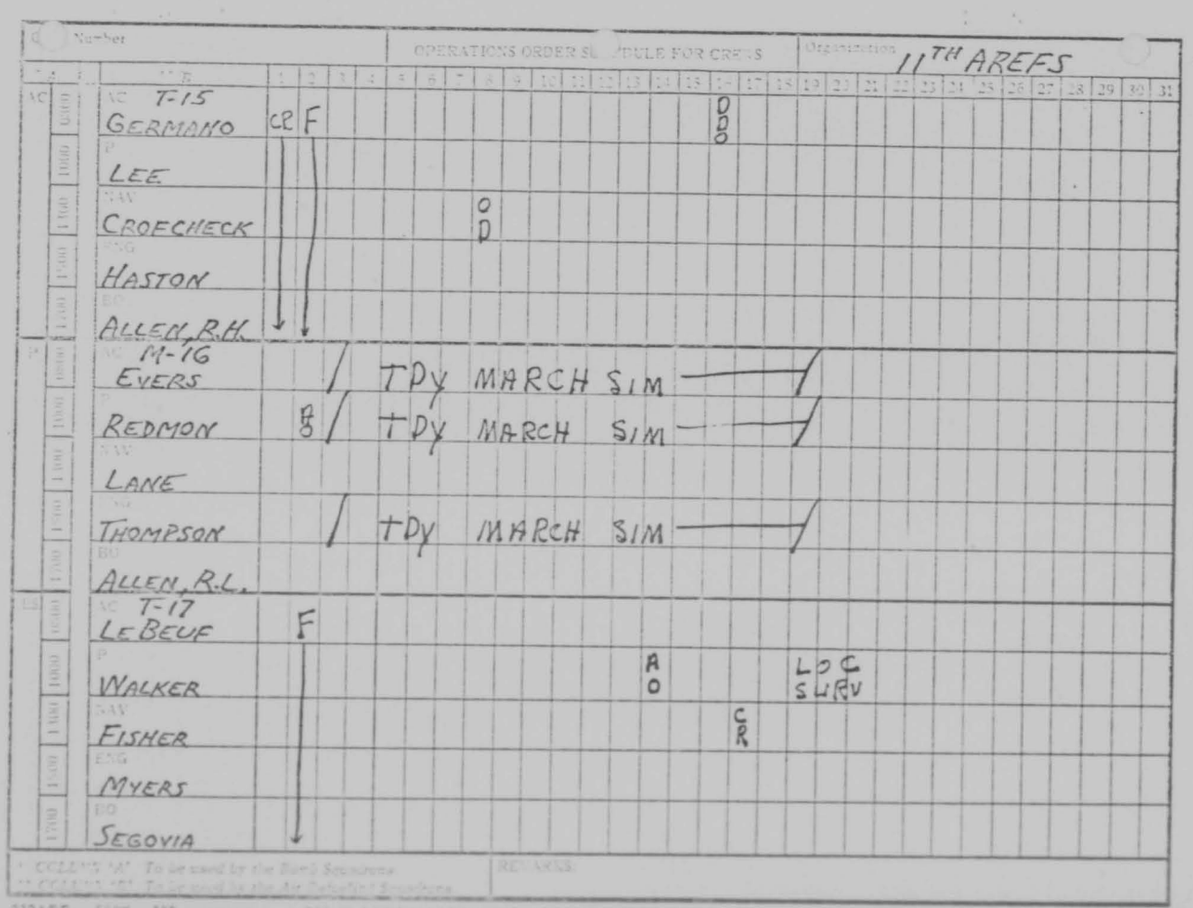




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Crew Number | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 11TH AREFS

| Crew | Time | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC T-22 REID | 0800 | F | CR | | | | | | | | | | | | L | O | C | | | | | | | | | | | | | | | |
| P GENZLER | 1000 | | | | | | | | | | | | | | S | UR | V | AO | | | | | | | | | | | | | | |
| NAV RAYMENT | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENG PACE | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BO BROWN | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC T-23 CARSWELL | 0800 | F | CR | | | | | | | | | | LEAVE | | | | | | | | | | | | | | | | | | | |
| P WOODSON | 1000 | | | | IS | IS | | | | | | | LEAVE | | | | | | | | | | | | | | | | | | AO | |
| NAV THODEN | 1300 | | | | | | | | | | | | LEAVE | | | | | | | | | | | | | | | | | | | |
| ENG YEAGER | 1500 | | | | | | | | | | | | LEAVE | | | | | | | | | | | | | | | | | | | |
| BO SYLVESTER | 1700 | | | | | | | | | | | | LEAVE | | | | | | | | | | | | | | | | | | | |
| AC T-24 GILLEM | 0800 | F | | | | MP | F | | MP | F | | | | | PS CK | | | | | | | MP | F | | | | MP | F | | MP | F | |
| P REYNOLDS | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NAV SMILEY | 1300 | | | | | | | | | | | | | | | OD | | | | | | | | | | | | | | | | |
| ENG STEPHENS | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BO STRONG | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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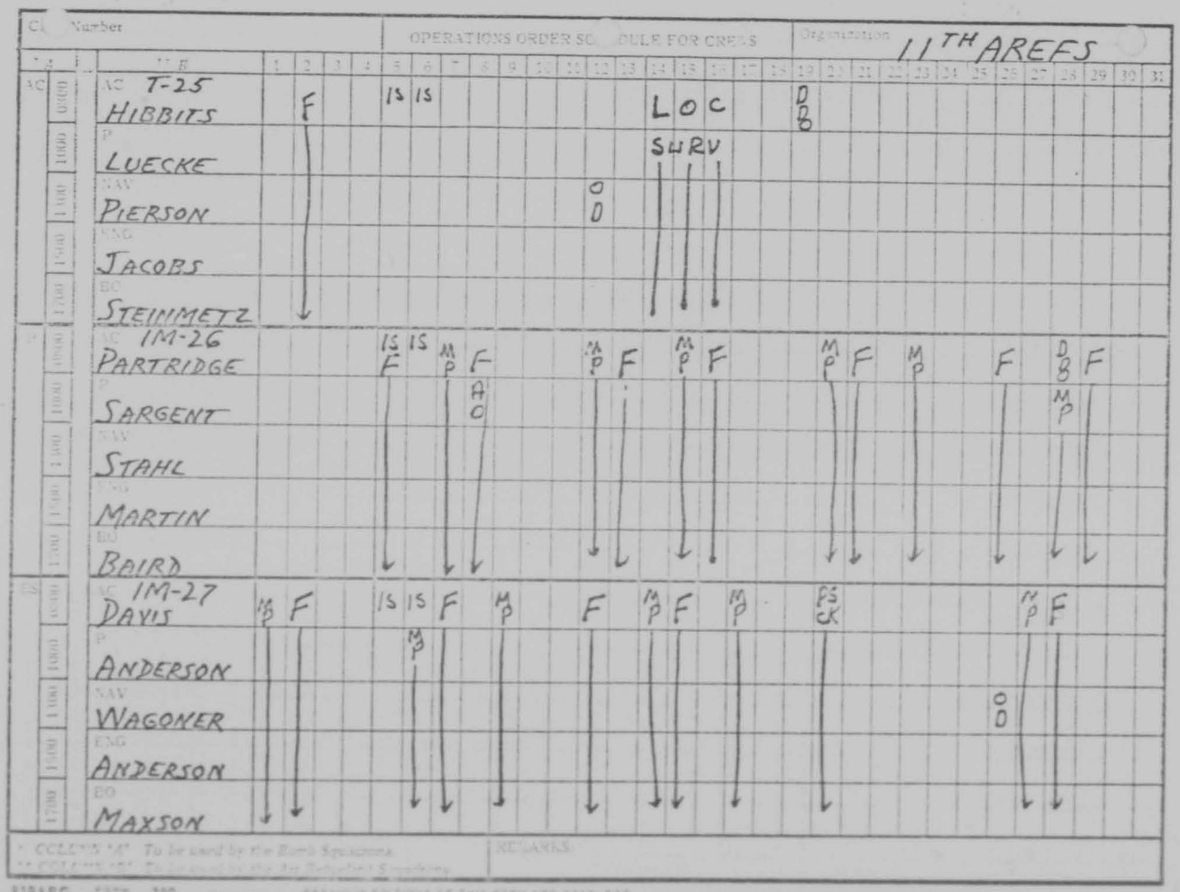




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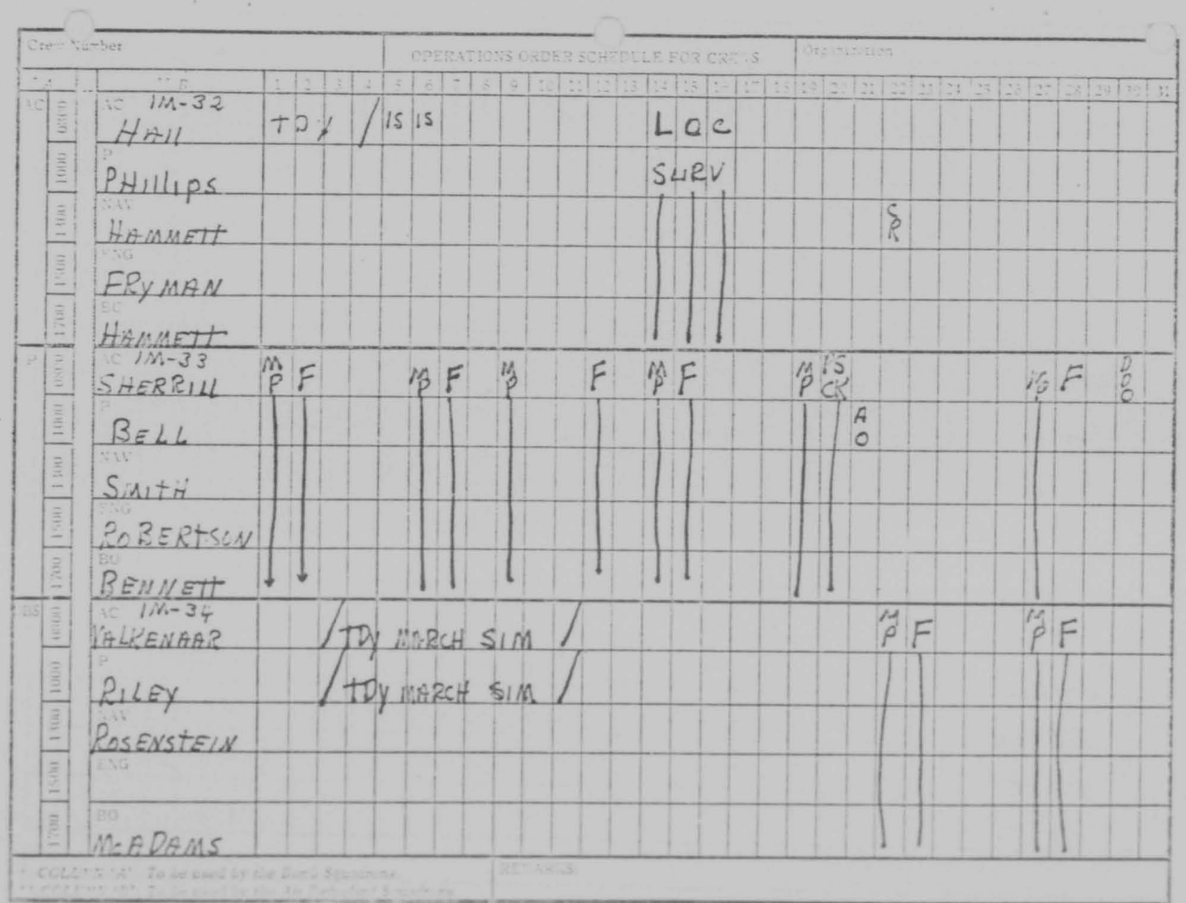




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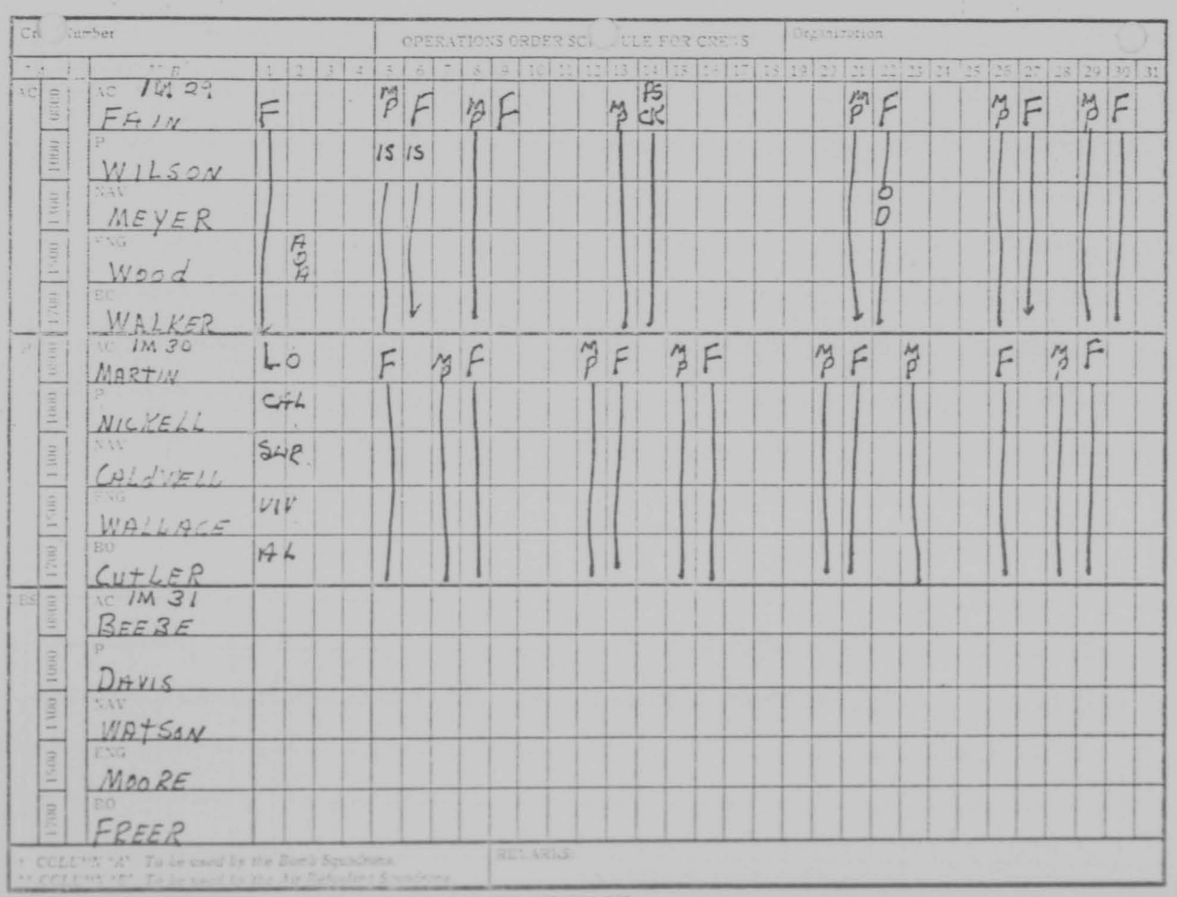




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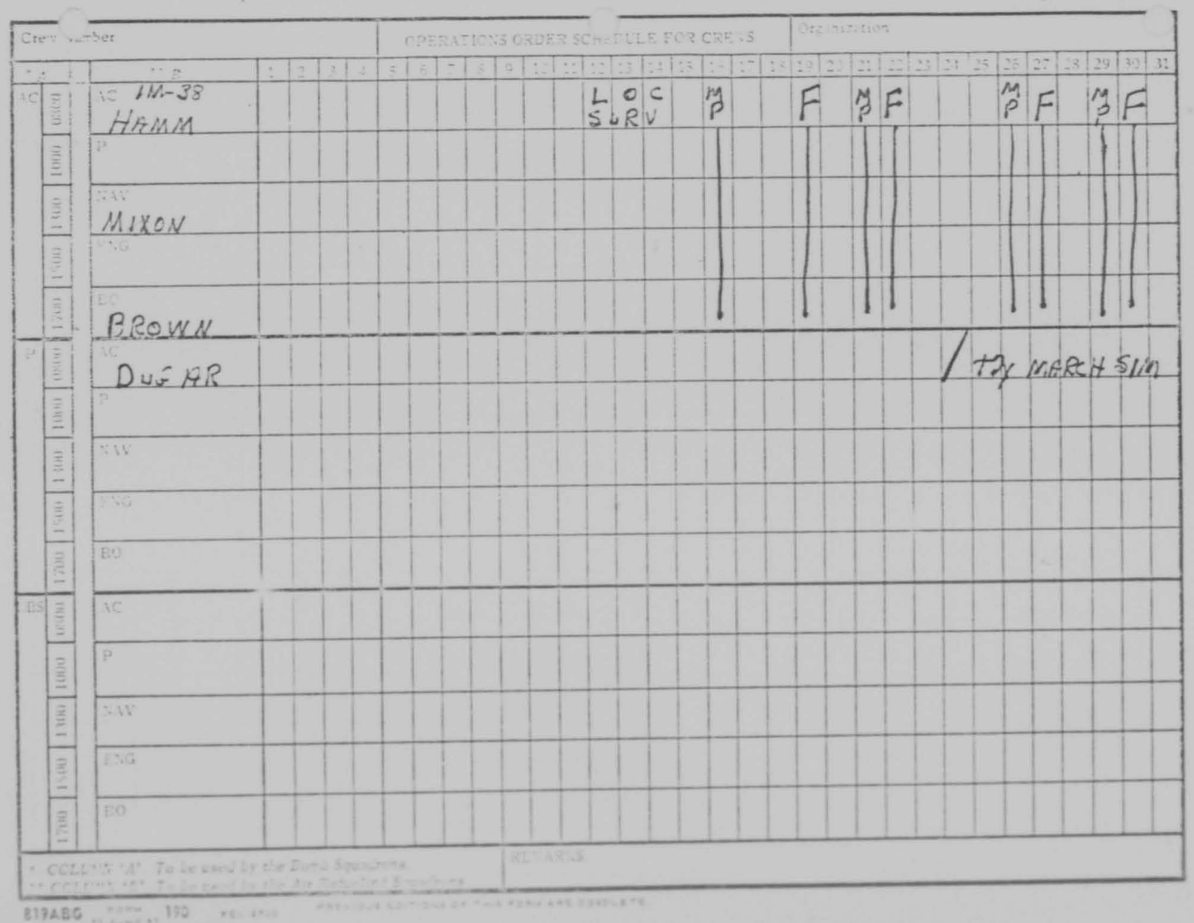




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Crew Number | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization

| Crew | Time | Name | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC IM-35 SIELBECK | | | | | 15 | 15 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV Eddins | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO ROGERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC IM-36 DAVIES | | | | | | | | | | | | | | | | | | | / | TDY MARCH SIM | | | | | | / | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | / | TDY MARCH SIM | | | | | | / | | | | | |
| | 1300 | NAV McRAE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | / | TDY MARCH SIM | | | | | | / | | | | | |
| | 1700 | BO SATTERFIELD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ES | 0800 | AC IM 37 HALLAM | | | | | | | | | | | / | TDY MARCH SIM | | | | | | | / | | MP | F | | | | | MP | F | | | |
| | 1000 | P DUGAT | | | | | | | | | | | / | TDY MARCH SIM | | | | | | | / | | | | | | | | | | | | |
| | 1300 | NAV KOLAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | / | TDY MARCH SIM | | | | | | | / | | | | | | | | | | | | |
| | 1700 | BO CRAFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

AIR REFUELING RECAP



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11th ARS [illegible] SCHEDULE

| DATE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAY | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S |
| MAINT CAP | 6 | 6 | | | 6 | 6 | 7 | 6 | 5 | | | 7 | 6 | 6 | 6 | 6 | | | 7 | 7 | 6 | 6 | 6 | | | 6 | 6 | 6 | 6 | 6 | |
| OVNL RMT | 6 | 6 | | | 5 | 6 | 6 | 6 | 5 | | | 6 | 6 | 6 | 6 | 6 | | | 6 | 6 | 6 | 6 | 6 | | | 6 | 6 | 6 | 6 | 6 | |
| AR 341 TW | 2 | 5 | | | 4 | 5 | 5 | 5 | 4 | | | 4 | 2 | 1 | 5 | 3 | | | 2 | 2 | 3 | 3 | 5 | | | 4 | 5 | 5 | 3 | 3 | |
| AR 303 TW | 2 | | | | | | | | | | | | 3 | 4 | | 2 | | | 2 | 3 | 2 | 2 | | | | | | | 3 | | |
| UNIT RMT TOT | 2 | 1 | | | 1 | 1 | 1 | 1 | 1 | | | 2 | 1 | 1 | 1 | 1 | | | 2 | 1 | 1 | 1 | 1 | | | 2 | 1 | 1 | | 3 | |
| TRANS | 1 | 1 | | | 2 | 0 | 2 | 0 | 0 | | | 2 | 1 | 0 | 1 | 0 | | | 2 | 2 | 0 | 1 | 0 | | | 1 | 1 | 0 | | 2 | |
| NAV | 1 | 0 | | | 0 | 1 | 0 | 1 | 1 | | | 1 | 0 | 1 | 0 | 1 | | | 1 | 0 | 1 | 0 | 1 | | | 1 | 0 | 1 | | 1 | |
| STRIP ALERT | 322 to 0100 11 Aug | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |

Jul - Aug 3 IP's upgraded

| | | |
|---|---|---|
| Stdbd Prof Flts | 6 | |
| Student Crews | 6 | |
| 2 Solo | 15th | |
| 2 Solo | 20th | |

| | |
|---|---|
| AVERAGE TIME/SORTIE | 650+00 |
| TEST FLIGHTS | 20+00 |
| | 670+00 |
| TOTAL SORTIES REQUIRED | 130 |
| QUARTERLY ALLOCATION | 1980 |
| FLYING TIME REQUIRED FOR AUG | 670 |
| FLYING TIME UTILIZED FOR JUL | 680 |
| FLYING TIME REMAINING FOR SEP | 630 |

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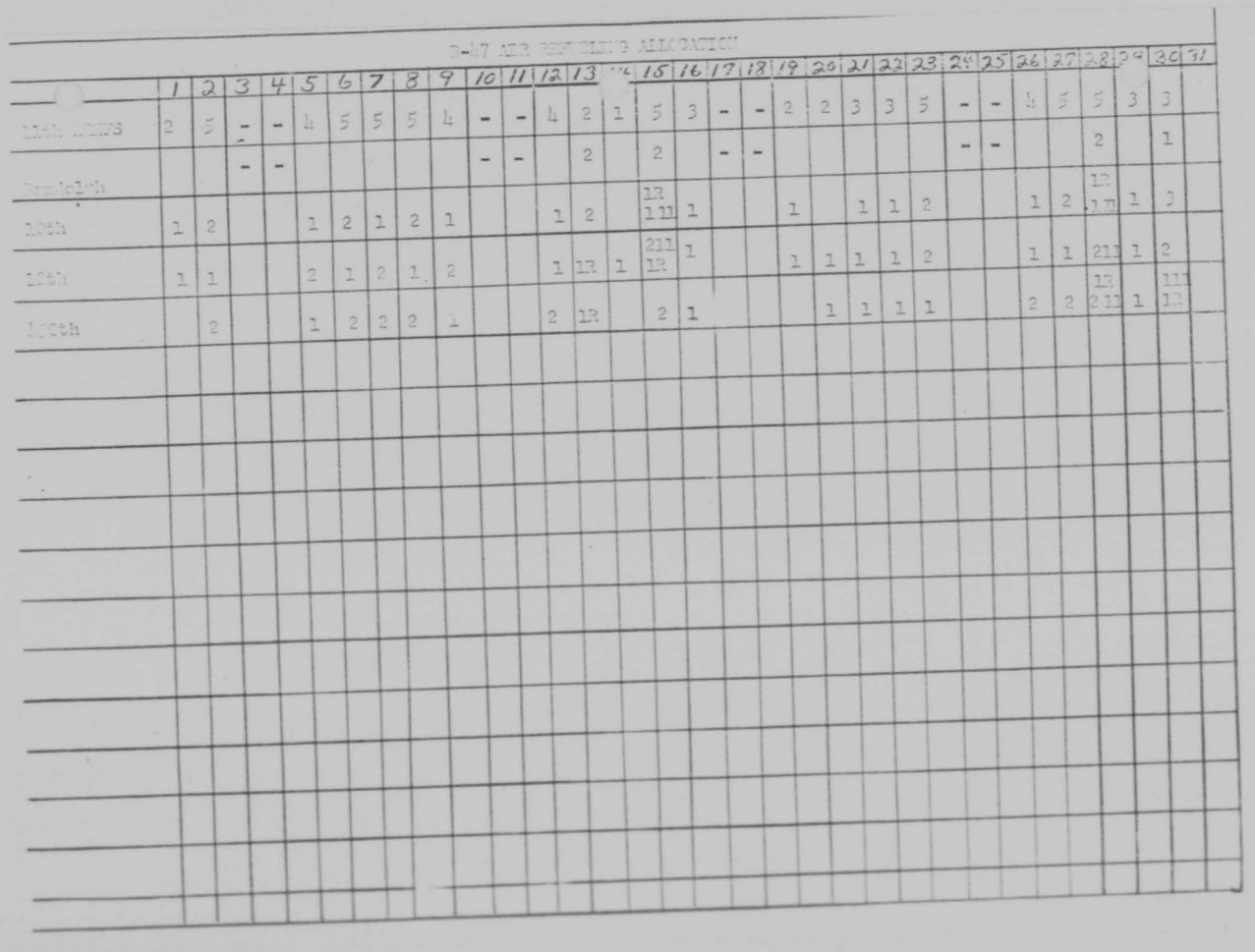

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104th | 2 | 5 | - | - | 4 | 5 | 5 | 5 | 4 | - | - | 4 | 2 | 1 | 5 | 3 | - | - | 2 | 2 | 3 | 3 | 5 | - | - | 4 | 5 | 5 | 3 | 3 | |
| | | | - | - | | | | | | - | - | | 2 | | 2 | | - | - | | | | | | - | - | | | 2 | | 1 | |
| Brookleigh | | | | | | | | | | | | | | | 12 111 | 1 | | | 1 | | 1 | 1 | 2 | | | 1 | 2 | 12 111 | 1 | 3 | |
| 106th | 1 | 2 | | | 1 | 2 | 1 | 2 | 1 | | | 1 | 2 | | 211 12 | 1 | | | 1 | 1 | 1 | 1 | 2 | | | 1 | 1 | 211 | 1 | 2 | |
| 108th | 1 | 1 | | | 2 | 1 | 2 | 1 | 2 | | | 1 | 12 | 1 | 12 | 1 | | | 1 | 1 | 1 | 1 | 2 | | | 2 | 2 | 12 2 11 | 1 | 111 11 | |
| 110th | | 2 | | | 1 | 2 | 2 | 2 | 1 | | | 2 | 12 | | 2 | 1 | | | | 1 | 1 | 1 | 1 | | | 2 | 2 | | | | |



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HQ 341ST BOMBARDMENT WING(M)
Dyess Air Force Base, Texas
1 Aug 1957

AIR REFUELING

1. Air refueling sorties have been coordinated by dates and tanker units, as indicated on the attached recap sheet and in the following information.

2. All air refueling sorties will require a back-up aircraft to be scheduled during August and for a permanent wing policy thereafter. The squadron flying the primary refueling mission will furnish the back-up wherein possible. If such procedure is not possible Wing Operations will schedule a crew from another squadron as a back-up.

3. Tanker call sign and respective Wing Control Room call signs will be distributed under separate cover for the month of Aug.

4. The following data is published for squadron information in utilization of air refueling sorties. Coordination information is submitted for planning purposes.

a. 11th AREFS, Dyess Air Force Base, Texas

Communications Plan ZI ALPHA CORA

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA |
|---|---|---|---|---|
| ORB BT | 3238N-9904W | 3242N-10021W | 3123N-10111W | 3451N-10119W |
| REND PT | 3127N-9906W | 3132N-10023W | 3152N-10000W | 3357N-10025W |
| END REF | 2928N-9911W | 2952N-10026W | 3211N-9744W | 3223N-9854W |
| TC | 180 | 180 | 065 | 139 |

| NICK NAME | ABUNDANCE QUEBEC | ABUNDANCE ZULU |
|---|---|---|
| ORB BT | 3419N-10159W | 3157N-9600W |
| REND PT | 3338N-10051W | 3057N-9516W |
| END REF | 3226N-9856W | 2936N-9417W |
| TC | 125 | 147 |

Communications Plan ZI ALPHA ANN

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA |
|---|---|---|---|---|
| ORB PT | 3238N-9939W | 3242N-10056W | 3151N-10130W | 3431N-10147W |
| REND PT | 3127N-9940W | 3132N-10058W | 3221N-10015W | 3337N-10053W |
| END REF | 2928N-9943W | 2952N-10100W | 3310N-9801W | 3201N-9923W |
| TC | 180 | 180 | 065 | 139 |

| NICK NAME | ABUNDANCE QUEBEC | ABUNDANCE ZULU |
|---|---|---|
| ORB BT | 3351N-10221W | 3141N-9628W |
| REND PT | 3312N-10112W | 3040N-9545 |
| END REF | 3201N-9918W | 2920N-9446W |
| TC | 125 | 147 |

Communications Plan ZI ALPHA HETTY

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA | ABUNDANCE QUEBEC |
|---|---|---|---|---|---|
| ORB PT | 3238N-10015W | 3242N-10132W | 3219N-10146W | 3411N- 10218W | 3328N-10242W |
| REND PT | 3127N-10015W | 3132N-10133W | 3249N-10030W | 3318N-10121W | 3248N-10133W |
| END REF | 2928N-10017W | 2952N-10134W | 3348N-9818W | 3145N-9949W | 3137N-9940W |
| TC | 180 | 180 | 065 | 139 | 125 |

APPVI ANNEX B
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A. RANDOLPH AFB AIR REFUELING

| MISSION DESIGNATION | ECHO | FOXTROT | GOLF | HOTEL |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0938 | 0940 | 0942 | 0944 |
| TANKER CALL SIGN | WATERHOLE #5 | WATERHOLE #6 | WATERHOLE #7 | WATERHOLE #8 |
| RECEIVER IP | 33°43' N 99°20' W | 32°56' N 99°48' W | 33°47' N 100°20' W | 32°43' N 100°55' W |
| ORBIT POINT | 31°08' N 99°20' W | 30°36' N 99°49' W | 31°21' N 100°11' W | 31°18' N 100°49' W |
| RENDEZVOUS POINT | 29°58' N 99°20' W | 29°26' N 99°48' W | 30°11' N 100°11' W | 30°08' N 100°49' W |
| END REFUELING POINT | 28°28' N 99°06' W | 29°13' N 99°48' W | 28°42' N 100°30' W | 29°22' N 100°50' W |
| REFUELING TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 16,500 | 17,500 | 15,500 | 16,500 |
| RECEIVER ETA ORBIT PT. | 1038 | 1040 | 1052 | 1105 |
| RECEIVER ETA RNDZ PT. | 1057 | 1059 | 1111 | 1124 |
| INITIAL CONTACT FREQ. | 303.2 | 240.6 | 318.0 | 324.2 |
| PRIMARY WORK. WREQ. | 303.2 | 240.6 | 318.0 | 352.6 |
| SECONDARY WORK. FREQ. | 252.6 | 352.6 | 352.6 | NONE |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | T6-R5 |
| APN 76 SETTING | T6-R7 | T6-R7 | T6-R7 | T-3 |
| APN 69 SETTING | 2 | 2-2 | 1-2 | 190 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 205 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 15,000 |
| WETOFFLOAD IN Lbs | 15,000 | When Poss | When Poss | When Poss |
| DRY HOOKUPS (IN HOURS) | 32-52 Min. | 24-44 Min | 32-52 Min. | 26-41 Min |

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b.

| MISSION DESIGNATION | ALPHA | BRAVO | COCOA | DELTA |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0930 | 0932 | 0934 | 0936 |
| TANKER CALL SIGN | #1 WATERHOLE | #2 WATERHOLE | #3 WATERHOLE | #4 WATERHOLE |
| RECEIVER IP | 32°45' N 96°16' W | 31°53' N 96°35' W | 33°14' N 97°16' W | 33°55' N 98°30' W |
| ORBIT POINT | 30°05' N 95°48' W | 30°09' N 96°21' W | 30°12' N 96°56' W | 31°14' N 98°32' W |
| RENDEZVOUS POINT | 28°57' N 25°43' W | 29°00' N 96°13' W | 29°01' N 96°50' W | 30°04' N 98°32' W |
| END REFUELING POINT | 29°15' N 94°57' W | 28°42' N 96°13' W | 28°11' N 96°59' W | 30°49' N 98°25' W |
| REFUELING TRACK | 177° | 178° | 176° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 17,500 | 15,500 |
| RECEIVER ETA ORBIT PT | 1026 | 1023 | 1019 | 1023 |
| RECEIVER ETA RNDZ PT. | 1045 | 1042 | 1034 | 1042 |
| INITIAL CONTACT FREQ. | 256.0 | 266.2 | 279.8 | 291.9 |
| PRIMARY WORK. FREQ. | 256.0 | 266.2 | 279.8 | 291.9 |
| SECONDARY WORK. FREQ. | 352.6 | 352.6 | 352.6 | 352.6 |
| VHF BACK-UP FREQ | NONE | NONE | NONE | NONE |
| APN 76 SETTING | T7-R4 | T4-R8 | T7-R8 | T6-R4 |
| APN 69 SETTING | 1-2-4 | 2-1 | 1-1-8 | 2-1-1 |
| AIR SPEED START REFLG | 190 | 190 | 190 | 190 |
| AIR SPEED END REFLG | 205 | 205 | 205 | 205 |
| WET OFFLOAD IN Lbs. | 15,000 | 15,000 | 15,000 | 15,000 |
| DRY HOOKUPS (IN HOURS) | 26-41 Min | 25-60 Min | 27-12 Min | 26-43 Min |

| | | |
|---|---|---|
| 10th Bomb Sq | 15 August | Plan ECHO |
| | 28 August | Plan GOLF |
| 12th Bomb Sq | 13 August | Plan ECHO |
| | 15 August | Plan Delta |
| 490th Bomb Sq | 13 August | Plan FOXTROT |
| | 28 August | Plan HOTEL |
| | 30 August | Plan FOXTROT |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX VIII

TO

ANNEX B

TO
OPERATIONS ORDER

NUMBER 471-57

SCHEDULES OF DUTIES

APPVIII ANNEX B
341st Ops Order 471-57
1 August 1957



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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57 )

HQ 341ST BOMBARDMENT WING(M)
Dyess Air Force Base, Texas
1 August 57

SCHEDULES OF DUTIES

1. Tower Officer

| AUGUST | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 10BS | Maj Vernon P. Ligon |
| 1 | 1800 | 12BS | Capt James K. Creahan |
| 2 | 0800 | 490BS | Capt John R. Ware |
| 2 | 1800 | 10BS | Capt Lawrence Brechel |
| 3 | 0800 | 12BS | Maj Pleasant W. Barrett |
| 3 | 1800 | 12BS | Capt William D. Long |
| 4 | 0800 | 490BS | Capt Marshall H. McClarnon |
| 4 | 1800 | 10BS | Maj Vernon P. Ligon |
| 5 | 0800 | 10BS | Capt Thomas W. Podbesek |
| 5 | 1800 | 490BS | Capt James W. Frey |
| 6 | 0800 | GROUP | |
| 6 | 1800 | 10BS | Maj Lyle P. Platner |
| 7 | 0800 | 12BS | Capt Joseph H. Weeks |
| 7 | 1800 | 12BS | Capt Robert C. Hall |
| 8 | 0800 | 490BS | Capt Alvan J. Dumont |
| 8 | 1800 | 10BS | Capt Max L. McKnight |
| 9 | 0800 | 12BS | Capt James K. Creahan |
| 9 | 1800 | 12BS | Capt William E. Kreuger |
| 10 | 0800 | 490BS | Capt Ross I. Boyd |
| 10 | 1800 | 10BS | Capt Idus R. Flowers |
| 11 | 0800 | 12BS | Maj Harold L. Floor |
| 11 | 1800 | GROUP | |
| 12 | 0800 | 490BS | Capt Richard J. Desomer |
| 12 | 1800 | 10BS | Maj Wilbert M. Pendergast |
| 13 | 0800 | 12BS | Capt James K. Creahan |
| 13 | 1800 | 12BS | Capt William E. Kreuger |
| 14 | 0800 | 490BS | Capt Lewis D. Welling |
| 14 | 1800 | 12BS | Maj Pleasant W. Barrett |
| 15 | 0800 | 12BS | Capt Joseph H. Weeks |
| 15 | 1800 | 490BS | 1st Lt Kenneth R. Yon |
| 16 | 0800 | 10BS | Maj Ralph O. Routh |
| 16 | 1800 | 12BS | Maj Dempsey E. Ballard |
| 17 | 0800 | GROUP | |
| 17 | 1800 | 10BS | Capt Max L. McKnight |
| 18 | 0800 | 490BS | Capt James W. Frey |
| 18 | 1800 | 10BS | Capt Robert L. Hull |
| 19 | 0800 | 12BS | Capt Troy J. Morris |
| 19 | 1800 | 490BS | Capt John R. Ware |
| 20 | 0800 | 10BS | 1st Lt Felton L. Hammond |
| 20 | 1800 | 12BS | Capt Robert L. Atkins |
| 21 | 0800 | 490BS | Capt Marshall H. McClarnon |
| 21 | 1800 | 490BS | Capt John F. Briggs |
| 22 | 0800 | 10BS | Maj Vernon P. Ligon |
| 22 | 1800 | GROUP | |
| 23 | 0800 | 12BS | Capt William E. Long |
| 23 | 1800 | 490BS | Capt Marshall H. McClarnon |
| 24 | 0800 | 10BS | Capt Lawrence E. Brechel |
| 24 | 1800 | 490BS | Capt John R. Ware |
| 25 | 0800 | 12BS | Maj George H. Jennings |
| 25 | 1800 | 490BS | Capt Lester T. Griffis |
| 26 | 0800 | 10BS | Capt Thomas W. Podbesek |
| 26 | 1800 | 12BS | Capt William D. Payton |
| 27 | 0800 | 490BS | Capt Ross I. Boyd |
| 27 | 1800 | 10BS | Maj Lyle P. Platner |
| 28 | 0800 | GROUP | |
| 28 | 1800 | 12BS | Capt Troy J. Morris |
| 29 | 0800 | 490BS | Capt Lewis D. Welling |
| 29 | 1800 | 10BS | Capt Max L. McKnight |
| 30 | 0800 | 12BS | Maj Charles M. Floyd |
| 30 | 1800 | 490BS | Capt Alvan J. Dumont |
| 31 | 0800 | 490BS | Capt Kenneth W. Smith |
| 31 | 1800 | GROUP | |



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2. Airdrome Officer

| AUGUST | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | Wg Hq | Capt Chester A. Stanley |
| 1 | 1800 | 10BS | Capt Joseph J. Herman |
| 2 | 0800 | 11ARS | 1st Lt Jack W. Redmon |
| 2 | 1800 | 4SSS | |
| 3 | 0800 | GROUP | |
| 3 | 1800 | 12BS | 1st Lt Arthur E. Tedwell |
| 4 | 0800 | 490BS | 1st Lt Leslie A. Powell |
| 4 | 1800 | 11ARS | 2nd Lt Robert E. Emons |
| 5 | 0800 | 4SSS | |
| 5 | 1800 | PTF | 1st Lt William L. Raley |
| 6 | 0800 | Wg Hq | 1st Lt Lester B Sandoe |
| 6 | 1800 | 10B S | 1st Lt Gordon S. Daniel |
| 7 | 0800 | 4SSS | |
| 7 | 1800 | 12BS | 1st Lt Robert L. Newman |
| 8 | 0800 | 11ARS | Capt George T. Sargent |
| 8 | 1800 | GROUP | |
| 9 | 0800 | PTF | 1st Lt Bruce R. Lane |
| 9 | 1800 | 4SSS | |
| 10 | 0800 | 11ARS | 1st Lt Fred H. Brown |
| 10 | 1800 | 10BS | 1st Lt Arvel G. Youngblood |
| 11 | 0800 | 12BS | 1st Lt Howard H. Legate |
| 11 | 1800 | 4SSS | |
| 12 | 0800 | 490BS | Capt Elmer R. Wilson |
| 12 | 1800 | 11ARS | 1st Lt James L. Britton |
| 13 | 0800 | PTF | 1st Lt Lloyd L. Neitzel |
| 13 | 1800 | 4SSS | |
| 14 | 0800 | 11ARS | Capt Billy L. Walker |
| 14 | 1800 | GROUP | |
| 15 | 0800 | PTF | 1st Lt Vernon A. Sevier |
| 15 | 1800 | Wg Hq | Capt Lawrence B. Durga |
| 16 | 0800 | 4SSS | |
| 16 | 1800 | 12BS | 1st Lt Charles N. D. Smith |
| 17 | 0800 | 11ARS | 1st Lt William E. Genzler |
| 17 | 1800 | PTF | 2nd Lt Paul R. A. Mueller |
| 18 | 0800 | 4SSS | |
| 18 | 1800 | 10BS | Capt Russell J. Megargle |
| 19 | 0800 | 11ARS | 1st Lt Jack G. Woodson |
| 19 | 1800 | PFT | 2nd Lt William G. Greig |
| 20 | 0800 | GROUP | |
| 20 | 1800 | 4SSS | |
| 21 | 0800 | 11ARS | 1st Lt Frederic T. Bell |
| 21 | 1800 | 490BS | Capt Elmer Wilson |
| 22 | 0800 | 11ARS | 2nd Lt Jerry C. Porad-k |
| 22 | 1800 | 4SSS | 4SSS |
| 23 | 0800 | PFT | 2nd Lt Thomas G. Tobin |
| 23 | 1800 | 490BS | Capt Roger G. Buehler |
| 24 | 0800 | PFT | 2nd Lt Carl M. Defaria |
| 24 | 1800 | 4SSS | |
| 25 | 0800 | 12BS | 1st Lt Lloyd L. Neitzel |
| 25 | 1800 | 490BS | 1st Lt Harvey J. Stewart |
| 26 | 0800 | GROUP | |
| 26 | 1800 | 4SSS | |
| 27 | 0800 | 11ARS | 1st Lt Jimmy E. Nickell |
| 27 | 1800 | Wg Hq | 1st Lt Thomas E. Brown |
| 28 | 0800 | PTF | 2nd Lt Albert S. Womelsdorf |
| 28 | 1800 | 4SSS | |
| 29 | 0800 | 11ARS | 1st Lt Billy M. McMahan |
| 29 | 1800 | Wg Hq | Capt Albert G. Mire |
| 30 | 0800 | 11ARS | 1st Lt Nathaniel L. Hill |
| 30 | 1800 | 4SSS | |
| 31 | 0800 | 490BS | Capt George E. Funk |
| 31 | 1800 | GROUP | |



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3. Senior Supervisor

| AUGUST | UNIT | NAME |
|---|---|---|
| 1 | 10BS | Lt Col Samuel R. Smith |
| 2 | Wg Hq | Maj Doyle F. Reynolds |
| 3 | Wg Hq | Maj Virgil Stevens |
| 4 | 12BS | Lt Col Raymond E. Hamlyn |
| 5 | 12BS | Maj Bernard H. Stevens |
| 6 | 10BS | Maj Paul S. Skartvedt |
| 7 | 10BS | Lt Col Samuel R. Smith |
| 8 | Wg Hq | Maj Richard D. Sullivan |
| 9 | Wg Hq | Maj James D. Douglas Jr. |
| 10 | 490BS | Maj Wilbur A. Bridges |
| 11 | Wg Hq | Maj Doyle F. Reynolds |
| 12 | Wg Hq | Maj Virgil Stevens |
| 13 | Wg Hq | Lt Col Charles L. Lowell |
| 14 | 12BS | Lt Col Raymond E. Hamlyn |
| 15 | 12BS | Maj Bernard H. Stevens |
| 16 | 10BS | Maj Paul S. Skartvedt |
| 17 | 10B S | Lt Col Samuel R. Smith |
| 18 | Wg Hq | Maj Richard D. Sullivan |
| 19 | Wg Hq | Maj James D. Douglas Jr. |
| 20 | 490BS | Maj Wilbur A. Bridges |
| 21 | Wg Hq | Maj Doyle F. Reynolds |
| 22 | Wg Hq | Maj Virgil Stevens |
| 23 | Wg Hq | Lt Col Charles L. Lowell |
| 24 | 12BS | Lt Col Raymond E. Hamlyn |
| 25 | 12BS | Maj Bernard H. Stevens |
| 26 | 10BS | Maj Paul S. Skartvedt |
| 27 | 10BS | Lt Col Samuel R. Smith |
| 28 | Wg Hq | Maj Richard D. Sullivan |
| 29 | Wg Hq | Maj James D. Douglas Jr. |
| 30 | 490BS | Maj Wilbur A. Bridges |
| 31 | Wg Hq | Maj Doyle F. Reynolds |

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1 August 1957



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4. Officer of the Day

| AUGUST | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | GROUP | |
| 2 | 1630 | Wg Hq | Capt James E. Reavely |
| 3 | 1100 | GROUP | |
| 4 | 0800 | 11ARS | 2nd Lt Donald G. Bowles |
| 4 | 1800 | 4SSS | |
| 5 | 1630 | GROUP | |
| 6 | 1630 | Wg Hq | 1st Lt Robert R. Winkler |
| 7 | 1630 | GROUP | |
| 8 | 1630 | 11ARS | 2nd Lt Robert M. Crofcheck |
| 9 | 1630 | 4SSS | |
| 10 | 1100 | GROUP | |
| 11 | 0800 | PTF | 1st Lt Gerald L. Turner |
| 11 | 1800 | GROUP | |
| 12 | 1630 | 11ARS | 2nd Lt James H. Pierson |
| 13 | 1630 | 4SSS | |
| 14 | 1630 | Wg Hq | 1st Lt Horace W. Standlee |
| 15 | 1630 | 11ARS | 2nd Lt Nathan J. Smiley |
| 16 | 1630 | GROUP | |
| 17 | 1100 | 11ARS | 2nd Lt James E. Pollom |
| 18 | 0800 | GROUP | |
| 18 | 1800 | 4SSS | |
| 19 | 1630 | GROUP | |
| 20 | 1630 | PTF | Capt Alexander G. Bennette |
| 21 | 1630 | GROUP | |
| 22 | 1630 | 11ARS | 2nd Lt Richard A. Meyer |
| 23 | 1630 | 4SSS | |
| 24 | 1100 | GROUP | |
| 25 | 0800 | PTF | Capt Ellict B. Charles |
| 25 | 1800 | GROUP | |
| 26 | 1630 | 11ARS | 1st Lt Wendell A. Wagoner |
| 27 | 1630 | 4SSS | |
| 28 | 1630 | GROUP | |
| 29 | 1630 | Wg Hq | Capt John C. Sullivan |
| 30 | 1630 | GROUP | |
| 31 | 1100 | PTF | 2nd Lt T. A. Johnson |

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1 August 1957



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5. Division Staff Duty Officer

| AUGUST | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | 11ARS | Capt Robert H. Rast |
| 2 | 1630 | GROUP | |
| 3 | 1100 | 12BS | Maj James D. Hastin |
| 4 | 0800 | GROUP | |
| 4 | 1800 | 11ARS | Capt James O. Stutler |
| 5 | 1630 | GROUP | |
| 6 | 1630 | 10B S | Maj Robert F. Hudson |
| 7 | 1630 | 4SSS | |
| 8 | 1630 | GROUP | |
| 9 | 1630 | 11ARS | Capt Richard D. Mahoney |
| 10 | 1100 | GROUP | |
| 11 | 0800 | Wg Hq | Maj Chester L. Conn |
| 11 | 1800 | GROUP | |
| 12 | 1630 | 11ARS | Maj Vito M. Scuro |
| 13 | 1630 | GROUP | |
| 14 | 1630 | 11ARS | Capt Harry E. Brandes |
| 15 | 1630 | 4SSS | |
| 16 | 1630 | 11ARS | Capt Ernest Germano |
| 17 | 1100 | 11ARS | Capt Robert L. Atchey |
| 18 | 0800 | GROUP | |
| 18 | 1800 | 11ARS | Capt Leo A. Lebeuf |
| 19 | 1630 | GROUP | |
| 20 | 1630 | Wg Hq | Maj Donald D. Williar |
| 21 | 1630 | GROUP | |
| 22 | 1630 | 11ARS | Capt Charles I. Rakestraw |
| 23 | 1630 | 4SSS | |
| 24 | 1100 | 490BS | Maj Walter M. Brudzinski |
| 25 | 0800 | PTF | Maj Haynes M. Baumgardner |
| 25 | 1800 | GROUP | |
| 26 | 1630 | 11ARS | Maj Wallace M. Austin |
| 27 | 1630 | GROUP | |
| 28 | 1630 | 11ARS | Maj Robert J. Partridge |
| 29 | 1630 | GROUP | |
| 30 | 1630 | 11ARS | Capt Clyde N. Sherril |
| 31 | 1630 | 4SSS | |



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6. Control Room Officer

| AUGUST | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1645 | Wg Hq | 1st Lt Benjamin H. Chavez |
| 2 | 1645 | 10BS | 1st Lt William P. Bryant |
| 3 | 0745 | 12BS | Capt George E. Mulph |
| 3 | 1645 | Wg Hq | Capt William J. McGee |
| 4 | 0745 | 490BS | 1st Lt John J. Zavalydriga |
| 4 | 1645 | 11ARS | 1st Lt Joseph A. Murphy |
| 5 | 1645 | 490BS | 1st Lt Donald B. Williams |
| 6 | 1645 | 10BS | 1st Lt William J. Cunningham |
| 7 | 1645 | 490BS | Capt Edward A. Wojcoski |
| 8 | 1645 | 11ARS | 1st Lt Frank J. Adamcik |
| 9 | 1645 | 11ARS | 1st Lt John S. Albertson |
| 10 | 0745 | 490BS | 1st Lt Ross E. Tomlinson |
| 10 | 1645 | 10BS | 1st Lt Harry D. Meehan |
| 11 | 0745 | 12BS | Capt Herman Sands |
| 11 | 1645 | 11ARS | 1st Lt Dean R. Cotanche |
| 12 | 1645 | 11ARS | 1st Lt Judson R. Draper |
| 13 | 1645 | 12BS | 1st Lt Harold M. Covington |
| 14 | 1645 | 12BS | Capt George E. Mulph |
| 15 | 1645 | Wg Hq | Capt Clarence D. Logan |
| 16 | 1645 | 12BS | 1st Lt Jessie A. Lovell |
| 17 | 0745 | 10BS | 1st Lt Louis G. Dadderar |
| 17 | 1645 | 11ARS | 1st Lt Lewis B Fisher |
| 18 | 0745 | 12BS | 1st Lt Richard T Suttle |
| 18 | 1645 | 10BS | 1st Lt Joseph A L'Abbe |
| 19 | 1645 | 11ARS | 2nd Lt G. M. Gallagher |
| 20 | 1645 | 12BS | 1st Lt F. P. Huskin |
| 21 | 1645 | 490BS | Capt H. F. Kilmer |
| 22 | 1645 | 11ARS | 1st Lt D. M. Hammett |
| 23 | 1645 | 490BS | 1st Lt R. E. Tomlinson |
| 24 | 0745 | 10BS | 1st Lt W. L. Jenkins |
| 24 | 1645 | Wg Hq | Capt A F Dillensryder |
| 25 | 0745 | 490BS | Capt E. A. Wojcoski |
| 25 | 1645 | Wg Hq | Capt Charles Ketchie |
| 26 | 1645 | 11ARS | 2nd Lt R. E. Haywood |
| 27 | 1645 | 10BS | Capt J. A. Brzozowski |
| 28 | 1645 | 11ARS | 1st Lt B. R. Lane |
| 29 | 1645 | 490BS | 1st Lt H. E. Schumacher |
| 30 | 1645 | 490BS | 1st Lt R. C. Scherpereel |
| 31 | 0745 | Wg Hq | Capt Harry M. Hill |
| 31 | 1645 | 12BS | 2nd Lt C. R. Mason |

APP VIII ANNEX B
341st Ops Order 471-57
1 August 1957



0233

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

BLUE RIDGE CREWS





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APPENDIX IX )
ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

490th Bombardment Squadron Blue Ridge Crew schedule for the Month of August is as follows:

1 August 57
Capt DeSomer
Capt McClarnon

2 August 57
Capt Frey
Capt Boyd

3 & 4 August 57
Capt McClarnon
Capt Guzowski

5 & 6 August 57
Capt McCalrnon
Capt Boyd

7 August 57
Capt Boyd
Capt Frey

8 August 57
Capt Boyd
Capt Frey

9 August 57
Capt Boyd
Capt Smith

10 & 11 August 57
Capt Boyd
Capt Welling

12 August 57
Capt McClarnon
Capt Frey

13-16 August 57
Capt McClarnon
Capt Welling

17 & 18 August 57
1/Lt Yon
Capt Frey

19-21 August 57
Capt Ware
Capt Guzowski

22-23 August 57
Capt Ware
Capt Frey

24 & 25 August 57
Capt Ware
Capt Smith

26 August 57
Capt Briggs
Capt Smith

27 August 57
Cant Smith
Capt Welling

28-30 August 57
Capt Briggs
Capt Smith

31 August
Capt Briggs
Capt DeSomer

APPENDIX IX )
ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57)



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX IX )
ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57)

10th Bombardment Squadron Blue Ridge Crew schedule for the Month of August is as follows:

1. Platner, Graves, Hull
2. Ligon, Graves, Hull
3. Platner, Graves, Hull
4. Platner, Graves, Hull
5. Ligon, Graves, Routh
6. Ligon, Graves, Pendergast
7. McKnight, Platner, Routh
8. McKnight, Pendergast, Hull
9. McKnight, Ligon, Platner
10. McKnight, Graves, Routh
11. McKnight, Hull, Ligon
12. McKnight, Warner, Platner
13. McKnight, Graves, Routh
14. Hull, Hammond, Ligon
15. Warner, Graves, McKnight
16. Routh, Hull Ligon
17. Brechel, Podbesek, Warner
18. Graves, McKnight, Hull
19. Ligon, Warner, Graves
20. Ligon, Warner, Graves
21. Brechel, Warner, McKnight
22. Flowers, Brechel, Podbesek
23. Hull, Brechel, Warner
24. Graves, Flowers, Hull
25. Ligon, Brechel, Graves
26. Warner, Graves, Flowers
27. Warner, Graves, Podbesek
28. Warner, Brechel, Flowers
29. Warner, Graves, Brechel
30. Warner, Ligon, Graves
31. Flowers, Pendergast, Hull

APP IX ANNEX B
341st Ops Order 471-57
1 August 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX IX )
ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57)

12th Bombardment Squadron Blue Ridge Crew schedule for the Month of August is as follows:

1. Weeks, Krueger, Ritter
2. Hall, Payton, Creahan
3. Long W D, Foor, Ballard
4. Weeks, Barrett, Krueger
5. Hall, Creahan, Ritter
6. Barrett, Ballard, Payton
7. Foor, Weeks, Krueger
8. Long W D, Creahan, Hall
9. Barrett, Ballard, Payton
10. Weeks, Youngmark, Ritter
11. Long W D, Krueger, Atkins
12. Barrett, Foor, Long W E
13. Creahan, Hall, Ballard
14. Krueger, Ritter, Youngmark
15. Long W E, Weeks, Atkins
16. Barrett, Foor, Creahan
17. Jennings, Hall, Morris
18. Ritter, Long W E, Youngmark
19. Barrett, Weeks, Atkins
20. Jennings, Morris, Creahan
21. Krueger, Long W E, Foor
22. Weeks, Ritter, Youngmark
23. Jennings, Barrett, Creahan
24. Foor, Ballard, Morris
25. Long W E, Payton, Atkins
26. Krueger, Ritter, Youngmark
27. Jennings, Foor, Ballard
28. Morris, Payton, Creahan
29. Krueger, Ritter, Youngmark
30. Atkins, Weeks, Jennings
31. Barrett, Ballard, Long W D

APP IX ANNEX B
341st Ops Order 471-57
1 August 1957



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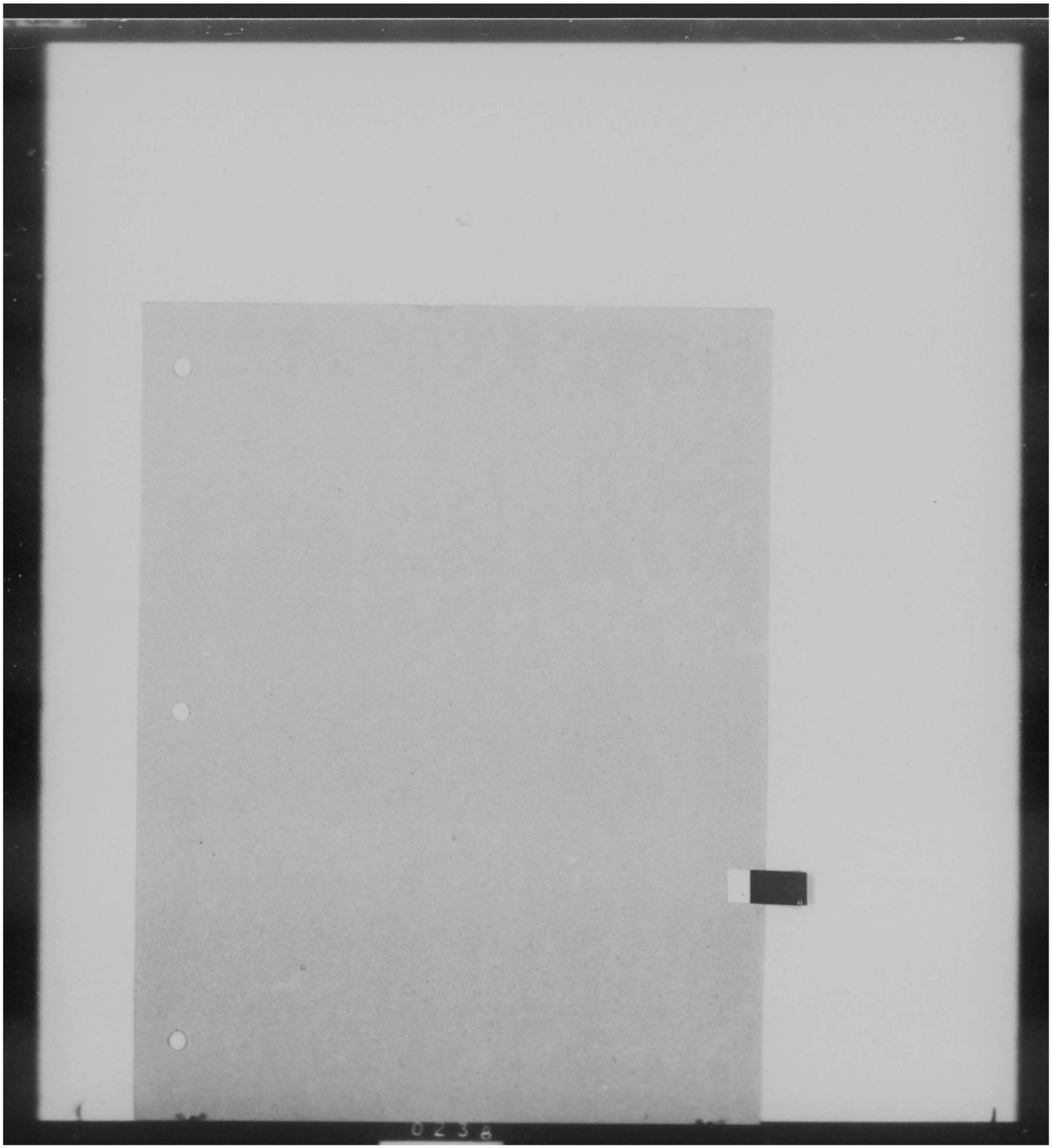


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EXHIBIT #2

FLYING TRAINING SUMMARY

CONFIDENTIAL

MONTH AUGUST 1957

| | [illegible] | 12TH | 490TH | [illegible] | 11TH ARS |
|---|---|---|---|---|---|
| [illegible] | 52 | 85 | 80 | 217 | |
| [illegible] | 2 | 0 | 5 | 7 | |
| [illegible] | 5 | 3 | 5 | 13 | |
| [illegible] | 14 | 8 | 12 | 34 | |
| MASS FIGHT | | | | 0 | |
| FIGHT MAX CROSS WT | | | | 0 | |
| OPT D. N. [illegible] | 6 | 0 | 6 | 12 | |
| SORTIES SCHED | 83 | 90 | 90 | 263 | 146 |
| SORT FLOWN | 65 | 69 | 69 | 203 | 132 |
| HOURS FLOWN | 372:20 | 401:35 | 368:35 | 1142:30 | 601:55 |
| SORT CANX | | | | | |
| ORD ABORTS | | | | | |
| [illegible]STITUTIONS | | | | | |
| [illegible]DITIONS | 0 | 1 | 0 | 1 | 2 |
| [illegible] T/O's | 24 | 9 | 14 | 47 | 12 |
| TRAINING [illegible] | 3 | 4 | 4 | 11 | 7 |
| [illegible]OR CREWS | | | | | |
| [illegible] | | | | | |
| [illegible] QUAL | | | | | |
| [illegible] UNQUAL | | | | | |
| [illegible] CREWS | 14 | 12 | 12 | 38 | |
| [illegible] CREWS | 5 | 6 | 5 | 16 | |
| [illegible] CREWS | 1 | 1 | 1 | 3 | |
| READY CREWS | 5 | 6 | 5 | 16 | 23 |

B7-2726

CONFIDENTIAL

0239

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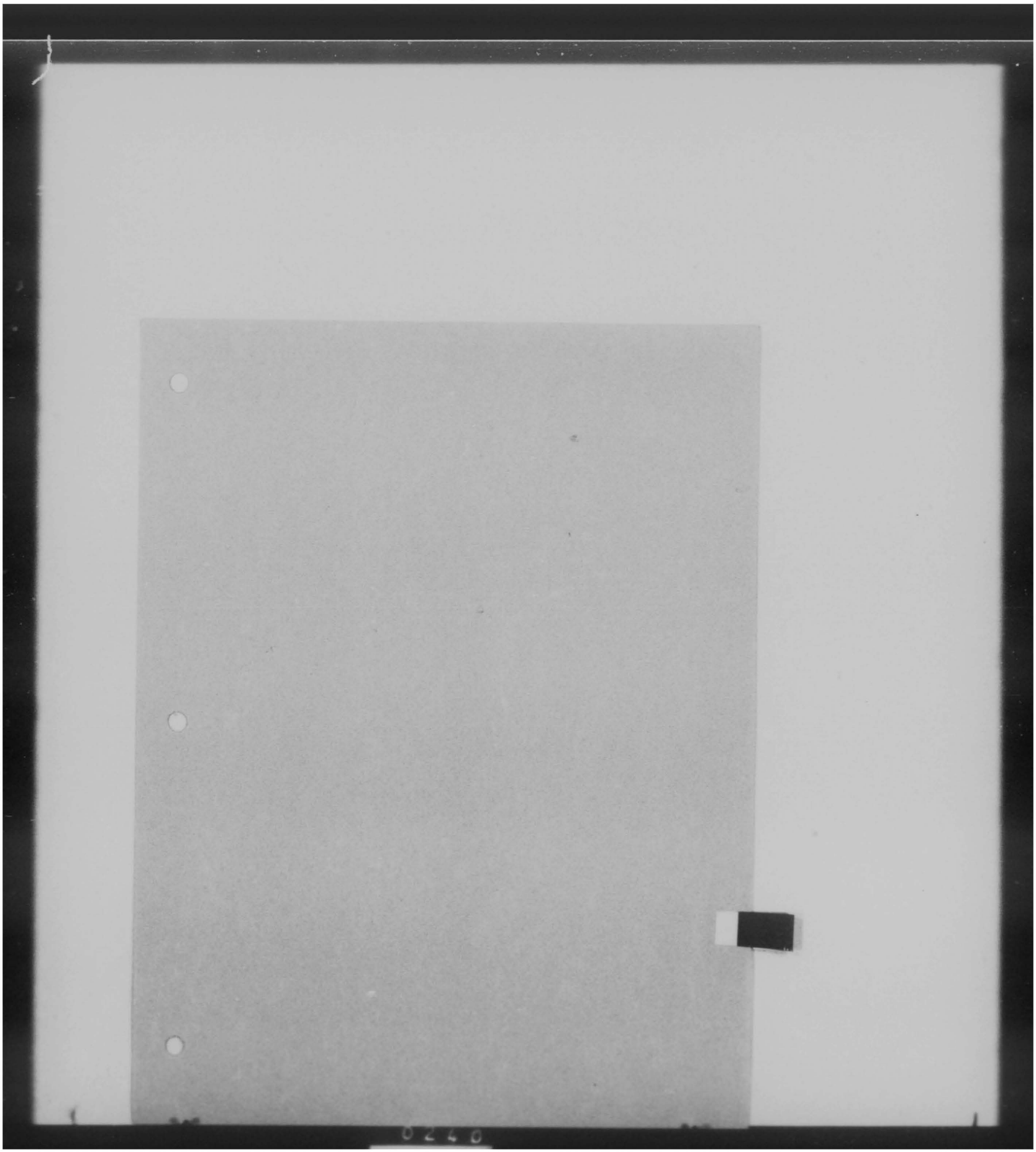

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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

EXHIBIT #3

"CREW FLIMSY"

CAMP DOWN

4 SEPT 57



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TAKE OFF SCHEDULE — CAMP-DOWN — 4 SEPTEMBER 1957

| ACFT NO | ACFT NO | SPIRAL | WX BR B OPS | STA TIME | START ENG | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|
| | | | | ALFA CELL | | | |
| Ritter | 2037 | 44 | 1540 | 1610 | 1840 | 1850 | 1910 |
| Ballard | 2079 | 50 | 1540 | 1611½ | 1841½ | 1851½ | 1911½ |
| Payton | 2376 | 48 | 1540 | 1613 | 1843 | 1853 | 1913 |
| Weeks | 2092 | 52 | 1540 | 1614½ | 1844½ | 1854½ | 1914½ |
| Elzey | 2032 | 72 | 1540 | 1616 | 1846 | 1856 | 1916 |
| Hopwood | 2097 | 80 | 1540 | 1617½ | 1847½ | 1857½ | 1917½ |
| Foor | 2374 | 49 | 1540 | 1619 | 1849 | 1859 | 1919 (Spare) |
| Crehan | 2386 | 47 | 1540 | 1620½ | 1850½ | 1900½ | 1920½ (Spare) |
| | | | | BRAVO CELL | | | |
| Graves | 5249 | 23 | 1730 | 1800 | 2030 | 2040 | 2100 |
| Ligon | 2269 | 15 | 1730 | 1801½ | 2031½ | 2041½ | 2101½ |
| Podbesek | 5234 | 19 | 1730 | 1803 | 2033 | 2043 | 2103 |
| Hull | 2309 | 12 | 1730 | 1804½ | 2034½ | 2044½ | 2104½ |
| Welling | 2044 | 80 | 1730 | 1806 | 2036 | 2046 | 2106 |
| Smith | 2034 | 75 | 1730 | 1807½ | 2037½ | 2047½ | 2107½ |
| McClarnon | 2043 | 81 | 1730 | 1809 | 2039 | 2049 | 2109 (Spare) |
| DeSomer | 2093 | 83 | 1730 | 1810½ | 2040½ | 2050½ | 2110½ (Spare) |



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A. TOURAIDE

1. Wx briefing _____(3+30 prior to T.O.) Base Weather Station.

2. In remarks Section of DD Form 175 enter code name, call name & position.

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____.

6. Taxi at_____.

7. Take off_____.

a. 1½ minutes between aircraft.

b. 1+50 hours between cells.

c. All take-offs with water.

d. Monitor channel #2 for taxi and T.O.

8. After take-off switch to channel 11 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. All aircraft check APN-76 with A&E rendezvous of channel 16, 235.1 mcs.

b. Turn APN-76 to standby after check.

9. North Takeoff - climb on course to Guthrie VOR

a. South Take off - 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position report

Abilene Approach Control
Position - Brady (or Guthrie)
Time_____.

Alt
ETA Midland, Texas
NRP Roswell, N. Mexico

11. All aircraft climb to an altitude of_____base altitude is 28,000 feet. Check alt measure & altimeter calibration at Midland, Texas.

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12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check in with leader when in position.

| | APP. MACH | ALT |
|---|---|---|
| #1 | .72 | 28 |
| #2 | .81 | 28.5 |
| #3 | .81 | 29 |
| #4 | .81 | 29.5 |
| #5 | .81 | 30 |
| #6 | .81 | 30.5 |

13. Midland, Texas 114.8

a. Position Report

Midland Radio
Midland, Texas
Time_____

Alt_____
ETA Roswell, New Mexico
NRP Iraan, Tex

14. Roswell, New Mexico

a. Position Report

Roswell Radio
Roswell, New Mexico
Time_____.

Alt_____
ETA Iraan, Texas
NRP Cotulla, Tex VOR

b. All A/C turn left, APN 76 on T_____R_____.

15. Abeam Artesia, New Mexico switch to initial contact freq____mcs.

a. Contact tanker lead (Call sign) Walker Helen lead.

Give ETA to Rend Point_____
Descent Range_____from SP_____Tanker orbit 17SW Ozona, Tex.

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq. APN-76 standby except leader, leader makes radar rendezvous.

16. Echelon formation 60° right for refueling formation, Set alt 29.92.

17. Start descent Iraan, Texas, to 15,000 base altitude.

18. Contact tankers, move in for fuel on formation leader signal and on load 12,000 lbs.

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19. Formation speed 200 knots ---End---206 knots.

20. End A/R at Cotulla, Texas VOR, accelerate and climb to 40, base altitude 29m, and proceed to cell break-up of Edinburg, Texas.

21. Cotulla Omni Tex 115.8 Cot.

a. Position report to San Antonio center.

1. Position Cotulla omni
2. Time_____
3. Alt climbing to 29-32M block alt.
4. ETA Edinburg Tex_____
5. NRP 25°34'N 94°00'W

22. Edinburg, Texas

a. Execute standard 6 ship cell break up left hand orbit.

b. Position report to San Antonio center.

1. Position Edinburg
2. Time_____
3. Alt 29-32 block alt
4. ETA 25°34'N 94°00'W
5. NRP 25°00'N 90°00'W
6. Relay to New Orleans ICAO center

23. 25°34'N 94°00'W

a. Position Report

25°34'N 94°00'W
New Orleans Center

Alt_____
ETA 25°00'N 90°00'W
NRP 28°29'N 89°19'W

24. 25°00'N 90°00'W

a. Position Report

25°00'N 90°00'W
New Orleans Center

Alt_____
ETA 28°29'N 89°19'W
NRP Meridian, Miss.

25. 28°29'N 89°19'W

a. Position Report

28°29' 89°19'W
New Orleans Center

Alt_____
ETA Meridian, Miss.
NRP 15NM S El Dorado, Ark.

26. Meridian, Miss.

a. Position Report

Meridian, Miss.
New Orleans Center

Alt_____
ETA 15NM S El Dorado, Ark.
NRP Dennison, Texas



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27. 15NM S El Dorado, Ark.

a. Position Report
15NM S El Dorado, Ark
Memphis Center

Alt_____
ETA Dennison, Texas
NRP Childress, Texas

28. Dennison, Texas

a. Position Report
Dennison, Tex
Ft Worth Center

Alt_____
ETA Childress, Tex
NRP Pyote, Tex

29. Childress, Texas

a. Position Report
Childress, Tex
Ft Worth, Center

Alt_____
ETA Pyote, Tex
NRP Abilene, Tex

30. Pyote, Texas

a. Position Report

Pyote, Texas
El Paso Center

Alt_____

ETA Abilene, Tex
Destination

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF radio will be used for ICA. Reports while flying over-water.

3. No strike reports will be submitted.

4. All aircraft will monitor guard channel and interplane frequency (Ch 11) except when making position report while in formation.

5. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

6. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position number and call sign.

7. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after break-up.

C. REFUELING INFORMATION:

1. Tanker Orbit 17NM SW Ozona, Texas

2. Orbit Altitude 15,00 (Base)



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| | | |
|---|---|---|
| 3. | Refueling Altitude | 15,000 (Base) |
| 4. | Refuel Track | 134° TC |
| 5. | Rend Point | 29°42'N 100°31'W |
| 6. | End A/R | Cotulla, Tex VOR |
| 7. | C/R Plan | Alfa Cell, HELEN ZI ALPHA<br>Bravo Cell, HELEN ZI ALPHA |

8. Tanker call sign Walker Helen Leader.

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action.

5. Strip Alert Tankers

Dyess AFB Spiral Control
Call sign Walker Frequency 311.0

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-138 R-452

F. MISSION ACCOMPLISHMENTS:

| | |
|---|---|
| 1 - Mass night refueling | 1 - Gunnery for scheduled crews |
| 1 - Water take off | 1 - Hour combat oxygen |
| 1 - Rendezvous, lead aircraft | 1 - Jet penetration |
| 1 - emergency drill | 1 - GCA |



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1 - Nite cell mission

2 - Night celestial or grid celestial as needed with pressure pattern on over-water flight

1 - Landing

1 - Bomber Stream (Primary Accomp - 1 Mass Nite refueling)



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SOUTH TAKE OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CL | :14 | :14 | *Brady Texas (Town) | Turn Point |
| CLIMB | :17 | :31 | 38NM SE Big Spring OMNI,Tex | Level Off |
| 28-31M | :08 | :39 | *Midland, Texas (Town) | Turn Point |
| 28-31M | :23 | 1:02 | *Roswell, New Mex (Town) | Turn Point |
| 28-31M | :26 | 1:28 | *Iraan, Texas (Town) | Descend |
| Descent | :08 | 1:36 | 30NM S Ozona Tex, (Town) | Level Off |
| 15-18M | :34 | 2:10 | *Cotulla VOR, Texas | Start Climb |
| 29-32M | :21 | 2:31 | 15NM NW Edinburg, Tex (Town) | Level Off |
| 29-32M | :02 | 2:33 | *Edinburg, Texas (Town) | Cell Breakup |
| 29-32M | :07 | 2:40 | 17NM NE Brownsville VOR, Tex | Coast Out |
| 30-33M | :26 | 3:06 | *25-34N 94-00W | Report |
| 32-34M | :26 | 3:32 | *25-00N 90-00W | Turn Point |
| 33-35M | :31 | 4:03 | *28-29N 89-19W | Report |
| 34-36M | :31 | 4:34 | *Meridian, Miss (Town) | Turn Point |
| 35-37M | :12 | 4:46 | Jackson, Miss (Town) | Turn Point |
| 36-38M | :18 | 5:04 | *15NM S El Darado, Ark (Town) | Report |
| 37-39M | :27 | 5:31 | *Dennison, Texas (Town) | Report |
| 37-39M | :38 | 6:09 | *Childress, Texas (Town) | Turn Point |
| 37-39M | :37 | 6:46 | *Pyote, AFB, Texas | Turn Point |
| 37-39M | :23 | 7:09 | *Abilene OMNI, Texas | Let Down |
| | :15 | 7:24 | Dyess AFB, Texas | Land |

NORTH TAKE OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | Guthrie VOR, Tex | Turn Point |
| CLIMB | :17 | :31 | 18NM SE La Mesa, Tex | Level Off |
| 28- M | :06 | :37 | Midland, Texas (town) | Turn Point |
| | | | (See Above) | |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :08 | :08 | Coleman, Texas (Town) | Turn Point |
| CLIMB | :23 | :31 | 23NM W Gainesville, Tex | Level Off |
| 28-31M | :06 | :37 | *Ardmore VOR, Okla | Turn Point |
| 28-31M | :21 | :58 | *Texarkana, Tex (Town) | Turn Point |
| 28-31M | :26 | 1:24 | *Madisonville, Tex (Town) | Descend |
| DESCENT | :08 | 1:32 | 9NM SW Brenham, Tex | Level Off |
| 15-18M | :37 | 2:09 | *Alice VOR, Texas | Start Climb |
| 29-32M | :16 | 2:25 | *Edinburg, Tex (Town) | Level Off |
| | | | (See Above) | Turn Point |

* Reporting point



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FUEL INFORMATION

Fuel on Board to Proceed at Opt. Altitude

FROM: Edinburg to Abilene with 20,000# Reserve 28,200# - 40K HD Wind (390 KGS

FROM: Jackson Miss to Abilene with 20,000# reserve 30,600#-40K HD Wind (390 GSP

FROM: Childress to Abilene with 15,000# reserve 17,100# no Wind 17,350# with 40K HD Wind (390 GRND SP

FROM: Childress to Roswell with 15,000# reserve 19,500# with 40K HD Wind (390 Grnd Sp

37,000# required in tanks to proceed from Edinburg to Abilene flying a 2 hour Celestial mission enroute and have a 20,000# reserve on arrival

45,000# predicted fuel on board after a missed refueling at end of formation breakup - which should give 1500 N.M. range to a 15,000# reserve at optimum altitude.



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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| CAMP DOWN | 341 BMW Wg | B-47 | | ALPHA | FUEL COMPUTED FOR #6 LOAD/W WING TANKS |

| | POUNDS | | | | UNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 600 | AM | 21900 | | | | BRAVO |
| CREW | 1176 | CM | 18200 | BOMBS | | | |
| OIL | 410 | FM | 18800 | AMMO | 473 | | |
| ATO | — | AA | 8000 | WATER AUG | 5300 | | |
| RACK | — | FA | 6300 | STATIC | 184873 | NR FULL ATO REQUIRED | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20000 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 154 | | | | | | |
| CHAFF | | TOTAL FUEL | 93,200 | TAKE-OFF GROSS | 182,328 | ATO FIRING SPEED | |
| OPERATING | 85900 | | | | | | |

| RUNWAY | | | |
|---|---|---|---|
| PRESSURE ALT | LENGTH | AIR MP | |
| 2000' | 13500' | 110°F | |
| CRITICAL FIELD LENGTH | | CRITICAL AIR TEMP | |
| 11,400' | | | |
| TAKE-OFF DISTANCE | TAKE-OFF SPEED | | |
| 9800' | 155K | | |
| CRITICAL WIND COMPONENT | | | |
| 1ST LEG | 2ND LEG | 3D LEG | |

**PRE-FLIGHT PLAN**

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DYESS AFB, TEX. | | | | | | | | | | | | | | | 90655 | 182328 |
| A | START, TAXI T/O & ACC. | TO | | | | | | | | | | 9 / 9 | :03 / :03 | 9 / 9 | | 2060 / 88595 | 7360 / 174968 |
| B | BRADY, TEX. 31-07N 99-20W | CL | 161 | | | -10 | | | VAR | 390 | | 70 / 79 | :11 / :14 | 73 / 82 | | | |
| C | LEVEL OFF 31-38N 101-13W | CL | 296 | | | -10 | | 28-31 | VAR | 390 | | 103 / 182 | :17 / :31 | 110 / 192 | | 10600 / 77995 | 10600 / 164368 |
| D | MIDLAND, TEX 31-58N 102-07W | CR | 296 | | | -11 | | 28-31 | .74 | 430 | | 50 / 232 | :08 / :39 | 57 / 249 | | 1630 / 76365 | 1630 / 162738 |
| E | ROSWELL, N.M. 33-24N 104-32W | CR | 305 | | | -12 | | 28-31 | .74 | 430 | | 152 / 384 | :23 / 1:02 | 165 / 414 | | 4640 / 71725 | 4640 / 158098 |
| F | IRAAN, TEX 30-55N 101-57W | CR | 134 | | | -11 | | 28-31 | .74 | 430 | | 205 / 589 | :26 / 1:28 | 186 / 600 | | 5060 / 66665 | 5060 / 153038 |
| G | LEVEL OFF 30-13N 101-06W | DS | 134 | | | -11 | | | | 460 | | 60 / 699 | :08 / 1:36 | 61 / 661 | | 700 / 65965 | 700 / 152338 |
| H | RENDEVOUS 29-43N 100-31W | REND | 134 | | | -11 | | 15-18 | | 250 | | 44 / 693 | :09 / 1:45 | 37 / 698 | | 2030 / 63935 | 2030 / 150308 |
| I | END A/R COTULLA VOR 28-27N 99-08W | IFR | 134 | | | -11 | | 15-18 | | 250 | | 104 / 797 | :25 / 2:10 | 104 / 802 | | 6150 / 57785 | 6150 / 144158 |
| J | ON LOAD 12,000# | | | | | | | | | | | | | | | 12000 / 69785 | 12000 / 156158 |
| K | ACCELERATION | ACC | 159 | | | -10 | | 15-18 | | VAR | | 8 / 805 | :02 / 2:12 | 8 / 810 | | 700 / 69085 | 700 / 155458 |
| L | LEVEL OFF 26-32N 98-16W | CL | 159 | | | -10 | | 29-32 | 310 / .72 | 390 | | 124 / 929 | :19 / 2:31 | 124 / 934 | | 4620 / 64465 | 4620 / 150838 |
| M | EDINBURG, TEX. 26-18N 98-10W | CR | 159 | | | -9 | | 29-32 | IAS 250 | 383 | | 16 / 945 | :03 / 2:34 | 16 / 950 | | 410 / 64055 | 410 / 150428 |
| N | ORBIT & CELL BREAKUP | ME | | | | -9 | | 29-32 | IAS 250 | 383 | | | 50 / 3:24 | | | 8300 / 55755 | 8300 / 142128 |

SAC FORM 10 APR 56 1a FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TE' / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | G WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EDI, URG, TEX. | | | | | | | | | | | | | | | 55755 | 142128 |
| | | | | | | | | | | | | 450 | :59 | 423 | | 10300 | 10773 |
| O | 25-00N 90-00W | CR | 100 | | | -8 | | 32-34 | .74 | 430 | | 1395 | 4:23 | 1373 | | 45455 | 131355 |
| | MERIDIAN, MISS. | | | | | | | | | | | 440 | 1:02 | 445 | | 9730 | 9730 |
| P | 32-22N 88-43W | CR | 007 | | | -6 | | 34-36 | .74 | 430 | | 1835 | 5:25 | 1818 | | 35725 | 121625 |
| | JACKSON, MISS. | | | | | | | | | | | 76 | :12 | 86 | | 1710 | 1710 |
| Q | 32-18N 90-12W | CR | 257 | | | -8 | | 35-37 | .74 | 430 | | 1911 | 5:37 | 1904 | | 34015 | 119915 |
| | CHILDRESS, TEX. | | | | | | | | | | | 510 | 1:23 | 593 | | 11400 | 11400 |
| R | 34-26N 100-18W | CR | 284 | | | -11 | | 37-39 | .74 | 430 | | 2421 | 7:00 | 2497 | | 22615 | 108515 |
| | PYOTE AFB, TEX. | | | | | | | | | | | 227 | :37 | 264 | | 4720 | 4720 |
| S | 31-30N 103-08W | CR | 219 | | | -11 | | 37-39 | .74 | 430 | | 2648 | 7:37 | 2761 | | 17895 | 103795 |
| | DYESS AFB, TEX | | | | | | | | | | | 176 | :23 | 165 | | 2880 | 2880 |
| T | 32-26N 99-51W | CR | 065 | | | -11 | | 37-39 | .74 | 430 | | 2824 | 8:00 | 2926 | | 15015 | 100915 |
| | | | | | | | | | | | | | :15 | | | 3000 | 3000 |
| U | GCA AND LAND | DES | | | | -11 | | | | | | | 8:15 | | | 12015 | 97915 |

Air Force-SAC, Offset O-1050(36)

SAC FORM 18 APR 54 1b FC: 2720

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM D. SS AFB / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TI / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN / PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NORTH TAKE-OFF | | | | | | | | | | | | |
| Start Taxi | | | | | | | | | | | 9 | :03 | | | | |
| T.O. & Acc | | | | | | | | | | | 9 | :03 | | | | |
| Guthrie VOR | | | | | | | | | | | 72 | :11 | | | | |
| 33-46N 100-19W | CL | 342 | | | -11 | | | | 390 | | 81 | :14 | | | | |
| Level OFF | | | | | | | | | | | 107 | :17 | | | | |
| 32-33N 101-40W | CL | 213 | | | -11 | | | | 390 | | 188 | :31 | | | | |
| Midland, Texas | | | | | | | | | | | 40 | :06 | | | | |
| 31-58N 102-07W | CR | 213 | | | -11 | | | | | | 228 | :37 | | | | |
| | | | | ALTERNATE REFUELING ROUTE | | | | | | | | | | | 90655 | 182328 |
| Start Taxi | | | | | | | | | | | 9 | :03 | | | 2060 | 7360 |
| T.O. & Acc | | | | | | | | | | | 9 | :03 | | | 88595 | 174968 |
| Coleman Tex | | | | | | | | | | | 31 | :05 | | | | |
| 31-50N 99-26W | CL | 143 | | | -10 | | | | 390 | | 40 | :08 | | | | |
| Level OFF | | | | | | | | | | | 142 | :23 | | | 10600 | 10600 |
| 33-39N 97-37W | CL | 035 | | | -10 | | | | 390 | | 182 | :31 | | | 77995 | 164368 |
| Ardmore Okla VOR | | | | | | | | | | | 40 | :06 | | | 1145 | 1145 |
| 34-10N 97-08W | CR | 035 | | | -9 | | | .74 | 430 | | 222 | :37 | | | 76850 | 163223 |
| Texarkana, Tex | | | | | | | | | | | 160 | :21 | | | 4260 | 4260 |
| 33-26N 94-03W | CR | 106 | | | -8 | | | .74 | 430 | | 382 | :58 | | | 72590 | 158963 |
| Madisonville D/S | | | | | | | | | | | 180 | :26 | | | 5100 | 5100 |
| 30-57N 95-55W | CR | 215 | | | -8 | | | .74 | 430 | | 562 | 1:24 | | | 67490 | 153863 |
| Level OFF | | | | | | | | | | | 60 | :08 | | | 700 | 700 |
| 30-05N 96-33W | DS | 210 | | | -9 | | | VAR | 460 | | 622 | 1:32 | | | 66790 | 153163 |
| Hook up | | | | | | | | | | | 44 | :09 | | | 2025 | 2025 |
| 29-26N 96-56W | Rendz | 210 | | | -9 | | | | 250 | | 666 | 1:41 | | | 64765 | 151138 |
| End AR | | | | | | | | | | | 110 | :26 | | | 6150 | 6150 |
| 27-50N 98-01W | AR | 210 | | | -9 | | | | 250 | | 776 | 2:07 | | | 58615 | 144988 |
| | | ON | ~~LOAD~~ | 12000# | | | | | | | | | | | 12000 | 12000 |
| | | | | | | | | | | | | | | | 70615 | 156988 |
| Acc Alice VOR | | | | | | | | | | | 8 | :02 | | | 700 | 700 |
| 27-44N 98-02W | Acc | 210 | | | -9 | | | | | | 784 | 2:09 | | | 69915 | 156288 |
| Edinburg, Tex L.O. | | | | | | | | | | | 87 | :16 | | | 4620 | 4620 |
| 26-18N 98-10W | CR | 185 | | | -9 | | | | 390 | | 871 | 2:25 | | | 65295 | 151668 |

SAC FORM 15 APR 55 1b FC: 2720

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

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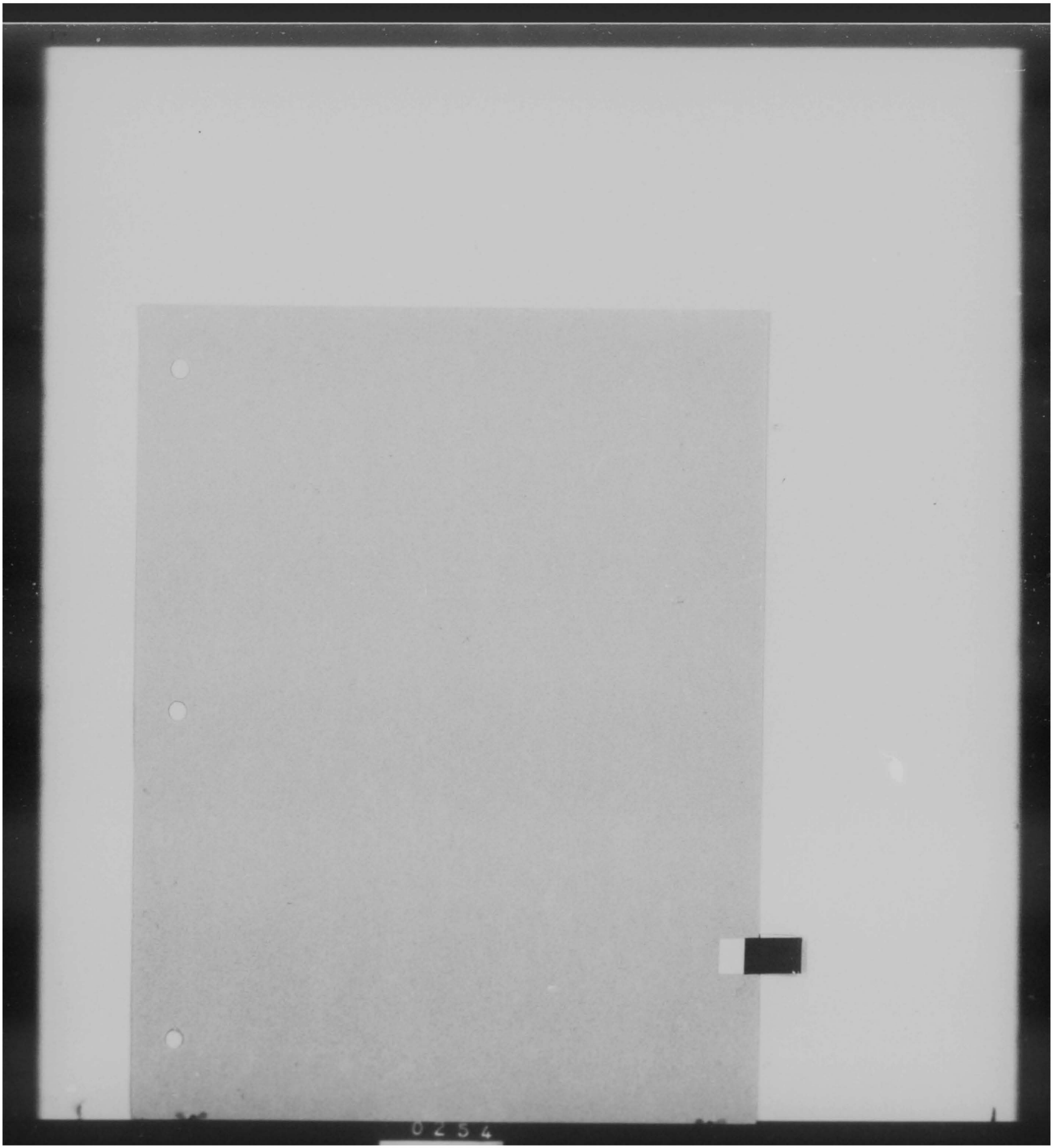


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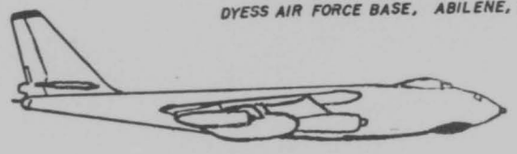
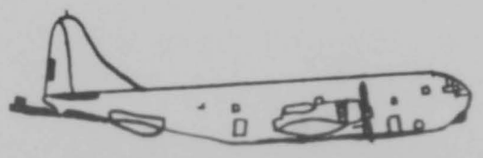
EXHIBIT #4

# THE ORBIT

VOLUME 1 NUMBER 4 August 57

BOMBARDMENT NAVIGATION SECTION
341ST BOMBARDMENT WING (M)(SAC)
DYESS AIR FORCE BASE, ABILENE, TEXAS







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Volume 1 Number 4
August 1957
Published Monthly By
Bomb-Nav Section
341st Bombardment Wing (M)
(SAC)

# THE ORBIT

341st Bombardment Wing (M)
(SAC)
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Chief Training Division
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## FROM THE EDITOR

Well after a few minor delays, the Orbit is again off the press. As you read this issue you will note many contributions from the various interested parties. This brings a glow of pride to all in this section to see so much interest in our publication. We have lo ts of paper so all you navigators jot down your ideas and bring them by the Bomb-Nav Section. We'll edit, rewrite, type and print any and all ideas of general interest.

We wish to extend a hardy welcome to the many new navigators in the wing. To all of you that have not found the way. We are at the top of the stairs in Wing Headquarters building. It's a well known fact that all work is done at squadron level and wing people have nothing to do so stop up and see us. We have plenty of time to talk over your problems and tell you ours.

Major Monard Weems has gone to greener pastures, the first of August and is now working in Division Operations. We will miss his able assist- and here in the office. His replacement is Major Oscar Smith, who came to us from the Strategic Evaluation Squadron at McDill AFB, Florida. He is already on his first TDY as project officer to SES Tucson.

Kick this one around for a day or two and give your ideas on it to your squadron navigator. It's about time for a navigator's party. You tell us how you want it and we'll get it set up.

Norman L Goctee

NORMAN L GOCTEE
Major USAF
Editor



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QUARTERLY CREW STANDINGS
May 57 - July 57

CREW OF THE QUARTER

1. (490) L-27 Yon-Stillwell 719.03

| | | | | |
|---|---|---|---|---|
| 2. | (490) | S-42 | Elzey-Santore | 717.09 |
| 3. | (10) | L-30 | Routh-L'Abbe | 714.25 |
| 4. | (12) | R-29 | Long-Carrillo | 714.01 |
| 5. | (10) | S-02 | Warner-Trexler | 711.69 |
| 6. | (12) | R-20 | Morris-Draper | 711.05 |
| 7. | (490) | L-25 | Guzowski-Moreau | 708.77 |
| 8. | (12) | L-16 | Atkins-Huskin | 708.24 |
| 9. | (12) | S-01 | Ritter-Watson | 706.60 |
| 10. | (12) | L-13 | Hall-Allison | 706.08 |
| 11. | (10) | L-09 | Hammond-Jenkins | 704.80 |
| 12. | (12) | L-14 | Payton-Kelly | 704.23 |
| 13. | (490) | R-22 | Ware-Diggs | 700.62 |
| 14. | (490) | R-33 | Frey-Williams | 698.57 |
| 15. | (12) | L-45 | Youngmark-Couch | 697.77 |
| 16. | (490) | L-17 | Hopwood-Maxwell | 697.74 |
| 17. | (490) | L-21 | Welling-Schumacher | 697.59 |
| 18. | (12) | L-18 | Weeks-Covington | 692.56 |
| 19. | (10) | R-10 | Ligon-Bryant | 689.86 |
| 20. | (10) | L-38 | Graves-Wightman | 688.69 |
| 21. | (490) | R-08 | McClarnon-Zavalydriga | 686.02 |
| 22. | (10) | L-05 | McKnight-Meehan | 685.34 |
| 23. | (12) | R-41 | Foor-Sands | 680.27 |
| 24. | (12) | L-15 | Long-Christensen | 678.97 |
| 25. | (12) | R-32 | Ballard-Ramirez | 674.61 |
| 26. | (10) | L-07 | Podbesek-Brzozowski | 674.31 |
| 27. | (10) | R-04 | Brechel-Roe | 670.11 |
| 28. | (490) | R-24 | Briggs-Kilmer | 666.66 |
| 29. | (10) | R-39 | Pendergast-Hudson | 661.16 |
| 30. | (490) | R-26 | DeSomer-Radcliffe | 653.80 |
| 31. | (10) | R-11 | Hull-Cobb | 679.83 |
| 32. | (12) | R-19 | Creahan-Badger | 645.60 |
| 33. | (10) | R-36 | Platner-Cunningham | 644.40 |
| 34. | (12) | R-12 | Jennings-Cantwell | 347.25 |
| 35. | (490) | L-44 | Smith-McCoy | Crew Change |
| 36. | (10) | L-39 | Flowers-Gray | Crew Change |



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## TOP TEN LIST

May 1957 - July 1957

### RBS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1. | S-42 | (490) | Elzey-Santore | L-16 | (12) | Atkins-Huskin |
| 2. | R-33 | (490) | Frey-Williams | L-27 | (490) | Yon-Stillwell |
| 3. | L-17 | (490) | Hopwood-Maxwell | *S-02 | (10) | Warner-Trexler |
| 4. | L-30 | (10) | Routh-L'Abbe | *R-20 | (12) | Morris-Draper |
| 5. | L-38 | (10) | Graves-Wightman | R-11 | (10) | Hull-Cobb |
| 6. | L-27 | (490) | Yon-Stillwell | R-08 | (12) | McClarnon-Zavaldriga |
| 7. | S-01 | (12) | Ritter-Watson | L-09 | (10) | Harmond-Jenkins |
| 8. | S-02 | (10) | Warner-Trexler | R-29 | (12) | Long-Carrillo |
| 9. | L-21 | (490) | Welling-Schumacher | L-30 | (10) | Routh-L'Abbe |
| 10. | R-22 | (490) | Ware-Diggs | S-42 | (490) | Elzey-Santore |

### VISUAL

### NIGHT CELESTIAL

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1. | L-30 | (10) | Routh-L'Abbe | L-14 | (12) | Payton-Kelly |
| 2. | *L-13 | (12) | Hall-Allison | *L-05 | (10) | McKnight-Meehan |
| 3. | *L-14 | (12) | Payton-Kelly | *L-10 | (10) | Ligon-Bryant |
| 4. | *R-32 | (12) | Ballard-Ramirez | R-39 | (10) | Pendergast-Hudson |
| 5. | L-18 | (12) | Weeks-Covington | L-13 | (12) | Hall-Allison |
| 6. | R-11 | (10) | Hull-Cobb | R-32 | (12) | Ballard-Ramirez |
| 7. | R-08 | (490) | McClarnon-Zavaldriga | *S-42 | (490) | Elzey-Santore |
| 8. | R-22 | (490) | Ware-Diggs | *R-12 | (12) | Jennings-Cantwell |
| 9. | R-41 | (12) | Foor-Sands | L-25 | (490) | Guzowski-Moreau |
| 10. | R-36 | (10) | Platner-Cunningham | *R-41 | (12) | Foor-Sands |
| | | | | *R-19 | (12) | Creahan-Badger |

### GRID CELESTIAL

* Designates ties

The first seventeen crews listed in the quarterly standing had 100% reliability both bombing and navigation.



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INFORMATION TO NAVIGATOR

/UNCLAS/DOTFG 46409. SUBJECT: SAHUARITA BOMBING RANGE R-310. MESSAGE IN TWO PARTS. PART I. REFERENCE ANNEX VI, FIFTEENTH AIR FORCE REGULATION 50-1, 1 JUNE 1956; SEVERAL RECENT INSTANCES HAVE OCCURRED WHEREBY UNSCHEDULED AIRCRAFT HAVE ARRIVED OVER SAHUARITA BOMBING RANGE AFTER COMPLETION OF NORMAL DAILY BOMBING SCHEDULE RESULTING IN DENIAL OF USE OF RANGE. IN ORDER TO PRECLUDE FURTHER DENIAL OF USE OF RANGE, REQUEST ALL PERSONNEL CONCERNED BE ADVISED THAT SCHEDULING PROCEDURES ARE CONTAINED IN PARAGRAPH 9, REFERENCED REGULATION.

* * * * *

/UNCLAS/ DOTC46129. SUBJECT: GROSS ERRORS ON MATAGORDA HIGH ALTITUDE BOMBING RANGE. THIS MESSAGE IN THREE PARTS. PART I. SECOND AIR FORCE HAS INDICATED THAT EIGHT GROSS ERRORS HAVE OCCURRED ON SUBJECT RANGE WITHIN A ONE-WEEK PERIOD WHICH RESULTED IN SERIOUS ENDANGERING OF THE SAFETY OF SCORING TOWER OPERATORS. CONSEQUENTLY, MATAGORDA RANGE CONTROL HAS BEEN INSTRUCTED BY SECOND AIR FORCE TO DENY FURTHER USE OF THE RANGE ON THAT SORTIE TO ANY AIRCRAFT EXPERIENCING A GROSS ERROR. PART II. IN THE INTEREST OF REDUCING GROSS ERROR PROBABILITY, UNITS ARE REMINDED OF THE REQUIREMENTS OF SAC REG 51-19 TO PROVIDE AN INSTRUCTOR NAVIGATOR WITH NAVIGATORS MAKING INITIAL RELEASES. ALL NAVIGATORS SHOULD INSURE THEMSELVES OF THE ADEQUANCY OF EQUIPMENT, BALLISTICS SETTINGS, SYNCHRONIZATION, TARGET INDENTIFICATION AND PROCEDURES BEFORE RELEASING. AT ANY TIME THAT A DOUBT EXISTS AS TO THE ACCURACY OF THE BOMB RUN, IT SHOULD BE ABORTED.

* * * * *

/UNCLAS/DITD 46806. SUBJECT: DISCONTINUING OF RBS SITE. THIS MESSAGE IN TWO PARTS. PART I. INFORMATION RECEIVED FROM HIGHER HEADQUARTERS INDICATES THAT SPOKANE RBS SITE WILL CEASE FUNCTIONING ON 1 SEPTEMBER 1957. THE RBS TARGETS IN SAC REGULATION 50-4 FOR THE SPOKANE SITE WILL BE USED FOR CAMERA SCORED ATTACKS WHEN SUBJECT SITE DISCONTINUES RBS FUNCTIONS. PART II. FOR 15TH RECONNAISSANCE TECHNICAL SQUADRON. THE SPOKANE RBS TARGET WILL BE REMOVED FROM THE RBS SECTION(S) OF THE 15AF DOMESTIC TARGETS CATALOG AND INSERTED IN THE APPROPRIATE PLACE OF THE CAMERA SCORED SECTION(S) OF THE CATALOG. THIS CHANGE IN THE CATALOG WILL BE EFFECTIVE 1 SEPTEMBER 1957.



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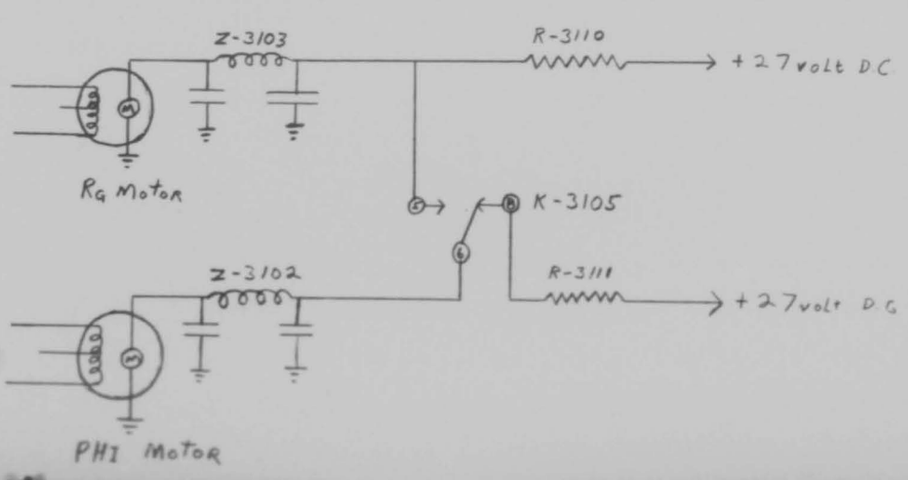
## POLAR CONVERTER RADAR ALTITUDE MODIFICATION

Due to scale factor revisions when the A-1A Polar Converter was redesigned for extended range, the velocity of the Sighting Angle Arm was greatly increased as it drove into the lower mechanical limit. During Radar Altitude operation this results in an impact which causes the Beta fine synchro to slip. This slippage creates non-coincidence of Optical and Radar cross-hairs, and affects bombing accuracy.

In the near future polar converters at this base will be modified to eliminate the above condition. This modification reduces the speed of the Ground Range Motor during Radar Altitude operation so that it required from 15 to 30 seconds to drive from maximum to minimum Ground Range instead of the present time of 5 seconds. The resulting sighting angle arm velocity will be lower than the origional trouble free A-1A velocity. Navigators should exercise caution that the sighting angle dail on the C-1 indicator has reached zero before making an altitude check.

The reduced speed of the ground range motor is accomplished by placing its armature in parallel with the Phi Motor armature during Radar Altitude operation. This approximately halves the armature current.

The diagram below shows the wiring changes involved in the modification contacts 5, 6, and 8 of relay K-3105 were not previously used.



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## CHANGES TO IN FLIGHT MANUAL

The following is a list of sections of the IFM manual which may be disregarded by the Navigator. These sections are not valid for B-47 aircraft, as they call for the replacement of tubes or sub-assemblies. It is suggested that a penciled X in the left hand margin be used to identify each section which may be omitted.

| GROUP | OMIT SECTIONS |
|---|---|
| 2-2 | ALL |
| 2-6 | 3 a thru e |
| 2-7 | ALL |
| 2-8 | 2 and 3 a thru e |
| 2-9 | ALL |
| 2-10 | ALL |
| 2-11 | ALL |
| 2-12 | ALL |
| 3-1 | ALL except 1 and first sentence of 2 |
| 3-2 | 6, 7 a and b, 8 a thru e, and 9 a thru e |
| 3-4 | ALL |
| 3-5 | 3 a thru i and 4 a thru e |
| 3-6 | 3 a thru d |
| 3-7 | ALL |
| 3-8 | ALL |
| 3-9 | ALL |
| 3-10 | 3a and b |
| 3-11 | 3 a and b |
| 3-12 | 2 a thru d |
| 4-7 | ALL |
| 4-8 | 4 a thru c |
| 4-9 | 2 a thru c |
| 4-10 | ALL |
| 4-11 | 4 a thru e and 6 |
| 4-12 | ALL |
| 4-13 | ALL |
| 4-14 | ALL |



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| GROUP | OMIT SECTIONS |
|---|---|
| 5-1 | 2 a thru c |
| 5-2 | 2 and 3 a thru f |
| 5-3 | ALL |
| 5-4 | 2 |
| 5-6 | 6 a thru c and 7 a thru c |
| 5-9 | 2 and 3 |
| 5-10 | 3 |
| 5-11 | 2 a thru e |
| 5-12 | ALL |
| 5-13 | ALL |
| 5-14 | ALL |
| 6-1 | 4 a and b |
| 6-2 | ALL |
| 6-3 | 4 a thru j |
| 6-4 | 3 a thru c |
| 6-5 | 2, 4 a thru d, and 5 |
| 6-7 | 4 and 5 a thru g |
| 6-8 | 3 |
| 6-9 | 3 |
| 8-1 | Change MCH to MAH in section 2. |
| 8-5 | 3 a thru d |
| 9-2 | 4 a and b, and 7 a and b |
| 9-3 | 1 a and b |
| 10-1 | EMERGENCY PROCEDURES a thru d. |
| 12-4 | 4 |
| 15-4 | Cross out the last sentence of section 3. |

Remember, this list of omissions is valid only if spare tubes and sub-assemblies are not available. For further information call Jay Berry at Ext. 686.

J. E. BERRY
AC Spark Plug



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## CONVERGENCY FACTORS

By 2/Lt Nathan J. Smiley

In flying grid navigation it is necessary to know your convergency factor for the determination of your Grid Azimuth. The heading, subsequently, is only as accurate as the Grid Azimuth derived from applying the True Azimuth to the convergency factor. However, there is one possible solution which will eliminate any error in interpolation of the convergency factor; that is to plot the whole degrees of convergency factor on the chart during the mission planning stage of your flight.

It is a simple task to derive the location of the even degree of convergency. The following is a formula which may be used for such a solution:

$$\frac{\text{ODD MINUTES OF CONVERGENCY}}{\text{DIFF FACTOR OF CONVERGENCY}} = \frac{\text{ODD MINUTES OF LONGITUDE}}{60}$$

The solution is then made, solving for "Odd Minutes of Longitude", which is either subtracted from or added to the even degree of longitude depending upon the direction of interpolation. Then by plotting the even degrees of convergency on the chart, you can interpolate to a fraction of a degree at a glance.

The "Difference Factor" is the algebraic difference between the convergency `actors for the mid-longitude of the chart in use. The "Difference Factor" for all longitudes on Charts JN 29, 30, 44 and 45 is forty-seven (47).

The following is a table of whole degree of convergency locations by longitude on JN's 29, 30, 44 and 45:

| Conv. | Long. | Conv. | Long. | Conv. | Long. |
|---|---|---|---|---|---|
| 53 | 67-31W | 69 | 87-51W | 85 | 108-41W |
| 54 | 68-47 | 70 | 89-09 | 86 | 109-30 |
| 55 | 70-02 | 71 | 90-24 | 87 | 110-47 |
| 56 | 71-18 | 72 | 91-41 | 88 | 112-02 |
| 57 | 72-34 | 73 | 92-57 | 89 | 113-24 |
| 58 | 73-51 | 74 | 94-14 | 90 | 114-36 |
| 59 | 75-07 | 75 | 95-28 | 91 | 115-52 |
| 60 | 76-24 | 76 | 96-46 | 92 | 117-09 |
| 61 | 77-41 | 77 | 98-02 | 93 | 118-25 |
| 62 | 78-56 | 78 | 99-18 | 94 | 119-41 |
| 63 | 80-13 | 79 | 100-36 | 95 | 120-57 |
| 64 | 81-29 | 80 | 101-52 | 96 | 122-14 |
| 65 | 82-46 | 81 | 103-09 | 97 | 123-31 |
| 66 | 84-02 | 82 | 104-24 | 98 | 124-47 |
| 67 | 85-19 | 83 | 105-41 | 99 | 126-03 |
| 68 | 86-34 | 84 | 106-57 | 100 | 127-20 |



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ECM FOR ORBIT

The anti-jamming training program established by 15AF in conjunction with the Army Electronic Proving Ground at Marana, Ariz., has been suspended from 18 May 57 until 10 September 1957. This suspension is due to inability of 15AF units in providing sufficient activity during this period to justify Army Electronic Proving Ground support. This program was set up to provide anti-jam training for navigators prior to or subsequent to RBS runs at Phoenix Bomb Plot.

An ammendment is forthcoming from Hq 15AF correcting discrepancy between annex V, SAC Reg 50-8 and 51-26 on Little Snow Runs. B-47 crews are not required to accomplish Little Snow runs as a proficiency or activity run for SAC Reg 51-26 credit. B-47 crew ECM probation requirements are: Big Snow - 2 each; Activity only.

Because of a limited ECM equipment capability the wing is not responsible for any ECM requirements. It is probable that we will be required to accomplish the above SAC Reg 51-26 requirements during the next training quarter. Explanation of the Big Snow type ECM runs and procedures to be followed is found in SAC Reg 51-6 (Conf.)

A note that might be of interest to observers is that the US is thinking of covering a large section our seacoast real estate with ground based jammers that will have automatic sweeping capability. This feature will probably render the present anti-jam capability of the MA-7A system useless. Maybe more emphasis should be put on anti-jam training.

Reliable word has been received from 15AF that the 15AF ECM briefing teams date of appearance at Dyess has been indefinitely postponed due to lack of funds. A message will confirm this information in the near future.



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MORE ON COMPUTERS FOR MOTION OF THE BODY AND MOTION OF THE OBSERVER COMPUTATIONS!!

For the past several weeks there has been a voluminous quantity of words used to resolve whether or not the E-10 solution for motion of the body and motion of the observer computations is superior to the Vaid (R-1) solution. Since the VAID somputer has been given adequate coverage by this periodical, the editing staff feels that it is only fair to cover all possibilities of solution and then let the individual take his choice as he sees fit.

The advantages to the E-10 solution are many and varied. First, like the VAID, it substitutes one vector plot plus three setting-readings for the fifteen entries, six table extractions, and six algebraic computations of the old process used with the tables in SAC Form 289 and 289a. This not only saves much laborious extraction and interpolation, but eliminates many chances for error by reducing the number of steps necessary to arrive at the solutions. Second, the E-10 gives accuracy to the nearest minute without the extra steps of four interpolations per shot needed to obtain the same accuracy with tables. Third, it gives simplicity of having one basic rule for signs (plus or minus). Fourth, it substitutes one transparent face of the E-10 computer, presently carried by the navigator, eliminating the necessity of carrying the motion correction tables or a separate computer and yet it eliminates the mathematical solution.

The general requirements of the system are as follows: E-10 computer having a rectangular grid at the bottom of the drift slide, track, ground speed, assumed titude, and the computed star azimuth. On the rectangular grid on the heavy line marked "50-15" enter the ground speed "225". Each line has a constant value of forty-five (45) knots, increasing toward the bottom. The ground speeds are printed on the grid and covered with celophane tape in order to prevent their removal. The assumed latitudes are plotted using the following table on a line in the direction of 270°:

| Lat. | Dist. | Lat. | Dist. | Lat. | Dist. |
|---|---|---|---|---|---|
| 0 | 60.068NM | 40 | 46.079NM | 65 | 25.456NM |
| 10 | 59.161 | 45 | 42.546 | 70 | 20.606 |
| 20 | 56.468 | 50 | 38.688 | 75 | 15.596 |
| 30 | 52.064 | 55 | 34.532 | 80 | 00.000 |
| 35 | 49.259 | 60 | 30.110 | 90 | |

This table is published in H.O.9, pp. 122-3, and is the relative length of a line of latitude connecting consecutive degrees of longitude at the latitude named in the table. For example: at 35° latitude the distance from 100° to 101° is 49¼ NM.

Each of the lines on the grid is worth three (3) nautical miles, making the radius of the plastic face of the computer 60NM. By setting the True Index at 090°, and drawing a reference line down from the grommet, which is positioned on the top line of the grid, the base line index can be constructed. From the above table, position lines at each of the grid lines and label them appropriately.

The last modification necessary for the celestial computations is the positioning of Polaris' subpoint which is fifty-seven (57) NM in the direction of 028°. It can be positioned by turning the True Index to 028° and placing a dot at fifty-seven (57), using the whole plastic face for a value of sixty (60).



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With the final modification complete, the problems of celestial motions are at your finger-tips. In order to determine the correction for motion of the body and motion of the observer simultaneously, follow the checklist below:

1. Put the track under the True Index.
2. Position the grommet over the groundspeed.
3. Mark the center of the grid at the top line.
4. Position the True Index over the ZN of the first body.
5. Slide the drift scale up or down until either the assumed latitude or the head of the ground speed vector is on the top line of the grid, whichever is closer to the top.
6. Read the value of the other mark(the one not politioned as in Item 5)
7. Repeat for the other stars.
8. Position LHA under the True Index.
9. Read the "Q" correction of Polaris under the grommet or the dot, which-ever is higher.

If the grommet is high, the sign of the Polaris "Q" correction is plus, if the subpoint is high, the sign of the correction is minus. In determining the sign of the motion correction, the following rule applies: if the assumed latitude is high, the sign of the motion correction is minus (-), while if the ground speed vector is high, the sign is plus (+).

Since the distance between the consecutive degrees of longitude at the equator is almost exactly 60NM, and since the motion of the body with an azimuth of 090° or 270° is sixty and whereas the distance between the degrees of longitude at the pole is zero and the motion of the body is zero, it is reasonable to assume that the motion of the body is inversely proportional to the latitude at a non-conformal rate, but at a rate directly proportional to the distance between the consecutive degrees of longitude at any latitude, providing the azimuth is 090° or 270°. By plotting the distances between the longitudes at the latitudes and labeling them with the latitude, you have set up a motion of the body table; then by turning to the azimuth of the body, you find the motion of the body at that azimuth from the assumed latitude. The groundspeed vector merely offsets the motion of the observer correction far enough to compensate for the motion of the observer during that four minute period of time. The groundspeed scale is set up for four minutes of time, the distance that would be run at that groundspeed.



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## OUR A&E SPECIAL WEAPONS MONITORS DECLARED THE BEST

Recently an inspection of Special Weapons loading procedures was made by the Fifteenth Air Force Standardization Team. As a result of this exercise A&E Special Weapons Monitors received the following comment by 15th AF TWX DM 44087, dated 16 July 1957, quoted in part.

"Observation of your Armament and Electronics Monitors during the recent visit of the Standardization Team showed them to be the best qualified and most cooperative of the five bases observed to date."

Since the A&E Monitors act as supervisor of a weapons loading in lieu of the flight crew it is reassuring to the crews to know that they are competent in their duties and adhere to the most rigid standards.

* * * * * *

## ERRONEOUS WRITE-UP

LT CHARLES S CLARK

On various occasions Navigators have entered write-ups in aircraft forms as follows: "Bomb Indicator Light (Power on lights) inoperative". Maintenance personnel, upon checking the malfunction, find that the lights will not burn because of insufficient pressure in the main hydraulic system for bomb bay operation. The light will remain illuminated when the main hydraulic system pressure is between 2200 and 3000 pounds per square inch. Power is supplied to the light through a circuit breaker marked "Bomb Indicator Lights" on the "DC Power" portion of the radar power panel. If minimum pressure is not attainable through the main hydraulic system, the emergency hydraulic pump may be utilized.

* * * * * *

## SCOPE PHOTOGRAPHY

The new flying time program that has been forecast for combat crews makes effective use of each flight of paramount importance. The camera shop, a function of 381st A&E, will be happy to provide you with first hand knowledge on the installation and operation of cameras and magazines. This knowledge may save many SI-26 accomplishments for you in the future.



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OUTSTANDING NON COMMISSIONED OFFICER

3441ST ARMT&ELECTMAINTRON

Technical Sergeant Lonnie B Woodard, AF18279407, has been selected as the outstanding Non-Commissioned Officer of this Squadron for the period 1 January 1957 through 30 June 1957. Selection was based on the decidedly superior manner in which he has observed and accomplished the duties of management supervision and training of the Bomb-Navigation Flight in the 12th Bombardment Squadron as the Non-Commissioned Officer in Charge.

Sergeant Woodard has displayed outstanding deligence and initiative in organizing and implementing an active and vigorous maintenance improvement program during this period. He was primarily instrumental in devising and trying the recently innovated calibration team in the MA7A system. His professional approach to this problem was in the best tradition of the Air Force. The effect of his efforts can only result in more effecient and effective MA7A Systems.

Always aware of the importance of safety, Sergeant Woodard has an enviable safety record within his flight. He has not had one incident or accident involving safety since taking charge over twelve months ago.

Sergeant Woodard has at all times displayed loyalty and devotion to duty. His military bearing is above reproach. Always courteous to both superiors and subordinates alike, Sergeant Woodard is thought of very highly by the Officers and Non-Commissioned Officers above him as well as the airmen subordinate to him.

I an firmly convinced that Sergeant Woodard is a credit to this organization, Dyess Air Force Base, the Strategic Air Command and the United States Air Force. It is a pleasure to have him assigned as a member of this organization.

3441st A&EMS

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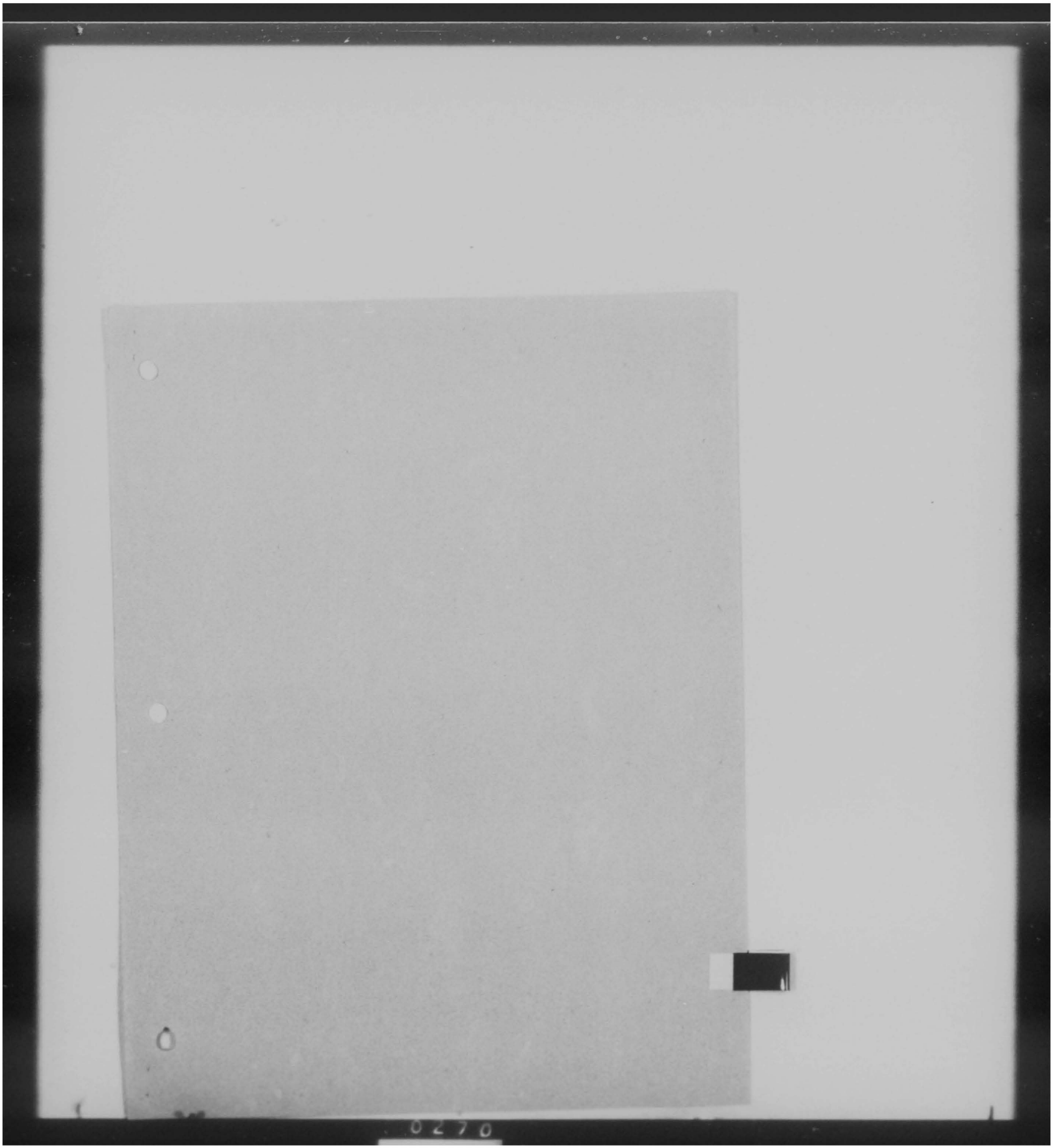

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EXHIBIT H-5

C O P Y

HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM (SAC)
UNITED STATES AIR FORCE
Dyess Air Force Base
Abilene, Texas

341 DOI

SUBJECT: Movement Directive, Intelligence and Plans Division

TO: Chief, Intelligence Division
Chief, Plans Division
341st Bombardment Wing (M)
Dyess Air Force Base, Texas

INFO: Target Intelligence Branch
Operational Intelligence Branch
Wing Adjutant
Base Transportation Officer

1. In compliance with verbal orders from the Commander, 341st Bombardment Wing, the 341st Bomb Wing Intelligence and Plans Divisions will move from their present location at building 6015 to its new and permanent location in building 8031, across from Wing Headquarters.

2. It is desired that you take such action as is necessary to accomplish this move in accordance with the following instructions:

a. Physical move of equipment will commence at 0800, 12 August 1957 (Monday) unless circumstances beyond our control prevent it, and will be completed in one day.

b. The Intelligence and Plans Division will occupy the spaces already allocated to each in building 8031.

c. All organizational equipment presently in our possession will be moved to the new location. Due care will be exercised in not removing any equipment which is part of building 6015.

d. No classified information will be transported to the new location unless proper safeguards are taken to prevent its unauthorized access by persons not assigned to your activities. Classified material presently stored in open shelves or filing cabinets will be placed in mobility boxes or other suitable containers prior to its removal from its present location. Mobility boxes or other Top Secret information containers of classified information will be transported by each Division TSCO and lids will be screwed in position prior to their removal from building 6015.



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e. Fifty per cent of each division personnel will depart building 6015 NLT 0945, 12 August 1957, transporting in their private cars as many safe and filing cabinet drawers and loose unclassified material pertaining to each one's activities as can be loaded in their car. This material will be deposited in the vault pending the arrival of the classified containers. One armed guard will be appointed by the Chief, Intelligence Division to safe guard this classified information until such time as the move is completed. One officer from the Mission Support Section will be appointed to be in charge of this advanced party. Due care will be exercised to prevent civilian contractors and their employees presently working in building 8031 from having access to this information.

f. Prior to the arrival of motor transportation from the Base Motor Pool, you will remove the temporary wooden barricades blocking the south and north entrances to building 6015.

g. Upon arrival of transportation from the Base Motor Pool, one 2½ ton truck will be placed in front of each of these doors, and two flat beds will be placed on the driveway in front of the building, one facing south and the other facing north. The Plans Division will utilize the truck placed in front of the north door; the Ops Intelligence Branch will use the truck placed in front of the south door; and the Target Barnch will use one of the flat beds located on the driveway.

h. Trucks will be utilized to transport light equipment and supplies such as desks, tables, lockers, light boxes, library stands, and so forth.

i. Loading of trucks will be done primarily by a prisoner detail and assisted and directed by military personnel from that activity whose equipment is being loaded.

j. Concurrently with the loading of the trucks, the Plans Division and Targets Branch start loading the flat beds with heavy equipment, such as safes, filing cabinets, heavy boxes and so forth. Heavy equipment will be moved to the front door (one at a time) where it will be picked up by a fork lift and loaded on the flat bed.

k. The Mission Support Section will follow the Plans Division in loading heavy equipment on the flat bed. The Evaluation and Dissemination Section will follow the Mission Support Section. The Administrative Section will be the last to move.

l. The Photo Interpretation Section located on the second floor of building 6015 will start moving their equipment to the front of the building when directed by the OIC, Targets Barnch.





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m. If at all possible, all equipment will be moved in one day. Safety of personnel and care of equipment are the prime considerations in this move.

n. Section Chiefs will mark and list all separate items loaded on trucks and on the flat bed. Each will insure that all pieces are properly accounted for upon arrival. One airman per section will be appointed to act as marker and checker for loading and unloading. When the move to the new location has been completed, the Supply Officer in each division will make a physical inventory of the office equipment on hand and insure proper accountability.

o. Off loading of equipment at building 8031 will be done primarily by prisoners, assisted and directed by military personnel belonging to the activity whose equipment is being off loaded.

p. Trucks transporting equipment belonging to Plans Division and the Mission Support Section will off load the equipment near the doors adjacent to the briefing room. Trucks transporting equipment belonging to the Evaluation and Dissemination Section, Target Branch and the Administrative Section will off load the equipment near the main entrance to the building facing Wing Headquarters. The flat bed will unload equipment through the door closest to the activity to whom the equipment belongs.

q. No equipment will be moved through the doors giving access to the Trainer room.

r. Extreme care will be taken to prevent damage to floors or other parts of the building.

s. Upon completion of the move each division chief will take proper steps to insure good housekeeping and a business like appearance of the various shops ASAP. Disruption of normal operations will be reduced to the minimum.

t. When building 6015 has been vacated and policed up the AIO representative will be notified. Keys to each office and front door will be turned over to the AIO representative accepting the building.

u. The Wing Adjutant will insure that no private automobiles are parked in the immediate surroundings of building 8031 during this move to permit trucks, flat bed and fork lifts to maneuver into position.



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3. The status of building 8031 as of this date is as follows:

a. The building has been accepted by the Air Force and turned over to the 341st Bomb Wing for full occupancy as of 1 August 1957.

b. T-2 and T-3 trainers have been moved into the building and are in the process of assembly and calibration. Expected date of operational readiness is unknown.

c. The partitioning of the various rooms was started on 5 August 1957. Date of completion is unknown.

d. The Burglar Alarm System ispresently being installed. Date of operational readiness is 9 August 1957. An SOP for its operation will be published by the Chief, Intelligence Division.

e. Keys for the various offices and front doors have been requisitioned in sufficient quantities and are expected to be on hand during the second week in August.

f. A three dial type combination steel door for the vault will not, repeat not, be in place until approval is received from Headquarters, USAF. In lieu of this door, two extra locks for the inner vault door have been requested and are expected to be in place during the second week in August. One armed guard will patrol the outside perimeter of the building during other than normal duty hours. One senior air policeman to man the front desk during duty hours has been requested from the Air Police Squadron.

g. Steel bars for interior locking of external doors (except front door) have been requested from AIO and are expected to be in place during the second week of August.

h. All telephones have been installed.

4. Transportation arrangements have already been made by the building custodian.

5. Request this office be advised when the move has been completed, normal operations resumed and building 6015 turned over to the AIO representative.

6. Arrangements for a prisoner detail have been made.

/s/ George M. Lockhart
/t/ GEORGE M. LOCKHART
Colonel, USAF
Director of Operations





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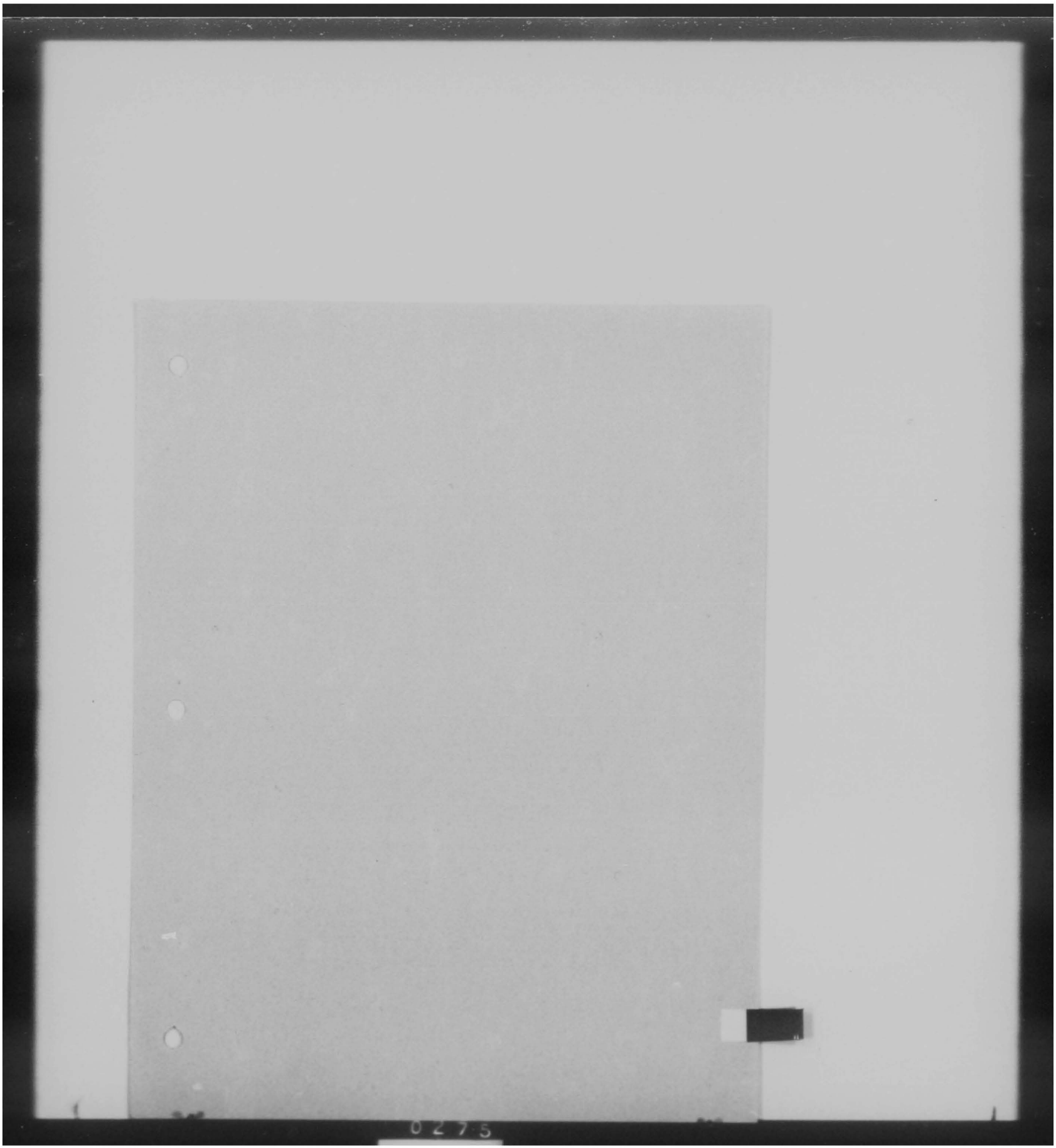


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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 August 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 471-57

GROUND TRAINING





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APP VII ANNEX B )
OPERATIONS ORDER)
NUMBER 471-57)

HQ 301ST BOMBARDMENT WING (H)
Dyess Air Force Base, Texas
1 August 1957

GROUND TRAINING

1. Special Weapons, Block Training and Local Survival quotas are mandatory requirements. The Commander 819th Air Division has directed that these quotas be supported unless written permission is received from the Division Director of Operations to cancel or not support a quota.

2. Index of training requirements contained within this annex.

| REQUIREMENTS | PARAGRAPH |
|---|---|
| Altitude Chamber | 11 |
| Block Training B-47 | 18 |
| EWP Study | 24 |
| Hand Gun Qualification | 19 |
| Instrument School | 7 |
| Instrument Card Renewals | 8 |
| Inflight Maintenance | 23 |
| Judo | 10 |
| Maint. Inspection Periodic | 12 |
| Maint. Inspection Aircraft | 13 |
| OQ Range | 25 |
| P.T. | 9 |
| Survival, Initial | 3 |
| Survival, Refresher | 4 |
| Survival, Local | 21 |
| Survival, Aquatic | 22 |
| Special Weapons | 20 |
| Safety, Flying | 15 |
| Safety, Ground | 16 |
| TN School | 5 |
| Transition, B-47 | 6 |
| TAC Doctrine Instructors | 17 |
| Trainers | 14 |

3. Initial Survival Training: Stead AFB, Nevada.

Class reporting 27 August 1957. Duration 18 days.

Lt Tidwell

4. Refresher Survival Training: Stead AFB, Nevada

Class reporting 28 August 1957. Duration 10 days.

Capt Ware 490th BS

5. TN School: McConnell AFB, Kansas. Duration 2 weeks.

No quotas have been received for August.



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6. B-47 Transition School: McConnell AFB, Kansas. Duration 2½ months. Class reporting 8 August 1957

| AC | SP |
|---|---|
| Dacus | Oliver |
| McKinzey | Mulkey |

7. Base Instrument School: Bldg 8202, Base Training Flight. Duration 2 days. Will be conducted on the 5th and 6th August 57 at 0800 hours.

8. Instrument Card Renewals: The following named personnel have been reported by the Form 5 Section as due for Instrument Card on dates indicated.

| August | | September | | October | |
|---|---|---|---|---|---|
| 1 | Jennings | 10 | Van Gansbeck | 2 | Trail |
| 1 | Warner | 20 | Haltom | 4 | Ware |
| 9 | Brechel | 21 | Kyle | 6 | Hudson |
| 15 | Skartvedt | 24 | Stevens, D.H. | 8 | Youngmark |
| 16 | McCoy | 25 | Walsh | 12 | White |
| 23 | Kesting | 26 | DeSomer | 14 | Krueger |
| 25 | Ridgway | 27 | Dumont | 20 | Weeks |
| 29 | Smith | 27 | McClarnon | 22 | Dollard |
| | | 28 | Warren | 24 | Lockhart |
| | | 30 | Conn | 24 | Marsh |

9. Physical Conditioning: South Warehouse, Base Gym. Classes will be conducted from 1000-1200 hours and 1500-1700 hours, except on the following dates from 1000-1200 hours, 1, 6, 8, 13 and 15 August when this facility will be used by the Dependent Youth Summer Activity Program.

10. Combative Measures (Judo): Bldg 7008 South Warehouse, Base Gym. 0800-1000 hours and 1500-1700 hours daily. All personnel undergoing 51-19 training who have not completed 15 hours will be scheduled during these periods.

11. Altitude Chamber: No quota have been confirmed for the month of August but will be allocated upon receipt.

12. Periodic Maintenance Inspections: A complete periodic maintenance inspection will be run by all crew members undergoing 50-43 training. This requirement must be completed prior to up-grading to combat ready status (Ref 15 AF Message DOTF 13828 dated 25 Jan 57 and DOTF 15074 dated 8 Feb 1957) The Provisional Training Flight will schedule and monitor this training for all personnel attached to this flight prior to releasing them to their squadrons for 51-19 flight training.

13. Aircraft Maintenance Inspections: Reference change 1 to SACR 50-24. This requirement replaces the Maintenance Pre and Post Flight Inspection established by 15 AF Message DOTG 13059 dated 22 Jan 57 but does not substantially change this requirement. In that each combat ready crew will still be required to view 2 Pre and Post Flight inspection each training phase. Squadrons will insure that personnel are scheduled for this training and that monthly rosters are forwarded to Wing DOTG NLT 10 September 1957.



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14. Trainers:

| TIME | C-11 #1 Mon-Fri | C-11 #2 Mon-Fri | T-1A Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|---|---|
| 0800-1000 | PTF | 10th | 490 | 10th | 12th | 490 | 10 |
| 1000-1200 | PTF | 12th | PTF | PTF | PTF | PTF | 12 |
| 1300-1500 | PTF | 490th | PTF | PTF | PTF | PTF | SB |
| 1500-1700 | PTF | PTF | PTF | PTF | PTF | PTF | PTF |

| TIME | T-2A Mon-Fri | UDT Mon-Fri | P-3A Mon-Fri |
|---|---|---|---|
| 0800-1000 | 10th | 12th | 11ARS |
| 1000-1200 | 12th | 490th | 4SSS |
| 1300-1500 | 490th | 10th | ABG |
| 1500-1700 | PTF | Make-up (app.only) | 11ARS |

NOTE: Squadrons are authorized direct communication with PTF, phone 8379 or 8383 to turn in C-11, T-1A, and T-2A time they are not able to utilize.

SIMULATOR

| TIME | 1st | 2nd | 5th | 6th | 7th | 8th | 9th |
|---|---|---|---|---|---|---|---|
| 0800-1400 | 10 | SB | 490 | 10 | 12 | 490 | SB |
| 0800-1400 | 490 | 490 | Walker | Walker | Walker | 12 | 12 |
| 1100-1700 | 12 | 10 | Walker | 490 | 490 | 10 | 490 |

| TIME | 12th | 13th | 14th | 15th | 16th | 19th | 20th |
|---|---|---|---|---|---|---|---|
| 0800-1400 | 12 | 490 | 10 | 12 | SB | 10 | 10 |
| 0800-1400 | Walker | Walker | Walker | 490 | 10 | Walker | Walker |
| 1100-1700 | Walker | 12 | 490 | 10 | 12 | Walker | 10 |

| TIME | 21st | 22nd | 23rd | 26th | 27th | 28th | 29th |
|---|---|---|---|---|---|---|---|
| 0800-1400 | 490 | 10 | SB | 490 | 10 | 12 | 490 |
| 0800-1400 | Walker | 12 | 490 | 10 | 12 | 490 | 10 |
| 1100-1700 | 12 | 490 | 10 | 12 | 490 | 10 | 12 |

| TIME | 30th |
|---|---|
| 0800-1400 | SB |
| 0800-1400 | 12 |
| 1100-1700 | 490 |

NOTE: Schedule co-pilots being up-graded to AC to attend at least four periods to accomplish the requirement for 51-19 check out in the aircraft commanders position.

15. Flying Safety Meeting: To be announced in Daily Bulletin.

16. Ground Safety Meeting: To be announced in Daily Bulletin.

17. TAC Doctrine Instructors: For Aug are furnished by the Wing Plans Division. One instructor will be made available for 50-24 Block Training from 0800-1100 hours.

| Primary | Alternate |
|---|---|
| Maj V D Douglas | Capt C W Bulow |

APP VII
ANNEX B



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18. B-47 Block Training: Base Training Flight Bldg. 8202. Duration 5 days.

Reporting 0800 hours daily.

| 57E2 - 5-9 August | 57F2 - 12-16 August |
|---|---|
| 10 - Flowers | 10 - Hull |
| 12 - Grossart | 12 - Ballard |
| 490 - Boyd | 490 - McClarnon |
| **57G2 - 19-23 August** | **57H2 - 26-30 Aug** |
| 12 - Barret | 10 - Warner |
| 490 - Ware | 12 - Jennings |
| | 490 - Smith |

19. Handgun Qualification: Will be scheduled in Block Training for all Combat-Ready B-47 crews

| DATES | TIME | ORG |
|---|---|---|
| Mon - 5,12,19,26 | 0800-1200 | 11th AREF Sq |
| Tues - 7,13,20,27 | 0800-1200 | 11th AREF Sq |

20. Special Weapons: Bldg. 5008, durations 4 days.

| 5-18 August | 19-23 August | 12-15 August |
|---|---|---|
| 10 - Pendergast | 10 - Ligon | 10 - Platner |
| 12 - Creahan | 10 - Flowers | 10 - McKnight |
| 12 - Hall | 12 - W.E. Long | |
| | 12 - Weeks | |
| | 12 - Youngmark (Ind.) | |

21. Local Survival: Report to Base Training Flight at 0800 hours on class starting date. Duration 3 days.

| DATES | 10th | 12th | 490th | 11th |
|---|---|---|---|---|
| 5 August | Hull | | | Austin |
| *7 August | | | | Pearson |
| " | | | | Rakestraw |
| 12 August | | Morris | Boyd | Rast |
| " | | | | Harm |
| *14 August | | | | Hibbitts |
| " | | | | Hall |
| " | | | | Ried |
| *19 August | Podbesek | Ballard | Frey | Emeigh |
| " | | | | Brandes |
| " | | | | (Ind)Walker |
| *26 August | Pendergast | Barrett | McClarnon | |
| " | Ligon | | | |

(*- Indicates one crew programmed from 4th SGS)

(APP VII ANNEX B)

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NOTE: Student will have in their possesion the following equipment when reporting to class:

a. Raincoat
b. Sleeping bag or 3 blankets
c. Canteen, 1 pistol belt
d. Soap, Razor, Towel, Toothbrush, Hunting Knife, and Flashlight.
e. Fatigues
f. One number 10 can
g. Insect repellant

22. Aquatic Survival: Base Training Flight. Duration 4 hours. 0800-1200 on dates indicated.

| DATES | 10th | 12th | 490th | 11th |
|---|---|---|---|---|
| 1 August | Platner | | | |
| 2 August | | | | Clark-Woods (ind) |
| 6 August | | Floyd | | |
| 8 August | | Elling | | |
| 9 August | | Krueger | | |
| 13 August | | Hall | | |
| 15 August | | Barrett | | |
| 16 August | | Creahan | | |
| 20 August | | Daffern | | |
| 22 August | | Atkins | | |
| 23 August | | Vangaasbeck | Hopwood | |
| 27 August | Graves | Ballard | | |
| 29 August | Flowers | Donaldson | Griffis | |
| 30 August | Pendergast | Grossart | | |
| " | Ligon | | | |

23. Observer IFM: B-47 MTD Bldg. 8202. Duration 4 hours. 0800-1200 hours on dates indicated. Observers will carry their own IFM Manuals to class.

10th BS

Jenkins - 14 August
Brzozowski - 30 August
Bryant - 9 August
Wightman - 13-28 August
Cobb - 2-22 August
Trexler - 20 August

12th BS

Ramirez-6-16 August
Bittner-2-8-27 August
Allison-2 August
Draper-19-30 August
Christensen - 14 August
Kelly-9 August
Badger-13-21 August
Dorrill-1-5-14 August
Joyce-15 August
Clark-22-26-28 August
Crowell-21 August
Carrillo-16 August
Lovell-5 August
Elliot 23-29 August
Watson 7-27 August
Couch 12-20 August
Kunz 22-29 August
Huskin 20-23 August
Mulph 8-13 August
Sands 12-28-30 August
Suttle 9-19 August
Mason 1-7-15 August

APP VII ANNEX B
341st Ops Order 471-57
1 August 1957

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490th BS

Diggs 7 August
Kilmer 28 August
Wojcoski 9 August
Scherpereel 5 August
Higgins 15 August
Zavalydriga 7 August
Tomlinson 19 August
Maxwell 15 August
Dowling 23 August
Fulwider 23 August
Backhaus 22 August
Moreau 7 August
Schumacher 15 August
Stilwell 12 August
Williams 9 August
Santore 16 August
Salisbury 22 August
Pierson 8 August

24. EWP Study. Plans Division: Duration 8 hours on dates indicated. Reporting at 0800 hours sharp.

a. 12th Bomb Squadron.

| DATE | CREWS |
|---|---|
| 1 Aug | Hall - Long, W.D. - Foor |
| 2 Aug | Ballard - Long, W.E. |
| 8 Aug | Creahan - Krueger |
| 9 Aug | Barrett |
| 12 Aug | Ritter |
| 16 Aug | Weeks |
| 22 Aug | Morris |
| 23 Aug | Jennings |
| 26 Aug | Youngmark |

b. 10th Bomb Squadron

| DATE | Crews |
|---|---|
| 6 Aug | Platner |
| 7 Aug | McKnight |
| 9 Aug | Hull |
| 12 Aug | Hammond |
| 13 Aug | Routh |
| 16 Aug | Graves-Podbesek |
| 19 Aug | Warner |
| 28 Aug | Flowers |
| 29 Aug | Pendergast- Ligon |
| 30 Aug | Brechel |

c. 490th Bomb Squadron

| DATE | CREWS |
|---|---|
| 12 Aug | Hopwood |
| 16 Aug | Ware-Guzowski |
| " " | Welling-Yon |
| 23 Aug | Boyd-Smith-Frey |
| 26 Aug | Elzey |
| 28 Aug | DeSomer-Griffis |
| 30 Aug | Briggs-McClarnon |



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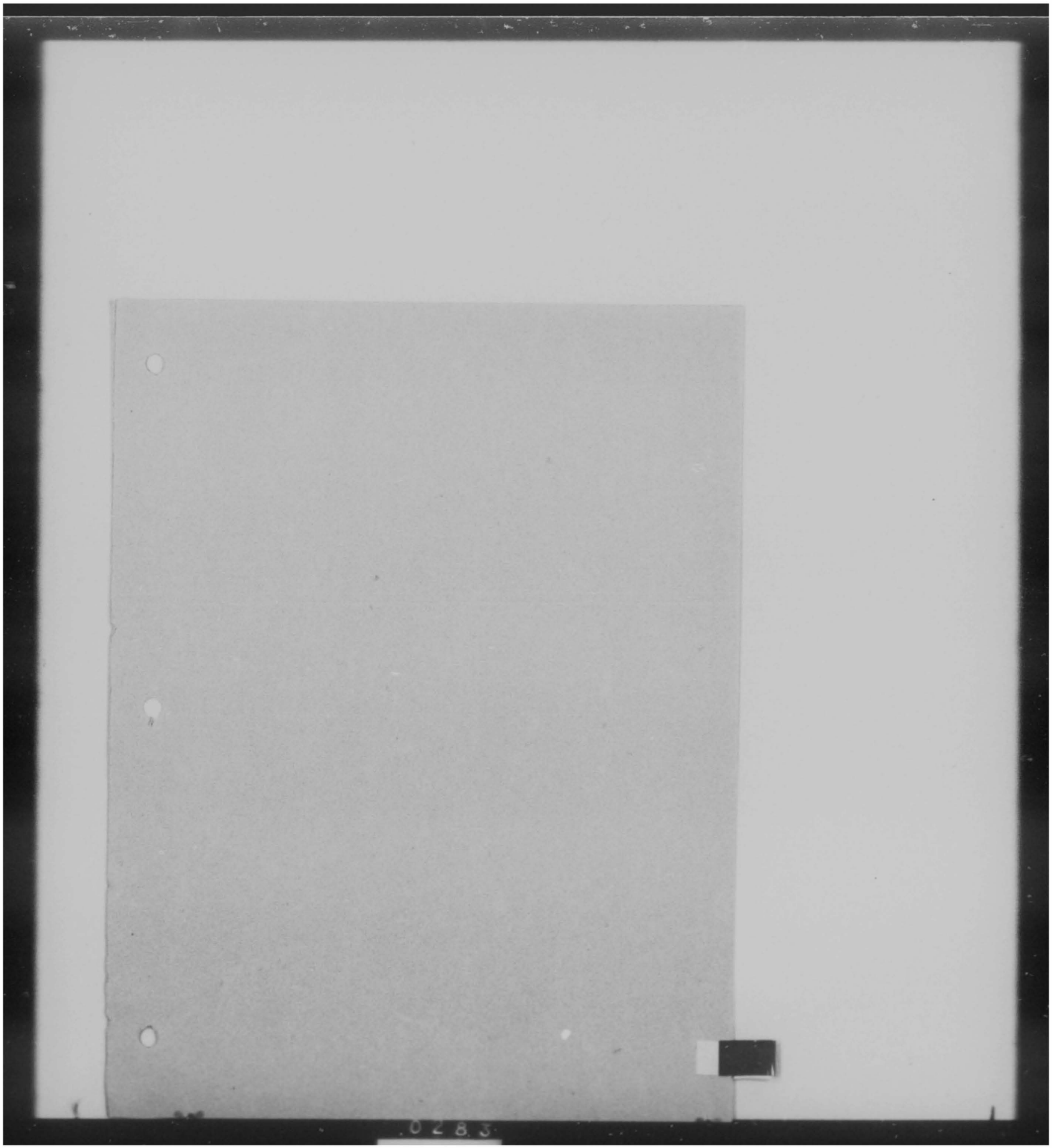


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26 Aug 57

FM COMAFS15 MARCH AFB CALIF

TO: RJWFJG/COMAD 819 DYESS AFB TEX

INFO: FJEDMH/CINCSAC (OFFUTT AFB NEB)

/UNCLAS/DOS 50484. SUBJECT: WAIVER OF SACM 51-4. REF. TELECON BETWEEN MAJOR REED, 341ST BOMB WING AND MAJOR MILAM, HED15AF, CONCERNING FAILURE TO ACCOMPLISH NIGHT HEAVYWEIGHT REFUELING AND SPECIAL WEAPONS EVALUATION ON LAST STAFF INSTRUCTOR STANDARDIZATION CHECK FOR THE FOLLOWING-NAMED PILOTS: LCOL SMITH, MAJOR V STEVEN, MAJOR SULLIVAN, MAJOR BRIDGES, AND CAPT SPRINKLE. THE ABOVE PILOTS MAY BE USED AS INSTRUCTORS.. PROVIDING THEY ARE QUALIFIED IN ACCORDANCE WITH SACR 60-7.

26/173AZ AUG RJWPRH

EXHIBIT #6



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SECRET

HISTORY

OF THE

341ST BOMBARDING MEDIUM S/C

Dyess Air Force Base

Abilene, Texas

1 - 30 September - 1957

SECRET

4-1823-10A

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RM-1643

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SECRET

Dyess Air Force Base

History of the 341st Bombardment Wing (Medium)

Assigned To

The Fifteenth Air Force

Strategic Air Command

And Stationed At

Dyess Air Force Base, Abilene, Texas

1 - 30 September 1957

Frank P. Stuntzant

FRANK P. STUNTZANT
Colonel, USAF
341st Bomb Wing Commander

This document was prepared by A/2C Donald F. Masters, 341st Bombardment Wing Historian, under the direction of Lt. Colonel Harry P. Kelliher, Historical Officer.

This History is classified SECRET in accordance with Paragraph 30b, AFR 205-1, 3 January 1956. It contains Supporting Documents classified SECRET by agencies other than the Historical Section, as well as the narrative commentary and extractions from these documents.

SECRET

57-3199

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GLOSSARY

| | |
|---|---|
| SES | SAC Evaluation Squadron |
| TREASURE CHEST | SAC Refueling Exercise |
| CAMP DOWN | Code Name For Local Unit Mission |
| JOLLY BOY | Code Name For Local Unit Mission |
| SCAR FACE | Code Name For Local Unit Mission |
| AOCP | Aircraft Out Of Commission For Parts |
| UHF | Ultra High Frequency |
| DNIF | Duty Not Involve Flying |
| IRON BAR | Code Name For SAC Rotation |
| EWP | Emergency War Plan |
| P-2 | Personal History Identification Card |
| BLUE RIDGE RED | Code Name For Local Alert Aircraft |
| ECM | Electronic Counter Measures |
| MTD | Mobile Training Detachment |
| B-3A | B-25 Trainer |
| T-1A | A-9 Gunnery Trainer |
| T-2A | Ultrasonic Bomb-Navigation Trainer |
| T-3 | Ultrasonic Bomb-Navigation Trainer |
| UDT | Universal Delivery Trainer |
| EAE | Escape And Evasion |
| BWR | Bomb Wing Regulation |
| POL | Petroleum Oil And Lubricants |
| NCO | Non-Commissioned Officer |
| TDY | Temporary Duty |



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| | |
|---|---|
| ARS | Air Refueling Squadron |
| AFSC | Air Force Specialty Code |
| SSS | Strategic Support Squadron |
| COMM/NAV | Communications and Navigation |
| A/C | Aircraft |



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CHRONOLOGY

| EVENT | DATE |
|---|---|
| Air Refueling Support | 1 Sep 57 |
| Operation "Iron Bar" | 1 Sep 57 |
| Operation "Treasure Chest" | 12 Sep 57 |
| Evasion And Escape Aids | 15 Sep 57 |
| Static Display | 15 Sep 57 |
| Bombing Competition Crew Selection | 17 Sep 57 |
| Gunnery Fire-Out Rate | 30 Sep 57 |
| Special Weapons Training | 30 Sep 57 |



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ROSTER OF KEY PERSONNEL

341st BOMBARDMENT WING (HEAVY)

| | | |
|---|---|---|
| COMMANDER | COLONEL | FRANK P. STUBBLEFIELD |
| DEPUTY COMMANDER | COLONEL | HOWARD P. WALSH |
| ADJUTANT | CAPTAIN | JAMES E. TEAVLEY |
| DIRECTOR OF MATERIEL | COLONEL | CALVIN E. FIELER |
| DIRECTOR OF OPERATIONS | COLONEL | GEORGE M. LOCKHART |
| DIRECTOR OF PERSONNEL | LT. COLONEL | PAUL C. MENDALL |
| DIRECTOR OF SAFETY | CAPTAIN | LEO G. MILLER |
| CHIEF OF INTELLIGENCE | LT. COLONEL | JOSE CASTRO |
| MANAGEMENT & ANALYSIS OFFICER | CAPTAIN | WILLIAM P. BOWE JR. |

341st BOMBARDMENT WING SQUADRON COMMANDERS

| | | |
|---|---|---|
| 10TH BOMBARDMENT SQUADRON | LT. COLONEL | SAMUEL R. SMITH |
| 12TH BOMBARDMENT SQUADRON | LT. COLONEL | RAYMOND E. MARLYN |
| 490TH BOMBARDMENT SQUADRON | LT. COLONEL | CARROLL PAUFFEY |
| 341ST PERIODIC MAINTENANCE SQUADRON | LT. COLONEL | ROBERT L. CANNON |
| 341ST FIELD MAINTENANCE SQUADRON | LT. COLONEL | SHERRILL I. POWELL JR |
| 341ST ARMAMENT & ELECTRONICS SQUADRON | LT. COLONEL | CHARLES J. STEVENS |
| 11TH AIR REFUELING SQUADRON | LT. COLONEL | CHARLES W. HUNTER |

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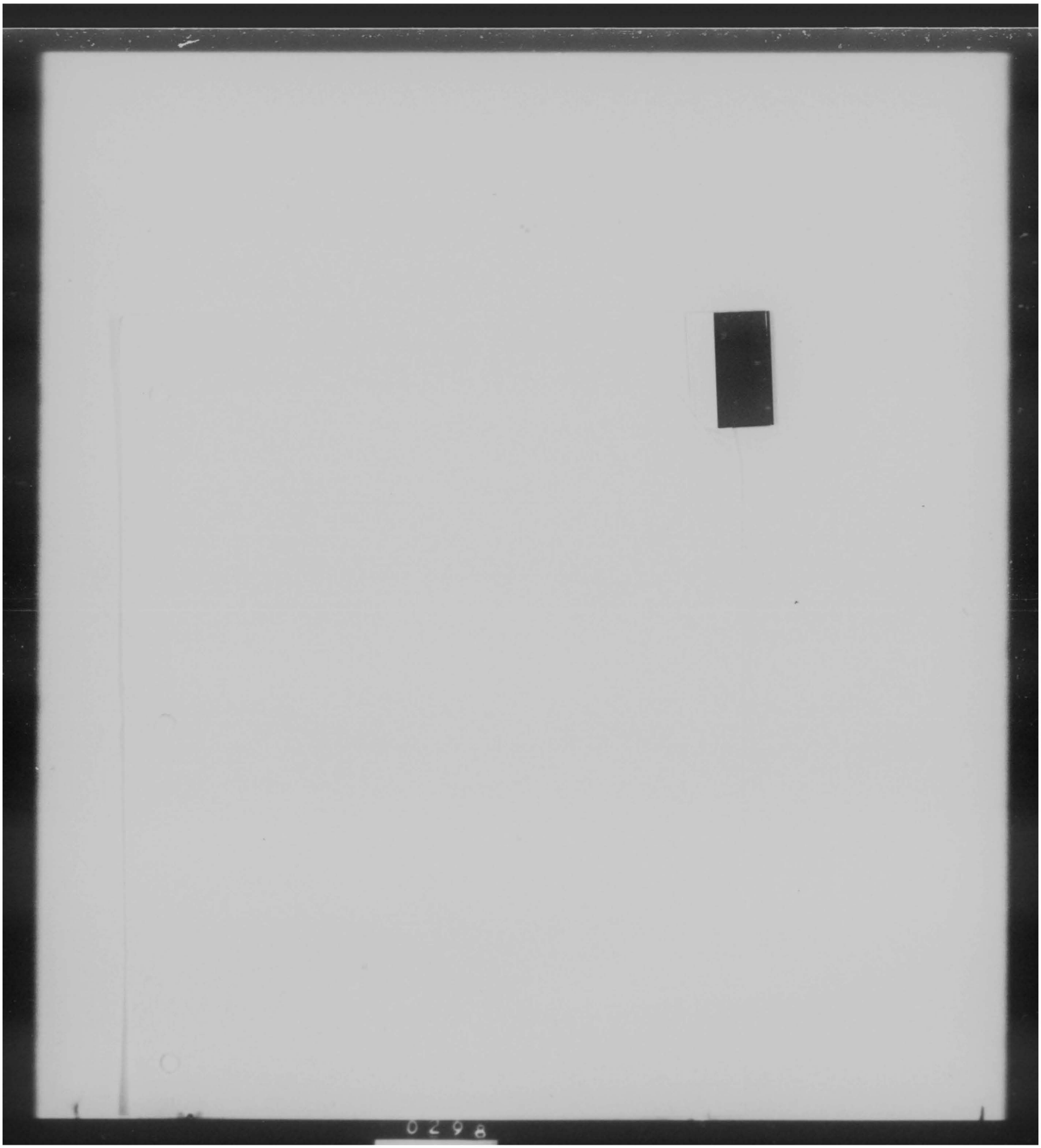



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CHAPTER I

MISSION AND ORGANIZATION

MISSION:

The mission and organization of the 341st Bombardment Wing (Medium) was to train to a state of instant readiness, a force capable of long range offensive bombardment, with the aid of in-flight refueling, as directed by higher headquarters. In carrying out this mission, the wing was capable of utilizing the latest technical knowledge and advanced weapons. The wing was also prepared to perform tasks assigned in the current war 1/ plan and related operations order 2/ and participate in disaster relief and domestic emergencies. 3/

COMMAND:

The 341st Bombardment Wing (Medium), commanded by Colonel Frank P. Sturdivant, was composed of four tactical squadrons and four support squadrons. The wing, assigned as part of the 819th Air Division at Dyess Air Force Base, Abilene, Texas, 4/ was equipped with B-47 and KC-97 aircraft.

The support for the four tactical squadrons was furnished by a Headquarters Squadron Section, a Periodic Maintenance Squadron, a Field Maintenance Squadron, and an Armament and Electronics Squadron. The tactical units of the 341st Bomb

---

1. 341st Bombardment Wing, Ops Plan 40-58 (TOP SECRET), on file 341st Director of Operations, Dyess AFB, Texas
2. Ops Plan 10-58 (TOP SECRET)
3. AFR 55-37, dtd 16 Nov 56; 55-37A, dtd 18 March 1957
4. GO#58 Headquarters SAC, dtd 8 Aug 55, on file IRO, Dyess AFB, Texas



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Wing were the 16th Bomb Squadron, 12th Bomb Squadron, 400th Bomb Squadron, and the 11th Air Refueling Squadron.

ADJUTANT SECTION:

Previously, Commanders Calls, Safety Meetings, etc., were scheduled for days during the working week which were costly in manhours and interferred with the maintenance schedule. It was decided to conduct these meetings on the second Saturday of each month. This was very effective as far as the Wing's on-time take-offs and Saturday scheduling were concerned. 5/

AERONAUTICAL RATING

The following aeronautical ratings were awarded members of this command:

Colonel Howard E. Walsh, AO 7857A, Command Pilot. 6/

Captain Darrell V. Cole, AO 782177, Senior Pilot. 7/

Captain Robert Adkins, AO 1911252, Senior Pilot. 8/

Captain Arthur F. Dillensnyder, AO 690384, Senior Navigator. 9/

PUBLICATIONS

The following publications were printed during the month of September 1957:

---

5. Staff Meeting Minutes, 341st Bombardment Wing, 9 Sep 57. Exhibit #1.
6. Aeronautical Orders #34, 341st Bomb Wing, 5 Sep 57. Exhibit #2.
7. Aeronautical Orders #35, 341st Bomb Wing, 11 Sep 57, Exhibit #3.
8. Aeronautical Orders #37, 341st Bomb Wing, 18 Sep 57, Exhibit #4.
9. Aeronautical Orders #38, 341st Bomb Wing, 21 Sep 57, Exhibit #5.



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1. 341 BMR 5-2, Publications. Numerical Index of 341st Bombardment Wing publications, dated 1 Sep 57. 10/

2. 341 BMR 66-2, Emergency Electrical Power Plant Operator, dated 20 Sep 57. 11/

COMPTROLLER

There was one personnel change in the Directorate of Comptroller during the month. Major Loyd W. Stelback, former Comptroller of the 341st Bombardment Wing was reassigned to the 11th Air Refueling Squadron for crew duty. Captain William R. Rone, Jr. was appointed Director of Comptroller of the 341st Bombardment Wing. 12/

A special analysis of liquid oxygen consumption was conducted during September by the Comptroller and data received was forwarded in a report to the Wing Commander, Director of Materiel, and the Base POL Officer. The study covered the accounting and service losses of the liquid oxygen consumption. 13/

NCO ADVISORY COUNCIL

Retention continued to be the chief concern of the Wing. At the NCO Advisory Council Meeting, on 25 Sep 57, it was emphasized

---

10. Regulation Publication, Exhibit #6.

11. Regulation Publication, Exhibit #7.

12. Information secured from Wing Comptroller files, Dyess AFB, Texas

13. IBID



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again that the supervisor must take a personal interest in his men and be concerned about their clothing and equipment, living facilities, mess facilities, etc., to see that they have the best that circumstances permit. These factors contribute to the success of the retention program. 14/

INTERNAL SECURITY

A new internal security system went into effect in September. 15/ Vehicles permitted on the flight line were inspected prior to entry for possible contraband. With the new system a limited number of personal vehicles were permitted on the flight line area, which alleviated the congestion on the line but created a new parking problem outside of the flight line area. Vehicles were parked along the street as a result of the overflow from the parking lots.

CONSERVATION

Every effort was made to conserve where conservation could be applied. Personnel on TDY movement were urged to travel by way of military transportation wherever possible. 16/

DEPLOYMENT

Personnel approached the Wing Commander for a definite time

---

14. Minutes of Commander's NCO Advisory Council, 25 Sep 57, Exhibit #8.

15. Staff meeting minutes 341st Bomb Wing, 13 Sep 57, Exhibit #9.

16. Staff meeting minutes 341st Bomb Wing, 20 Sep 57, Exhibit #10.



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and date for the deployment movement so as to adjust their personal affairs accordingly. The Commander informed all personnal that notification regarding the movement would be prior to D-30 days. 17/

---

17. Staff meeting minutes 341st Bomb Wing, 30 Sep 57, Exhibit #11



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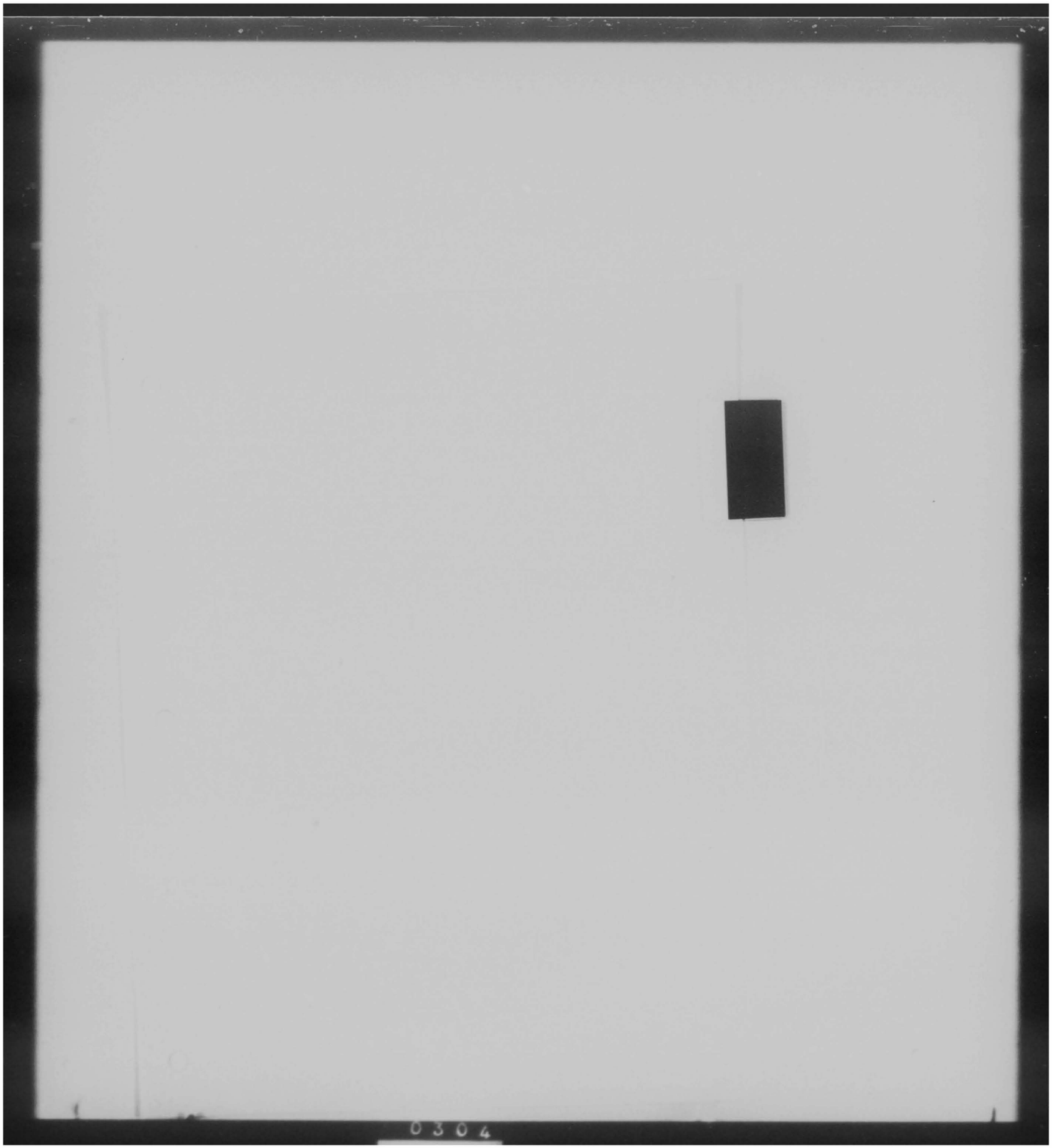


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CHAPTER II

PERSONNEL

STRENGTH

The following was the strength of all Wing Squadrons as of 30 September 1957, reflecting changes in squadron strength due to normal attrition rates; Wing Headquarters: officers authorized 61, assigned 60; airmen authorized 142, assigned 154, civilians authorized 4, assigned 4; 10th Bomb Squadron: officers authorized 71, assigned 83; airmen authorized 93, assigned 113; civilians authorized and assigned, none; 12th Bomb Squadron; officers authorized 71, assigned 91; airmen authorized 93, assigned 112; civilians authorized and assigned, none; 490th Bomb Squadron: officers authorized 71, assigned 82; airmen authorized 93, assigned 106; civilians authorized and assigned, none; 11th Air Refueling Squadron; officers authorized 97, assigned 120; airmen authorized 189, assigned 195; civilians authorized and assigned, none; 341st PMS: officers authorized 3, assigned 3, airmen authorized 106, assigned 105; civilians authorized and assigned, none; 341st Field Maintenance: officers authorized 8, assigned 6, airmen authorized 415, assigned 415; civilians authorized 30, assigned 17; 341st Armament and Electronics; officers authorized 10, assigned 8, airmen authorized 325, assigned 397, civilians authorized and assigned, none; 341st Tactical Hospital: officers authorized 25, assigned 21; airmen authorized 82, assigned 73; covilians authorized and assigned, none. 18/

---

18. 341st Bomb Wing Roster of Officers, See exhibit #12.



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COMBAT CREWS

The following was the number of combat crews ready and non-combat ready crews formed as of 30 September 1957 but not effective until 3 October 1957: 10th Bomb Squadron; ready 11, non-ready 14; 12th Bomb Squadron; ready 14, non-ready 11; 490th Bomb Squadron; ready 12, non ready 10; 11th AFS; ready 22, non-ready 11. 19/

OFFICERS BRANCH

Ten officers were nominated for reassignment but only four were reassigned during this period. Nominations were received as follows: One officer to MAAG Chile; one officer to Clinton-Sherman AFB, Oklahoma; one officer for six months temporary duty with a SAC liaison team, Far East Area; one officer for Elelson AFB, Alaska; and two officers to SAC Headquarters at Offutt AFB, Nebraska. The four officers to be reassigned were: one officer to Headquarters 16th Air Force; one officer to Vincent AFB, Arizona; one officer to Yokota Air Base, Japan; and one officer to Eglin AFB, Florida. All actions concerned involved officer personnel assigned to the 341st Bombardment Wing.

Annual Effectiveness Reports on Colonels were submitted, with two reports forwarded to Headquarters Fifteenth Air Force.

Three officers were put on TDY status and attended schools of instruction. One officer attended Staff and Commander Maintenance Course; another officer attended a Radar Bomb Familiarization School; and the third officer attended a Radar Equipment

19. 341st Bomb Wing Monthly Combat Crew Roster, Exhibit #13.



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Air Maintenance Upgrading Course. 20/

AIRMANS BRANCH

Requisitions for eleven overseas assignments were received in the Airmens Branch, with two airmen going to England; one going to Guam; one airman to Germany, three airmen to France, three to Japan, and one to Alaska.

Three airmen were placed on TDY movements by this branch and are as follows: one airman attended a school for advanced flying to tanker aircrews at Randolph AFB, Texas, and two other airmen attended a school for Structural Repair of High Performance Aircraft at Amarillo AFB, Texas.

Twenty-six airmen were discharged during the month. Those upgraded were: 17 to 3-level, 33 to 5-level, and 11 to 7-level. Out of 18 Air Force Job Knowledge tests administered, 17 passed the tests and only 1 failed. There were 62 airmen Performance Tests administered of which 44 were for 5-level AFSC's and 18 for 7-level AFSC's. 21/

OFFICE OF SAFETY

A ground Safety meeting was conducted in the Base Theater, 14 September 1957 by Lt. Colonel John Lutz, Wing Chief of Maintenance. Speeding and carelessness on the flight line area were stressed in a film shown at the meeting.

---

20. Information on file in the 3/4lst Bomb Wing Directorate of Personnel, Dyess AFB, Texas

21. Information taken from the files of the 3/4lst Bomb Wing Directorate of Personnel, Dyess AFB, Texas



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The monthly 819th Air Division Flying Safety meeting was conducted 20 September 1957 and the speakers were: Brig. General Charles B. Westover, Commander of the 819th Air Division, Colonel Frank P. Sturdivant, Commander of the 341st Bombardment Wing, Colonel Audrin Walker, Commander of the 96th Bombardment Wing, and Colonel Louis A. Rochez III, Commander of the 819th Air Base Group.

Local accidents and problems were the chief topics discussed at the meeting and were covered thoroughly. 22/

The 341st Bombardment Wing Commander and the 341st Wing Director of Safety reported to the Commander-In-Chief of SAC on 2 September 1957 for the purpose of presenting a narrative report on the major accident which occurred 17 June 1957.

The 341st Wing Director of Safety, Captain Leo Miller, attended the World-Wide Flying Safety Conference in San Bernardino, California, the week of 9 - 14 September 1957. This conference was convened under the direction of the Director of Flight Safety Research, CTIG USAF for the purpose of developing the 1958 USAF Flight Safety Program. Captain Miller assisted with the development of the "Air Discipline" portion of the program. After returning to Dyess AFB, Captain Miller departed on 22 September 1957 for Honolulu, TH, to observe a U.S. Coast Guard Ocean Station Vessel-Search and Rescue Exercise on the 2nd and 3rd of October 1957. 23/

---

22. See Exhibit with Safety Minutes, Exhibit #14.

23. Information secured from 341st Wing Director of Safety's files, Dyess AFB, Texas



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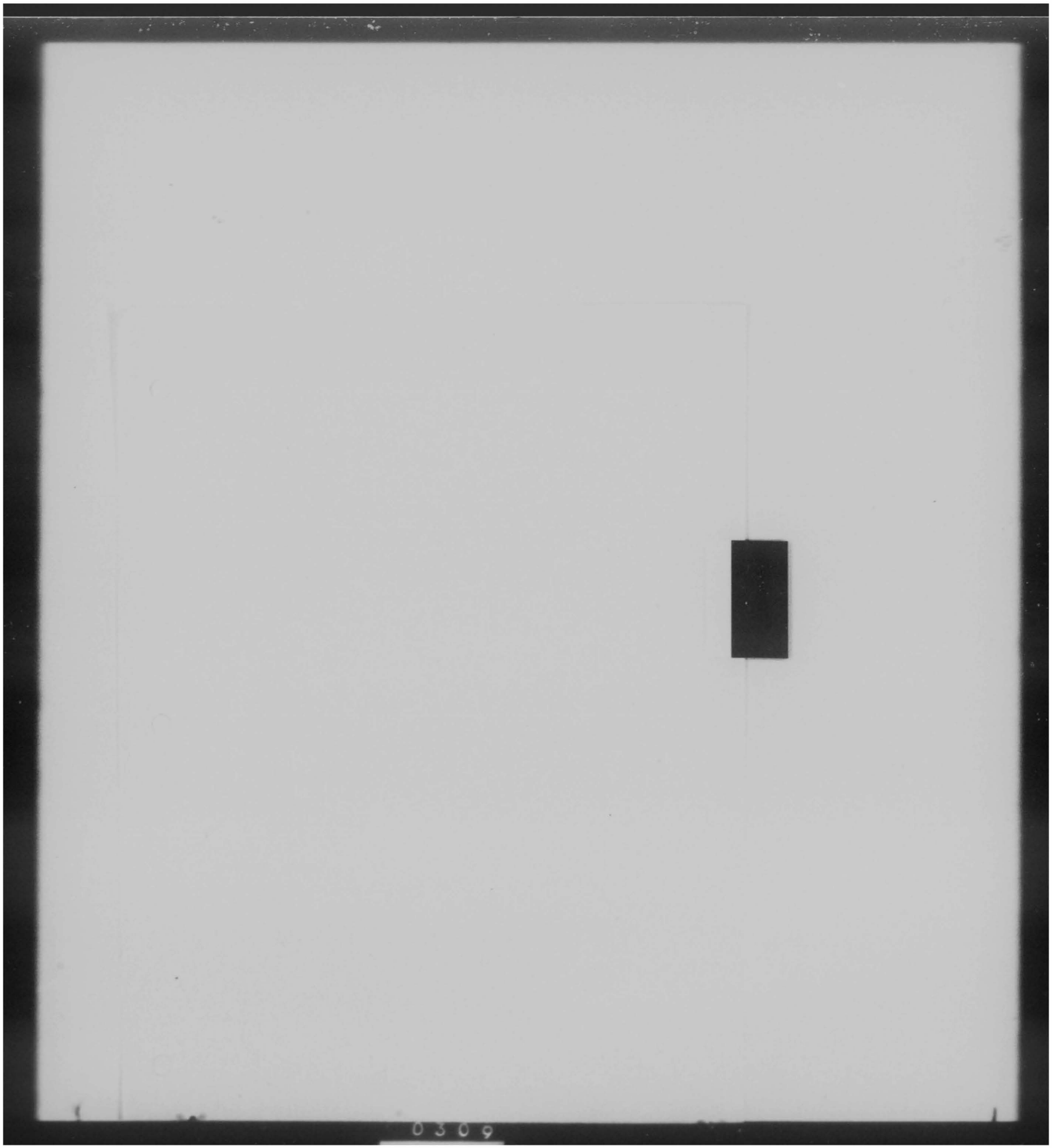



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CHAPTER III

OPERATIONS AND TRAINING

WING FLYING TRAINING

September plans were directed primarily toward completing the minimum flying time allocated each ready and non-ready crew. [24] Continued emphasis was placed on the upgrading of instructor pilots and navigators with a total of twenty-four each as the goal. Three crews remained in pre-bombing competition practice throughout the month.

Of the eleven crews that returned from SDS during August conditionally qualified, all but three had been fully qualified. One crew was down graded and two returned to SDS at the end of September.

The 11th Air Refueling Squadron participated in the graded USCM "Treasure Chest", with exceptional results. [25]

EQUIPMENT - NAVIGATION

Bomb-Navigation activities for the month consisted of programming and monitoring practice flights for the three bombing competition crews, and the planning of three unit missions.

Final selection of bombing competition crews was made on 17 September 1957. Primary crews were B-42 with Major Elzey as Aircraft Commander, Major Santore, Navigator-Bombadier and Captain Bentley, pilot and L-38 with Captain Graves, Aircraft Commander,

24. Operations Order 475-47, September 475-57 Pt, Exhibit #15.

25. Flying Training Summary, September, Exhibit #16.



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Captain Wightman, navigator-bombadier, and Lt. Ohmsuf, pilot. Crew L-18 with Captain Weeks, aircraft commander, Lt. Covington, navigator-bombadier, and Lt. Schueler, pilot has been selected as alternate. The three umpire representatives were also selected, they are Captain Hill, Captain Allison and Major Hudson.

Plans were completed for three unit missions during the month. The missions were given code names of "Camp Down", 26/ "Jolly Boy" 27/ and "Scar Face" 28/ flown on the 4th, 20th and 23rd respectively.

CONTROL ROOM

On 9 September 1957, the Control Room Officer and NCOIC of the Control Room departed by KC-97 for Fairchild AFB, Washington, as part of the Control Team in support of operation "Treasure Chest." The control team worked in the 92d Bomb Wing Control Room during the conduct of the mission. Facilities were considered outstanding by the members of the team. The mission was completed on the 13th of September and the Control Team returned to Dyess on the 16th of September. Support rendered by the 11th Air Refueling Squadron was both professional and outstanding, additional laurels to the string of successes turned in by the organization.

During the month the control unit effected necessary coordination with ARTC and CAA for four unit missions. During these

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26. Crew Flimsy for "Camp Down", Exhibit #17.

27. Crew Flimsy for "Jolly Boy", Exhibit #18.

28. Crew Flimsy for "Scar Face", Exhibit #19.



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unit missions a new communications network was put into effect on a trail basis. Utilizing the radio equipment installed in staff cars, the senior control officer had direct contact with operations personnel on the flight line and the wing commander. This system was proven to be a useful device in keeping staff personnel up to date on the status of aircraft and the mission.

The Control Room had been assigned the responsibility of monitoring the activities of the recently instituted Blue Ridge Red flight crews and aircraft and for keeping an up to the minute status chart on these activities. 29/

Upon directives from higher headquarters that the Control Room Officer must be a B-47 pilot, Captain Robert R. Chisholm has replaced Major Conn as Control Room Officer.

Several changes were made in shifts during the month. On the night shift the controller worked from 1700 until 0800 the next morning. The shifts were changed to three eight hour shifts changing at 0800, 1700, and 2400. Also another man was added to the shifts making a total of 5 men, with 2 men working days plus Captain Chisholm.

AIR REFUELING

During the month of September a total of 87 air refueling sorties were allocated the 341st Bombardment Wing from resources of five tanker units. (A) 11th Air Refueling Squadron, Dyess

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29. Annex C OPS Order 280-57, Exhibit 20.



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Air Force Base, Texas - 33 sorties, (B) 3510th Air Base Group, Randolph AFB, Texas - 10 sorties, 68th Air Refueling Squadron, Bunker Hill AFB, Indiana - 13 sorties, 98th Air Refueling Squadron, Schilling AFB, Missouri - 17 sorties, 801st Air Division, Forbes Air Force Base, Kansas - 14 sorties.

Of the 87 sorties, 73 were effective and 14 were non-effective for a total of 82% effective. Of the 14 non-effective all were tanker cancellations.

A mass night refueling mission was successfully completed on 4 September. A mass night refueling was scheduled on 23 September and the mission was not successful due to weather in the refueling area.

There were no major problems in air refueling during the month of September except in the difficulty in servicing. The largest number of air refueling sorties lost to the Wing were brought about by tanker cancellations of the 68th Air Refueling Squadron, Bunker Hill Air Force Base, Indiana.

COMBAT CREW PROGRESS B-47

During September two crews were upgraded to ready status, one crew was downgraded from lead to ready and one crew was transferred PCS to B-52 training.

SACR 51-26 crew training showed no area of weakness for the month. This unit is not concerned with SACR 50-8 accomplishments as it is in the crew build-up program.

Difficulty in obtaining proficiency and AFR 60-2 requirements



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for non-combat ready crew personnel was a continuing problem. Due to the arrival of the 96th Bombardment Wing on this station, the 341st Bombardment Wing was forced to reassign to its squadrons 33 pilots who had been temporarily assigned to Base Flight. The 33 pilots who had been reassigned to the squadrons will have little opportunity to maintain their individual proficiency prior to their entry into the crew upgrading program in January 1958 as they are not SACR 51-19 qualified and can fly only as fourth crew members.

This unit has experienced difficulties in obtaining satisfactory support of air refueling from all tanker squadrons except the 11th Air Refueling Squadron. As this unit is now engaged in its crew build-up program a minimum of 2 hours work with a tanker is required to obtain the desired results of SACR 51-19 training sorties. I recommend that all tanker units be required to supply the two hours necessary for 51-19 training when they are informed of the nature of the sortie during the coordination phase as required by 15AFR 55-1.

September marked the end of the first month of the current 51-26 quarter. 50-8 has been waived this quarter due to this wing being in crew upgrading.

A total of two hundred and seventy-seven sorties for 1491 were scheduled in the monthly 60-9 meeting. 30/ This unit flew two hundred and forty-nine sorties for a total of 1490 hours and 25 minutes.

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30. 5 SAC T-12 Traing Report, September 1957.



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A total of 41 late takeoffs and 47 schedule deviations were recorded during the month. The deviations were broken down as follows: Two cancelled due to fuel leaks, two due to ACCP flaperon, two due to excessive maintenance, three aircraft did not clear test flight section, five were due to radar malfunctions, four were due to chaning of boost pump, two were cancelled by operations, two were due to windshield malfunctions, one due to fuel cell malfunction, one due to canopy seal change, one due to alternator maintenance, nine were due to engine changes and malfunctions, one due to low RPM of 26%, one due to oil leak, one due to aileron PCU change, two with radio malfunction, one that canopy would not oper, two with instrument inverter malfunction, one due to hydraulic malfunction, two due to sheet metal repairs, one nose steering malfunction, two with UHF malfunctions, one fuses in cockpit and one due to crew being DNIF.

September marked the end of the first month of the current training quarter for the 11th Air Refueling Squadron. Strategic Air Command Regulation 50-8 training requirements were not applicable for this period as this unit is engaged in the new build-up program.

One hundred thirty-two sorties were scheduled for 624 hours; 132 sorties for 684; 45 were flown. 21/ There were 10 late takeoffs and three schedule deviations.

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31. 9 SAC T-12 Training Report, September 1957.



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This unit participated in the SAC exercise Operation "Treasure Chest" in which 40 sorties were scheduled, airborne as scheduled and completed as briefed except for one sortie which failed to transfer its fuel due to the receiver aircraft aborting.

For the month of September this unit accomplished the following items: 78 total refueling; 42 night refuelings, 75 total rendezvous, 51 multiple pattern rendezvous, 23 APN 12/76 rendezvous, 46 day celestial legs, 47 night celestial legs, 59 radar grid legs, 14 celestial grid legs, 12 cruise control missions and 56 cell missions. 32/

Materiel and personnel problems. Eight flight engineers will be lost by 3 February 1958. Three by reenlistment at other bases, four to Air Base Group as simulator instructors, and one to discharge. This loss will materially reduce crew strength. At the present time no replacements are projected into this unit. Urgent action is requested on this problem.

OPERATIONAL PLANS

On 30 September 1957, the 341st Bombardment Wing (Medium), Plans Division, published amendment number 2 to the 341st Bombardment Wing Operations Order 50-58, 33/ and was made effective upon receipt.

This amendment was necessary to bring the Operations Order up to date as a result of amendment number 2 to 15th Air Force Operations Order 50-58, 34/ and receipt of new Execution Option Sheets 35/ (SAC Form 69, dated 1 April 1957), from Headquarters,

32. 9 SAC T-12 Training Report, September 1957.
33. The 341st Bomb Wing Operations Order 50-58 (TOP SECRET) is on file at Hq. 341st BW, Dyess AFB, Texas
34. The 15AF Ops Order 50-58 (TOP SECRET) is on file at Hq, 15AF, March AFB, Calif.



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Strategic Air Command.

The primary change contained in amendment number 2, to 341st Bombardment Wing Operations Order 40-58, was brought about by changes in flight times, and changes in Fort Strike bases, as directed by Commander 15th Air Force. The above cited changes were very similar in nature to changes being made in the month of August 1957, by the 341st Bombardment Wing Plans Division.

OPERATIONS "IRON BAR" 15TH AIR FORCE OPERATIONS ORDER 39-57 36/

The 341st Bombardment Wing was entering the early stages of preparing for operations "Iron Bar", during the month of September, which is a unit simulated mission.

The "Iron Bar" Operation for the 341st Bombardment Wing will consist of flying 36 each B-47 aircraft from Dyess Air Force Base, Texas via the North Atlantic route to the Royal Air Force Station, Chelveston, England.

As of this report the 341st Bombardment Wing has not written an Operations Order 39-57, due to a lack of air refueling support information from 8th Air Force, Westover, Mass. The 341st Bombardment Wing is to attend a detailed conference at Headquarters, 8th Air Force, Westover, Air Force Base, Mass, to work out air refueling support.

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35. Execution Option Sheets (SAC Form 69, 1 Apr 57, (TOP SECRET) is on file at Hq, SAC, Offutt Air Force Base, Omaha, Nebraska

36. 15th Air Force Operations Order 39-57, date unknown, is on file at Headquarters, 15th Air Force, March Air Force Base, California



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COMBAT CREW TARGET STUDY ACCOMPLISHED DURING SEPTEMBER 1957 37/

During the month of September, the Combat Crews of the 341st Bombardment Wing, accomplished 903 crew manhours of study on assigned primary and alternate combat targets.

The following is a break-down by Squadron of the manhours devoted to combat assigned target study:

a. 10th Bombardment Squadron - 256 manhours

b. 12th Bombardment Squadron - 319 manhours

c. 490th Bombardment Squadron - 260 manhours

d. 11th Air Refueling Squadron - 158 manhours

All combat crews accomplished the required amount of Emergency War Plan Target Study during the month of September, except one Navigator, who was away from the station on temporary duty.

The Strategic Air Command Special Combat Crew Target Examination was administered to all Combat Ready Crews of the 341st Bombardment Wing, except two, who will be tested during the month of October. 38/

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37. Combat Crew study information contained in SAC U-47 report on file 341st Bombardment Wing, Dyess AFB, Texas

38. Strategic Air Command Crew Target Examination on file SAC Headquarters, Offutt Air Force Base, Omaha, Nebraska



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COMMUNICATIONS

Major Warren Shaw, Wing Communications Officer has been appointed the 819th Air Division Coordinator of Communications. This came about as a result of the assignment of the 96th Bombardment Wing to the Air Division. Standardization of communications activities within the two wings should result. The first step in standardization will be to standardize communications flimsies. The 341st Bombardment Wing General Communications Flimsy, dated September 1957, 39/ is being used as a guide by the 96th Bombardment Wing Communications Officer, Major Charles F.Mobart, in the preparation of a comprehensive flimsy for daily peacetime missions. The next step is standardization of block training. Here too, the Communications Specialist, T/Sgt Francis P. Richmond of the 341st and S/Sgt Billy W. Montgomery of the 96th will serve as alternates to each other for this purpose.

INTELLIGENCE

Housekeeping problems generated by the move of the Intelligence Division during August were, for the most part, resolved by September. Internal building modifications were completed with all necessary carpenter work, painting, electrical and communications projects also being completed. Considerable difficulty was

39. Communications Flimsy, Sept 57, Exhibit 21.



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experienced with the newly installed burglar alarm system which resulted in numerous periods of outage, necessitating a return to the security coverage of the building by air police guards during these periods.

Considerable improvement became evident in the building as the month progressed and normal functions of the division which had been hampered during August were resumed on a normal basis. Comment was made by the Director of Operations and from the command section reflecting the noticeable state of improvement in the division. It is felt that the intensive efforts of the last few months following the IG inspection in April have become evident to personnel outside the Intelligence Division. The state of affairs as of 30 September was considered such that an inspection of the division should produce a satisfactory to above average rating.

OPERATIONAL INTELLIGENCE

The mission support section provided briefing aids for four wing directed training missions during August. These missions were known as "Camp Down", "Chin Up", "School's Out", and "Scar Face" flown on 4, 6, 20 and 23 September respectively.

Work was also begun on posting maps in the War Room, an extensive project which was approximately one-third complete by 30 September due to almost constant use of the facilities for various crew study and briefing period. Multiple changes in air



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order of battle required a complete revision of all Fighter Reaction Analysis Charts which are in each Combat Mission Folder for every sortie in the Wing EWP.

In accordance with instructions from Fifteenth Air Force, 40/ a special inventory of Evasion and Escape Aids was completed as of 15 September and evaluations were also submitted on 15th Air Force Forms 349, Survival Aid Inventory and Allocation List "A" (Cloth Charts); 15AF Form 350, Blood Chit Inventory and Sign-out Sheet "B"; and 15AF Form 351, Survival Aid Inventory and Allocation List "C" (Handbooks). These forms were found to be suitable for inventory and accounting purpose of each item concerned and Fifteenth Air Force was advised accordingly at the time the inventory was submitted.

Between 9-16 September, the Intelligence Division furnished one intelligence officer, 2054, and four airmen for the task force in support of operation "Treasure Chest", 41/ which was participated in by the 11th Air Refueling Squadron from Dyess AFB.

The P-2 report for the third quarter of 1957 was completed, 42/ with the best results achieved in testing to date. Ninety-seven percent of the 219 crewmembers tested achieved a score of 100 percent on their quarterly tests.

Evasion and Escape kits were completed for our current EWP with the receipt and insertion of PE-7 in each E&E belt. This information

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40. Refer 15AF Ltr, IICC, Subj: Inventory of E&E Aids (SCS: 15-E21) dtd 23 Aug.

41. Refer 15th AF Operations Order 34-57.

42. Refer SAC Msg 200-4, dtd 22 Nov 56.



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was the only item required to make E&E kits for the wing complete.

Information required for inclusion in Target Planning Folders, 43/ was researched and compiled during the month and was ready for insertion in the TFS' by 30 August.

Conversion of the Intelligence Library Indexing System was begun to conform with the new regulation governing this function. 44/ This project was approximately one-third complete as of 30 September and will be completed by 31 October.

Thirty-three foreign target plates that were no longer being used by the wing were forwarded to the Fifteenth Air Force Plate Library on 19 September. 45/ A complete domestic target plate inventory was submitted to Fifteenth Air Force on 20 September.

The discontinuance of the RCS: SAC U-2 (SAC Target Materials Inventory Report) 46/ provided considerable assistance to the prompt integration of newly received target materials into the files. The maintenance of the old U-2 Inventory Report was cumbersome and very time consuming.

Major Nick Flarcak, Chief of the Target Intelligence Branch, was lost to the Intelligence Division at the end of the month when he was transferred to the 400th Bombardment Squadron as Squadron Observer. The lack of a replacement for this position constitutes a major problem area in the Target Intelligence Branch.

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43. Refer 15th AF Reg 200-5, dtd 7 Aug 57, paragraph 10c.(7).

44. Refer 15th AF Reg 200-2, dtd 14 Aug 57

45. Refer 15th AF TWX, DISP 53009, dtd 18 Sep 57

46. Refer 15th AF Ltr, Subj: Target Materials Information Letter, dtd 4 Sep 57.

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GUNNERY

Seven co-pilots attended the OQ Gunnery Range at Sahuarita Gunnery Range, Arizona, for 51-10 and annual OQ gunnery training requirements.

Emphasis was placed on T-1A training to increase the rotor skill of co-pilots to meet the requirements of SES and the new concept of SAC Regulation 51-4. The monthly requirement for each individual co-pilot was increased from one hour per month to two hours per month as it was found that the one hour period each month was not sufficient to maintain the required proficiencies.

During September 1957, 30 gunnery missions were flown with all missions over the required 75% firecut. Comparison for the past three months are as follows:

| | Sorties over 75% | Sorties under 75% | Firecut Percentage | Effectiveness |
|---|---|---|---|---|
| July | 26 | 1 | 93.6% | 96.0% |
| August | 14 | 5 | 87.0% | 73.2% |
| September | 30 | 0 | 96.6% | 100% |

Under Blue Ridge Red, A/C will be armed (not chambered) at all times in the security parking area. As a precautionary measure against accidental firing, the firing control power fuse will be removed from the A-5 controlpanel. The fuse and fuse holder will be taped to the control panel to be inserted by the co-pilot. As



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usual the safe fire switch will be wired to the safe position and D.C. circuit breaker pulled to prevent accidental firing of the cannon. 47/

ECM

During the month of September very little activity ECM was accomplished. This inactivity was due primarily to lack of ECM equipment, emphasis being necessarily put on the aircrew upgrading program and inability of adjacent ALC units to support fighter-bomber exercises.

A majority of the aircrews have been given a review of the ECM portion of the EWP in preparation for the annual EWP examination. Included in this briefing was a mandatory review on the chaff tactic of Single Unit Dispensing. Headquarters 15AF required that all crew members be briefed on procedures to be used, importance of this tactic as a penetration aid, and most common malfunction incurred in past exercises.

Two wing missions, Jolly Boy and Scar Face were planned to include maximum bomber-fighter activity but due to prior commitments, units concerned were unable to furnish support.

Approximately fifty crew members involved in SAC 51-10 training were given the ECM familiarization course. All co-pilots of this group were given additional instruction in the use and physical characteristics of ECM equipment by the ECM technical representative of the ADE squadron.

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47. Annex C Operations Order 400-57, see Exhibit #20.





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GROUND TRAINING

Most areas of ground training were hampered or minimized due to the low priority placed upon these accomplishments. Flying was given first priority in all cases except Block Training to aid in utilization of the available flying time. Two areas of weakness still exist on our annual requirements. These are Physical Conditioning and Local Survival Exercises.

During September, 217 hours of training was accomplished on the C-11 Jet Instrument Trainer, 46.30 hours on the P-3A Conventional Instrument Trainer. Ninety-seven hours were accomplished on the T-1A Gunnery Trainer and 83 hours on the T-2A, 12 hours on the T-3A Ultrasonic Radar Trainers. A total of 40.45 hours were accomplished on the B-47 Flight Simulator. These figures of time utilized, of all trainers assigned to this unit, represents a utilization of 82% of the total time available. The total time allocated to this wing has been decreased due to the arrival of the 96th Bombardment Wing which began utilization of the trainers on 16 September. Our B-47 Flight Simulator continued to be operated of a nine hour a date basis throughout September because of a shortage in instructor personnel, however, adequate time has been available to meet SACR 51-10, and 50-2A requirements and our annual standardization checks. No off base quotas have been requested for October.

The total manhour utilization for the B-47 Mechanical MTD was 1615 hours and for the B-47 Electronics MTD was 1222 manhours.



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This represents a total decrease for the two units of 29% over August utilization. This decrease was mainly in the mechanical field and was due a decrease in the scheduling of maintenance personnel.

Two crew members completed Advanced Survival Refresher Training at Stead AFB. Seven co-pilots completed OQ Gunnery Exercise at Davis-Monthan AFB and one observer completed the IFM course at Mather Field, California.

Twenty-three students were graduated from SACR 50-24 Block Training; five crew members completed Local Survival Exercise and 27 completed Initial Handgun or Refresher Handgun Qualification.

Programming has been established to complete Block Training and Arms Qualification for all non-aircrew personnel during October and November. Both of these courses will begin the first week of October.

All other accomplishments were as outlined in appendix VII to Annex F, 341st Operations Order Number 475-57 dated 1 September 1957. 48/

SPECIAL WEAPONS

The September OPLAN scheduled 17 crews for their quarterly Special Weapons training requirements. Of the scheduled crews, seven crews completed the three day course, four crews partially

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48. Operations Order 475-57, September. See Exhibit #15.



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completed. Absentee reports were submitted weekly to the Wing Director of Training.

New check lists were reproduced and inserted in all operational and training Bomb Commander folders.

Three special weapons training films were received and are now being incorporated in the special weapons course. However, due to the lack of availability of 16mm projectors on scheduled days of instructions, the showing of these films cannot be predicted.

Ground training for the month was as follows:

| | |
|---|---|
| Classroom instruction | 564 manhours |
| Universal delivery trainer | 56 manhours |
| Additional instruction | 23 manhours |
| Line exercises | 4 crews (1 each) |
| Air Weapons Missions | 3 crews |
| Capsule handling procedures | 29 manhours |
| Standardization checks | 1 crew |

STANDARDIZATION

Three of the crews assigned to the Standardization Division, Major Elsey (S-42), Captain Graves (L-38), and Captain Weeks (L-18), were engaged almost entirely with bombing competition practice missions. A total of 13 competition type sorties were flown.

One crew, Lt. Colonel Ritter (S-01) conducted a B-47 static



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display for the Secretary of Defense at Offutt Air Force Base, Nebraska.

Two articles were prepared for the Director of Operations concerning Hazards of Winter Flying; one to be used in the base instrument school and one to be published in the Base paper.

One crew, Major Warner (S-02) successfully completed SES re-evaluation in Celestial Grid navigation. The following crews successfully completed Formal Standardization Checks during September.

B-48 - Major Barrett

B-18 - Capt Weeks

B-04 - Capt Brechel

One crew started their formal standardization check but will be completed in October. Two crews were placed on student status due to failure of formal standardization checks.

Crew T-05, Captain East, was critiqued on 3 September 1957 on their formal standardization check flown 28 and 30 August 1957. Captain East, A/C, and Lt. Webb, Navigator, failed to satisfactorily complete their proficiency examinations and corrective action was initiated with a suspense of 11 October 1957. Crew T-05 satisfactorily completed their formal standardization check with Captain Beebo, crew T-31. Crew T-06, Captain Stutler, A/C, was administered a formal standardization on 3 and 4 September 1957, by Captain Bailey and crew T-02. Critique of crew T-06 was held



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on 5 September 1957 and corrective action was initiated on Captain Stutler, AC, and Lt Cobble, for failure to satisfactorily complete proficiency examinations with a suspense date of 11 October 1957. Lt. Crofcheck, Navigator, had corrective action on log procedures with a suspense of 4 October 1957. Sgt. Branson, BC, had corrective action initiated on use of check list with a suspense of 18 October 1957.





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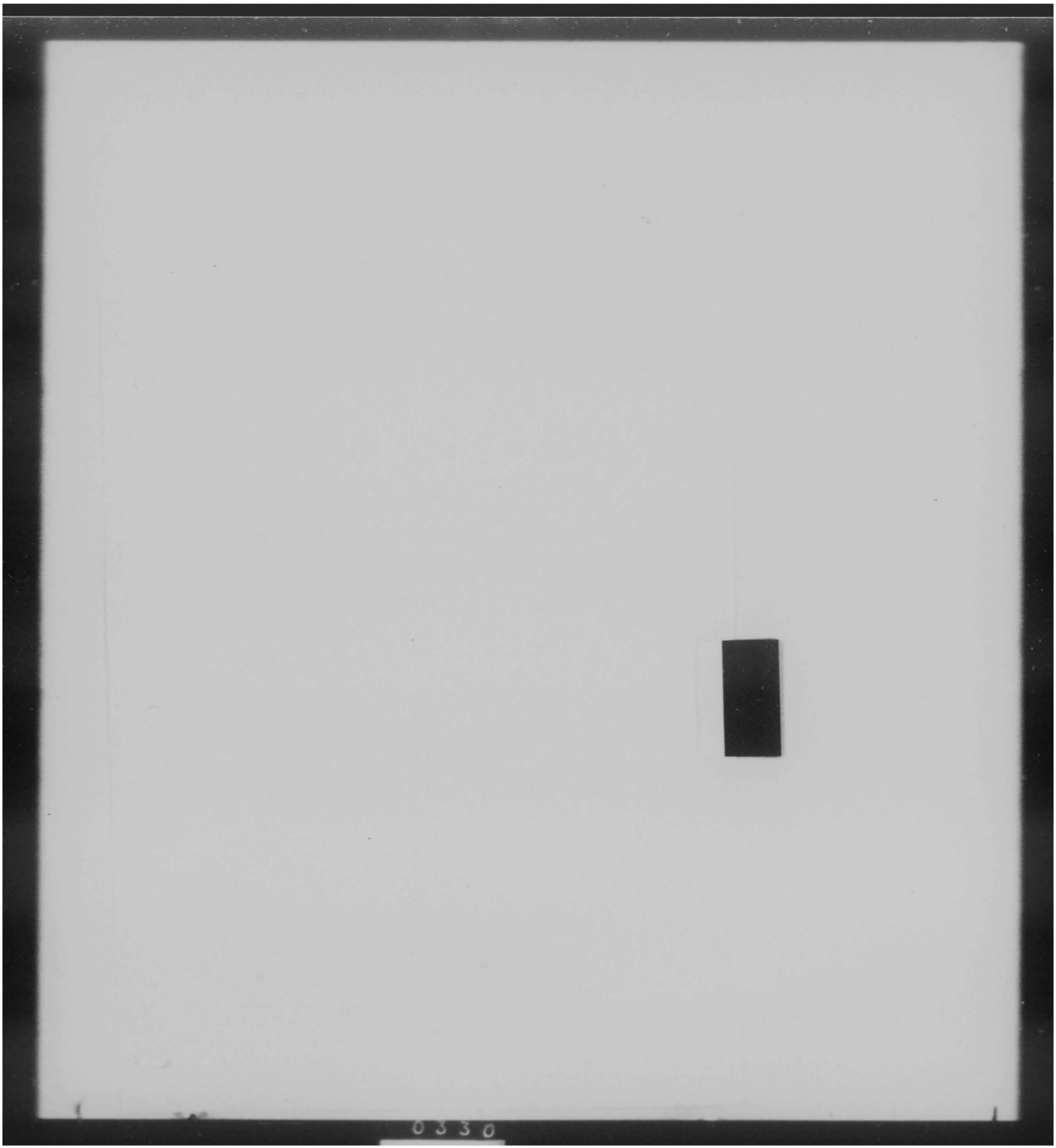



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CHAPTER IV

MATERIEL

AIRCRAFT MAINTENANCE

Three maintenance squadrons were required to furnish support to the 341st Bombardment Wing by keeping the wing's aircraft in top flying condition. These were the 341st Field Maintenance Squadron, the 341st Armament and Electronics Squadron and the 341st Periodic Maintenance Squadron.

The 341st Periodic Maintenance Squadron experienced considerable difficulty on the first three B-47 aircraft inspections that were conducted and no difficulty on the last three. For the inspections of the last three, all aircraft were inspected in record time. An average Periodic Maintenance Squadron turnaround time for the first three aircraft was 20 days against 9.5 for the last three. The primary reason for the great difference for turnaround time was that all major systems in the last three aircraft were operational when the aircraft was delivered to the docks. Excessive cannibalization also contributed to the cause of the total turnaround time of the first three aircraft. In a synopsis of the problems that existed, two factors were predominant, shop support was mediocre, and needed parts were not available. A total of 300 manhours had been wasted during the month due to a lack of supplies. 49/

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49. A breakdown of time lost per aircraft taken from 341st Director of Materiel files, 341st Bomb Wing, Lyons AFB, Texas



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In the 341st Armament and Electronics section, completion of special projects was held up because of a lack of components and necessary equipment. The Field Comm/Nav shop made further progress on the project of building mock-ups to support Base Flight during the month. Five were completed and put into operation.

MAINTENANCE HAZARDS

With the arrival of the 96th Bombardment Wing, the shops of the Field Maintenance Fabrication Branch have been subjected to a handicap. The parachute shop was divided into two sections and the personnel of the shop were packing the personal parachutes of the members of the 341st Bomb Wing, 96th Bomb Wing, 4th SSS, 11th Air Refueling Squadron and the Base Flight, plus all rubber equipment on the base. With the parachute shop divided, the brake and approach chute section moved to one corner of the main hangar. This constituted another problem. When aircraft are in the same corner of the hangar, the left wing of the plane extends over into the working area causing parachute personnel to work under the aircraft.

The paint dope and fabric shop was well established in a single building and was working under only a few difficulties. Since the Fabric section personnel moved their sewing machines to the shop, it was not possible to obtain electrical outlets for the machines and three machines had to be operated off of one single electrical extension cord, laid across the shop floor.



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The paint shop also operated under a considerable handicap since they were authorized seven paint guns and only had two guns and one replacement that was not dependable. Generally the maintenance shops were in need of improvement. Crowded conditions around the dispatchers section, and poor lighting in the machine shop and sheet metal shop are extra problems that were encountered by the Field Maintenance Squadron during the month of September. 50/

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50. Pictures enclosed to confirm these statements. Exhibit #22. This information available in files of the 34th FMS, Dyess AFB, Texas.



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3. Personal Interviews

4. Minutes of the Squadron Commanders and Staff Officers meetings, minutes of the Base-Community meetings.

5. Information Services Files

6. Squadron Historical Reports, Past Histories of 819th AD and ABGru, Charts and Graphs.

7. Files of other base organizations

8. Newspaper, The Planesman, Dyess AFB Weekly.



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2. Aeronautical Orders #34, 341st Bombardment Wing, 5 Sep 57.
Exhibit #2.

3. Aeronautical Orders #35, 341st Bombardment Wing, 11 Sep 57.
Exhibit #3.

4. Aeronautical Orders #37, 341st Bombardment Wing, 18 Sep 57.
Exhibit #4.

5. Aeronautical Orders #38, 341st Bombardment Wing, 21 Sep 57.
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6. Regulation Publication, Exhibit #6.

7. Regulation Publication, Exhibit #7.

8. Minutes of Commander's NCO Advisory Council, 25 Sep 57.
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9. Staff Meeting Minutes 341st Bombardment Wing, 13 Sep 57.
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10. Staff Meeting Minutes 341st Bombardment Wing, 20 Sep 57.
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11. Staff Meeting Minutes 341st Bombardment Wing, 30 Sep 57.
Exhibit #11.

12. 341st Bombardment Wing Roster Of Officers, Exhibit #12.

13. 341st Bombardment Wing Monthly Combat Crew Roster. Exhibit #13

14. Exhibit on Safety Meeting Minutes. Exhibit #14



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15. Operations Order 475-57, September 475-57 Pl. Exhibit #15.

16. Flying Training Summary, September, Exhibit #16.

17. Crew Flimsy for "Camp Down", Exhibit #17.

18. Crew Flimsy for "Jolly Boy", Exhibit #18.

19. Crew Flimsy for "Scar Face", Exhibit #19.

20. Annex C OPS Order 480-57, Exhibit #20

21. Communications Flimsy, Sept 57, Exhibit #21.

22. Pictorial Exhibit#22.



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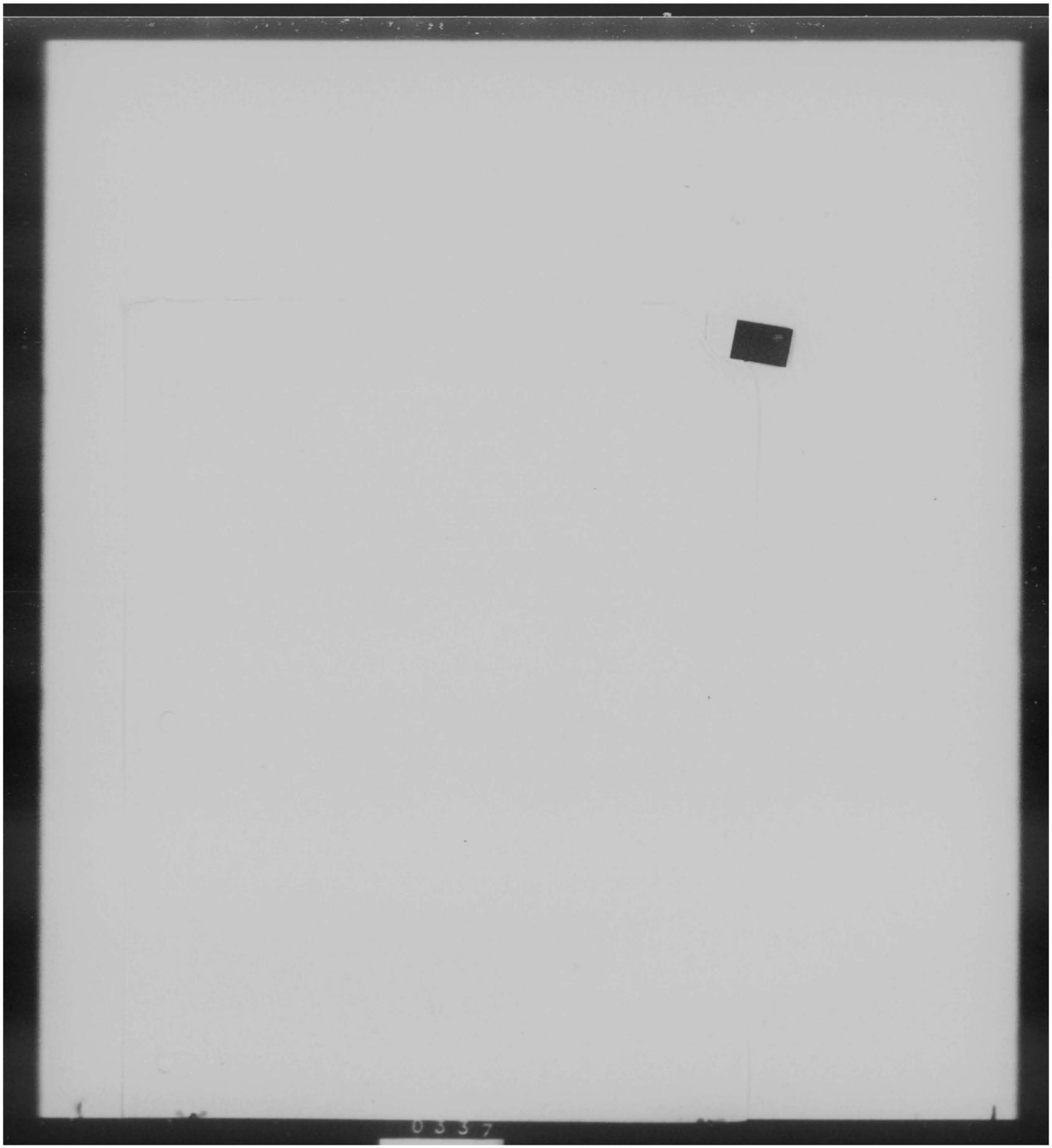



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

5 September 195/

STAFF MEETING MINUTES

1. WING INTELLIGENCE: Lt Colonel Castro gave a 15 minute briefing. The theme of the briefing was "The Security Estimate of the Soviet Covert Threat".

2. DIRECTOR OF SAFETY: Captain Miller announced that there would be a change in the Wing Ground Safety meeting. A discussion followed pertaining to the use of Saturday mornings for Squadron directed functions. It was decided that for September, Saturday the 14th would be used for Squadron functions and the Wing Ground Safety Meeting. The Safety meeting will be held in two sessions, at 1000 and 1100 hours of the 14th. In the future, the second Saturday of each month will be utilized for Commander's Calls, inspections and Wing directed activities as announced in the monthly schedule of activities.

3. 11TH AIR REFUELING SQUADRON: Lt Col Hunter requested all responsible persons to insure that everyone scheduled to take part in Treasure Chest were properly notified.

4. 341ST TACTICAL HOSPITAL: Lt Col Sutherland stated that a recent directive requires a screening of physical records of all personnel to determine the number of personnel who have physical disabilities who would disqualify them for overseas duty. Vaccine for Asiatic Flu will be available in the near future and notices will be published giving the schedule for administering the shots. Lt Col Sutherland also announced that the Dyess Aero Club would meet at 1930 hours, Friday 6 September 57 at the Service Club.

5. DIRECTOR OF PERSONNEL: Lt Col Kendall stated that Wing OJT scores have improved somewhat, but are still low compared with the Air Base Group and other SAC Wings. A discussion followed pertaining to possible methods of improving the scores. Colonel Sturdivant suggested that the present supervisors have all they can handle and that more supervisors be trained among the 5 skill level airmen to provide for more adequate training. Lt Col Kendall also mentioned that nominations for the NCO Preparatory School should be made carefully and that those airmen who are highly qualified for promotion should be given first priority. It was also mentioned that despite the early release program for airmen, every effort should be made to retain our skilled airmen.

6. 12TH BOMBARDMENT SQUADRON: Lt Col Hamlyn questioned the existence of a policy regarding BOQ rooms for bachelors. Colonel Sturdivant stated that a Base Regulation is being published, which will set forth the policy. The BOQ's will not be utilized for administrative offices as planned. Rooms will be assigned as long as they are available. Bachelor officers will not



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draw quarters allowance as long as BOQ rooms are available.

7. 341ST HEADQUARTERS SQUADRON SECTION: Lt Col Stanley announced that the Headquarters Squadron orderly room has been moved to Building 7220.

8. DEPUTY WING COMMANDER: Colonel Walsh called the staff's attention to a new Base Regulation 205-5. This Regulation sets up the system of providing a limited number of Decals for vehicles gaining access to the Flight Line. Each squadron will receive a quota of decals which will be transferrable. Use of the Decals will be effective 15 September 1957. In conjunction with this system, additional personnel gates will be opened and additional flight line transportation will be available. A Division walk-through will be conducted some time in October to test this system and to determine what problems would be faced during EWP conditions.

9. WING COMMANDER: Colonel Sturdivant stated that congratulations were in order for the fine results of the past week. Indications are that the complacency, as evidenced earlier, had been overcome. Colonel Sturdivant urged that this new spirit be continued. The Wing Commander urged all commanders to take immediate steps to improve the appearance of dormitory areas. Grass needs cutting and watering and more all around attention. He also stated that an improvement was still needed in personal appearance of airmen, especially hair cuts and appearance of uniforms.

10. The meeting adjourned at 1615 hours.





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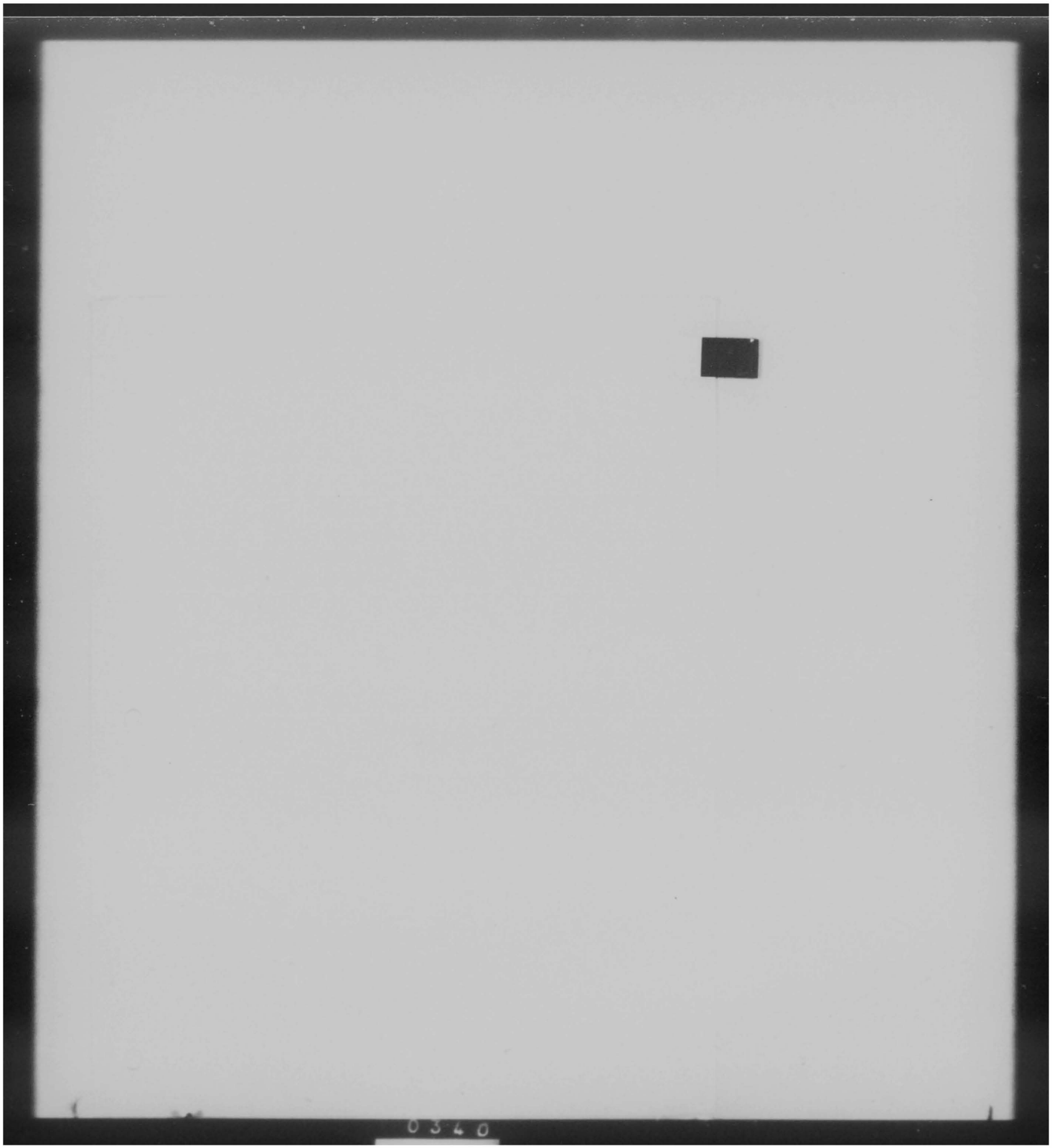



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HEADQUARTERS
3/1ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 34)

5 September 1957

COLONEL HOWARD B WALSH, 7857A, this HQ, SAC, this STA, is granted the Aero Rating of COMMAND PILOT under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

James E Reavley

JAMES E REAVLEY
Capt, USAF
Adjutant

DISTRIBUTION:
G plus
4 CYS to DIR MIL PERS, HQ USAF,
ATTN: SEP BR, WASH 25, D.C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D.C.
1 CY HQ SAC, ATTN: DPM, Offutt AFB, NEB
1 CY HQ 15AF, ATTN: DPA, March AFB, CALIF

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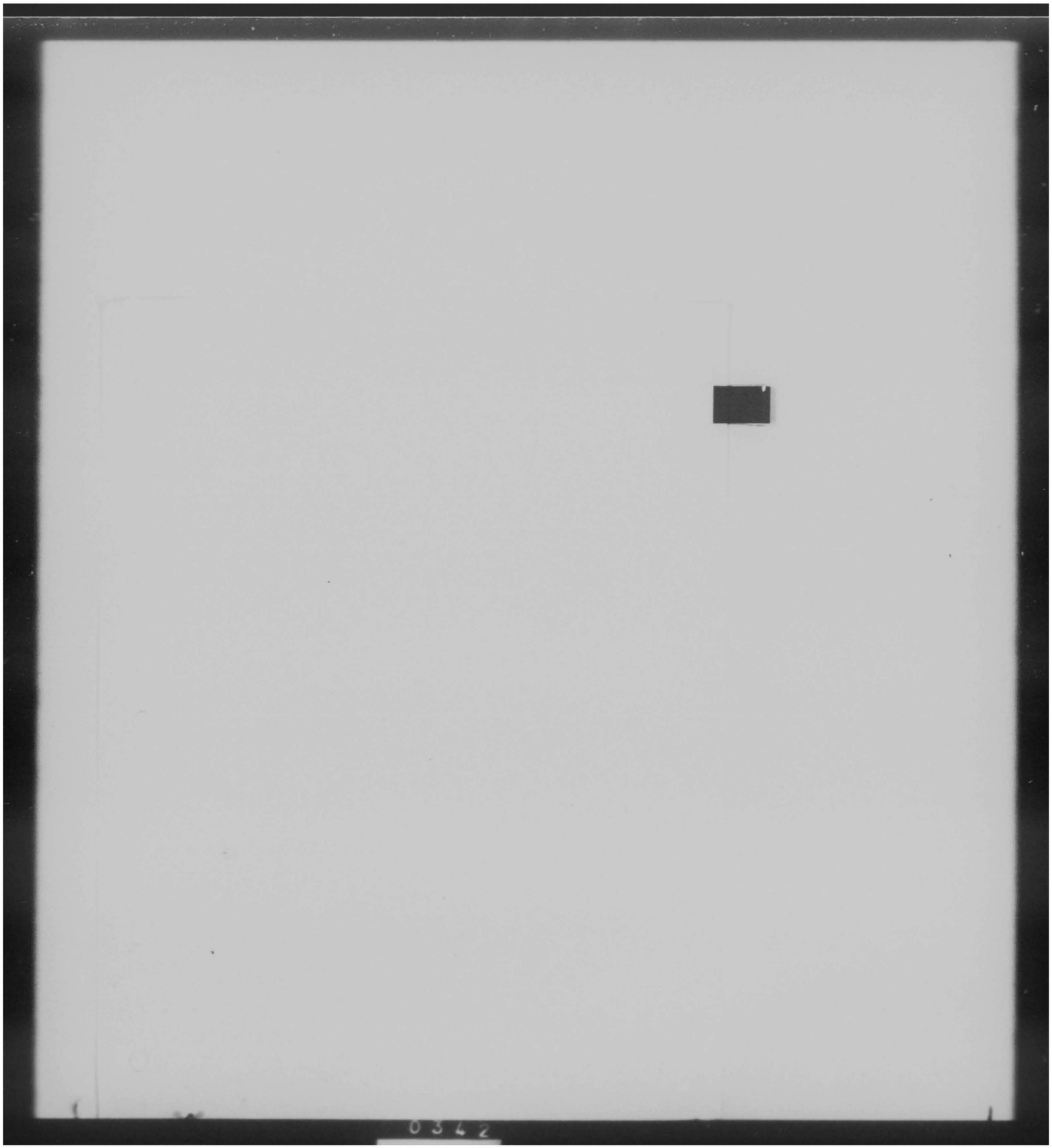



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 35)

11 September 1957

CAPTAIN DARRELL V. COLE, AO782177, 10BOMRON, SAC, this STA, is granted the Aero Rating of Senior Pilot under the PROV of AFR 50-7.
AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

JAMES E. REAVLEY
Captain., USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.

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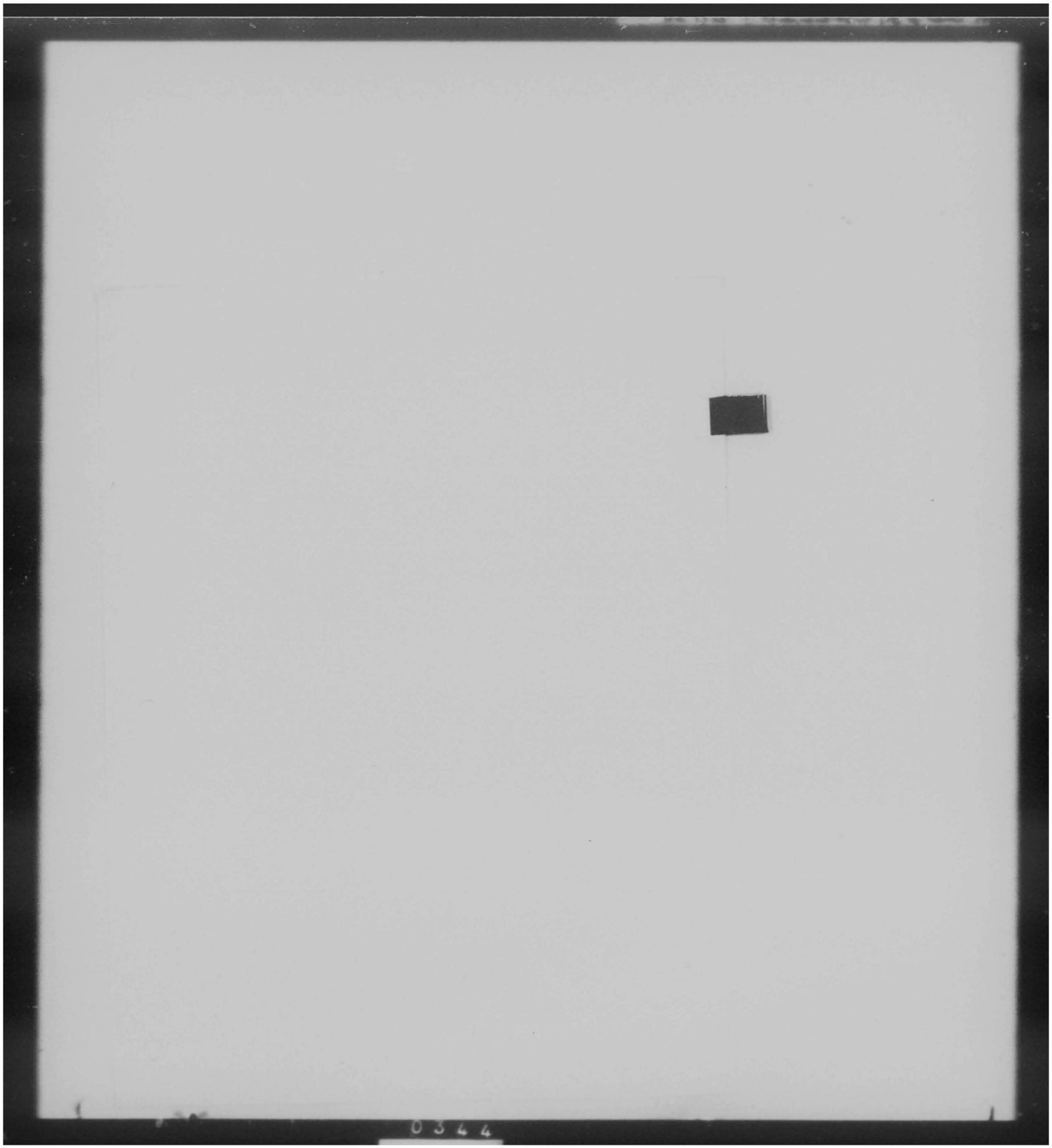



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HEADQUARTERS
3441ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 37)

18 September 1957

CAPTAIN ROBERT L ATKINS, AO1911252, 12TH BOMRON, SAC this STA, is granted the Aero Rating of Senior Pilot under the PROV of AFR 50-7.
AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

JAMES E. REAVLEY
Captain, USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.

Incl #8

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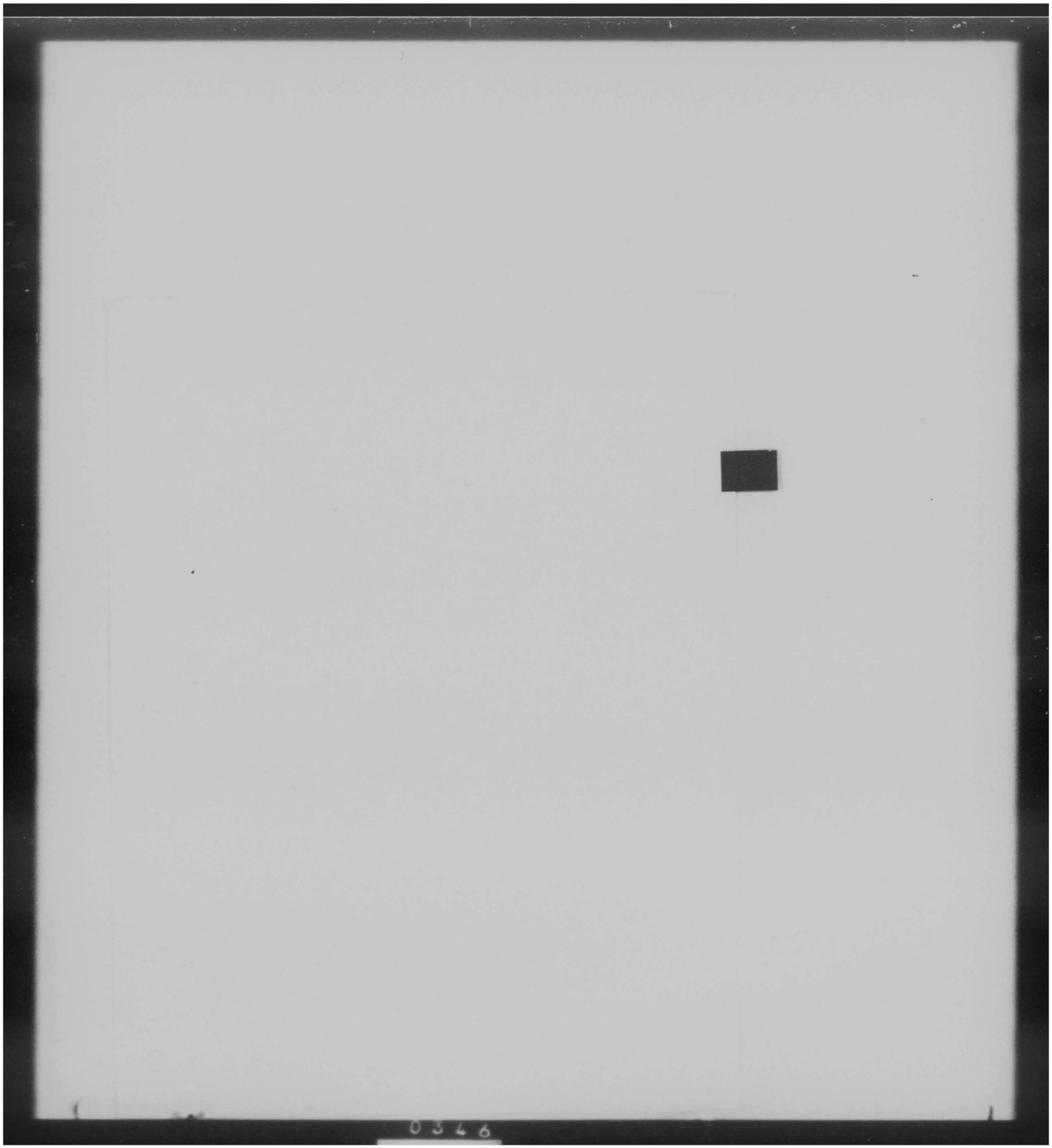



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

21 September 1957

AERONAUTICAL ORDERS)
NUMBER 38)

CAPTAIN ARTHUR F. DILLENSNYDER, A0690384, 341BOMWG, (M), SAC, this STA, is granted the Aero Rating of Senior Navigator under the PROV of AFM 35-13. AUTH: PAR 2, CHAP 1, AFM 35-13, 3 JUNE 57.

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain., USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF.
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.

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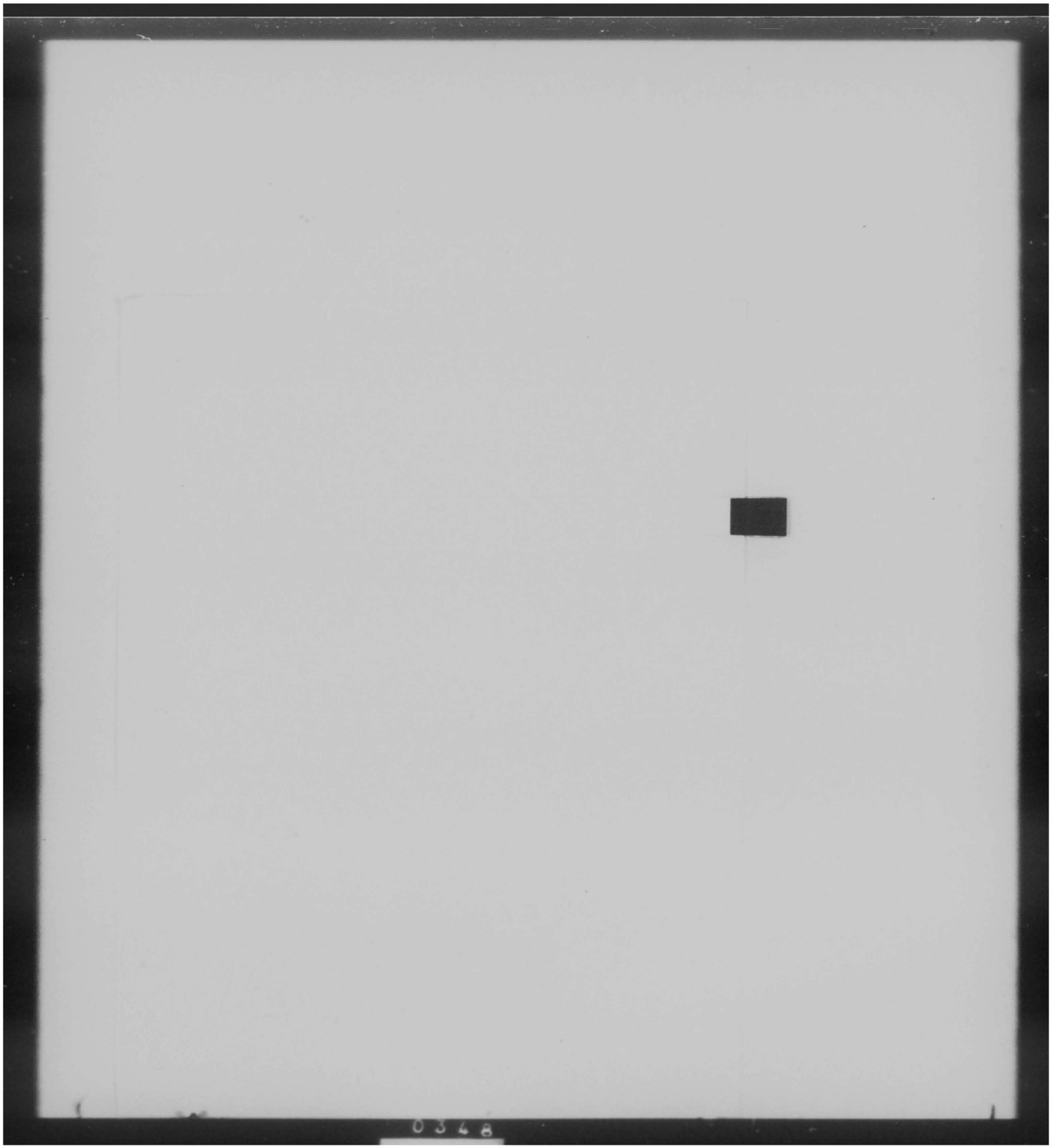



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*341BWR 5-2

341BW REGULATION)
NUMBER 5-2)

HQ 341ST BOMBARDMENT WING M
Dyess Air Force Base
Abilene, Texas
1 September 1957

PUBLICATIONS

Numerical Index of 341st Bombardment Wing Publications

SECTION I - GENERAL


| | Paragraph | Page |
|---|---|---|
| PURPOSE | 1 | 1 |
| ARRANGEMENT OF TEXT | 2 | 1 |
| MAINTAINING INDEXES | 3 | 1 |
| MAINTENANCE OF FILES | 4 | 2 |
| CLASSIFIED PUBLICATIONS | 5 | 2 |


SECTION II - CURRENT PUBLICATIONS


| | | |
|---|---|---|
| 341ST BOMBARDMENT WING REGULATIONS | 6 | 3 |
| 341ST BOMBARDMENT WING SUPPLEMENTS | 7 | 10 |


SECTION III - OBSOLETE PUBLICATIONS

SECTION IV - PUBLICATIONS RECEIVED SINCE RECEIPT OF THIS INDEX

SECTION I - GENERAL

1. PURPOSE: To list current 341st Bombardment Wing Publications which are assigned base numbers and general subject classification in accordance with AFR 5-1, as amended, and distributed in accordance with 341BWR 5-3.

2. ARRANGEMENT OF TEXT: This regulation is published in loose leaf form to facilitate revision and addition of new material. Changes will be made on a page for page basis. Additional pages when required will be numbered with an additional letter (2a, 2b, and so on) and printed for inclusion in the regulation. The symbol * is used to indicate a new or revised directive.

3. MAINTAINING INDEXES: Indexes will be kept current in accordance with Para 2 of Air Force Regulation 5-31, dated 25 February 1957.

* This regulation supersedes 341BWR 5-2, dated 1 June 57, and 341BWR 5-2A, dated 20 June 1957.

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4. MAINTENANCE OF FILES: Upon receipt of the publications and changes, files will be screened and required 341st Bombardment Wing Publications will be requisitioned directly from the Wing Adjutant. Requisitions for higher headquarters administrative publications (Technical Order Publication Series are not intended to be included and are exempted from this requirement) will be submitted to the Base Publications Distribution Officer thru the Office of the Wing Adjutant. The Wing Adjutant will exercise approving authority as to unit authorization and quantity on all requisitions for higher headquarters administrative publications for all units assigned or attached to this headquarters.

5. CLASSIFIED PUBLICATIONS: Classified publications will be identified by the symbol (C) for CONFIDENTIAL, (C-NHA) CONFIDENTIAL-MODIFIED HANDLING AUTHORIZED, (S) for SECRET, and (TS) for TOP SECRET. When the title is unclassified, it will be shown.





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SECTION II - CURRENT PUBLICATIONS

6. 341ST BOMBARDMENT WING REGULATIONS.

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 5 - PUBLICATIONS | |
| 5-2 | 1 Sept 57 | Numerical Index of 341st Bombardment Wing Publications | D |
| 5-3 | 3 Oct 57 | 341st Bombardment Wing Publications and Distribution Control | D |
| 5-4 | 1 June 57 | B-47 Aircraft Commander's Combat Crew Guide | D Plus |
| 5-5 | 1 June 57 | KC-97 Aircraft Commander's Combat Crew Guide | D Plus |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 11 - ADMINISTRATIVE PRACTICES | |
| 11-2 | 23 Oct 56 | Wing Controller | D |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 20 - ORGANIZATIONAL - GENERAL | |
| 20-2 | 24 Jan 56 | Mission - 10th Bombardment Squadron | D |
| 20-3 | 1 Feb 56 | Mission - 12th Bombardment Squadron | D |
| 20-4 | 3 Feb 56 | Mission - 490th Bombardment Squadron | D |
| 20-5 | 3 Feb 56 | Mission - 341st Periodic Maintenance Squadron | D |
| 20-6 | 3 Feb 56 | Mission - 341st Armament-Electronics Maintenance Squadron | D |
| 20-7 | 3 Feb 56 | Mission - 341st Field Maintenance Squadron | D |
| 20-8 | 7 Feb 56 | Mission - 11th Air Refueling Squadron | D |
| 20-9 | 6 Jun 56 | Mission - 341st Tactical Hospital | D |
| 20-10 | 21 May 56 | Squadron Communications Officers | X,D |

For additional publications in this series, see section IV, lines:



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1 September 1957 REGULATIONS

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 35 - MILITARY PERSONNEL | |
| 35-1 | 2 May 56 | Flying Uniform for Combat Crews and Maintenance Personnel | D |
| 35-1A | 8 May 56 | Flying Uniform for Combat Crews and Maintenance Personnel | D |
| 35-2 | 18 Apr 56 | Wing Ramp Personnel Equipment Showdown Inspection | D |
| 35-4 | 23 Oct 56 | Combat Crew Awards | D Plus |
| 35-5 | 21 Mar 57 | Outstanding Personnel Awards | D |
| 35-5A | 6 Aug 57 | Outstanding Personnel Awards | D |
| 35-6 | 15 Apr 57 | Authorized Absence from Official Duty and Emergency Recall | D |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 50 - TRAINING | |
| 50-1 | 1 Feb 57 | Planning, Scheduling, and Recording of Air Training Accomplishments | D Plus X |
| 50-3 | 9 May 57 | Domestic Target Study | D |
| 50-4 | 2 Jun 56 | Film Handling | D |
| 50-5 | 11 Feb 57 | EWP Ultra Sonic Plate Runs | D,X |
| 50-6 | 7 May 57 | Analysis of Unreliable Bombing and Error Reporting Procedures | D Plus |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 51 - FLYING TRAINING | |
| 51-1 | 29 Mar 56 | Observer and A&E Responsibilities and Coordination | D |
| 51-3 | 6 Jun 56 | 341st BomWg Instrument Training | D,X |
| 51-4 | 11 May 56 | Pre-Solo Checks | D,X |

For additional publications in this series, see section IV, lines:



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1 September 1957 REGULATIONS

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 55 - OPERATIONS | |
| 55-1 | 7 Feb 56 | B-47 and KC-97 Minimum Fuel Procedures (VFR and IFR) | X,D |
| 55-2 | 26 Jan 56 | Controlled Crash Landings of B-47 and KC-97 Aircraft | X,D |
| 55-3 | 28 Mar 56 | Ground Handling and Taxi Procedures B-47 Type Aircraft | X,D |
| 55-4 | 5 Mar 57 | Weather take-off and landing Minimum for B-47 and KC-97 Type Aircraft | X,D |
| 55-5 | 10 Mar 56 | Procedures for calling the Wing Control Room | X,D |
| 55-5A | 26 Mar 56 | Procedures for calling the Wing Control Room | X,D |
| 55-6 | 1 Mar 56 | Assignment and Duties of Bombardment Squadron Gunnery Officers | X,D |
| 55-7 | 13 Feb 57 | B-47 Fuel Loads | X,D |
| 55-8 | 10 Apr 56 | Crew Changes and Roster of Crew | X,D |
| 55-9 | 3 Jul 56 | Altitude for Checking Non-Pressurized Compartments | X,D |
| 55-10 | 12 Mar 57 | Upgrading Combat Crews | D |
| 55-11 | 13 Nov 56 | B-47 and KC-97 Aircraft Commander's Upgrading Programs | D |
| 55-12 | 1 Mar 57 | Blue Ridge Aircraft and Air Crews | X,D |
| 55-13 | 20 Mar 57 | Command Review and Approval of Flight Plans | D Plus |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 60 - FLYING | |
| 60-1 | 3 Oct 56 | Logging of Flying Time | X,D |
| 60-3 | 8 Mar 56 | In Flight Procedures for Jettisoning B -47 Approach Chute | X,D |
| 60-4 | 3 Nov 56 | Cross Wind Components for B-47 and KC-97 Type Aircraft | X,D |
| 60-5 | 8 Mar 56 | Jettisoning Area for Approach and Brake Parachutes after Landing | X,D |
| 60-6 | 26 Mar 56 | Areas for the Emergency Salve of Bombs and External Fuel Tanks | X,D |
| 60-7 | 29 Mar 56 | B-47 Acceleration and Climb Procedures | X,D |
| 60-8 | 15 May 56 | Maintaining Crew Member Records | D |
| 60-10 | 13 Jul 56 | Procedure for Determining KC-97 Stall Speed and Center of Gravity | D |
| 60-11 | 6 Jun 57 | Flying Crew De-Briefing | D Plus |
| 60-11A | 20 Jun 57 | Flying Crew De-Briefing | D Plus |

For additional publications in this series, see section IV, lines:





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REGULATIONS

| Number | Date | Title | Distribution |
|---|---|---|---|
| | | 62 - FLYING SAFETY | |
| 62-1 | 9 Feb 56 | Selection of Crew of the Month | D |
| 62-3 | 26 Jan 56 | Loss of Cabin Pressurization and/or Heat in B-47 Type Aircraft | D,X |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 66 - MAINTENANCE - ENGINEERING | |
| 66-1 | 21 May 56 | Aircraft Malfunction and Aborts | D |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 67 - SUPPLY | |
| 67-1 | 20 Apr 57 | Identification, Inventory and Account- for Approach and Brake Parachutes | D |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 92 - FIRE PREVENTION AND PROTECTION | |
| 92-1 | 4 Jul 56 | Fire Prevention and Protection | D |

For additional publications in this series, see section IV, lines:

| | | | |
|---|---|---|---|
| | | 137 - ARMAMENT-ELECTRONICS | |
| 137-1 | 8 Jan 57 | Operation & Maintenance Rendezvous Station | D Plus |
| 137-1A | 19 Jul 57 | Operation & Maintenance Rendezvous Station | D Plus |
| | | 205 - SECURITY | |
| 205-1 | 28 Nov 56 | Internal Security & Operation of the Wing Headquarters during an Alert | D |
| 205-2 | 12 Apr 57 | Procedure of Limitation of 819th Air Division Operations Plan 500-57 | D |

For additional publications in this series, see section IV, lines:





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7. 341ST BOMBARDMENT WING SUPPLEMENTS

| Number and Date | Title | Distribution |
|---|---|---|
| a. AIR FORCE PUBLICATIONS | | |
| AFR 32-2<br>341BWSUP-1<br>5 Jul 56 | Ground Accident Reporting and Analysis System | D |
| AFR 60-16<br>341BWSUP-1<br>13 Mar 56 | Air Traffic Clearance, and General Flight Regulations | D |
| AFR 62-14<br>341BWSUP-1<br>14 Feb 57 | Aircraft Accidents | D |

For additional publications in this series, see section IV, lines:



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| Number and Date | Title | Distribution |
|---|---|---|
| | b. SAC PUBLICATIONS | |
| SACR 59-1<br>3411BWSUP-1<br>20 Apr 56 | Organization and Functions of Safety Program | D |
| SACR 55-49<br>3411BWSUP-1<br>1 May 56 | Zippo Messages | D |
| SACR 62-8<br>3411BWSUP-1<br>19 Jul 57 | Flying Supervision and Advisory Assistance | D |
| SACR 62-8<br>3411BWSUP-2<br>6 Aug 57 | Flying Supervision and Advisory Assistance | D |
| SACR 66-5<br>3411BWSUP-1<br>31 Mar 56 | Aircraft Refueling and Defueling Procedures | D |
| Change 1<br>SACR 66-5<br>3411BWSUP-1<br>18 Jul 56 | Aircraft Refueling and Defueling Procedures | D |
| SACR 66-33<br>3411BWSUP-1<br>7 Jun 56 | Aircraft Decontamination Capability | D |

For additional publications in this series, see section IV, lines:



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| Number and Date | Title | Distribution |
|---|---|---|
| | c. 15AF PUBLICATIONS | |
| 15AFR 11-8<br>341BWSUP-1<br>3 Oct 56 | Preparation of Unit Mission Directives | D |
| 15AFR 65-4<br>341BWSUP-1<br>6 Mar 56 | Aircraft Inventory Record<br>TO 00-35D-263D | D |

For additional publications in this series, see section IV, lines:



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SECTION III - OBSOLETE PUBLICATIONS

The following 341st Bombardment Wing Publications are obsolete. They will be removed from all files and destroyed.

341ST BOMBARDMENT WING REGULATIONS

| Number | Date | Title | Rescinded By |
|---|---|---|---|
| 5-2 | 1 Jun 57 | Numberical Index of 341st Bombardment Wing Publications | 5-2 1 Sept 57 |
| 5-2A | 20 Jun 57 | Numberical Index of 341st Bombardment Wing Publications | 5-2 1 Sept 57 |
| 123-1 | 23 Apr 56 | Inspection System | None |



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SECTION IV - PUBLICATIONS RECEIVED SINCE RECEIPT OF THIS INDEX

| Number | Pub Nr | Date | Title | Supersedes |
|---|---|---|---|---|
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
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| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |

FOR THE COMMANDER:

James E. Reawley

JAMES E. REAWLEY
Captain, USAF
Adjutant

DISTRIBUTION
D



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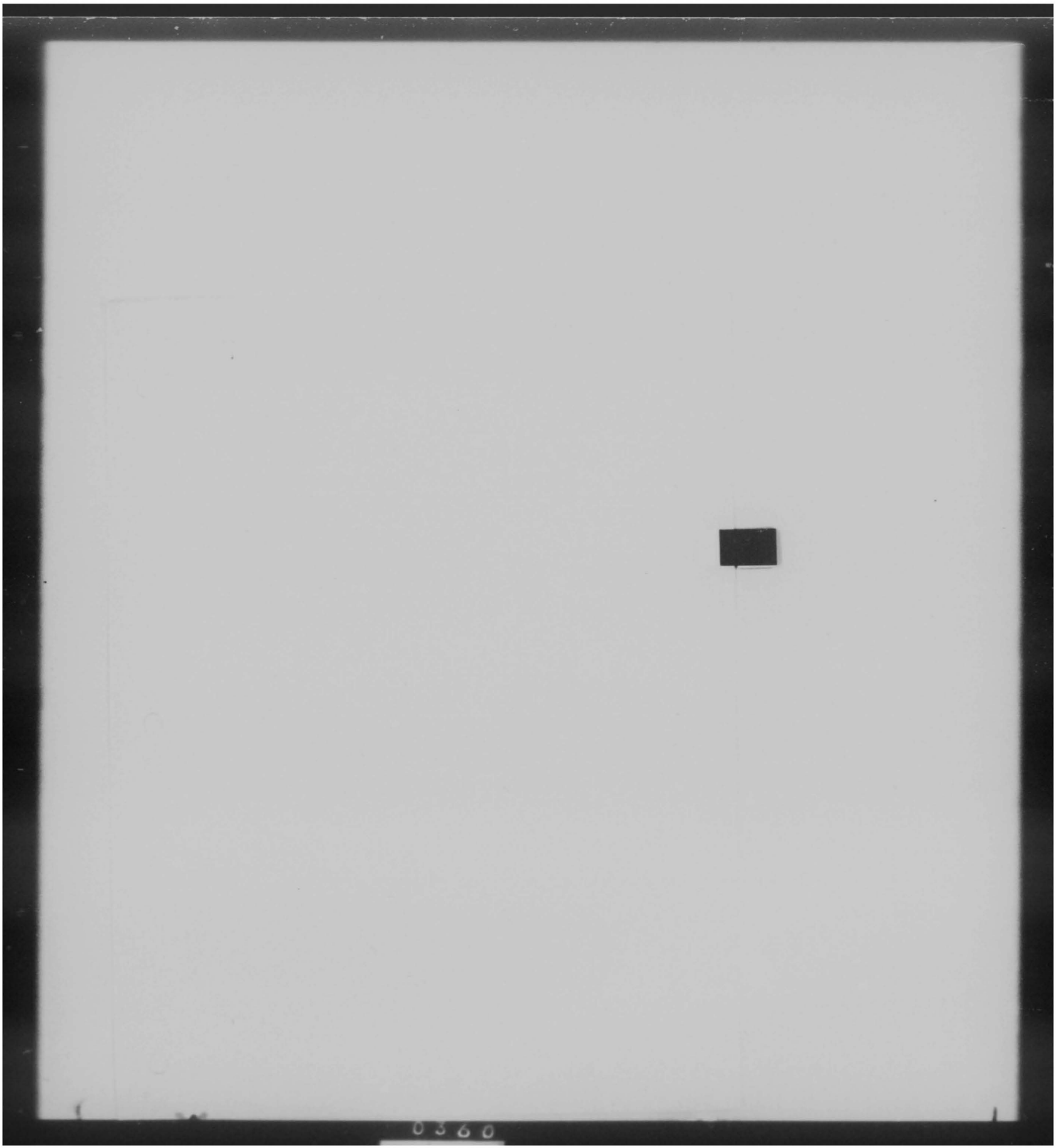



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341BW REGULATION)
NUMBER 66-2)

HQ 341ST BOMBARDMENT WING M
Dyess Air Force Base
Abiline, Texas
20 September 1957

MAINTENANCE-ENGINEERING

EMERGENCY ELECTRICAL POWER PLANT OPERATION

1. PURPOSE: This regulation establishes standard operation procedures for assuring availability of power sources during emergencies.

2. SCOPE: This directive applies to all units and/or sections assigned this headquarters that possesses emergency electrical power plants. Instructions contained herein are effective upon publication.

3. PROCEDURES: Units in paragraph 1 above will:

a. Establish operators check list in detail for the inspection of units. Units will be inspected prior to operation each week.

b. Prepare local sign off sheet. Sheet will include but not be limited to:

(1) Date unit was operated.

(2) Number of minutes (to nearest ten minute increment) operated.

(3) Statement at head of signature block that check list was accomplished.

(4) Signature block indicating name and rank of individual.

c. Sign off sheet and check list will remain with the unit at all times. Sheets may be inserted in water proof envelopes to protect them from climatic conditions.

d. Primary and alternate operators will be designated to operate units. The contents of SAC Regulation 66-17 will be complied with in determining the assignment of operators.

e. Fuel tanks will be kept at least three fourths (3/4) full at all times.



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f. Insure that power plants are operated at least once each week for a period of time that insures complete check out of the unit. This operational check will be under normal load expected under emergency conditions.

g. The 341st Field Maintenance Squadron Ground Power Section will assist concerned agencies with the preparation of check list.

h. Power plants possessed by Installation Engineers on loan to the Wing will be serviced, inspected, and maintained by the Installation Engineers Section.

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

DISTRIBUTION:
D



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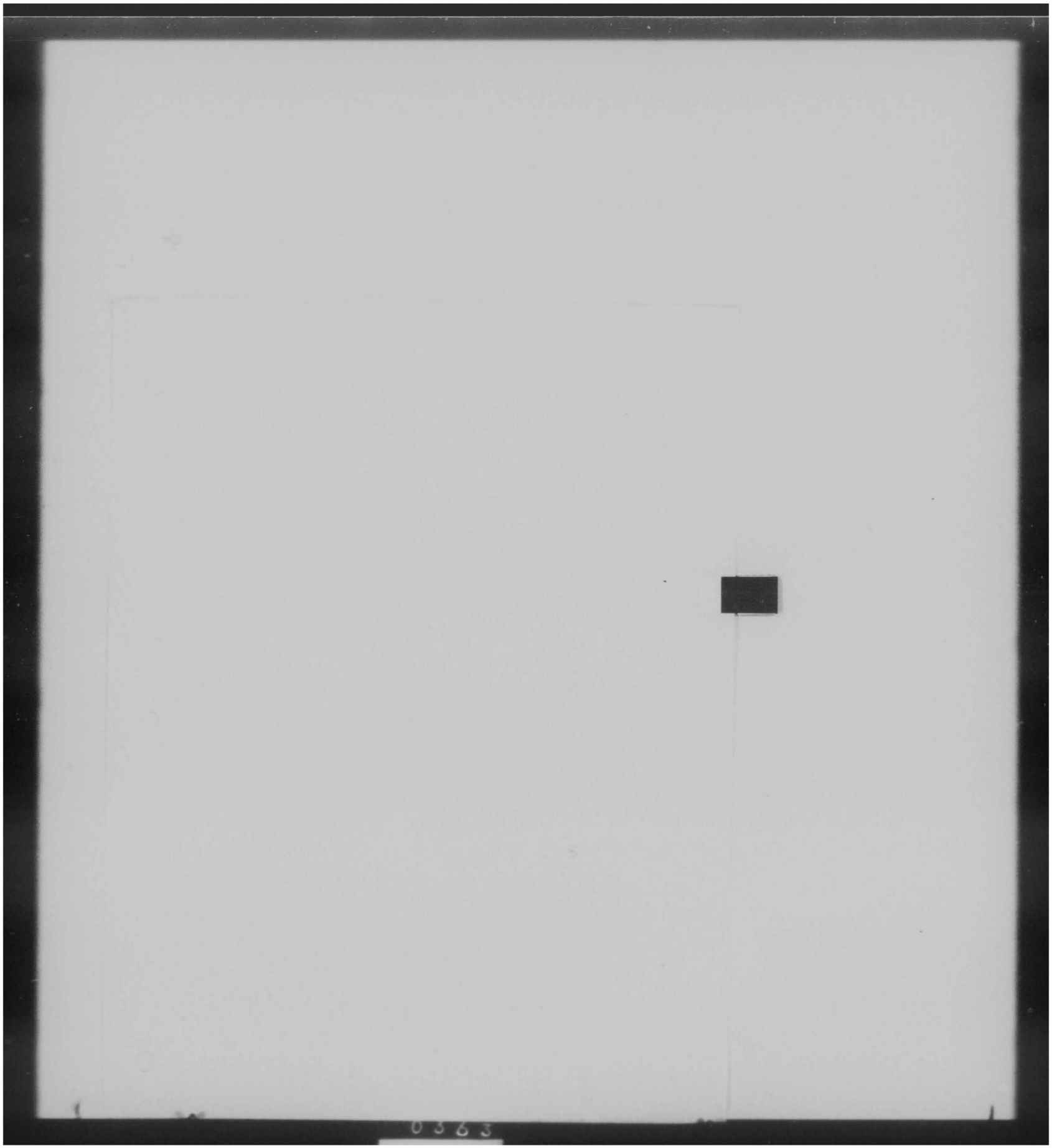



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base
Abilene, Texas

25 September 1957

MINUTES OF COMMANDER'S NCO ADVISORY COUNCIL

1. The meeting was called to order at 1100 hours. The Wing Commander was present for the meeting.

2. The following Wing Organizations were represented as indicated below:

| | | |
|---|---|---|
| This Hq | | M/SGT Paul H. Stueve |
| 341HEDRON | | M/SGT Dewitt Odom |
| | ** | M/SGT Kenneth Aynes |
| 10TH BOMRON | | M/SGT Edward Ward |
| 12TH BOMRON | | M/SGT Edgar Cullum |
| 490TH BOMRON | | M/SGT John Shinn |
| 11TH AREFS | | M/SGT Charles W. Johnson |
| | ** | M/SGT William G. Jarboe |
| 341ST ARMT&ELECTMAINTRON | | T/SGT David J. Tomlinson |
| 341ST PERIODICMAINTRON | | M/SGT William J. Hamblin |
| 341ST FLDMAINTRON | | M/SGT Robert C. Kelley |
| 341ST TACHOSP | * | M/SGT Galen E. Bruns |

* Substitute
** Visitors

3. Commissary: Compliants have been heard of some items in the commissary having a higher price than the same items in civilian stores. Master Sergeant Odom explaned this is because of the requirement to contract for these items in advance. Colonel Sturdivant pointed out that surveys prove there is a positive overall saving at the commissary.

4. Air Police patrolling housing: Comments were that AP's patrol housing excessively. Colonel Sturdivant stated that the Division Commander is very concerned with keeping a tight control on traffic in the housing area for the safety of the children, but he will check on the claim of excessive patrol.

5. Line Passes: The question was brought up as to the possibility of acquiring more line passes. Colonel Sturdivant stated this is a trial period for the new security system, also that the issuance of additional passes was unlikely.

6. State of Police Outside Main Gate: The debris at the underpass outside the main gate, undoubtedly deposited there by Dyess personnel who polish cars there, was brought to the attention of the Wing Commander. The Commander indicated he would inform the base commander and he would possibly utilize a prisoner detail to clean it up. This should be a reminder to be especially careful not to be a "Litter-Bug".

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7. Fatigues in BX Cafeteria: It was suggested that fatigues be authorized in the BX Cafeteria after 1800 for the benefit of those who have to work late. Colonel Sturdivant did not favor this, citing the desired standards of appearance and discipline.

8. Service Club: The programmed activities have not received the participation they should have. Personnel are encouraged to take part in the activities provided By the Service Club. Real participation would increase desired activities to fill those spare hours.

9. Discipline: The Wing Commander again stressed the role the NCO should play in the state of discipline in the organization.

10. Retention: Colonel Sturdivant pointed out that we are losing our skilled technicians. The supervisor on the job is the man to play the big part. He should look out for his people, see that they have the best that circumstances permit; it all adds up to personnel realizing they have a good thing here and makes them proud of the great organization they belong to. The Wing Commander asks each and every supervisor to push the retention program.

11. The Meeting adjourned at 1230 hours.

12. The next meeting will be held at 1045 hours, 23 October 1957.



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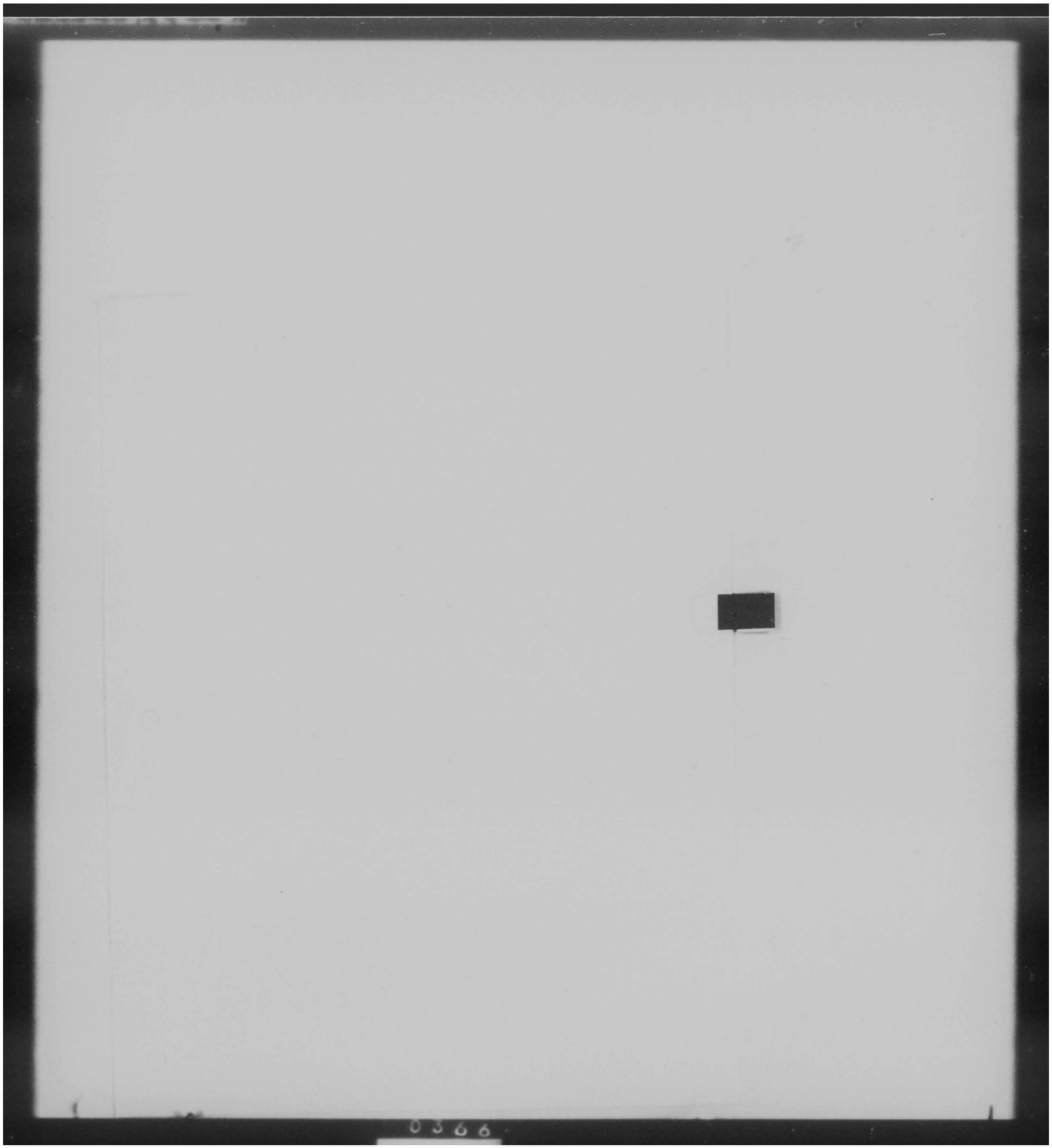



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air For Base, Texas

13 September 1957

STAFF MEETING MINUTES

1. The meeting convened at 1500 hours, 12 September 1957

2. DIRECTOR OF MATERIEL: Colonel Peeler stated that the 96th Bombardment Wing is without tugs. Steps are being taken to procure eight (8) tugs from Carswell Air Force Base, but in the interim, the 341st Bombardment Wing will furnish tugs for use by the 96th Bombardment Wing.

It was also stated that a SAC regulation must be complied with in connection with the opening of additional personnel gates to the flight line. A discussion followed regarding the making of paper warning signs, for posting at the gates as required by the regulation.

3. WING SAFETY: Captain Mohan briefed the staff on the Flying Safety Totem Pole Ratings. The month of August was a test period with the actual rating system, as explained by Base Regulation 62-2, goes into operation for the month of September.

4. PERIODIC MAINTENANCE SQUADRON: Lt Colonel Cannon suggested that results of the selections for various monthly awards be made known to the various squadrons who have submitted nominees. The Wing Adjutant will make a formal request to have this added to the present system.

5. FIELD MAINTENANCE SQUADRON: Lt Colonel Powell stated that there have been numerous complaints regarding the lack of attention given to dependents who report to the Base Hospital for medical care. A discussion followed in which many similar or related instances were brought up.

Colonel Sturdivant requested that all commanders determine all the facts of each such instance and submit, in writing, to the Base Hospital Commander an outline of what has taken place.

6. 12TH BOMBARDMENT SQUADRON: Lt Colonel Hamlyn reminded the staff that the last make-up period for the mandatory security briefing was scheduled for 0930 hours on Friday, 13 September.

Colonel Walsh informed the staff that 100% attendance is expected for the security briefing and that those not attending could expect a personal interview with General Westover.

Colonel Sturdivant directed that all commanders determine those personnel who have not attended and march them in formation to the Base Theater for the final briefing period Friday morning.



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7. 10TH BOMBARDMENT SQUADRON: Lt Colonel Smith asked about the validity of the red ramp passes. It was explained that the new flight line parking decals will be replaced by a new dual purpose pass according to the number of red passes now in existance. The dual purpose decal will be marked with a red cross and will serve both for entry through the flight line gates and access to the ramp.

8. DIRECTOR OF PERSONNEL: Lt Colonel Kendall reemphasized the need for careful selection of airmen for attendance at the NCO Prep School, inorder to insure that the best qualified people are selected for the training.

Colonel Sturdivant reiterated his desire that airmen who are most highly qualified for promotion be chosen and not, as in a few recent cases, chosen just to fill quotas.

In order to aid more careful selection the Wing Adjutant will obtain and distribute, the projected squadron quotas several months in advance.

9. BASE COMMANDER: Lt Colonel Trail stated the internal security of the base would be under close observation for the next sixty days and a staff study prepared to illustrate the strengths and weaknesses of the present system. Lt Colonel Trail also stated that the disastrous fire Wednesday evening in the Capehart Area, pointed out that the houses are definitely vulnerable. While the exact cause of the fire has not yet been determined, it was recommended that pilot lights on the hot water heaters and heating systems be carefully watched especially during periods of heavy rain and high winds. Wing Adjutant, Captain Reavley discussed several administrative items including, regular schedule of pick-up of classified material, authorization of alternates for picking up classified material, processing of last minute requests for travel orders and other miscellaneous items pertaining to administrative procedure.

10. DEPUTY WING COMMANDER: Colonel Walsh stated that the briefing planned for all newly assigned personnel was not yet firm, but a definite time would be announced sometime Friday.

Colonel Walsh also stated that despite the frequent shifting of personnel to provide flying time, commanders are still responsible for insuring that instrument cards not be allowed to expire. Close supervision will be required to keep the situation under control.

11. WING COMMANDER: Colonel Sturdivant established that the ground safety meeting would be conducted at 1000 and 1100 hours Saturday, 14 September at the Base Theater and indicated that he would utilize fifteen minutes of each session to discuss pertinent topics. Colonel Sturdivant stated that money problem is very critical and that the indications are that the situation will not improve for sometime. He urged effort on the part of every individual to conserve in every way possible. Colonel Peeler elaborated on some of the reasons for the drastic shortage of funds. Colonel Sturdivant stated that effective immediately restrictions have been placed on TDY travel and that unless other modes of transportation could be determined to be more economical, all TDY travel would be performed on military aircraft.

12. Meeting adjourned at 1620 hours.



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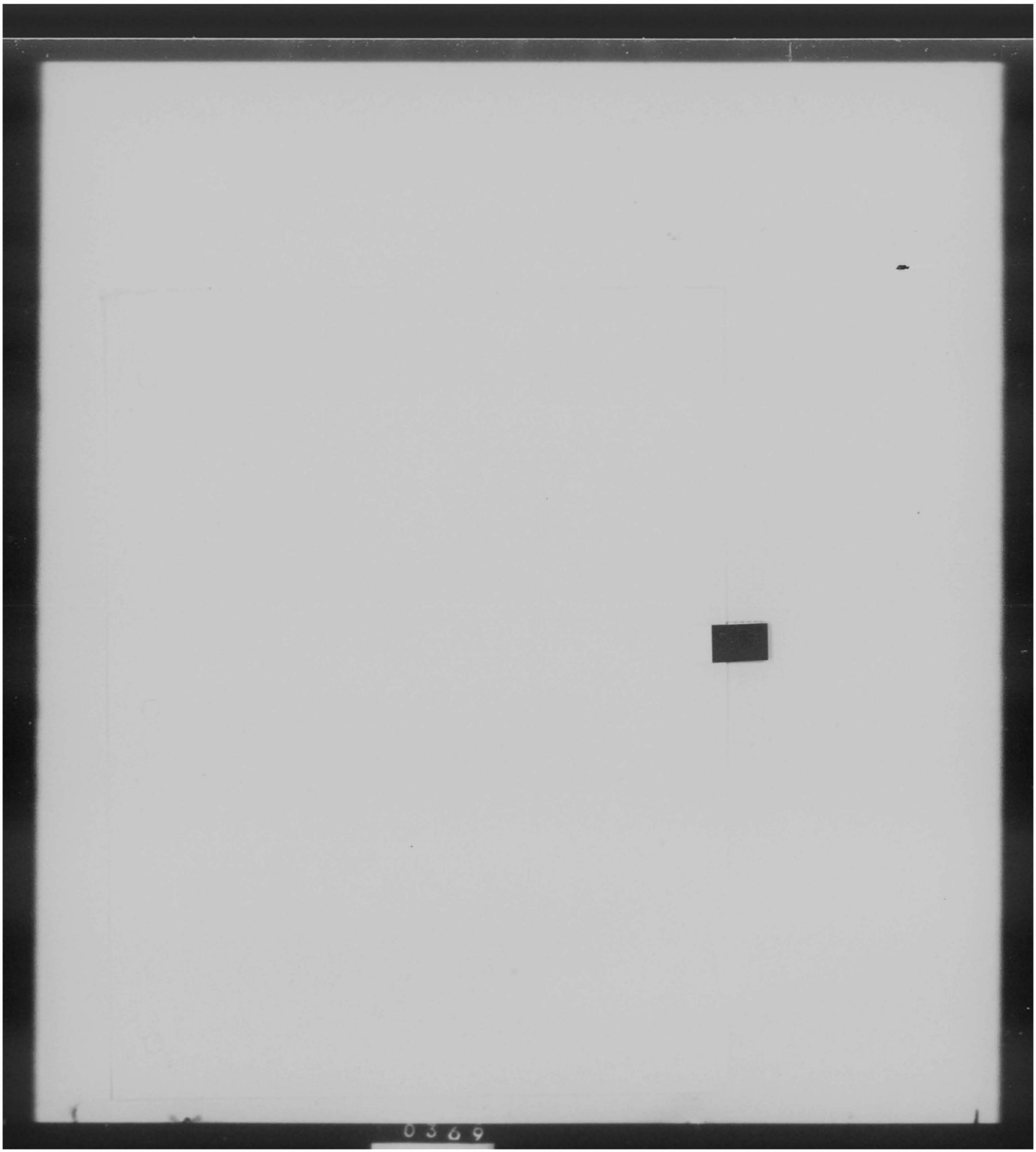



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

20 September 1957

STAFF MEETING MINUTES

1. The meeting convened at 1500 hours, 19 September 1957.

2. BASE ISO: Lt Colonel Kelliher briefed the staff on the program arranged for Kid's Day, 28 September 1957. Of particular interest to the 341st Wing units were the following items: Two KC-97's will be used in the aircraft backdrop in the parade area in front of Base Operations, and one in the static display area between the two hangars. One 341st Wing B-47 will be used in the static display area. The Field Maintenance Squadron, A&E Squadron and Wing Headquarters Squadron would be the only units to march in the parade and the groups will be confined to 100 men per squadron. The Wing will furnish 100 officers to act as guides for visitors. Necessary information will be passed on the guides either by direct briefing or by written instructions.

3. PROVOST MARSHAL: Captain Newsome spoke briefly on the new pass system which will go into effect Monday, 23 September 1957. Captain Newsome asked that everyone understand that the new security system is not a local program, but has been directed by SAC Headquarters.

A discussion followed pertaining to the need for more relaxed challenging procedures by guards on the flight line during hours of darkness.

4. DIRECTOR OF MATERIEL: Colonel Peeler spoke of the state of disrepair of the barrels and ropes on the flight line and about the responsibility for keeping them repaired. Colonel Sturdivant directed that each squadron would be responsible for the condition of the barrel line in its' own area. Colonel Peeler spoke of the worsening supply problems.

A meeting of the budget review panel revealed that after all necessary expenditures had been made, there would be $197,000 left as against requirements for $326,000 for the next quarter. It was requested that all request for supplies be kept to a minimum.

5. DIRECTOR OF OPERATIONS: Colonel Lockhart stated that all personnel would have to adhere strictly to all training schedules in order to complete required training in the next 4 1/2 months.

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6. DIRECTOR OF SAFETY: Captain Miller reminded the staff of the Division Flying Safety meeting Friday 20 September, at the Base Theater at 1500 hours.

7. 11TH AIR REFUELING SQUADRON: Lt Colonel Hunter was congratulated by Colonel Sturdivant for the excellent, near perfect results achieved by the refuelers during their recent mission.

8. 490TH BOMB SQUADRON: Lt Colonel Palfrey asked about the rating of SAC standard given to supply functions.

Colonel Peeler explained that the rating of SAC standard was not a completely true picture because not all items are completely checked.

9. 10TH BOMB SQUADRON: Lt Colonel Smith asked about holding of raffles. Lt Colonel Trail explained to the staff that a proposal for conducting a base wide raffle for the benefit of the Dependent Youth Activity was presented to General Westover for approval. All unit raffles will need approval also and will no doubt be affected by the General's decision.

10. ARMAMENT & ELECTRONIC SQUADRON: Lt Colonel Stevens asked that it be determined whether or not the Service Station concessionaire was checking ages of patrons buying beer. Lt Colonel Trail was asked to look into this matter and also what could be done about improving the service at the gas station.

11. 12TH BOMB SQUADRON: Lt Colonel Hamlyn asked when more crews would be upgraded to lead status. Information will be sent to the squadrons. Colonel Hamlyn also stated that general meeting of the officers' club members would be held in Base Theater at 1600 Friday, 27 September 1957. The purpose of the meeting will be to review the club constitution and elect a new board of governors.

12. DIRECTOR OF PERSONNEL: Lt Colonel Kendall announced that the percentage of airmen passing their upgrading tests had increased favorably.

13. DEPUTY BASE COMMANDER: Lt Colonel Trail stated that instructions will be forth coming soon regarding the operation and maintenance of government vehicles. The purpose is to establish a system which will provide to utmost in economy and length of service of the present vehicles since they will have to last at least until 1960. Colonel Trail also stated that General Westover desires a clean-up campaign on the base, and each unit will take care of its' immediate area.



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14. DEPUTY WING COMMANDER: Colonel Walsh stated more attention must be given to handling of personnel as to living conditions in the dormitories. Complaints have been made regarding overcrowding and a shortage of clean linen. Closer attention must be given to items such as these, because of their obvious effect on the re-enlistment program. All commanders will meet with Colonel Walsh, Saturday morning, 21 Sept at 0715, to review floor plans and room assignments of unit dormitories.

15. WING COMMANDER: Colonel Sturdivant stated that interviews with airmen leaving the service reveal practices that need correction. In particular, the practice of punishing all for individuals discrepancies is very undesirable. It is more desirable to seek out the individual offenders and mete out the punishment accordingly.

A discussion followed concerning the plans for a barbecue party to be held for maintenance supervisory personnel. The date will be 4 October at the picnic ground area. Details will be announced later.

16. Meeting adjourned at 1615 hours.

James E. Pearley

JAMES E. REALVLEY
Captain, USAF
Adjutant



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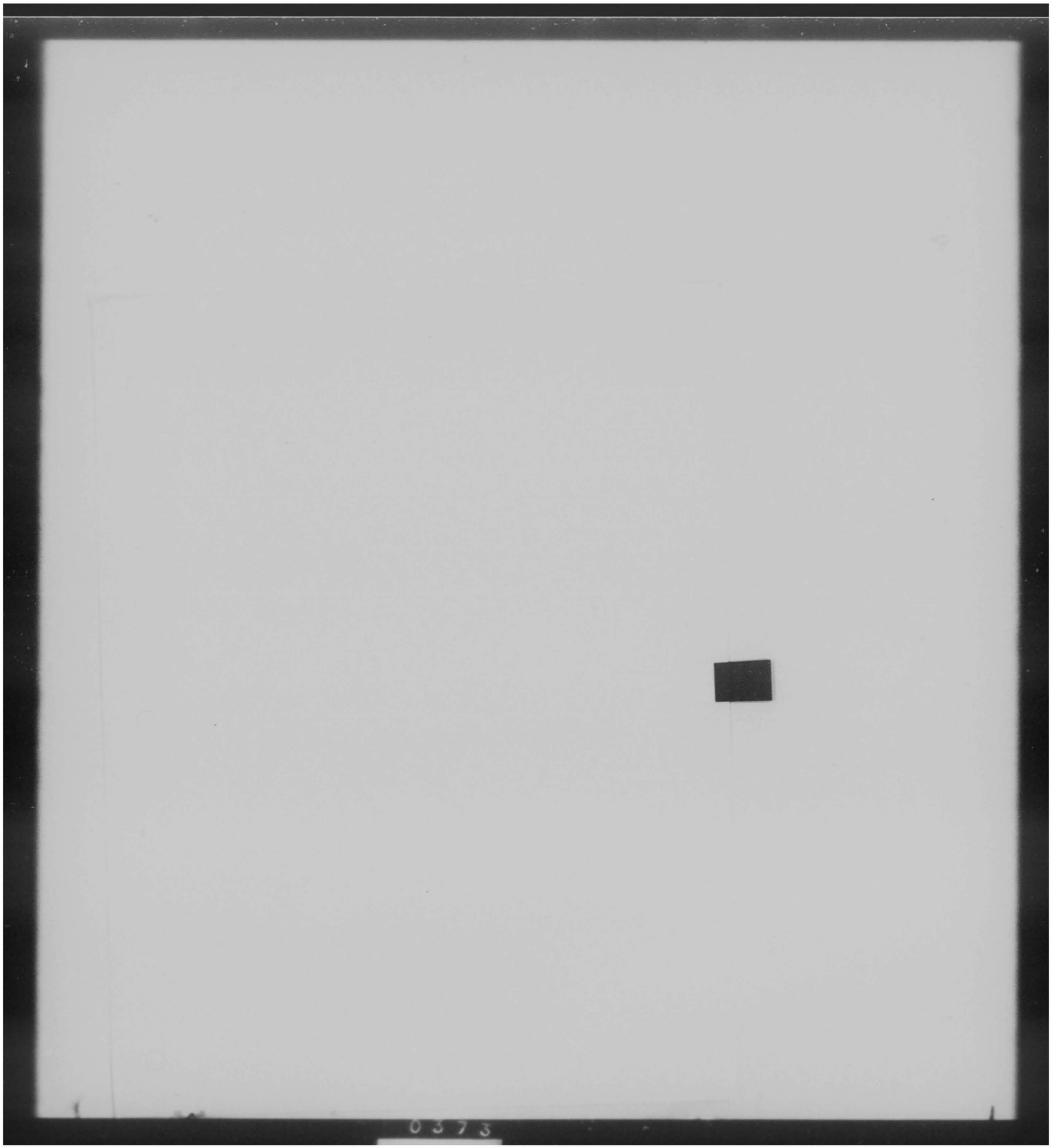


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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

30 September 1957

STAFF MEETING MINUTES

1. The Staff Meeting convened at 1515 hours, 26 September 1957.

2. WING COMPTROLLER: Major Sielbeck briefed the staff on the management control statement for October. The 341st Armament & Electronics Maintenance Squadron won the Management Control Plague.

3. DIRECTOR OF MATERIEL: Colonel Peeler briefed the staff on the operation problems on our KC-97s and B-47s in relation to maintenance and supply. The briefing also included suggestions for improving and solving these problems.

4. PERIODIC MAINTENANCE SQUADRON: Major Gaul asked about the policy of allowing personnel to attend courses in the MTD to wear fatigues. Present policy calls for personnel to wear Class "A" uniforms. If personnel would be allowed to wear fatigues they could be selected at roll call and save considerable time. Colonel Sturdivant indicated that personnel would not be selected at roll call and personnel attending training courses would be selected as far in advance as possible.

5. ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON: Lt Colonel Stevens questioned the policy of disseminating information regarding the Wing deployment. Personnel would like to know as far in advance as possible in order to arrange personal affairs. Colonel Sturdivant stated that information should be given out only on a need to know basis and the general release of the information regarding the deployment would not be made prior to E - 30 days.

6. FIELD MAINTENANCE SQUADRON: Major Cunningham stated that the function and operation of the Field Maintenance Squadron and its relation to the flying effort would be better understood if air crew personnel had the opportunity to personally visit the Field Maintenance Shop and observe first hand the field maintenance operation. He further stated that the facilities of the Field Maintenance shops are available at all times to interested personnel and extended an invitation to rated personnel to visit the shops at any time. Other members of the staff agreed with this idea and it was added further that the Periodic Maintenance and the Armament & Electronics Maintenance Squadrons be included. Efforts will be made to work out a program which will allow crew personnel the opportunity to visit the maintenance shops.

7. 10TH BOMBARDMENT SQUADRON: Lt Colonel Smith requested information as to the existance of base regulation regarding the local traffic pattern. It was explained that the local traffic pattern does not seem to be in consonance with Air Force Regulations and appropriate supplements, and that clarification is needed. Colonel Lockhart stated that a regulation pertaining to the traffic pattern is being written at this time.



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8. DIRECTOR OF PERSONNEL: Lt Colonel Kendall introduced a new wing officer, Major Hislop, who has been assigned as Deputy Director of Personnel. Colonel Kendall called the Staff's attention to the September OJT scores and in particular, the tremendous improvement shown this month.

9. WING DEPUTY COMMANDER: Colonel Walsh requested that continued emphasis be placed on looking after our own people. This included insuring that personnel have the proper allocation of clothing and that the clothing is in good repair. To clarify the Disposition Form that was sent out regrading the party for maintenance personnel, it was not intended to limit the number of people invited to attend. All NCOs and supervisors connected with the maintenance activities should be included. Colonel Walsh also stated that the briefing for newly assigned officers that was scheduled for Saturday, 28 September 1957, has been cancelled. In connection with the maintaining of military clothing and uniforms, it was suggested that a showdown inspection on clothing be conducted in all units as soon as possible. It was also suggested that a stand-by inspection be scheduled in each unit at regular intervals. It was also stated that the rope lines on the ramp are still down in some areas and squadron commanders are requested to monitor this situation more closely to keep the rope lines in good repair. Colonel Walsh announced to the staff that he is being transferred to the 96th Bombardment Wing, effective 1 October 1957, to assume the duty as the 96th Bombardment Wing Deputy Commander. The position of 31st Bombardment Wing Deputy Commander will be filled by Colonel Ernest C. Eddy.

10. WING COMMANDER: Colonel Sturdivant urged all personnel to be aware of the problem of the many children that will be wandering around the base on Saturday, 28 September 1957, during the "Kid's Day Program". He urged all personnel to be alert to the possibility of these children wandering into dangerous areas and to take all possible steps to prevent injuries. The Wing Commander stated that during the recent NCO Advisory Council Meeting, it was brought out that crew chiefs are being hampered in their work by the presence of interested personnel gathering around an aircraft which has landed during an emergency. While it is commendable for supervisors to determine quickly the matter and cause of the emergency, it is requested that this information be sought from the flight line vehicle rather than from the crew chiefs, who have their own duty to perform in connection with the emergency. It was also stated that NCOs are being required to provide instructions to refueling officers both as to refueling procedures and to properly filling out required forms. In this regard it is desirable that refueling officers be more completely trained and instructed in their duty so as not to require the assistance of the NCOs. Colonel Sturdivant reminded the staff that the preparation for the SAC Bombing Competition is coming to a close and for all agencies to do everything in their power to assist in the preparation to insure a successful competition.

11. The Staff Meeting adjourned at 1630 hours.

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant





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HEADQUARTERS
341ST [illegible] WING, MEDIUM (SAC)
UNITED STATES AIR FORCE
Dyess Air Force Base, Texas

ROSTER OF OFFICER ACS: 15-P27
30 September 1957

1. Number of items within grade
2. Marital Status
3. Name (last, first, MI)
4. AFSN or ASN
5. Date of rank in grade
6. Aircrew data-Aeronautical rating

   P-1--Fighter Pilot, Jet
   P-2--Fighter Pilot, Single Engine
   P-3--Pilot, Single Engine (Other)
   P-4--Pilot, AOB
   P-5--Pilot, KB-29
   P-6--Pilot, B-36 and RB-36
   P-7--Pilot, B-50
   P-8--Pilot, Four Engine (Other)
   P-9--Pilot, Twin Engine (Other)
   P-10-RB/B-47
   P-11-Pilot, B-52
   P-12-Pilot, Helicopter

6. Aircrew Data-Aeronautical Rating (Cont)
   E--Aircraft Performance Engineer
   R--A/C, Radar Operator
   N--A/C, Navigator
   B--A/C, Bombardier
   NBR--A/C Navigator-Bombardier
   ACM--A/C, ECM Officer
   W--Weapons Officer
   F--Flight Surgeon
   AOM--Aircraft Observer, Medical
7. Date of Separation
8. Duty Assignment Title
9. Organization to which assigned
10. Primary AFSC
11. Foreign Service Selection Date
12. Date assigned present installation
13. Office Phone
14. Home Address
15. Home Phone

In the event of errors or changes or changes to the information contained on this roster call Ext 470, Officer Personnel (Wing)

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COLONELS | | | | | | | | | | | | | | |
| 1 | M-LOCKHART, George M. | 11306A | 10Apr57 | SP-10 | R-AF | D/Opsr | HQ341BOMWG | 00360 | 0552 | 1Jul56 | 291 | 106 Washington Rd. | | OR35803 |
| 2M | PEEL[illegible], Calvin I. | 1525A | 26Apr44 | CP-8 | R-AF | Dir/Mat | HQ341BOMWG | 0066P | 0656 | 24Jul56 | 431 | 126 Washington Rd. | | OR36794 |
| 3M | STURDIVANT, Frank P. | 1421A | 7Aug45 | CP-10 | R-AF | WingComdr | HQ341BOMWG | 00660 | 1155 | 25Nov55 | 251 | 321 Louisiana Rd. | | OR35975 |
| 4 | MWALSH, Howard B. | 7857A | 15Jun54 | CP-10 | R-AF | DepWgComdr | HQ341BOMWG | 00660 | 0453 | 27Jul55 | 252 | 319 Louisiana Rd. | | OR28804 |
| LIEUTENANT COLONELS | | | | | | | | | | | | | | |
| 1 | M-BELK, Claudius E. | 12692A | 16Apr57 | SA/O | R-AF | ChIngDiv | HQ341BOMWG | 1M16 | 0953 | 21Feb56 | 325 | 1909 Ivanhoe | | OR43618 |
| 2 | M-[illegible]MNON, Robert L. | A0518554 | 24Jan56 | None | Indef | SqComdr | 341HAS | 6416 | 0555 | 10May57 | 256 | 103 Rhode Island | | OR35167 |
| 3 | M-CASTRO, Jose | A0359446 | 14Apr54 | None | Indef | ChIntelDir | HQ341BOMWG | 2016 | 0856 | 10Oct56 | 241 | 128 Texas Dr. | | OR43148 |
| 4 | M-HANLYN, Raymond E. | 9956A | 1Dec51 | SP-10 | R-AF | Sq Comdr | 12BOMRON | 0066A | 0355 | 16Mar56 | 513 | 318 Louisiana Rd. | | OR25164 |
| 5 | M-HUNTER, Charles M. Jr. | A0727542 | 23Feb56 | SP-8 | Indef | Sq Comdr | 11AREFS | 0066A | 0546 | 12Apr56 | 282 | 1517 Ivanhoe | | OR37038 |
| 6 | M-KENDALL, Paul C. | 8044A | 1Dec51 | CP-8 | R-AF | D/Pers | HQ341BOMWG | 7016 | 0855 | 2Aug55 | 577 | 120 Texas Dr. | | OR34410 |
| 7 | M-LOWELL, Charles L. | 13928A | 1Jun52 | CP-10 | R-AF | Dep D/Ops | HQ341BOMWG | 00360 | 0749 | 1Nov55 | 292 | 909 Willis St. | | OR26612 |
| 8 | M-LUTS, John | 6277A | 12Aug55 | SP-10 | R-AF | Ch of Maint | HQ341BOMWG | 0066A | 0352 | 10Nov55 | 467 | 120 Nebraska Rd. | | OR32134 |
| 9 | M-MARTIN, William M. | A0728895 | 10Oct52 | SP-8 | Indef | KC-97 A/C | 11AREFS | 7216 | 0156 | 2Apr57 | 390 | 2225 S. 25th St. | | OR36824 |
| 10 | M-MURPHEY, Campbell Jr. | 8892A | 1Aug51 | SP-10 | R-AF | Sq Comdr | 490BOMRON | 0061A | 0645 | 10Jun57 | 433 | 320 Louisiana Rd. | | OR32292 |
| 11 | M-POWELL, Sherrill L. Jr. | 9692A | 14Apr54 | CP-10 | R-AF | Sq Comdr | 341F.M. | 4316 | 0452 | 1Sep55 | 645 | 324 Louisiana Rd. | | OR31394 |
| 12 | M-RITTER, Henry W. | 13847A | 14May57 | SP-10 | R-AF | ChMgStand | 12BOMRON | 1245A | 1249 | 1Jan56 | 446 | 130 Texas Dr. | | OR43266 |
| 13 | M-SMITH, Samuel R. | A0406487 | 4Feb57 | CP-10 | Indef | Sq Comdr | 10BOMRON | 0066A | 1044 | 16Nov55 | 261 | 1526 Vegas Rd. | | OR21385 |



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LIEUTENANT COLONELS (CONT)

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | M-STANLEY, Gregory Q. | 6821A | 31Jan57 | SP-8 | A-AF | Sq Comdr | H[illegible] | 7016 | 1053 | 2Jul56 | 351 | 219 Alabama Rd. | OR33822 |
| 15 | M-STEVENS, Charles J. | A0409907 | 14Apr54 | NBR-A/C | Indef | Sq Comdr | 341A[illegible] | 1525B | 0945 | 24Nov55 | 425 | 1625 Willis | OR31969 |
| 16 | M-SUTHERLAND, Lawrence R. | 19265A | 8Apr55 | F | R-AF | HospComdr | 341TACHOS | 9356C | 0356 | 4May56 | 8155 | 316 Louisiana Rd. | OR37744 |
| 17 | M-TREXLER, Troy L. | A0754817 | 14May57 | NBR | Indef | B-47 Nav | 10B[illegible]ON | 1525B | 0651 | 3Jan56 | 466 | 651 Glendale | OR37669 |

MAJORS

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M-ABBOTT, Walter L. | A0737092 | 20Jun52 | SP-10 | Indef | FltTestOff | H[illegible] | 4334 | 0551 | 15Oct55 | 344 | 3358 Green Acres | OR25389 |
| 2 | M-ANDREWS, Everette V. | A0727958 | 28Jan55 | SP-8 | Indef | KC-97 A/C | 11ARBFS | 1234C | 1255 | 15Aug55 | 236 | 3343 Park Crest | OR23357 |
| 3 | M-AUSTIN, Wallace M. | A0745029 | 15Feb51 | SP-8 | Indef | KC-97 A/C | 11ARBFS | 1234C | 1055 | 6Aug55 | 282 | 3217 S. 18th St. | OR48155 |
| 4 | M-BADGER, Harold W. | A0362445 | 18Jan57 | NBR | Indef | B-47 Nav | 12B[illegible]ON | 1525B | 0853 | 14Sep55 | 513 | 212 Alabama Rd. | OR31243 |
| 5 | M-BAILEY, Dempsey E. | 16508A | 15Feb51 | SP-10 | A-AF | B-47 A/C | 12B[illegible]ON | 1245A | 1047 | 8Sep55 | 487 | 117 Washington St. | OR29040 |
| 6 | M-BARRETT, Pleasant W. | A0792093 | 12Jan55 | SP-10 | Indef | B-47 A/C | 12B[illegible]ON | 1245A | 1054 | 25Jul56 | 604 | 1414 Beechwood | OR21812 |
| 7 | M-BARNGARDNER, Haynes M. | 14897A | 18Sep51 | SP-10 | A-AF | B-47 A/C | 4908[illegible]ON | 7516 | 0647 | 20Mar57 | 493 | 137 Rhode Island | OR[illegible]6 |
| 8 | M-BOCKLON, Leverne | A0418656 | 13Sep51 | N-A/C | Indef | Prod&Interp Off | H[illegible] | 1521A | 0644 | 8Mar56 | 276 | 1010 Willis St. | OR34550 |
| 9 | M-BRIDGES, Wilbur W. | A0790787 | 15Mar51 | SP-10 | Indef | SqOpsOff | 490B[illegible]ON | 1245A | 0553 | 4Jun56 | 582 | 307 Louisiana Rd. | OR36521 |
| 10 | M-BROOKS, William C. Jr. | 12663A | 8Feb51 | NBR | R-AF | B-47 Nav | 10B[illegible]ON | 1525B | 0846 | 25Jul56 | 573 | 1470 Beechwood | OR31854 |
| 11 | M-BROWN, James B. | A01644488 | 13May54 | None | Indef | SupStaffOff | H[illegible] | 6416 | 0257 | 1Apr55 | 475 | 3181 S. 21st St. | OR49949 |
| 12 | M-CAMPBELL, Robert E. Jr. | A0664969 | 1Apr53 | SP-8 | Indef | KC-97 A/C | 11ARBFS | 1234C | 0452 | 3Jan56 | 384 | 1329 S. 7th St. | OR37265 |
| 13 | M-CLARK, Don O. | 14147A | 15Dec51 | SP-8 | R-AF | KC-97 A/C | 11ARBFS | 1234C | 0446 | 19Dec55 | 384 | 122 Nebraska Rd. | OR36183 |



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| AIRMEN (CONT) | | | | | | | | | | | | | | |
| 14 | S-CUNN, Chester L. | | A0301938 | 12Apr56 | SI-8 | Indef | ChContUnit | HQ341BOMWG | 8254 | 0452 | 10Apr57 | 238 | 4047 S. 7th St. | OR43894 |
| 15 | M-CUNNINGHAM, Donal B. | | 13,61A | 15Dec51 | SI-10 | R-AF | MaintSupv | 341F.M. | 0026A | 0152 | 11May57 | 262 | 109 Washington St. | None |
| 16 | M-DAFFERN, Tracy | | 1504A | 1Sep51 | SI-10 | R-AF | B-47 A/C | 12BOMRON | 1416 | 0453 | 22Feb57 | 520 | 117 Rhode Island | OR43098 |
| 17 | M-DAUTEUIL, Donat F. | | 13809A | 1Jun52 | SI-10 | R-AF | B-47 A/C | 10BOMRON | 7016 | 0356 | 5Nov56 | 262 | 136 Texas Dr. | OR37156 |
| 18 | M-DELL, Ollie L. | | 14608A | 16Aug51 | SI-10 | R-AF | AcftPerEng D/O | 10BOMRON | 1416 | 1151 | 2Jul57 | 527 | 1656 Beechwood | OR33022 |
| 19 | M-DOUGLAS, James D. Jr. | | 11685A | 1Jun52 | SI-10 | R-AF | ChrInsDiv | HQ341BOMWG | 1416 | 0343 | 1Nov55 | 231 | 111 Virginia | OR48435 |
| 20 | M-ELZEY, Norman J. | | A01909281 | 14May57 | SI-10 | Indef | B-47 A/C | 490BOMRON | 1234B | 1242 | 26Jul56 | 582 | 216 Alabama Rd. | OR34902 |
| 21 | M-EMEIGH, Luther E. | | A0817909 | 1Jun52 | SI-8 | Indef | KC-97 A/C | 11AirFS | 1234C | 0851 | 23Sep55 | 384 | 304 Texas Dr. | OR36180 |
| 22 | M-FISHER, Robert L. | | 12138A | 15Feb51 | SI-10 | R-AF | B-47 A/C | 12BOMRON | 1416 | 0257 | 1Apr57 | 404 | BOQ #1 | |
| 23 | M-FLOYD, Charles M. | | A0734701 | 26Apr56 | SI-10 | Indef | B-47 A/C | 12BOMRON | 7344 | 0352 | 1Dec56 | 404 | 617 E.N. 20th St. | OR35725 |
| 24 | M-FOOR, Harold L. | | A07?3949 | 8Feb51 | SI-10 | Indef | B-47 A/C | 12BOMRON | 1234B | 0948 | 25Jul56 | 513 | 1415 Beechwood | OR31091 |
| 25 | M-FULWIDER, Richard B. | | A0937148 | 12Oct53 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 0846 | 1May57 | 408 | 1628 N. Willis | OR46890 |
| 26 | M-GAUL, Norman W. | | A0568260 | 8Feb51 | None | Indef | AcftMaintOff | 341M3 | 4316 | 1055 | 1Dec55 | 256 | 305 Louisiana Rd. | OR28874 |
| 27 | M-GOOD, William H. | | A0805905 | 15Dec51 | SI-10 | Indef | WgMaintCont Off | HQ341BOMWG | 1435 | 0449 | 21Jul56 | 467 | 1826 S. Willis | OR29149 |
| 28 | M-GOOTEE, Norman L. | | A0697844 | 1Feb55 | NBR | Indef | Nav | HQ341BOMWG | 1525B | 0351 | 16Nov55 | 405 | 4101 Monticello | OR33326 |
| 29 | M-GRACE, Gerald J. | | 14940A | 1Sep51 | SI-10 | R-AF | B-47 A/C | 12BOMRON | 1435 | 1153 | 4Dec56 | 513 | BOQ #3 | 419 |
| 30 | M-GRAY, David F. | | 12678A | 24Mar51 | SI-8 | R-AF | Sq Ops Off | 11AREFS | 1234C | 0652 | 22Sep55 | 384 | 107 Rhode Island | OR34796 |
| 31 | M-GRINSTAD, Albert H. Jr. | | 11901A | 15Feb51 | NBR | R-AF | Sq Nav | 490BOMRON | 8626 | 0554 | 24Sep55 | 739 | 311 Louisiana Rd. | OR34503 |



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MAJORS (CONT)

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | M-GRIFFITH, Ralph L. | A0793615 | 11Jan56 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1435 | 0757 | 25Jun57 | 390 | 5238 Lamesa | None |
| 33 | M-HALL, Edgar J. | A0799554 | 17Jan55 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1255 | 5Sep55 | 384 | 1200 Westview Dr. | OR49861 |
| 34 | M-HASTIN, James D. | A0676788 | 29Dec55 | P-10 | Indef | B-47 Flt | 12BOMRON | 1231B | 0551 | 16May56 | 404 | 775 Redwood Dr. | OR37169 |
| 35 | M-HISLOP, James S. | 10979A | 1Jun52 | None | R-AF | DepDirPers | HQ341BOMWG | 7316 | 0956 | 25Sep57 | 577 | 2774 Pine St. | OR31500 |
| 36 | S-HUDSON, Robert F. | A02056798 | 1Feb55 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1146 | 25Jul56 | 364 | BOQ #2 | 517 |
| 37 | M-JACY, Alexander | A0665032 | 1Jul55 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0353 | 25Jul57 | 390 | 3191 S. 22nd St. | None |
| 38 | M-JENNINGS, George H. Jr. | A0805477 | 15Apr54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 1251 | 14Nov55 | 541 | 122 Washington St. | OR35320 |
| 39 | M-LIGON, Vernon F. Jr. | A0745428 | 5Mar57 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 0152 | 22Jan56 | 262 | 1448 Westview Dr. | OR43973 |
| 40 | S-LONG Ltd, Evelyn G. | AM726059 | 1Apr53 | None | Indef | Ch Nurse | 3417AGMOS | 9744 | 0257 | 23Apr57 | 8127 | 125 Virginia St. | OR43973 |
| 41 | M-MADDEY, Robert L. | AC431757 | 18Feb52 | NBR | Indef | Maint Supv | 341MSE | 3216 | 0351 | 10Nov55 | 594 | 401 Glenhaven | OR33006 |
| 42 | M-MARTIN, Kemp F. | A0411265 | 12Mar51 | NBR | Indef | Sup Liaison Off | H341BOMWG | 1534F | 0756 | 18Aug56 | 345 | 228 Alabama Rd. | OR33268 |
| 43 | M-MURLAY, Herbert A. | A0673865 | 28Jan55 | None | Indef | Int Staff Off | H341BOMWG | 2016 | 0556 | 17Jun56 | 315 | 1201 Buccaneer | OR35208 |
| 44 | M-PARTRIDGE, Roger J. | 12107A | 1Sep51 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 7316 | 0751 | 2Jul56 | 384 | 115 Washington | None |
| 45 | M-PENDERGAST, Wilbert M. | A0675281 | 1Apr53 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1046 | 25Jul56 | 364 | 146 Texas Dr. | OR25509 |
| 46 | M-PETERSON, Leonard U. | A0679168 | 1Jun52 | NBR | Indef | Sq Obsr | 12BOMRON | 1525B | 0551 | 1Dec55 | 584 | 122 Texas Dr. | OR49480 |
| 47 | M-PLASCAK, Nick | 11966A | 15Feb51 | NBR | R-AF | OIC Tgt Br | HQ341BOMWG | 1416 | 0551 | 10Nov55 | 694 | 115 Nebraska | OR49480 |
| 48 | M-PLATNER, Lyle F. | A0822600 | 11Jun54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0150 | 24Mar56 | 569 | 913 Texas Dr. | OR21151 |
| 49 | S-RAMIREZ, Rafael | A0660902 | 14Mar51 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1152 | 15Nov55 | 530 | BOQ #2 | 517 |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 | M-REYNOLDS, Doyle F. | A0533030 | 4Feb55 | SP-10 | Indef | ChFlyTngBr | HQ341BOMWG | 1245A | 0349 | 25Jul55 | 247 | 1933 Mockingbird | OR35582 |
| 51 | M-ROUTH, Ralph O. | A0838844 | 13Dec56 | SP-10 | Indef | B-47 A/C | 10BOMRON | 12348 | 0953 | 8Mar56 | 262 | 1802 S. Willis | OR22954 |
| 52 | M-SANTORE, Frank B. | A0932933 | 14May57 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0147 | 26Jul56 | 582 | 3900 State St. | OR47971 |
| 53 | M-SCHLAEG, Frank M. | 11838A | 15Feb51 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 1411 | 1151 | 2Jul57 | 256 | 1817 Ivanhoe | OR34524 |
| 54 | M-SCURO, Vito M. | 13170A | 1Apr53 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 1234C | 0156 | 3Jan56 | 384 | BOQ #3 | 419 |
| 55 | M-SHAW, Warren | A0857678 | 1Jun52 | None | Indef | CommStaffOff | HQ341BOMWG | 3016 | 0553 | 1Nov55 | 347 | 222 Alabama Rd. | OR28832 |
| 56 | M-SIELBECK, Lloyd W. | A0837061 | 22Feb55 | F-8 | Indef | Dir Comp | 11AREFS | 6736 | 0652 | 4Mar57 | 281 | 125 Washington | OR35653 |
| 57 | M-SJOGREN, Merle E. | A03042995 | 22Mar57 | F | 0653 | Ch ProfSvs | 2417TCHGSF | 9356 | 1241 | 10Sep55 | 8127 | 1317 Pioneer | OR49809 |
| 58 | M-SKARTVEDT, Paul S. | 23782A | 1Apr53 | SP-10 | R-AF | SqOpsOff | 10BOMRON | 1245A | 0652 | 24Mar56 | 568 | 3347 S. 6th St. | OR35594 |
| 59 | M-SMITH, Oscar L. | A0690730 | 30Dec50 | Nav | Indef | B-47 Nav | HQ341BOMWG | 1525B | 0645 | 6Jul57 | 405 | 3963 N. 9th St. | OR37445 |
| 60 | M-STEVENS, Bernard H. | A0526907 | 13Mar54 | SP-10 | Indef | SqOpsOff | 12BOMRON | 1245A | 1250 | 23Dec55 | 513 | 322 Louisiana Rd. | OR33197 |
| 61 | M-STEVENS, Virgil H. | A01699345 | 16Jun53 | SI-10 | Indef | Maint Off | HQ341BOMWG | 1234B | 0445 | 5Jan56 | 247 | BOQ #3 | 419 |
| 62 | M-SULLIVAN, Richard D; | 13686 | 15Feb51 | SP-4 | R-AF | OICMaintStan Tm | HQ341BOMWG | 1245A | 1045 | 16Nov55 | 433 | 302 Graham | OR25594 |
| 63 | M-TODD, Francis M. | A0560414 | 28Jan55 | None | Indef | AcftMaintOff | HQ341BOMWG | 4311 | 0155 | 8Aug56 | 564 | 202 Texas Dr. | OR49413 |
| 64 | M-WAGNER, Willis L. | A0517805 | 14May57 | SP-10 | Indef | B-47 A/C Stan Tm | 10BOMRON | 1245A | 0350 | 3Jan56 | 492 | 3650 Tale | OR37569 |
| 65 | M-WATSON, Wallace A. | 16561A | 14May57 | NBR | R-AF | B-47 Nav Stan Tm | 12BOMRON | 1525B | 0250 | 1Jan56 | 466 | 833 Peake St. | OR31725 |
| 66 | M-WHITE, Clayton T. | A0819370 | 1Jun52 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0649 | 2Jul57 | 364 | 809 N. Willis | OR43046 |
| 67 | M-WHITE, Morris D. | 14320A | 15Dec51 | SP-10 | R-AF | B-47 A/C | 490BOMRON | 7016 | 1251 | 13Oct56 | 582 | 3275 S. 20th St. | OR45206 |

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| MAJORS (CONT) | | | | | | | | | | | | | | |
| 68 | M-WILLIAMS, Donald D. | A0687799 | 1Sep51 | NBR | Indef | ChPredBrD/I | HQ341BOMWG | 1525B | 0649 | 10Nov55 | 461 | 1618 Glenwood | | OR26422 |
| 69 | M-WRIGHT, William E. | A0660087 | 19Jan55 | SI-10 | Indef | B-47 A/C | 490BOMRON | 4344 | 0952 | 1Mar57 | 404 | 307 Texas Dr. | | OR33863 |
| CAPTAINS | | | | | | | | | | | | | | |
| 1 | M-ALLISON, Willis W. | A02091753 | 1Sep51 | NBR | Indef. | NBR | 12BOMRON | 1525B | 0353 | 10Sep55 | 513 | 741 Glenhaven | | OR31395 |
| 2 | M-ALCOBROOK, Thomas W. | A01910303 | 12Oct55 | SI-10 | Indef | B-47 A/C | 490BOMRON | 1241A | 1055 | 22Aug56 | 582 | 104 Indiana St. | | OR38508 |
| 3 | M-ASHER, John R. | A0736939 | 31Oct50 | SI-8 | Indef | KC-97 Flt | 11AirFS | 6011 | 0657 | 8Aug57 | 390 | 843 Amherst Dr. | | OR38462 |
| 4 | M-ATCHEY, Robert L. | A02007370 | 17Jan55 | P-8 | Indef | KC-97 A/C | 11AirFS | 12340 | 1255 | 19Sep55 | 236 | 139 Nebraska Rd. | | OR36221 |
| 5 | M-ATKINS, Robert L. | A01911252 | 4Apr56 | P-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0253 | 9Nov55 | 404 | 1125 Blain St. | | OR36382 |
| 6 | S-BARGER, Maud V. | AN3075819 | 24Nov56 | None | 1158 | NurseOpnm | 3417thCHOSP | 9734 | 1241 | 24Nov56 | 8151 | 223 Texas Dr . | | OR36735 |
| 7 | M-BEEBE, Charles L. | A0781176 | 9Aug51 | SI-8 | Indef | KC-97 A/C | 11AirFS | 12340 | 0255 | 20Mar56 | 236 | 3359 Parkcrest | | OR46535 |
| 8 | M-BENNETT, Alexander G. | A02060432 | 7Jan55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 0356 | 2Jul57 | 364 | 60 Harward Pl. | | OR35717 |
| 9 | M-BENTLEY, Max H. | A01909024 | 14May57 | P-10 | Indef | B-47 Flt | 490BOMRON | 1245A | 0242 | 26Jul56 | 582 | 1366 Westview | | OR31[illegible]7 |
| 10 | M-BITTNER, Howard A. | A01853289 | 5Apr57 | N-A/O | Indef | B-47 Nav | 12BOMRON | 3244 | 1253 | 15Sep55 | 404 | 111 Utah St. | | OR31558 |
| 11 | M-BLACKBURN, Robert L. | A02080594 | 13May54 | P-10 | Indef | B-47 A/C | 10BOMRON | 11241 | 0554 | 20May57 | 404 | BOQ #1 | | 385 |
| 12 | M-BONE, William R. Jr. | A0876510 | 1Apr53 | None | Indef | OICMgmt Analysis | HQ341BOMWG | 6746 | 0855 | 8Sep55 | 336 | Rt 1, Clyde,Tex | | 9148Clyde |
| 13 | M-BOYCE, William R. | A0590176 | 1Jun52 | None | Indef | Sq Adj | 341 F. M. | 7324 | 0855 | 10Sep55 | 411 | 3102 S. 18th St. | | OR34484 |
| 14 | M-BOYD, Ross I. | A02064811 | 23Oct52 | SI-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0348 | 26Jul56 | 582 | 3990 State St. | | OR22912 |
| 15 | M-BOYER, Orman L. Jr. | A0697335 | 15Mar54 | SI-10 | Indef | B-47 A/C | 10BOMRON | 12340 | 0246 | 22Apr57 | 364 | 103 Virginia | | OR4993[illegible] |

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| CARTWRIGHT (CONT) | | | | | | | | | | | | | | |
| 16 | M-BOUNDES, Harry E. | AO774501 | 13Jan51 | SR-8 | Indef | KC-97 A/C | 11AREFS | | 1234C | 1155 | 1Aug55 | 236 | 1351 Westview | OR37438 |
| 17 | M-BRECHEL, Lawrence E. | AO731804 | 8Feb46 | SI-10 | Indef | B-47 A/C | 10BOMRON | | 1245A | 0450 | 4Feb56 | 568 | 318 Glenhaven | OH26319 |
| 18 | S-BRIGGS, John F. | AO804546 | 31Oct50 | SI-10 | Indef | B-47 A/C | 490BOMRON | | 1234C | 1153 | 15Sep53 | 582 | 200 #1 | 385 |
| 19 | M-BROUPLAT, Leroy A. | AO2062435 | 14Apr51 | SI-8 | Indef | KC-97 A/C | 11AREFS | | 1234C | 0646 | 1Jan56 | 381 | 3318 Parkcrest | OR31818 |
| 20 | M-BRZOZOWSKI, John A. | AO700697 | 1Apr53 | NSR | Indef | Stan Tm B-47Nav-Bom | 10BOMRON | | 1525B | 0753 | 15Oct55 | 364 | 114 Utah St. | OR33530 |
| 21 | M-BUCKLEY, Edward C. | AO690685 | 17Feb55 | P-10 | Indef | B-47 Plt | 12BOMRON | | 1245A | 0755 | 24Mar56 | 584 | 205 California Rd. | OR22497 |
| 22 | M-BURHLER, Roger G. | 15736A | 19Dec50 | P-10 | R-AF | B-47 Plt | 490BOMRON | | 7024 | 0755 | 7Apr56 | 530 | 1350 Pioneer Dr. | OR26072 |
| 23 | M-BULOW, Charles W. | AO2063379 | 15Feb51 | SI-10 | Indef | ChfInstrD/O | H341BOMWG | | 1241A | 0647 | 11Jun56 | 395 | 204 California Rd. | OR36140 |
| 24 | M-CAMAN, Kenneth R. | AO933456 | 2Jan57 | P-9 | Indef | B-47 Plt | 12BOMRON | | 1124Q | 1052 | 19Jan57 | 364 | 118 Colorado St. | OR43095 |
| 25 | M-CAMILLO, John C. | AO703447 | 1Apr53 | NSR | Indef | AONav-Bomb | 12BOMRON | | 1525J | 0654 | 10Sep55 | 513 | 133 Nebraska Rd. | OR31884 |
| 26 | M-CASSELL, William I. | AO452897 | 31Oct50 | SI-8 | Indef | KC-97 Plt | 11AREFS | | 8224 | 1054 | 10Mar56 | 281 | 3341 Rosedale | OR34117 |
| 27 | CHARLES, Eliot B. | AO67140 | 1Apr53 | Nav | Indef | B-47 Nav | 490BOMRON | | 1521B | 1156 | 2Jul57 | 406 | 305 Marsalis St. | OR36664 |
| 28 | S-CHISHOLM, Robert A. | AO2085373 | 1Jun52 | SI-4 | Indef | FltAOBADDY | HQ341BOMWG | | 1245A | 0650 | 10ct55 | 364 | OQ #2 | 534 |
| 29 | S-CLENDENIN, Thomas M. | AO3074750 | 14Jun57 | None | 0660 | WgGunneryOff Stu Off | 341TacHosp | | 9326 | 1241 | 14Jul57 | | TDY Gunner AFB, Ala | |
| 30 | M-COCHRAN, Robert D. | AO700600 | 1Apr53 | SI-8 | Indef | AcftMaintOff | 11AREFS | | 4344 | 0655 | 20Jan56 | 263 | 830 Redwood | OR31220 |
| 31 | S-COLE, Darrell V. Jr. | AO782177 | 19Jan55 | P-10 | Indef | B-47 Plt | 10BOMRON | | 1245A | 0453 | 15Nov55 | 568 | 473 Saddlewood | OR36505 |
| 32 | M-COUCH, Clarence M. | AO2080658 | 18Sep51 | NSR | Indef | B-47 Nav | 12BOMRON | | 1525D | 0143 | 26Jul56 | 404 | 117 Colorado St. | OR26110 |
| 33 | S-CRELMAN, James K. | AO1911009 | 27Dec55 | P-10 | Indef | B-47 A/C | 12BOMRON | | 1234B | 0442 | 14Jan56 | 630 | 1173 Moss Ave. | OR36518 |



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| CAITAINS (CONT) | | | | | | | | | | | | | | |
| 34 | M-DAVIDSON, Charles A. | 20159A | 9Nov55 | P-10 | R-AF | B-47 Plt | 10BOMRON | 1031 | 0256 | 10ct56 | 262 | BOQ #2 | | 517 |
| 35 | M-DAVIS, William S. | AO784402 | 4Feb55 | P-8 | Indef | KC-97 A/C | 11AMEFS | 6874 | 0656 | 21Aug56 | 238 | 138 Texas Dr. | | CR49968 |
| 36 | M-DAVIS, Thomas W. | AO503885 | 19Feb50 | SP-8 | Indef | KC-97 A/C | 11AMEFS | 1435 | 0855 | 12Mar57 | 236 | 1300 Beechwood | | CR37963 |
| 37 | M-BESOMIR, Richard J. | AO1650627 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0355 | 15Nov55 | 433 | 3250 S. 7th St. | | CR27634 |
| 38 | M-DI[illegible]YDEL, Arthur F. | AO690384 | 14Feb55 | MSR | Indef | StaffA/CNav | HQ341DOMMG | 15213 | 0554 | 4Sep55 | 356 | 401 Woodlawn | | CR33930 |
| 39 | M-DOBYNS, Thurman L. | AO1911338 | 9Oct56 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 1246 | 25Jul56 | 513 | 136 Nebraska Rd. | | CR36925 |
| 40 | M-DOLLARD, Oakley J. | AO2221931 | 3Jan57 | P-4 | Indef | AsstRpts& Anal Off | Hq341DOMMG | 1245A | 0353 | 25Oct55 | 544 | 731 Amherst Dr. | | CR22755 |
| 41 | M-DONALDSON, Merle D. | AO591328 | 21Oct55 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 0945A | 26Jul56 | 404 | 1478 Glenhaven | | CR24451 |
| 42 | M-DOWLING, John M. | 25833A | 10Jan55 | MSR | R-AF | B-47 Nav | 490BOMRON | 15213 | 0752 | 1May57 | 582 | 108 Arizona | | CR32748 |
| 43 | M-DUGGER, Jimmy | AO837908 | 23Dec55 | P-8 | Indef | DyWithBase Opns | 11AMEFS | 1231C | 1056 | 1Dec56 | 515 | BOQ #2 | | 517 |
| 44 | M-DUMONT, Alvan L. | AO786004 | 16Jan51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0347 | 26Jul56 | 582 | 221 Cayuga Rd. | | CR37056 |
| 45 | M-DURHAM, Ralph H. | AO925778 | 15Feb51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 4384 | 0856 | 10May57 | 582 | 112 Kentucky | | CR43[illegible] |
| 46 | M-ELLING, Harvey G. | AO727428 | 6Sep51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1124Q | 1152 | 8Feb57 | 530 | 115 Utah St. | | CR33248 |
| 47 | M-FEANEY, Robert E. | AO1647340 | 18Nov55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0642 | 25Oct55 | 262 | 118 Indiana St. | | CR35278 |
| 48 | M-FLEMING, John G. Jr. | AO780914 | 21Feb57 | P-10 | Indef | B-47 A/C | 10BOMRON | 1124Q | 1241 | 7Apr57 | 364 | 1649 Glenhaven Dr. | | CR38901 |
| 49 | M-FLYNN, Idus R. | AO675190 | 15Feb51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1143 | 26Jul56 | 364 | 211 California Rd. | | CR23461 |
| 50 | M-FRAZIER, Hiram D. | AO937883 | 1Apr53 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1124Q | 0550 | 15Jan57 | 364 | 109 Utah St. | | CR36955 |
| 51 | M-FREY, James W. | AO733866 | 24Jun52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1245 | 7Oct55 | 433 | 104 Maine Rd. | | CR27472 |



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| CAPTAINS (CONT) | | | | | | | | | | | | | | |
| 52 | M-FUNK, George,E. Jr. | | AO760184 | 15Mar54 | P-10 | Indef | B-47 Flt | 490BOMRON | 1245A | 0755 | 24Mar56 | 582 | 214 Texas Dr. | OR37438 |
| 53 | M-GALLIGAN, Edward J. | | AO1544394 | 18Jun50 | None | Indef | MedSupOff | 341TACHOSP | 9034 | 0556 | 9Jun56 | 8145 | 104 Nebraska Rd. | OR32664 |
| 54 | M-GEMMELL, Charles J. | | AO522700 | 5Mar51 | SP-10 | Indef | SqAcftMaint Off | 490BOMRON | 4324 | 0255 | 25Nov55 | 266 | 237 Texas | OR25045 |
| 55 | M-GERMANO, Ernest | | AO555010 | 15Dec51 | P-8 | Indef | KC-97 A/C | 11ARRFS | 1234C | 1155 | 21Mar56 | 489 | 2110 Ballanger | OR26276 |
| 56 | M-GILLEA, George B. | | AO674290 | 15Feb51 | SP-8 | Indef | KC-97 A/C | 11ARRFS | 1044B | 1044B | 6May56 | 236 | 1826 Ivanhoe | OR36538 |
| 57 | S-GOGEL, Ella C. | | AN760127 | 1Apr53 | N | Indef | AsstChNurse | 341TacHosp | 9711 | 0754 | 1Aug57 | 8127 | UNKNOWN | UNKNOWN |
| 58 | M-GRAVES, James M. | | AO2009137 | 15Feb51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0352 | 8Sep55 | 364 | 1734 Wychwood | OR24427 |
| 59 | M-GREENLEA, Clifton E. | | AO3076077 | 20Jun57 | None | 0659 | DentOffGen | 341TacHosp | 9826 | 1241 | 1Aug57 | 338 | 833 Cockrell Dr. | UNKNOWN |
| 60 | M-GREER, George T. | | AO3045132 | 6Jun57 | None | 0758 | DentalOff | 341TacHosp | 9826 | 1241 | 22Jul56 | 388 | 216 Texas Dr. | OR35403 |
| 61 | M-GRIFFIS, Lester T. | | AO816710 | 15Apr54 | P-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0756 | 7Feb56 | 582 | 107 Indiana St. | OR36018 |
| 62 | M-GROSSART, James J. | | AO767530 | 15Apr54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1044B | 0945 | 10Mar57 | 530 | 103 Rhode Island | OR43208 |
| 63 | M-GUZOWSKI, Daniel F. | | AO492593 | 13Sep51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1250 | 24Oct55 | 257 | 418 Glenhaven | OR29979 |
| 64 | M-HALEY, James K. | | AO2061694 | 15Apr54 | SP-8 | Indef | KC-97 A/C | 11ARRFS | 1234C | 0746 | 14Jan56 | 488 | 225 Oxford St. | OR46298 |
| 65 | M-HALL, Robert C. | | AO782731 | 2Mar51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0246 | 2Nov55 | 420 | 3350 Parkcrest | OR44704 |
| 66 | M-HALLA, Edward J. Jr | | AO549224 | 21May52 | P-8 | Indef | KC-97 A/C | 11ARRFS | 1321A | 1054 | 25Oct56 | 384 | 130 Rhode Island | OR43860 |
| 67 | M-HANN, John R. | | AO2090458 | 18Jan56 | P-8 | Indef | KC-97 Flt | 11ARRFS | 1054A | 1156 | 21Dec56 | 390 | 238 Texas Dr. | OR37724 |
| 68 | HARRELL, William M. | | AO2249265 | | | UNKNOWN | | HQ341BOMWG | | | 18Sep57 | | UNKNOWN | |
| 69 | S-HEID, Rutherford R. | | AO681089 | 1Apr53 | None | Indef | B-47 A/C | 12BOMRON | 7744 | 0655 | 1Mar56 | 582 | 520 Leesett Dr. | OR33022 |



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CAPTAINS (CONT)

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | M-HERMAN, Joseph J. | A0839020 | 13May54 | P-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0755 | 24Mar56 | 568 | 137 Nebraska Rd. | OR29552 |
| 71 | M-HIBBITS, Turner W. | A0686437 | 16Jan51 | SP-8 | Indef | KC-97 A/C | 11ARefS | 1234C | 1053 | 9Apr56 | 384 | 1383 Westview | OR25007 |
| 72 | M-HILL, Harry M. | 16073A | 31Oct50 | NER | R-AF | Nav D/O | HQ341BOMWG | 1525B | 1145 | 1May57 | 405 | 302 Texas Dr. | OR24537 |
| 73 | M-HILLERUD, Robert T. | A02227205 | 14May57 | P-10 | Indef | StanSecB-47 Flt | 12BOMRON | 1234B | 0342 | 1Jan56 | 405 | 222 Texas Dr. | OR35745 |
| 74 | M-HOPWOOD, David P. | A0780958 | 1Sep51 | SP-10 | Indef | B-47 A/C | 450BOMRON | 1245A | 0751 | 14Dec55 | 433 | 3125 S. 21st. St. | OR36217 |
| 75 | M-HULL, Robert L. | A0944923 | 4Nov55 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1053 | 15Jan56 | 568 | 3359 Parkcrest | OR24156 |
| 76 | M-JACKSON, Sterling M. | A0775909 | 19Dec50 | SP-10 | Indef | Intel Off | HQ341BOMWG | 1435 | 0556 | 22Jan56 | 205 | 103 Nebraska Rd. | OR3744 3 |
| 77 | M-KEEBLER, Ben J. | A03041646 | 18Sep55 | AME | 0957 | AvnMedOff | 341TacHosp | 9356 | 1241 | 24Jan56 | 8139 | 774 Mulberry | OR31273 |
| 78 | M-KETCHIE, Charles | A0726036 | 1Apr53 | NER | Indef | SqWpnsOff | HQ341BOMWG | 1521A | 0554 | 15Dec55 | 508 | 3309 Parkcrest | OR25111 |
| 79 | M-KIDD, Donald W. | A0688706 | 31Jan53 | NER | Indef | WgGndTng | HQ341BOMWG | 1411 | 0851 | 21Oct55 | 527 | 1318 Glenhaven | OR33320 |
| 80 | M-KILMER, Harold F. | A0935097 | 28Jan55 | NER | Indef | ACNav-Bmbr | 490BOMRON | 1525B | 0851 | 10Oct55 | 473 | 130 Nebraska Rd. | OR24763 |
| 81 | M-KRUEGER, William B. | A0819544 | 31Oct50 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 1253 | 26Jul56 | 364 | 213 California Rd. | OR286 |
| 82 | M-KYLE, Charles M. | A0786131 | 1Jun52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1241A | 1252 | 1Nov56 | 582 | 114 Maine | OR38600 |
| 83 | M-LEBUEF, Leo A. | A0805938 | 11Jan51 | SP-8 | Indef | KC-97 A/C | 11ARefS | 1234C | 1255 | 10Aug55 | 318 | 1401 Westview Dr. | OR36165 |
| 84 | S-LEE, Robert H. | A02231774 | 1Mar57 | P-8 | Indef | KC-97 Flt | 11ARefS | 1224F | 1253 | 15Nov55 | 384 | 304 Texas Dr. | OR24775 |
| 85 | M-LOGAN, Clarence D. | A02098664 | 11Jan55 | NER | Indef | Obsr D/O | HQ341BOMWG | 1525B | 0643 | 16Feb56 | 405 | 142 Rhode Island | OR37416 |
| 86 | M-LONG, William D. | A01340906 | 15Mar54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0851 | 7Feb56 | 538 | 1809 Ivanhoe | OR34700 |
| 87 | M-LONG, William E. | A01903110 | 1Apr53 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0252 | 1Dec55 | 530 | 1166 Westridge | OR24621 |



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| CAPTAINS (CONT) | | | | | | | | | | | | | | |
| 88 | M-LONGLEY, Neil B. | A03045960 | 4Jun57 | None | 0659 | Stu Off | 341TacHosp | 9326 | 1241 | 8Jul57 | | TDY Gunner AFB, Ala | | |
| 89 | M-MAHONEY, Richard D. | A0749029 | 4Jan51 | P-8 | Indef | KC-97 A/C | 11AREFS | 7324 | 0256 | 14Dec55 | 381 | 131 Rhode Island | | OR25973 |
| 90 | M-MANNING, Jack E. | A02083665 | 28Jan55 | P-10 | Indef | B-47 Flt | 490BOMRON | 1245A | 0454 | 14Dec55 | 582 | 1710 S. Willis | | OR46521 |
| 91 | M-MAXWELL, Joseph B. | A02084365 | 1Sep51 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0652 | 9Nov55 | 433 | 132 Nebraska Rd, | | OR31297 |
| 92 | M-McCLANAHAN, Marshall H. | A01908705 | 15Apr54 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1251 | 1Jan56 | 405 | 1833 Chestnut | | OR36246 |
| 93 | M-McGEE, William J. | A01849140 | 1Feb55 | N-A/O | Indef | WgDCMOff | HQ341BOMWG | 3024 | 0355 | 11Apr56 | 347 | 111 Rhode Island | | OR37736 |
| 94 | M-McCOY, Donald G. | A0932210 | 10Dec56 | P-10 | Indef | B-47 Flt | HQ341BOMWG | 1245A | 0553 | 5Aug57 | 408 | 410 Westview Dr. | | OR35880 |
| 95 | M-McCOY, Merle D. | A01855087 | 27Mar56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0754 | 1Jan56 | 433 | 1917 Ivanhoe | | OR36620 |
| 96 | M-McKNIGHT, Max L. | A0674345 | 16Jan51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 12343 | 0652 | 18Sep55 | 668 | 1201 Glenhaven | | OR36910 |
| 97 | M-MEGARGLE, Russell J. | A0686261 | 14Oct55 | SP-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0355 | 2Nov55 | 568 | 207 Alabama Rd. | | OR21187 |
| 98 | M-MILLER, Leo G. | A0802771 | 16Jan51 | SP10 | Indef | WgDirof Safety | HQ341BOMWG | 1444 | 1252 | 12Jul55 | 571 | 518 LaSalle Dr. | | OR34031 |
| 99 | M-MIRE, Albert C. | A0834264 | 1Jun52 | P-10 | Indef | Spec Wpns | HQ341BOMWG | 1435 | 1050 | 10Jun56 | 508 | 2158 Mockingbird | | OR34031 |
| 100 | M-MOHAN, Bernard J. | A0705759 | 1Apr53 | P-10 | Indef | B-47 Flt | 10BOMRON | 13245 | 0755 | 1Aug57 | 582 | 1301 Grand | | OR47382 |
| 101 | M-MONGE, Raymond A. | A02062264 | 3Nov52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1044P | 0447 | 9Feb57 | 582 | 111 Arizona | | OR43915 |
| 102 | M-MORHAU, Resaire A. | A02089683 | 1Sep51 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0554 | 23Oct55 | 433 | 310 Woodlawn | | OR31582 |
| 103 | M-MORRIS, Troy J. | A0537994 | 19Dec50 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0350 | 7Oct50 | 420 | 3625 Yale | | OR36398 |
| 104 | M-MORTLE, Lawrence J. | A01860796 | 29Nov56 | None | Indef | AcftMaintOff | 10BOMRON | 4344 | 0654 | 8Nov55 | 214 | 217 Texas Dr. | | OR46148 |
| 105 | M-MYERS, Thomas H. | A0837253 | 28Feb57 | P-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 1241 | 8Sep55 | 537 | 502 Glenhaven | | OR27429 |



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| CAPTAINS (CONT) | | | | | | | | | | | | | | |
| 106 M-NELSON, James J. | A02221780 | 12Dec56 | P-10 | Indef | B-47 A/C | 10BOMRON | 1044P | 1241 | 10Mar57 | 364 | 942 Amarillo St. | OR32112 |
| 107 M-NULPH, George E. | A0808125 | 15Feb51 | A/O | Indef | B-47 Nav | 12BOMRON | 1521A | 0544 | 14Sep55 | 447 | 1202 Sayles Blvd | OR31168 |
| 108 M-O'CONNOR, Robert J. | A01554061 | 31Oct50 | None | Indef | FltLineMaint Off | 341Ma&E | 3274B | 0654 | 10Nov55 | 243 | 223 Alabama Rd, | OR24670 |
| 109 M-OLMN, Edward H. | A0714152 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BMRON | 1231B | 0453 | 14Mar57 | 582 | 3525 N. 9th | OR44987 |
| 110 M-PARKER, Marion H. | A02067557 | 24Jan55 | SP-10 | Indef | JobContOff | HQ341BOMG | 3234B | 0854 | 15Oct55 | 594 | 217 Alabama Rd. | OR34500 |
| 111 M-PACE, Ralph V. | A0104544B | 15Mar57 | None | Indef | Plan&SchedOff | HQ341BOMG | 4344 | 0452 | 7Nov55 | 456 | 741 E. N. 12th St. | OR34539 |
| 112 M-PAYTON, William D. | A0776013 | 17Jan53 | P-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0446 | 15Nov55 | 584 | 972 N. State St. | OR34540 |
| 113 M-PEARSON, Carl E. | A0743266 | 17Jan52 | P-8 | Indef | KC-97 A/C | 11AREFS | 8224 | 0554 | 5Dec55 | 236 | DOQ #2 | 517 |
| 114 M-PIERMONT, Walter J. | A0710927 | 31Mar56 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1224P | 0752 | 5Apr57 | 404 | 1220 Beechwood | OR34965 |
| 115 M-PODBIELSK, Thomas W. | A0837356 | 16Jan51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0351 | 1Dec55 | 364 | 825 N. Willis | OR33586 |
| 116 M-RADCLIFFE, Roy E. | A01646518 | 10Feb55 | NBR | Indef | B-47 Nav | 490BMRON | 1525B | 0754 | 15Oct55 | 433 | 119 Colorado St. | OR35718 |
| 117 M-RAMESTRAW, Charles I. | A0942569 | 1Apr53 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0855 | 22Jan56 | 236 | 1367 Westview Dr. | OR2887 |
| 118 M-RATHAEL, Hugh A. | A03076722 | 27Jul57 | None | 0759 | MedOffGen | 341HacHosp | 9326 | 1241 | 27Jul57 | 8130 | 865 Russell St. | UNKNOWN |
| 119 M-REST, Robert H. Jr. | A0791499 | 1Nov51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1155 | 18Dec55 | 325 | 1401 Glenhaven | OR36567 |
| 120 M-REAVLEY, James E. | A0566496 | 15Feb51 | None | Indef | Wg Adj | HQ341BOMG | 7324 | 1253 | 25Jul55 | 351 | 410 LaSalle | OR34921 |
| 121 M-REID, Robert, L. | A0773222 | 1Jun52 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0156 | 1Nov55 | 236 | 1301 Glenhaven | OR37628 |
| 122 M-ROE, Peter J. Jr. | A0736728 | 1Apr53 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1252 | 15Oct55 | 568 | 120 Indiana St. | OR45379 |
| 123 M-RUCE, Warren E. | A0765087 | 28Dec52 | SP-8 | Indef | B-47 A/C | 10BOMRON | 1124Q | 0146 | 7Apr57 | 364 | Trailer Village | Unknown |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 M-ROGERS, James A | A0784559 | 1Apr53 | F-10 | Indef | B-47 FltStan Sec | 1OBOMRON | 1245A | 0152 | 3Jan56 | 466 | 206 Texas Dr. | OR37290 |
| 125 M-ROZELL, William F. Jr. | A0929970 | 7Feb55 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1044P | 0945 | 22Feb57 | 404 | Route#3,Box27A Trailer Village | OR38969 |
| 126 M-SANDS, Herman | A0936935 | 20Jan55 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 0553 | 1Apr56 | 569 | 112 Colorado St. | OR37580 |
| 127 M-SARGENT, George T. | A0521071 | 15Mar54 | F-8 | Indef | KC-97 Flt | 11AREFS | 3054 | 0956 | 22Jul56 | 236 | 130 Maryland St. | OR31533 |
| 128 SCOTT, Horace L. Jr. | A02069322 | | | Indef | | 341 F.M. | 6424 | 0757 | | | | |
| 129 M-SHERRILL, Clyde H. Jr. | A02080570 | 19Nov56 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1224P | 0846 | 19Mar57 | 384 | BOQ #3 | 8263 |
| 130 M-SHIRLEY, Noah T. Jr. | A0822973 | 31Oct50 | SP-4 | Indef | B-47 Flt | HQ341BOMWG | 1241A | 1248 | 1Dec55 | 395 | 410 Glenhaven | OR28809 |
| 131 M-SLOAN, Roy O. Jr. | A0823470 | 15Feb51 | F-8 | Indef | KC-97 Flt | 11AREFS | 6746 | 0951 | 25Aug57 | 384 | BOQ #2 | 8235 |
| 132 M-SMITH, John H. | A03045897 | 3Nov56 | None | 1158 | MedOffGen | 341TacHosp | 9326 | 1241 | 3Nov56 | 8146 | 102 Nebraska Rd. | OR29234 |
| 133 M-SORRELL, Mackie L. | A02230833 | 14Feb57 | F-10 | Indef | B-47 A/C | 10BOMRON | 1044P | 1046 | 21Feb57 | 364 | 106 Rhode Island | OR22359 |
| 134 M-SMITH , Kenneth L. | A0675456 | 1Jun52 | SP-10 | Indef | B-47 A/C | 490B MRON | 1245A | 0645 | 26Jul56 | 582 | 1709 Lillius St. | OR33377 |
| 135 M-STANLEY, Chester A. | A0674017 | 15Mar54 | SP-9 | Indef | ChSpecWpns | HQ341BOMWG | 1435 | 0542 | 1Dec55 | 508 | 106 Nebraska Rd. | OR34051 |
| 136 M-STUYLER, James O. | A0537564 | 27Mar51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1055 | 5Aug55 | 384 | 101 Rhode Island | OR35034 |
| 137 M-SULLIVAN, John C. | A0 685046 | 15Apr54 | E | Indef | AcftPerEng | HQ341BOMWG | 4324 | 1150 | 15Oct55 | 312 | 325 Westview Dr. | OR36590 |
| 138 M-THORNE, Clair C. Jr. | A01911617 | 17Jan56 | F-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0353 | 26Jul57 | 404 | 2949½ S. Seventh | OR38905 |
| 139 M-TIDWELL, John E. | A01903161 | 15Mar54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1241A | 0552 | 12Dec56 | 582 | 101 Virginia St. | OR48750 |
| 140 M-VALKENAAR, John J. | A0407078 | 8Apr51 | F-8 | Indef | KC-97 Flt | 11AREFS | 5524 | 0955 | 15Jun56 | 529 | 1710 Wychwood Dr. | OR35844 |
| 141 M-VAN BIBBER, Billy B. | A0842157 | 15Dec51 | SP-10 | Indef | B-47 Flt | 12BOMRON | 1224Q | 0348 | 7Feb56 | 544 | 214 Alabama Rd. | OR25144 |

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| 142 | M-VAN GAASBECK, | Everett J. | A0783467 | 15Feb55 | P-10 | Indef | B-47 Flt | 12BOMRON | 1245A | 1052 | 25Jul56 | 513 | 1448 Beechwood | OR22664 |
| 143 | S-WALKER, | Billy L. | A0590847 | 15Mar54 | P-8 | Indef | KC-97 Flt | 11AREFS | 3034 | 1252 | 1Dec55 | 384 | 2225 S. 25th St. | OR36824 |
| 144 | M-WARE, | Jhon L. | A01698925 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1044 | 1Dec55 | 582 | 582 W. Moreland | OR34536 |
| 145 | M-WARREN, | Walker H. | A0938381 | 12Jan56 | SP-10 | Indef | B-47 Flt | 490BOMRON | 1245A | 1053 | 7Feb56 | 582 | 201 Texas Rd. | OR36823 |
| 146 | M-WEBB, | Luther A. | A01908783 | 6Jan55 | P-10 | Indef | B-47 A/C | 10BOMRON | 7324 | 0756 | 1May57 | 364 | 103 Utah St. | OR43684 |
| 147 | M-WEEKS, | Joseph H. | A0787880 | 16Jan51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0255 | 2Nov55 | 420 | 129 Rhode Island | OR35080 |
| 148 | M-WEIMER, | Lawrence D. | A0767926 | 1Apr51 | P-10 | Indef | B-47 Flt | 12BOMRON | 1245A | 0654 | 2Nov55 | 547 | BOQ #3 | 419 |
| 149 | M-WEHRMAN, | Frank J. | A0238686 | 1Feb55 | None | Indef | DirAdmSer | 341TacHosp | 9025 | 0347 | 3May57 | 8157 | 140 Rhode Island | OR22356 |
| 150 | M-WELLING, | Lewis D. | A0834229 | 6Jan56 | P-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0453 | 10NOV55 | 582 | Rt3 Box28, Abilene | OR27917 |
| 151 | M-WILSON, | Elmer R. | A01853984 | 29Feb56 | P-10 | Indef | B-47 Flt | 490BOMRON | 1245A | 0554 | 8Sep55 | 433 | Anchor Trail Ct. | OR35743 |
| 152 | M-WIGHTMAN, | John B. | A0933256 | 27Jan56 | P-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0653 | 8Sep55 | 364 | 309 Louisiana Rd. | OR35641 |
| 153 | M-WISE, | Heenry B. | A0661059 | 15Dec51 | N | Indef | Sup Off | 11AREFS | 6424 | 0457 | 1Aug57 | 8136 | BOQ#3 Room 129 | 5263 |
| 154 | M-WOJOSKI, | Edward A. | A0809793 | 19Dec50 | NSR | Indef | B-47 Nav | 490BOMRON | 1525B | 1055 | 11Nov55 | 356 | BOQ #2 | 517 |
| 155 | M-YOUNGMARK, | Don E. | A0760520 | 15Mar54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1234B | 0146 | 26Jul56 | 404 | 1429 Beechwood | OR46145 |
| 156 | M-ZENI, | Byron K. | A03045266 | 3Jun57 | None | 0758 | Dent Off | 341TacHosp | 9826 | 1241 | 27Jun56 | 116 | Nebraska Rd. | OR36566 |
| FIRST LIEUTENANTS | | | | | | | | | | | | | | |
| 1 | S-ADAMCIK, | Frank J. | A02205318 | 8Mar56 | N | 0359 | KC-97 Nav | 11AREFS | 1534A | 0342 | 12Mar56 | 325 | 4042 S. 7th St. | OR43178 |
| 2 | M-ALBERTSEN, | John S. | A03058181 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 1Dec56 | 325 | 104 Utah | OR31025 |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | S-ANDERSON, Emmett D. | A03050459 | 15May57 | P-8 | 1158 | KC-97 Flt | 11ARFS | 1224F | 1241 | 21Feb57 | 236 | BOQ #2 | | 517 |
| 4 | M-BACKHAUS, Murray D. | A03050615 | 28Feb57 | NBR | 0858 | B-47 Nav | 490BOMRON | 1521B | 1241 | 6May57 | 582 | 132 Rhode Island | | OR29092 |
| 5 | M-BAILEY, Charles S. | A03050350 | 13Mar57 | NBR | 0958 | B-47 Nav | 10BOMRON | 1521B | 1241 | 18May57 | 530 | 4048 S. 7th St. | | OR36845 |
| 6 | M-BALLARD, David D. | A03023618 | 2May55 | F-10 | Indef | B-47 Plt | 12BOMRON | 1224F | 1241 | 17Feb57 | 582 | 105 Arizona | | OR49334 |
| 7 | S-BAUGHAN, Horace L. | A02249061 | 19Feb54 | F-10 | Indef | B-47 A/C | 490BOMRON | 1044F | 1241 | 10Mar57 | 582 | 1118 Buchanan | | OR38416 |
| 8 | M-BELL, Fredrick T. Jr. | A03022018 | 20Jan55 | F-8 | Indef | KC-97 Flt | 11ARLFS | 1224F | 0242 | 7Aug56 | 236 | 806 Redwood Dr. | | OR26068 |
| 9 | S-BERG, Donald L. | A0304[illegible] | 28Apr57 | None | 1057 | Rept&Annal | HQ341BOMWG | 4041 | 1241 | 26Feb57 | 456 | 525 LaSalle Ave | | OR43838 |
| 10 | S-BETTS, Leila F. | AN3075557 | 70ct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 70ct56 | 8146 | 203 Texas Dr. | | OR23940 |
| 11 | S-BLUME, Murray B. | 25971A | 4Dec55 | F-10 | R-AF | B-47 Plt | 490BOMRON | 1234B | 1241 | 26Oct55 | 433 | 541 Saddlewood | | OR25303 |
| 12 | M-BOONE, George T. | 28963A | 31Mar56 | F-10 | R-AF | B-47 Plt | 490BOMRON | 1234B | 1241 | 20ct55 | 433 | 309 Hawthorne | | OR29353 |
| 13 | M-BOWYER, Neal F. | A03057973 | 30Mar57 | F-10 | Indef | B-47 Plt | 12BOMRON | 1234B | 1241 | 12Mar56 | 404 | 103 Washington | | OR37945 |
| 14 | M-BRITTEN, Douglas B. | A03057975 | 30Mar57 | F-10 | 0959 | B-47 Plt | 12BOMRON | 1234B | 1241 | 26Mar56 | 404 | 206 Delaware | | OR24853 |
| 15 | S-BRITTON, James L. | A03057000 | 18Jan57 | F-8 | 0759 | KC-97 Flt | 11ARFS | 1234C | 0342 | 15Nov55 | 282 | 119 Virginia St. | | OR45659 |
| 16 | M-BROWN, Fred H. Jr. | A03057002 | 18Jan57 | F-8 | Indef | KC-97 Flt | 11ARFS | 1234C | 0342 | 15Nov55 | 325 | 117 Virginia St. | | OR36948 |
| 17 | S-BROWN, Thomas R. | A03020216 | 14Feb56 | F-9 | 0358 | Supp Off | HQ341BOMWG | 1124Q | 1241 | 23May56 | 475 | 1503 S. 4th St. | | OR23843 |
| 18 | M-BRYANT, William F. | A02219148 | 29Jun53 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 0545 | 1Jan56 | 573 | 711 Amherst | | OR33871 |
| 19 | M-BUSHORE, Bruce B. | A02223509 | 16Dec54 | F-10 | Indef | B-47 Plt | 10BOMRON | 1324E | 0555 | 20Jul57 | 364 | 1034 Popular St. | | OR22147 |
| 20 | M-BUSHLOW, Gerald E. | A03057254 | 1Feb57 | F-8 | Indef | KC-97 Flt | 11ARFS | 1224F | 0342 | 15Nov55 | 384 | Trailer Village | | OR33871 |

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FIRST LIEUTENANTS (CONT)

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 | M-CAMPBELL, James W. | A02226770 | 17Jun54 | NBR | Indef | KC-97 Nav | 11ARBFS | 1574A | 0854 | 11Jan56 | 381 | 1418 Westview Dr. | OR27649 |
| 22 | M-CANTWELL, Joe A. | A02220996 | 9Feb55 | NBR | Indef | B-47 Nav | 12BOMBON | 1525B | 1241 | 24Nov55 | 550 | 218 Texas Dr. | OR25169 |
| 23 | S-CASE, Wayne L. | A03049563 | 6Dec55 | F-10 | 1258 | B-47 Plt | 12BOMBON | 1124Q | 1241 | 19Feb57 | 433 | BOQ #2 | 517 |
| 24 | M-CHAVEZ, Benjamin H. | A02229992 | 19Dec54 | NBR | Indef | SpecWpnsOff | HQ341BOMWG | 1521P | 0248 | 15Dec55 | 508 | 110 Nebraska Rd. | OR35652 |
| 25 | S-CHILDS, William F. | A03047904 | 7Jun57 | F-8 | 0359 | Stu Off | 11ARBFS | 1224P | 1241 | 12Jun57 | | TDY Palm Beach AFB, Fla | |
| 26 | S-CHISTENSEN, Donald J. | A03040200 | 9Nov56 | NBR | 0558 | B-47 Nav | 12BOMBON | 1525B | 1241 | 23Oct55 | 404 | 113 Washington | OR37735 |
| 27 | M-CIZEK, Lloyd H. | A03019177 | 15Oct55 | F-8 | 0858 | KC-97 Plt | 11ARBFS | 1234C | 0342 | 15Nov55 | 390 | 101 Nebraska Rd. | OR43090 |
| 28 | S-CLARK, Charles S. | A02209162 | 8Mar56 | None | 0957 | AsstFltLine Maint Off | 341ABW | 32348 | 1241 | 2Sep55 | 481 | BOQ #2 | 385 |
| 29 | M-CLARK, Donald E. | A03048780 | 28Feb57 | NBR | 0858 | B-47 Nav | 10BOMBON | 1521B | 1241 | 7May57 | 364 | BOQ #3 | |
| 30 | M-CLAWSON, Robert M. | A03046741 | 30Apr57 | None | 1057 | Supp Off | 10BOMBON | 4341 | 1241 | 1Dec56 | 575 | 202 Delaware | OR37609 |
| 31 | M-COBB, John P. Jr. | A03040602 | 8Dec56 | NBR | Indef | B-47 Nav | 10BOMBON | 1525B | 1241 | 24Nov55 | 544 | 103 Maine | OR45825 |
| 32 | M-COBBLE, Billy G. | A03020897 | 3Feb56 | F-8 | Indef | KC-97 Plt | 11ARBFS | 1124Q | 0342 | 1Dec55 | 236 | 143 Texas Dr. | OR36[illegible] |
| 33 | M-COLLIER, Jack S. | A03029728 | 6Jun57 | None | 0359 | Sup Off | 490BOMBON | 6421 | 1241 | 1Jun57 | 431 | 3913 Whittier | OR43686 |
| 34 | M-CONN, Henry L. | A02205683 | 2Feb56 | F-10 | Indef | B-47 Plt | 490BOMBON | 1234D | 1241 | 20Oct55 | 433 | 3133 S. 15th St. | OR34951 |
| 35 | M-COTANCHE, Dean R. | A03058186 | 9May57 | N | 1158 | KC-97 Nav | 11ARBFS | 1534A | 0148 | 16Nov55 | 325 | 103 Colorado | OR33057 |
| 36 | M-COVINGTON, Harold M. | A03007834 | 11Jun55 | NBR | Indef | B-47 Nav | 12BOMBON | 1525B | 1146 | 14Sep55 | 520 | 218 Delaware Rd. | OR35589 |
| 37 | S-COVINGTON, James B. | A03027273 | 8Jun57 | F-10 | 1258 | B-47 Plt | 490BOMBON | 1124Q | 1241 | 9Feb57 | 433 | BOQ #2 | None |
| 38 | M-CROWELL, James B. | A03049565 | 28Feb57 | N | 0858 | B-47 Nav | 12BOMBON | 1521B | 1241 | 7May57 | 404 | 137 Rhode Island | Unknown |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 39 | M-CUNNINGHAM, William J. | A0937509 | 20Apr53 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 0554 | 1Jan56 | 573 | 213 California Rd. | OR35612 |
| 40 | S-DAHL, John G. | A03048381 | 7Jun57 | P-10 | 1258 | B-47 Plt | 12BOMRON | 1124Q | 1241 | 19Feb57 | 530 | BOQ #2 | None |
| 41 | M-DALLAS, Gerald C. | A03014946 | 12Feb55 | P-10 | Indef | B-47 Plt | 12BOMRON | 1044P | 1241 | 14Feb57 | 404 | 105 WashingtonSt. | OR26801 |
| 42 | S-DANIEL, Gordon S. | A02209875 | 17Jul56 | P-10 | 0459 | B-47 Plt | 10BOMRON | 1241A | 1241 | 15Nov56 | 262 | BOQ #3 | 237 |
| 43 | M-DAVIS, William L. | A03057660 | 1Mar57 | P-8 | Indef | KC-97 Plt | 11ARRFS | 1234C | 0342 | 1Dec55 | 236 | 1319 Glenhaven | OR37156 |
| 44 | S-DEES, James E. | A03057661 | 1Mar57 | P-8 | 0859 | KC-97 Plt | 11ARRFS | 1224P | 0342 | 1Dec55 | 318 | 114 Maryland St. | OR25519 |
| 45 | M-DIGGS, James H. | A03039108 | 22Sep56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 433 | 214 Delaware Rd. | OR36383 |
| 46 | S-DONALDSON, Presley W. | A03029870 | 6Jun57 | N | Indef | KC-97 Nav | 11ARRFS | 1531P | 1241 | 1Apr57 | 325 | BOQ #3 | 8241 |
| 47 | M-DOUGHERTY, James B. | A03007343 | 11Mar55 | None | Indef | IntPhoto | H4341BOMG | 2041 | 0350 | 1Sep55 | 461 | 128 Nebraska Rd. | OR44245 |
| 48 | M-DORRILL, Robert L. | A03027277 | 14Jan57 | NBR | 0758 | B-47 Nav | 12BOMRON | 1521B | 1241 | 10Apr57 | 404 | 141 Rhode Island | OR35128 |
| 49 | M-DRAKE, Phillip C. | A03034194 | 26Nov55 | P-10 | Indef | B-47 A/C | 10BOMRON | 1044P | 1241 | 6Jun57 | 304 | 1209 Blair | Unknown |
| 50 | M-DUNLAP, Derwin D. | A03016335 | 5Mar55 | NBR | 0558 | B-47 Nav | 12BOMRON | 1525B | 1241 | 23Oct55 | 345 | 208 California Rd. | OR24272 |
| 51 | S-DUDDERAR, Louis G. II | A03029691 | 22Oct56 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 23Oct55 | 262 | 210 Caldfornia Rd. | OR36279 |
| 52 | M-DUFFER, Harold E. | A03008577 | 9Jun56 | P-10 | Indef | B-47 Plt | 10BOMRON | 1234C | 1241 | 1Aug56 | 364 | 1280 Westview Dr. | OR33638 |
| 53 | M-DUGAT, William D. Jr. | A03027102 | 14Jan57 | P-8 | 0758 | KC-97 Plt | 11ARLFS | 1224P | 1241 | 6Sep56 | 236 | 113 Utah St. | OR37913 |
| 54 | M-DUNIVANT, Harry E. | 250624 | 2Dec54 | P-10 | R-AF | B-47 Plt | 490BOMRON | 1044P | 0149 | 10Mar57 | 8383 | 116 Nebraska St. | OR37714 |
| 54 | S-DYE, Eldon H. Jr. | A03029070 | 27Mar57 | P-10 | 0958 | B-47 Plt | 12BOMRON | 1224P | 1241 | 4Dec56 | 582 | BOQ #3 | 419 |
| 55 | M-EDDINS, Boyd I. | A03047377 | 4Jun57 | N | 0159 | KC-97 Nav | 11ARRFS | 1531P | 1241 | 14Feb57 | 239 | 124 Washington St. | OR43254 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 56 | M-ELLIOTT, Robert L. | | A02210238 | 17Jul56 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 17May57 | 364 | 110 Arizona | OR34841 |
| 57 | M-EMMONS, Robert E. | | A03057663 | 1Mar57 | P-8 | Indef | KC-97 Flt | 11AREFS | 1231C | 0342 | 1Dec55 | 323 | 1213 Westview Dr. | OR42925 |
| 58 | M-ENDRES, William E. | | A03046398 | 15May57 | NBR | 1158 | Stu Off | 12BOMRON | 1521B | 1241 | | | TDY Stead AFB, Nev | |
| 59 | M-ENNIS, Ralph E. Jr. | | 26043A | 4Dec55 | P-10 | R-AF | B-47 Flt | 10BOMRON | 1245A | 1241 | 24Mar56 | 364 | 326 Louisiana Rd. | OR37622 |
| 60 | M-EVANS, David W. | | A03057949 | 30Mar57 | P-10 | Indef | B-47 Flt | 12BOMRON | 1234B | 0252 | 20Oct55 | 404 | N. 9th St. | OR35885 |
| 61 | M-EVANS, Ross E. | | A03026272 | 28Oct55 | P-8 | Indef | KC-97 Flt | 11AREFS | 1234C | 0342 | *22Dec55 | 381 | 101 Utah St. | OR21193 |
| 62 | S-FAIN, William T. Jr. | | A03024673 | 16Jun55 | P-8 | Indef | Stan Tm KC-97 Flt | 11AREFS | 1044F | 1241 | 26Mar57 | 324 | BOQ #2 | 517 |
| 63 | M-FARNEY, David H. | | A03048721 | 15May57 | P-10 | 1158 | B-47 Flt | 490BOMRON | 1224F | 1241 | 18Feb57 | 582 | 134 Rhode Island | OR35414 |
| 64 | S-FARNHAM, Frank L. | | A03049099 | 16Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 14Apr57 | 364 | BOQ #2 | 8235 |
| 65 | S-FISHER, Lewis B. | | A03053188 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 1241 | 16Nov55 | 325 | BOQ #3 | 419 |
| 66 | M-FOSTER, James E. | | A03057669 | 1Mar57 | P-9 | Indef | Sup Off | 3411MS | 1274F | 1241 | 1Dec55 | 414 | 609 Palm St. | OR36718 |
| 67 | M-FOWLER, Bama C. | | A03027372 | 18Feb57 | N | 0858 | KC-97 Nav | 11AREFS | 1531F | 1241 | 1May57 | 384 | 105 Virginia | OR25[illegible] |
| 68 | S-GRZEWICZ, Leo J. | | A03058277 | 1May57 | P-8 | Indef | KC-97 Flt | 11AREFS | 1234C | 0352 | 10Feb56 | 236 | BOQ #3 | 419 |
| 69 | S-GENZLER, William E. Jr. | | A03058278 | 1May57 | P-8 | Indef | KC-97 Flt | 11AREFS | 1234C | 0650 | 10Feb56 | 318 | 2481 Fannin | OR26241 |
| 70 | S-GEORGE, Lloyd D. | | A03051618 | 16May57 | P-10 | 1158 | B-47 Flt | 10BOMRON | 1124Q | 1241 | 23Feb57 | 364 | 4074 S. 7th St. | OR43906 |
| 71 | M-GARDING, John M. | | 26065A | 4Dec55 | P-10 | R-AF | B-47 Flt | 12BOMRON | 1234B | 1241 | 20Oct55 | 573 | 219 California Rd. | OR24947 |
| 72 | M-GOODMAN, Clarence R. | | A03047798 | 8Jun57 | P-8 | 0359 | KC-97 Flt | 11AREFS | 1224F | 1241 | 10Jun57 | 323 | 1141 LaSalle Dr. | OR23565 |
| 73 | M-GRAY, John D. | | A03028746 | 28Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 17May57 | 364 | 121 Virginia | OR37564 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 74 | S-GREENE, Ainsworth M. | | A03049757 | 13Mar57 | M | 0958 | DutyWithWg ObsrBr | 11AREFS | 1531P | 1241 | 4Feb57 | 405 | BOQ #2 | 432 |
| 75 | S-GREIG, William G. | | A03047969 | 7Jun57 | F-10 | 0159 | B-47 Flt | 490BOMRON | 1124Q | 1241 | 10Apr57 | 404 | BOQ #2 | 8235 |
| 76 | M-GRIFFIN, William E. | | A03024710 | 16Jun55 | F-10 | Indef | B-47 Flt | 10BOMRON | 1044P | 1241 | 16Jun57 | 404 | 102 Virginia | OR25814 |
| 77 | S-HALTOM, Roger L. | | A03057985 | 30Apr57 | F-10 | 0958 | B-47 Flt | 10BOMRON | 1124Q | 1241 | 8Oct55 | 364 | BOQ #2 | 8105 |
| 78 | M-HAMMETT, David M. | | 27262A | 3Dec56 | N | R-AF | KC-97 Nav | 11AREFS | 1531P | 1241 | 1Aug56 | 318 | 144 Texas Dr. | OR37427 |
| 79 | M-HAMMOND, Felton L. | | A02224779 | 1Dec53 | F-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 1053 | 25Oct55 | 364 | 2058 Ballinger | OR26351 |
| 80 | S-HAMMERSMITH, Evelyn | | AN3075374 | 5Oct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 5Oct56 | 8150 | 203 Texas Dr. | OR33940 |
| 81 | S-HANNA, Warren L. | | A03048031 | 16May57 | F-10 | 1158 | B-47 Flt | 12BOMRON | 1224P | 1241 | 3Feb57 | 433 | BOQ #2 | 517 |
| 82 | S-HARCOURT, Donald H. | | A03050935 | 16Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 14Apr57 | 262 | BOQ #3 | 8307 |
| 83 | M-HAWKINS, Van L. | | A03048366 | 28Feb57 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 7Jun57 | 262 | 128 Washington | OR34164 |
| 84 | S-HAYES, Joseph D. Jr. | | A03029427 | 14Mar57 | F-10 | 0958 | B-47 Flt | 12BOMRON | 1224P | 1241 | 7Nov56 | 530 | BOQ #2 | 517 |
| 85 | M-HAYWOOD, Ronald E. | | A03058192 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 313 | BOQ #2 | 517 |
| 86 | M-HIGGINS, Lawrence J. | | A03046270 | 16Feb57 | NBR | 0855 | B-47 Nav | 490BOMRON | 1521B | 1241 | 14Apr57 | 433 | 212 Delaware | OR25907 |
| 87 | M-HILL, Nathaniel L. | | A0305809 | 17Apr57 | F-8 | Indef | KC-97 Flt | 11AREFS | 1234C | 0342 | 10Feb56 | 318 | 108 Nebraska Rd. | OR37437 |
| 88 | M-HOLTOM, Carl E. | | A02225775 | 25Apr54 | F-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0754 | 1Dec55 | 364 | 512 Saddlewood | OR37547 |
| 89 | S-HOWE, Bruce H. | | A03046219 | 5Jun57 | NBR | 1258 | B-47 Nav | 10BOMRON | 1521B | 1241 | 3Aug57 | 364 | BOQ #1 Rm 207 | 385 |
| 90 | S-HOYDA, John A. | | A03008597 | 9Jun56 | None | 1257 | IntOffPhoto | HQ341BOMWG | 2041 | 0554 | 1Sep55 | 461 | BOQ #2 | 330 |
| 91 | M-HUDDY, Robert L. | | A02211545 | 12Nov56 | F-10 | 0558 | B-47 Flt | 12BOMRON | 1224P | 1241 | 12Feb57 | 584 | 101 Washington St. | OR37923 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 92 M-HULL, Richard B. | A03027139 | 17Apr57 | None | 1057 | Sup Off | 12BOMRON | 4341 | 1241 | 17Oct55 | 420 | 227 Texas Dr. | OR48244 | | |
| 93 S-HUSKIN, Frank P. Jr. | A03039129 | 31Aug56 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1241 | 14Sep55 | 544 | BOQ #1 | 385 | | |
| 94 S-JAMILSON, Bruce A. | A03049808 | 13Jun57 | P-10 | 0159 | B-47 Plt | 490BOMRON | 1224P | 1241 | 17May57 | 582 | 1141 Danville Dr. | OR32940 | | |
| 95 S-JANUSKA, Charles J. | A03047529 | 9Jun57 | P-8 | 0359 | KC-97 Plt | 11AREFS | 1224P | 1241 | 5Jun57 | 384 | BOQ #2 Rm 233 | OR34792 | | |
| 96 M-JEFFORDS, Jacque M. | A03058601 | 6Jun57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1224P | 1253 | 15Mar56 | 316 | Anchor Trailer Ct. | OR36320 | | |
| 97 S-JENKINS, Worthy L. | A02220628 | 12Jun54 | NBR | Indef | B-47 Plt | 10BOMRON | 1525B | 1241 | 23Oct55 | 573 | BOQ #2 | 517 | | |
| 98 M-JOHNSON, Paul A. | A03051209 | 2May57 | NBR | 1158 | B-47 Nav | 12BOMRON | 1521B | 1241 | 2Jul57 | 404 | 641 Briarwood | OR35551 | | |
| 99 M-JOHNSON, Robert M. | A03020568 | 13Nov55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 12411 | 17May57 | 364 | 114 Washington St. | OR35422 | | |
| 100 S-JOYCE, Walter J. | A03046273 | 16Feb57 | NBR | 0858 | B-47 Nav | 12BOMRON | 1521B | 1241 | 14Apr57 | 530 | BOQ #2 | 517 | | |
| 101 M-KARL R, Richard E. | 24289A | 20Oct53 | P-8 | R-AF | KC-97 A/C | 11AREFS | 1234C | 0953 | 1Nov55 | 236 | 102 Arizona Rd. | OR32925 | | |
| 102 M-KARNS, James M.L. | 26119A | 4Dec55 | P-10 | R-AF | B-47 Plt | 10BOMRON | 1245A | 1241 | 24Mar56 | 364 | 210 Delaware Rd. | OR36559 | | |
| 103 M-KELLY, James S. | 31753A | 70ct56 | NBR | R-AF | B-47 Nav | 12BOMRON | 1525B | 1241 | 24Sep55 | 420 | 137 Texas Dr. | OR33496 | | |
| 104 M-KINDLE, Melvin E. | A0936934 | 23Feb54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1044F | 0347 | 9Mar57 | 582 | 1102 Buccaneer Dr. | OR43175 | | |
| 105 M-KNIGHT, Guy D. | A02208890 | 27Mar56 | P-8 | 1258 | KC-97 Plt | 11AREFS | 1224P | 1241 | 15Mar56 | 236 | 1431 Westview | OR48047 | | |
| 106 S-KOLAR, Edward W. Jr. | A03046325 | 2May57 | N | 1158 | KC-97 Nav | 11AREFS | 1531F | 1241 | 4Feb57 | 325 | BOQ #2 | 434 | | |
| 107 S-KUNZ, Richard E. | 28089A | 14Mar57 | NBR | R-AF | B-47 Nav | 12BOMRON | 1521B | 1241 | 18May57 | 530 | BOQ #2 | 517 | | |
| 108 S-LABBE, Joseph A. | A03039841 | 22Oct56 | NBR | 0458 | B-47 Nav | 10BOMRON | 1525B | 1241 | 9Oct55 | 573 | BOQ #3 | 704 | | |
| 109 S-LANE, Alfred J. | A03049183 | 16May57 | P-10 | 1158 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 19Feb57 | 408 | 4040 S. 7th | OR35595 | | |



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| 128 | S-MEEHAN, Harry D. | | A03039849 | 22Oct56 | NBR | Indef | B-47 Nav | 10BOMRON | 15253 | 1241 | 90ct55 | 573 | BOQ #2 | 517 |
| 129 | S-MIXON, Paul S. | | A03027518 | 9Aug57 | N | 0259 | DyWithD/O | 11AREFS | 1531F | 1241 | 11Mar57 | 325 | BOQ #2 | 517 |
| 130 | S-MUELLER, Paul R.A. | | A03048905 | 12Jun57 | P-10 | 0159 | B-47 Flt | 12BOMRON | 1224F | 1241 | 7May57 | 404 | BOQ #1 Rm 217 | 385 |
| 131 | S-MULKEY, Charles W. | | A03027382 | 18Feb57 | P-10 | Indef | B-47 Flt | 12BOMRON | 1241A | 1241 | 15Jun57 | 404 | BOQ #3 | 419 |
| 132 | M-MURPHY, Joseph A. Jr. | | A03008511 | 10MAR56 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 0140 | 16Nov55 | 325 | 126 Texas Dr. | OR49593 |
| 133 | M-MYERS, Milo E. | | A02250562 | 29Mar54 | P-10 | Indef | B-47 Flt | 490BOMRON | 1124Q | 1241 | 10May57 | 582 | 4045 S. 7th | Unknown |
| 134 | M-MEITZEL, Floyd L. | | A03048093 | 16May57 | P-10 | 1158 | B-47 Flt | 12BOMRON | 1224F | 1241 | 4Feb57 | 364 | Trailer Village | None |
| 135 | S-NELSON, Paul A. | | A03048023 | 16May57 | P-10 | 1158 | B-47 Flt | 10BOMRON | 1124Q | 1241 | 22Feb57 | 364 | BOQ #3 | 419 |
| 136 | M-NEWELL, Ronald K. | | A02211127 | 27Aug56 | P-10 | 0559 | B-47 Flt | 10BOMRON | 1224F | 1241 | 22DEC56 | 364 | 105 Utah St. | OR34727 |
| 137 | M-NEWMAN, Robert L. | | A03024764 | 16Jun55 | P-10 | Indef | B-47 Flt | 12BOMRON | 1324E | 0555 | 8Mar57 | 404 | 114 Rhode Island | OR46741 |
| 138 | S-NICKELL, Jimmy E. | | A03204366 | 25Feb56 | P-8 | Indef | KC-97 Flt | 11AREFS | 1321A | 0342 | 13Jul56 | 236 | BOQ #2 | 517 |
| 139 | S-NOFSINGER, William M. | | A03046780 | 6Jun57 | NBR | 1258 | B-57 Nav | 10BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | |
| 140 | S-OBENAUF, James E. | | A03057997 | 30Sep55 | P-10 | Indef | B-47 Flt | 10BOMRON | 1124Q | 1241 | 90ct55 | 582 | 126 Nebraska Rd. | OR37523 |
| 141 | S-OLIVER, John F. | | A03046914 | 3Feb57 | P-10 | Indef | B-47 Flt | 490BOMRON | 1241A | 0257 | 10Jun57 | 408 | BOQ #3 | OR24534 |
| 142 | M-PAGLIAROLI, Charles A. | | A03058194 | 9May57 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 1241 | 9Nov55 | 384 | 140 Texas Dr. | OR34103 |
| 143 | M-PERSSON, Lorens A.A. | | A03049929 | 13Jun57 | P-10 | 0159 | B-47 Flt | 10BOMRON | 1124Q | 1241 | 14Sep56 | 364 | 5207 Lemesa | |
| 144 | S-PHILLIPS, Arthur B. Jr. | | A03047693 | 1Mar57 | P-8 | 0859 | KC-97 Flt | 11AREFS | 1231C | 0348 | 15Nov55 | 236 | BOQ #2 | 517 |
| 145 | S-PIERSON, Oliver B. | | A03028837 | 3Feb57 | NBR | 0858 | B-47 Nav | 490BOMRON | 1521B | 1241 | 1Apr57 | 437 | BOQ #2 | 517 |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIRST LIEUT NANTS (CONT) | | | | | | | | | | | | | | |
| 110 | M-LANE, Bruce R. | | A03026653 | 28Oct56 | N | 0458 | KC-97 Nav | 11ARFS | 1531P | 1241 | 1Jun56 | 325 | 224 Texas Dr. | OR31040 |
| 111 | S-LAWSON, Elliot C. | | A03050739 | 5Jun57 | NBR | 1258 | Stu Off | 12BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | |
| 112 | S-LEGATE, Howard H. Jr. | | A03027291 | 20Apr57 | P-10 | 1058 | B-47 Flt | 12BOMRON | 1224P | 1241 | 1Jan57 | 404 | BOQ #3 | 419 |
| 113 | S-LENIHAN, William F. Jr. | | A02205801 | 14Feb56 | P-10 | Indef | B-47 Flt | 490BOMRON | 1234B | 1241 | 20Oct55 | 466 | 1701 N. Willis | OR48086 |
| 114 | M-LEWIS, Richard L. | | A03020773 | 18Dec55 | P-10 | Indef | KC-97 Flt | 11ARFS | 1124Q | 0342 | 15Nov55 | 384 | 107 Maine Rd. | OR31247 |
| 115 | S-LOTJEN, James G. | | A02211950 | 8Nov56 | NBR | Indef | B-47 Nav | 12BOMRON | 1521B | 1241 | 17May57 | 364 | BOQ #3 | 419 |
| 116 | M-LONG, Roland C. | | A03051540 | 6Jun57 | N | 1258 | B-47 Nav | 490BOMRON | 1531F | 1241 | 30Aug57 | 582 | 4041 S. 7th | OR44264 |
| 117 | M-LOVELL, Jessie A. | | 30941A | 9Jan55 | NBR | R-AF | B-47 Nav | 12BOMRON | 1521A | 1241 | 12Jun56 | 513 | 219 Texas Dr. | OR34915 |
| 118 | S-LUCKE, Conrad J. | | A03058404 | 20May57 | P-8 | Indef | KC-97 Flt | 11ARFS | 1224P | 0342 | 15Mar56 | 236 | BOQ #2 | 517 |
| 119 | M-MADDOX, Glen N. | | A03003818 | 7Oct54 | None | Indef | OICOffPers | HQ341AAWG | 7324 | 0156 | 17Aug55 | 470 | 2234 N.Mockingbird | OR34448 |
| 120 | S-MARSELLA, Frank V. | | A02208891 | 13Jun57 | P-10 | 0259 | B-47 Flt | 490BOMRON | 1224P | 1241 | 7May57 | 408 | BOQ #3 | 419 |
| 121 | M-MARSH, Edwin L. | | A02204595 | 1Feb56 | P-10 | Indef | B-47 Flt | 490BOMRON | 1234B | 1241 | 20Oct56 | 433 | 142 Texas Dr. | OR31[illegible]3 |
| 122 | M-MARSHALL, Harry E. | | A03033778 | 5Nov55 | N | Indef | AirOpsOffD/O | 11ARFS | 1525F | 0348 | 5Dec56 | 487 | 103 Indiana | OR33389 |
| 123 | M-MARTIN, Charles H. Jr. | | 27324A | 3Dec56 | P-10 | R-AF | B-47 Flt | 490BOMRON | 1241A | 1241 | 24May57 | 400 | 108 Utah St. | OR29753 |
| 124 | S-McGOLDRICK, John R. | | 401862452 | 13Jul53 | None | Indef | PerMaintOff | 341A7A | 3234B | 0242 | 1Dec55 | 576 | BOQ #2 | 697 |
| 125 | M-McMAHAN, Billy M. | | A03021000 | 3Feb56 | P-8 | Indef | DyWithD/O | 11ARFS | 1321A | 1241 | 10Sep56 | 384 | 433 Saddlewood | OR37913 |
| 126 | M-McMANUS, Ray V. | | A02209562 | 18Jun56 | P-8 | 0658 | KC-97 Flt | 11ARFS | 1224P | 1241 | 7Aug56 | 390 | 774 Sunset Dr. | OR36593 |
| 127 | M-McRAE, Therrell D. | | A03046582 | 12Jan57 | N | Indef | KC-97 Nav | 11ARFS | 1531F | 0342 | 12Oct56 | 325 | 136 Rhode Island | OR23517 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 146 | S-FORADEK, Jerry C. | A03057495 | 16Feb57 | P-8 | 0859 | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 290 | 533 Leggett Dr. | OR36733 | |
| 147 | M-POWELL, Leslie A. Jr. | A03040732 | 1Dec56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1245A | 1241 | 24Mar56 | 582 | 210 Texas Dr. | OR37782 | |
| 148 | M-PRICE, Royce N. | A03027186 | 4Feb57 | None | 0853 | Acft Maint | 12BOMRON | 4341 | 1241 | 16Jun56 | 530 | 4043 S. 7th St. | OR27205 | |
| 149 | S-PROFT, Bernhart W. Jr. | A03028318 | 4Feb57 | None | 0858 | AcftMaintOff | 341F.M. | 4341 | 1241 | 1Jul56 | 597 | BOQ #3 | 419 | |
| 150 | S-PURSLEY, Norman C. | A03027975 | 24Jan57 | None | 0858 | Sq Adj | HQ341BOMG | 6421 | 0557 | 1Jul57 | 321 | BOQ #3 | 189 | |
| 151 | S-RABONE, George R. | A02207742 | 9Jun56 | P-1 | 0258 | SqSupoff | 11AREFS | 1124Q | 1241 | 21May56 | 740 | 1503 S. 14th St. | OR23843 | |
| 152 | M-RALEY, William L. | A03028120 | 16May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1224P | 1241 | 3Feb57 | 364 | Trailer Village | OR32775 | |
| 153 | M-REDMON, Jack W. | A02220773 | 11Jun54 | P-8 | Indef | KC-97 Plt | 11AREFS | 1224P | 0355 | 4Mar56 | 323 | 112 Utah St. | OR29977 | |
| 154 | S-REED, John V. | A02209077 | 12Jun56 | P-8 | 0658 | Rept&anal | HQ341BOMG | 1124Q | 1241 | 26Aug57 | 454 | 533 Leggett Dr. | OR34980 | |
| 155 | M-REICHENBACK, James E. | A03049217 | 10Jun57 | N | 0359 | KC-97 Nav | 11AREFS | 1531P | 1241 | 1May57 | 325 | 125 Rhode Island | OR32845 | |
| 156 | M-RENCHER, John H. | A03052460 | 18Apr57 | P-10 | Indef | B-47 Plt | 490BOMRON | 1224P | 1241 | 24Mar57 | 408 | Trailer Village | None | |
| 157 | M-REYNOLDS, William R. | A03058593 | 6Jun57 | P-8 | 1258 | KC-97 Plt | 11AREFS | 1234C | 1241 | 15Mar56 | 384 | 1298 San Jose | OR36665 | |
| 158 | M-RICE, Lindley M. | A03043031 | 14May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1224P | 1241 | 18Feb57 | 582 | 129 Virginia | None | |
| 159 | S-RIDGEWAY, Terry R. | 26224A | 4Dec55 | P-10 | R-AF | B-47 Plt | 12BOMRON | 1241A | 1241 | 24Mar56 | 584 | BOQ #3 | 114 | |
| 160 | S-RILEY, J.B. Jr. | A0302719 | 15Jan57 | P-8 | 0758 | DyWithContRm | 11AREFS | 1224F | 1241 | 6Sep56 | 238 | 3118 S. 15th | OR38432 | |
| 161 | S-RILEY, Terrence J. Jr. | A03058195 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 318 | 533 Leggett Dr. | OR36733 | |
| 162 | M-ROBINSON, Elliot H. | A03058006 | 21Jun57 | P-10 | 0958 | B-47 Plt | 490BOMRON | 1234B | 1241 | 8Oct55 | 433 | BOQ #2 | 517 | |
| 163 | M-ROSENSTEIN, Yale A. | A03051043 | 15Jun57 | N | 1258 | KC-97 Nav | 11ARLFS | 1531F | 1241 | 4Feb57 | 325 | 303 Texas Dr. | OR4986 | |



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FIRST LIEUTENANTS (CONT)

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 164 S-ROSSO, Louis T. | A03048874 | 16Jun57 | P-10 | 1258 | B-47 Flt | 12BOMRON | 1124Q | 1241 | 24Jun57 | 433 | BOQ #3 | | 419 | |
| 165 S-SAFER, Melvyn I. | A03051934 | 8Jun57 | P-10 | 1258 | Stu Off | 49CBOMRON | 1224P | 1241 | 24Mar57 | | TDY McConnell AFB, Kans | | | |
| 166 S-SALISBURY, Earnest E. | A03049048 | 28Feb57 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 7May57 | 433 | BOQ #3 | | 419 | |
| 167 M-SANDOE, Lester B. Jr. | A02209991 | 27Aug56 | P-9 | 0358 | Sup Off | 341A&E | 1124Q | 1241 | 15Sep56 | 480 | 842 Redwood Dr. | | OR36322 | |
| 168 S-SCHUERMER, James K. | A03058010 | 30Sep55 | P-10 | 0958 | B-47 Flt | 12BOMRON | 1525B | 1241 | 80ct55 | 547 | 123 Virginia | | OR25303 | |
| 169 M-SCHUMACHER, Herman E. | 27144A | 19Dec54 | NBR | R-AF | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 433 | 2209 N. Mockingbird | | OR35766 | |
| 170 M-SEVILR, Vernon A. | A03028459 | 15May57 | P-10 | 1158 | B-47 Flt | 10BOMRON | 1224P | 1241 | 1Mar57 | 364 | 3942 Whittier | | OR38739 | |
| 171 M-SHACKLEFORD, Clayton W. | A02211280 | 29Nov56 | P-10 | 0558 | B-47 Flt | 10BOMRON | 1224P | 1241 | 1Mar57 | 364 | 106 Arizona | | OR21397 | |
| 172 M-SMITH, Charles N.D. | 26250A | 4Dec55 | P-10 | R-AF | B-47 Flt | 12BOMRON | 1245A | 1241 | 24Mar56 | 584 | 206 California Rd. | | OR29505 | |
| 173 S-STAHL, William A. | A03047032 | 14Mar57 | Nav | 0958 | KC-97 Nav | 11AREFS | 1531P | 1241 | 120ct56 | 281 | 4040 S. 7th St. | | OR38716 | |
| 174 M-STANDLEE, HoraceW. | A03028203 | 30Apr57 | None | 1057 | Sup Off | 341F.M. | 4341 | 1241 | 300ct55 | 589 | BOQ #2 | | 496 | |
| 175 M-STEWART, Harvey J. | A03020865 | 21Dec55 | P-10 | 0758 | B-47 Flt | 490BOMRON | 1245A | 1241 | 1Mar56 | 582 | 107 Georgia Rd. | | OR36230 | |
| 176 S-STILWELL, Kenneth R. | A03039872 | 220ct56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 90ct55 | 433 | BOQ #2 | | 719 | |
| 177 M-SUPPES, David E. | A03046136 | 6Jun57 | NBR | 1258 | Stu Off | 10BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | | | |
| 178 M-SUTTLE, Richard T. | A02204410 | 9Jun56 | NBR | 0559 | B-47 Nav | 12BOMRON | 1521B | 1241 | 8Jan57 | 344 | 166 Utah St. | | OR37816 | |
| 179 M-TELNEY, David E. | A03058015 | 30Mar56 | P-10 | Indef | B-47 Flt | 12BOMRON | 1234B | 1241 | 80ct55 | 404 | 10 Millcourt | | OR47894 | |
| 180 M-TESTER, John W. | A03051963 | 25Jan56 | P-10 | 0159 | B-47 Flt | 10BOMRON | 1124Q | 1241 | 14Sep56 | 262 | 1802 Sewell St. | | OR24993 | |
| 181 M-THODEN, Richard M. Jr. | A02204766 | 9Apr56 | N | 0359 | KC-97 Nav | 11AREFS | 1534A | 0342 | 12Mar56 | 236 | 1434 Ballanger | | OR35019 | |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 182 | M-THORNTON, Marvin D. | A03023376 | 2Mar55 | F-8 | Indef | KC-97 Flt | 11AREFS | 1234C | 0642 | 1Jan56 | 381 | 217 California Rd. | | OR24592 |
| 183 | S-TIDWELL, Arthur E. | A02211767 | 28Oct56 | F-10 | 0458 | B-47 Flt | 12BOMRON | 1124Q | 1241 | 26Jan57 | 404 | BOQ #3 | | 207 |
| 184 | M-TOBIN, Thomas G. | A03050663 | 13Jun57 | F-10 | 0159 | B-47 Flt | 10BOMRON | 1231B | 1241 | 10Apr57 | 262 | 718 LaSalle | | OR43654 |
| 185 | M-TOMLINSON, Ross E. Jr. | A03040911 | 8Jun55 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 24Nov55 | 433 | 124 Texas Rd. | | OR47968 |
| 186 | S-TRIPI, Carl J. | A03029666 | 27Sep55 | F-10 | 0958 | B-47 Flt | 490BOMRON | 1124Q | 1241 | 12Jan57 | 364 | BOQ #2 | | 517 |
| 187 | M-TURNER, Gerald L. | 31196A | 14Apr55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521F | 1241 | 5Sep56 | 364 | 898 Davis Dr. | | OR34177 |
| 188 | S-WAGONER, Wendell A. | A03047361 | 27Sep55 | N | 0958 | KC-97 Nav | 11AREFS | 1531P | 1241 | 19Feb57 | | Unknown | | |
| 189 | M-WALKER, Joe E. | A03035910 | 11Feb56 | FCM | Indef | ECM Off | HQ341BOMWG | 3024 | 1241 | 8Sep55 | 327 | 114 Nebraska Rd. | | OR38517 |
| 190 | S-WATSON, Ronald W. | A03058197 | 9May57 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 318 | 4044 S. 7th St. | | OR29623 |
| 191 | S-WEBB, Fred L. | A03058198 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0442 | 6Nov55 | 318 | 747 Mulberry | | OR34736 |
| 192 | S-WELLS, Eleanor M. | AN3045929 | 21Jun56 | None | 0658 | Nurse Gen | 341TacHosp | 9754 | 1241 | 2Jul56 | 8149 | 112 Nebraska Rd. | | OR36582 |
| 193 | M-WHITE, Charles R. | A03047402 | 4Jun57 | NBR | 1258 | Stu Off | 12BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | | |
| 194 | S-WILLIAMS, Donald B. | A03040920 | 8Dec56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 24Nov55 | 433 | BOQ #2 | | 503 |
| 195 | M-WILSON, Thomas M. | A03024294 | 16Jun55 | F-8 | Indef | DyWithD/M | 11AREFS | 1231C | 1241 | 6Dec56 | 236 | 143 Rhode Island | | OR38587 |
| 196 | S-WOMELSDORF, Albert S. Jr. | A03049848 | 13Jun57 | F-10 | 0159 | Stu Off | 12BOMRON | 1231B | 1241 | 7May57 | | TDY McConnell AFB, Kans | | |
| 197 | S-WOODSON, Jack G. | A03020853 | 24Dec55 | F-8 | Indef | KC-97 Flt | 11AREFS | 2131C | 0342 | 13Jul56 | 236 | 106 Utah St. | | OR48284 |
| 198 | M-WORLEY, Billy A. | A03047442 | 5Jun57 | NBR | 1258 | Stu Off | 490BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | | |
| 199 | M-YATES, Robert, S. | A03050785 | 13Jun57 | F-10 | 0159 | B-47 Flt | 490BOMRON | 11242 | 1241 | 1May57 | | Unknown | | |

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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 200 | M-YON, Kenneth W. | | A02224373 | 7Oct53 | P-10 | Indef | B-47 A/C | 49CBOMRON | 1245A | 0853 | 21Feb56 | 433 | 687 Amherst | OR25418 |
| 201 | M-YOUNG, Russell A. | | A03008658 | 9Jun56 | None | Indef | AsstMaintSup | 341A&E | 3234B | 1241 | 8Oct55 | 361 | 103 Arizona | OR25737 |
| 202 | S-YOUNGBOLLD, Arvel G. | | A0940044 | 16Nov53 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0455 | 21Feb56 | 264 | BOQ #2 | 517 |
| 203 | M-ZALWALDRIGA, John J. | | A03039181 | 22Sep56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 573 | 208 Delaware | OR34496 |
| 204 | S-ZEYBEL, Henry L. | | A03048733 | 15May57 | NBR | Indef | Stu Off | 490BOMRON | 1521B | 1241 | 3Aug57 | | TDY STEAD AFB, Nev | |
| SECOND LIEUTENANTS | | | | | | | | | | | | | | |
| 1 | M-ASHWORTH, Ronald S. | | A03059102 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1534A | 0342 | 22Apr56 | 325 | 2049 Woodland | OR37535 |
| 2 | S-BOWLES, Donald G. | | A03064333 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1531P | 1241 | 22Apr56 | 325 | 3173 Fulton | OR37063 |
| 3 | M-BREZA, James A. | | A03073084 | 22Aug57 | N | 0860 | | HQ341BOMWG | 4341 | 1241 | 22Aug57 | 454 | 1235 Highland Av | OR24673 |
| 4 | M-CALDWELL, Charles C. | | A03056132 | 16Mar56 | N | Indef | KC-97 Nav | 11AREFS | 1531P | 1253 | 11Mar57 | 325 | 101 Arizona | OR43636 |
| 5 | S-CETTA, Rose | | AN3075615 | 26Oct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 26Oct56 | 8149 | 205 Texas Br. | OR27650 |
| 6 | S-CHOFCHECK, Robert M. | | A03064338 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1531P | 0342 | 22Apr56 | 325 | BOQ #2 | 517 |
| 7 | S-GALLAGHER, Marie T. | | AN3075272 | 3Aug56 | None | 0858 | Nurse Gen | 341TacHosp | 9754 | 1241 | 3Aug56 | 8150 | 112 Nebraska Rd. | OR36582 |
| 8 | S-KARNS, Nicholas P. | | A03065441 | 21Aug56 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 6Apr57 | 364 | BOQ #3 | 419 |
| 9 | KEENER, James W. | | A03066587 | No Reods Rec this Sta | | | Stu Off | 11AREFS | Unk | Unk | Unk | Unk | TDY E/R to Join | |
| 10 | S-LAMBERT, Elliot W. | | A03063258 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1531P | 0342 | 22Apr56 | 318 | BOQ #3 | 656 |
| 11 | S-MASON, Charles R. | | A03065552 | 6Sep56 | NBR | 0959 | B-47 Nav | 12BOMRON | 1521B | 1241 | 15Apr57 | 404 | 1209 Palm | OR43942 |
| 12 | M-MEYER, Richard A. | | A03029679 | 24Jan56 | N | 0159 | KC-97 Nav | 11AREFS | 6021 | 1241 | 19Feb57 | 325 | 4041 S. 7th St. | OR36650 |



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| SECOND LIEUTENANT: (CONT) | | | | | | | | | | | | | | |
| 13 S-PIERSON, James H. Jr. | A03064365 | 5Apr56 | N | Indef | KC-97 Nav | 11AnEFS | 1531F | 1241 | 22Apr56 | 324 | BOQ #2 | | | 517 |
| 14 S-POLLOM, James E. | A03053096 | 28Mar56 | N | 0359 | KC-97 Nav | 11AnEFS | 1531F | 1241 | 1May57 | 325 | BOQ #2 | | | 517 |
| 15 S-RAYMENT, Donald W. | A03064366 | 5Apr56 | N | 0459 | KC-97 Nav | 11AnEFS | 1534A | 1241 | 22Apr56 | 325 | 106 | Indiana Rd. | | OR37274 |
| 16 S-SMILEY, Nathan J. | A03064371 | 5Apr56 | N | 0459 | KC-97 Nav | 11AnEFS | 1534A | 1241 | 22Apr56 | 325 | 110 | Indiana Rd. | | OR36838 |
| 17 S-SMITH, Donald H. | A03066219 | 12Feb57 | N | Indef | KC-97 Nav | 11AnEFS | 1531F | 1241 | 26Mar57 | 325 | BOQ #3 | | | 419 |
| 18 S-TENZA, Theresa A. | AN3046016 | 21Jun56 | None | Nurse Gen | | 341TacHosp | 9754 | 1241 | 25Jun56 | 8150 | 114 | Nebraska Rd. | | OR38517 |
| 19 S-VON STORFF, Eckard | A03055883 | 7Sep56 | None | 0959 | Intel Off | HQ341BOMWG | 2051 | 1241 | 2Nov56 | 315 | BOQ #3 | | | OR20653 |
| 20 S-WEDINGER, Joan S. | AN3075255 | 26Oct55 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 26Oct56 | 8150 | 205 | Texas Dr. | | OR27650 |
| WARRANT OFFICERS | | | | | | | | | | | | | | |
| (W-2) | | | | | | | | | | | | | | |
| 1 M-WOOD, Grover C. Jr. | AW2200238 | 3Mar54 | None | Indef | AcftMaintSup | 341F.M. | 43100 | 0355 | 26Oct56 | 564 | 842 | Westview Dr. | | None |
| (W-3) | | | | | | | | | | | | | | |
| 2 M-WINKLE, Roy | AW2121856 | 28Apr56 | S-A/O | Indef | LineMaintOff | 341M&E | 32000 | 0754 | 1May57 | 279 | 5762 | Lamesa | | OR24736 |



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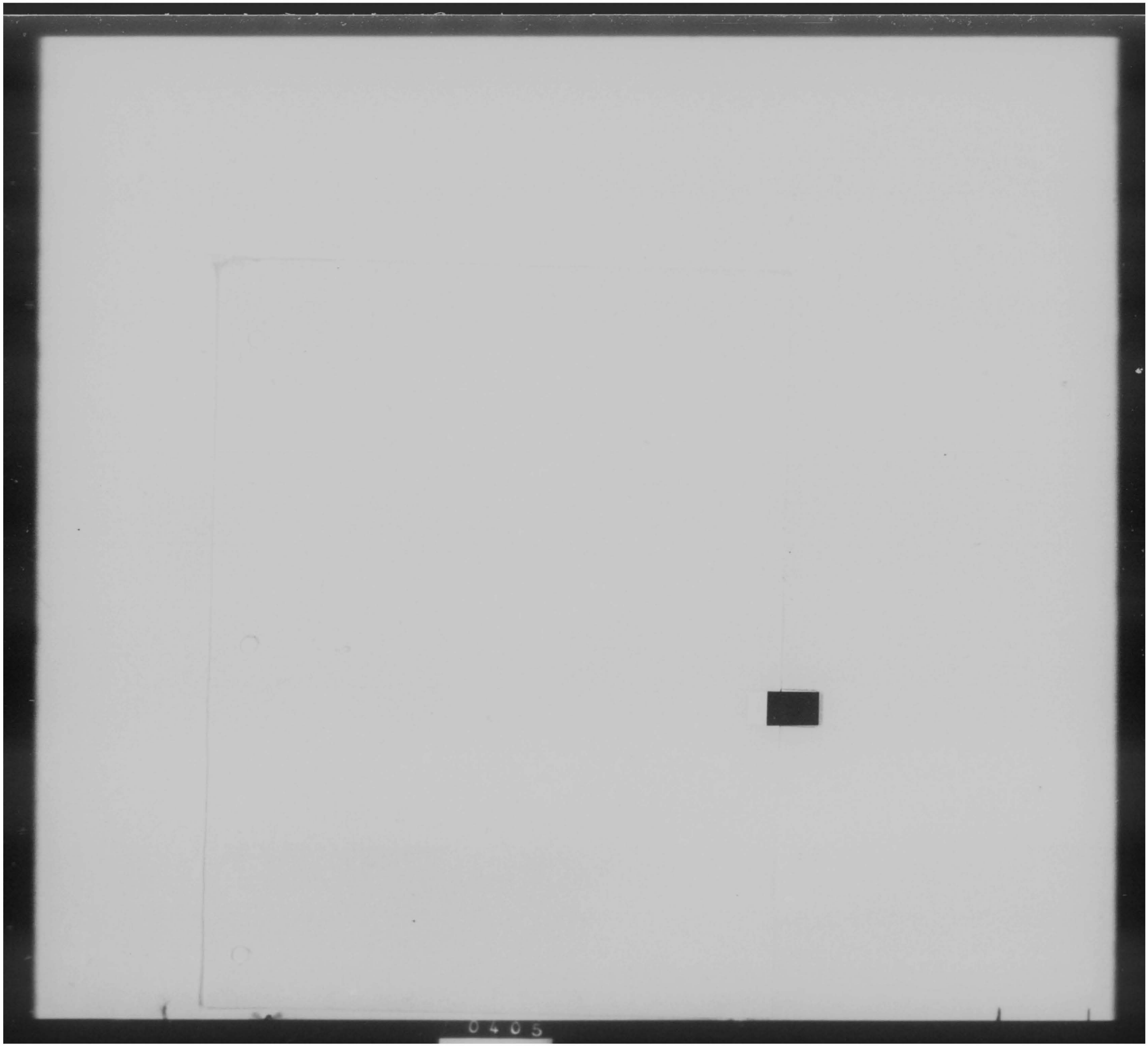


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MONTHLY COMBAT CREW ROSTER
341st Bombardment Wing Medium (SAC)
As of 5 September 1957

| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 10th BOMRON | | | | | | | | |
| Commander | | Lt Col | Smith | Samuel | R | A0406487 | 20 | IND |
| Ops Officer | | Maj | Skartvedt | Paul | A | 23782A | 22 | IND |
| Maint Off | | Cpt | Moertle | Lawrence | J | A01860796 | 23 | IND |
| Navigator | | Maj | Brooks | William | C | 12663A | 21 | IND |
| Supp Off | | 1st LT | Clawson | Robert | M | A0304674l | 32 | 29 Oct 57 |
| S02 | AC | Maj | Warner | Willis | L | A0517805 | 20 | IND |
| | P | 1LT | Holton | Carl | E | A02225775 | 30 | IND |
| | NB | Lt Col | Trexler | Troy | L | A0754817 | 16 | IND |
| R04 | AC | Cpt | Brechel | Laurence | E | A0731804 | 21 | IND |
| | P | Cpt | Myers | Thomas | H | A0837253 | 25 | IND |
| | NB | Cpt | Roe | Peter | J | A0736728 | 19 | IND |
| | (Cpt Davidson will replace Cpt Myers as CoPilot) | | | | | | | |
| L05 | AC | Cpt | McKnight | Max | L | A0674845 | 17 | IND |
| | P | Cpt | Cole | Darrell | V | A0782177 | 22 | IND |
| | NB | 1LT | Meehan | Harry | D | A0303984 9 | 32 | IND |
| L07 | AC | Cpt | Podbesek | Thomas | W | A0837356 | 24 | IND |
| | P | 1LT | Haltom | Roger | L | A03057985 | 33 | 29 Sep 58 |
| | NB | Cpt | Brzozowski | John | A | A0706687 | 24 | IND |
| L09 | AC | 1LT | Hammond | Felton | L | A02224779 | 28 | IND |
| | P | 1LT | Duffer | Harold | E | A03008477 | 29 | IND |
| | NB | 1LT | Jenkins | Worthy | L | A02220628 | 27 | IND |
| R10 | AC | Maj | Ligon | Vernon | P | A0745428 | 21 | IND |
| | P | Cpt | Herman | Joseph | J | A0839020 | 23 | IND |
| | NB | 1LT | Bryant | William | P | A0221914 8 | 24 | IND |
| R11 | AC | Cpt | Hull | Robert | L | A0944923 | 25 | IND |
| | P | Cpt | Megargle | Russell | J | A0686261 | 22 | IND |
| | NB | 1LT | Cobb | John | P | A0304060 2 | 33 | IND |
| L30 | AC | Maj | Routh | Ralph | O | A0838844 | 18 | IND |
| | P | 1LT | Karns | James | ML | 26119A | 32 | IND |
| | NB | 1LT | L'Abbe | Joseph | A | A0303984 l | 33 | 21 Apr 58 |
| R36 | AC | Maj | Platner | Lyle | P | A0822800 | 22 | IND |
| | P | 1LT | Ennis | Ralph | E | 26043A | 32 | IND |
| | NB | 1LT | Cunningham | William | J | A0937509 | 25 | IND |
| L38 | AC | Cpt | Graves | James | M | A02009137 | 24 | IND |
| | P | 1LT | Obenauf | James | E | A03057997 | 35 | IND |
| | NB | Cpt | Wightman | John | D | A0933356 | 23 | IND |



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|---|---|---|---|---|---|---|---|---|
| B39 | AC | Maj | Pendergast | Wilbert | M | A0675281 | 17 | IND |
| | P | Cpt | Feeney | Robert | E | A01847340 | 26 | IND |
| | NB | Maj | Hudson | Robert | F | A02056798 | 17 | IND |
| N46 | AC | Cpt | Flowers | Idus | R | A0675190 | 21 | IND |
| | P | 1LT | Youngblood | Arvel | G | A0940044 | 23 | IND |
| | NB | 1LT | Dudderar | Louis | G | A03039691 | 33 | IND |
| N82 | AC | 1LT | Kindle | Melvin | E | A0936934 | 21 | IND |
| | P | 1LT | Alexander | William | R | A03049336 | 33 | 16 Nov 58 |
| | NB | 1LT | Farnham | Frank | L | A03049099 | 32 | IND |
| N52 | AC | Cpt | Fraser | Hiram | B | A0937883 | 21 | IND |
| | P | 1LT | Daniel | Gordon | S | A02209875 | 32 | 11 Apr 59 |
| | NB | 1LT | Clark | Donald | E | A03048780 | 32 | 29 Aug 58 |
| N59 | AC | 1LT | Griffin | William | B | A03024710 | 32 | IND |
| | P | 1LT | Hruby | Robert | L | A02211545 | 31 | 11 May 59 |
| | NB | 1LT | Bailey | Charles | S | A03050350 | 33 | 12 Sep 58 |
| N78 | AC | Cpt | Blackburn | Robert | L | A02080594 | 17 | IND |
| | P | 1LT | Raley | William | L | A03048102 | 33 | 15 Nov 58 |
| | NB | 1LT | Gray | John | D | A03028746 | 34 | 30 Aug 58 |
| N80 | AC | Cpt | Sorrell | Mackie | L | A02230833 | 26 | IND |
| | P | 1LT | Tobin | Thomas | G | A03050663 | 33 | 24 Jan 59 |
| | NB | 1LT | Eliot | Robert | L | A02210238 | 32 | IND |
| N81 | AC | Cpt | Nelson | James | J | A02221780 | 28 | IND |
| | P | 1LT | Newell | Ronald | K | A02211127 | 33 | 28 May 59 |
| | NB | 1LT | Johnson | Robert | M | A03020568 | 31 | IND |
| N93 | AC | Maj | Dauteuil | Donat | F | 13809A | 21 | IND |
| | P | 1LT | Sevier | Vernon | A | A03028459 | 33 | 14 Nov 58 |
| | NB | 1LT | Turner | Gerald | L | 31196A | 29 | IND |
| N99 | AC | Cpt | Mohan | Bernard | J | A0705759 | 24 | IND |
| | P | Cpt | Webb | Luther | A | A01908783 | 26 | IND |
| | NB | 1LT | Suppes | David | E | A03046136 | 33 | 5 Dec 58 |
| IN03 | AC | Cpt | Roe | Warren | E | A0765087 | 19 | IND |
| | P | 1LT | Persson | Lorens | AA | A03049929 | 33 | 2 Jan 59 |
| | NB | 1LT | Nofsinger | William | M | A03046780 | 32 | 6 Dec 58 |
| IN06 | AC | Cpt | Fleming | John | G | A0780914 | 25 | IND |
| | P | 1LT | Tester | John | W | A03051963 | 33 | 24 Jan 59 |
| | NB | Cpt | Bennett | Alexander | G | A02060432 | 24 | IND |
| N47 | AC | Cpt | Rogers | James | A | A0784559 | 24 | IND |
| | P | 1LT | George | Lloyd | D | A03051618 | 30 | 15 Nov 58 |
| | NB | 1LT | Hawkins | Van | E | A03048866 | 33 | IND |
| N49 | AC | Cpt | Davidson | Charles | A | 20158A | 21 | IND |
| | P | 1LT | Nelson | Paul | A | A03048043 | 21 | 15 Nov 58 |
| | NB | 1LT | Harcourt | Donald | H | A03040935 | 32 | 15 Aug 58 |
| | | (Cpt | Myers will replace Cpt Davidson) | | | | | |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| N88 | AC | Cpt | Tidwell | John | E | A01903161 | 28 | IND |
| | P | 1LT | Rice | Lindley | M | A03049719 | 31 | 13 Nov 58 |
| | NB | 1LT | Scherpereel | Richard | C | A03047026 | 31 | 16 Aug 58 |
| SCM | AC | Cpt | Dacus | Hobart | G | A0590355 | 26 | IND |
| | AC | Maj | Gorder | Robert | A | 12628A | 21 | IND |
| | AC | Cpt | MacDuff | Robert | W | A02087472 | 22 | IND |
| | AC | Cpt | Grisham | Lonnie | E | A0808258 | 20 | IND |
| | AC | Cpt | Gibbs | Henry | L | 26862A | 23 | IND |
| | AC | Cpt | Boyer | Orman | L | A0697335 | 22 | IND |
| | AC | Cpt | Smith | Billy | D | A02039035 | 24 | IND |
| | AC | 1LT | Baker | Lawrence | R | A03034814 | 29 | IND |
| | AC | 1LT | Drake | Phillip | C | A03034194 | 30 | IND |
| | AC | 1LT | Apel | Frank | J | A03022401 | 30 | IND |
| | AC | Cpt | Branch | John | W | A01999572 | 21 | IND |
| | P | 1LT | DeFaria | Carl | M | A03049790 | 33 | 23 Jan 59 |
| | P | 1LT | Janicki | Edward | A | A02207767 | 32 | IND |
| | P | 1LT | Shackelford | Clayton | W | A02211280 | 31 | 23 May 58 |
| | P | 1LT | Johnson | Ward | W | A03047975 | 31 | 7 Feb 59 |
| | P | 1LT | Pollard | Theodore | S | A03046127 | 33 | 28 Feb 59 |
| | P | 2LT | Merkel | Paul | P | A03053415 | 33 | 28 Feb 59 |
| | P | 1LT | Brougher | Donald | L | A03028418 | 32 | 12 Mar 59 |
| | P | 1LT | Ryan | Robert | M | A03029777 | 33 | 26 Mar 59 |
| | P | 1LT | Bushore | Bruce | B | A02228509 | 30 | IND |
| | P | 1LT | Tiernan | Francis | T | A02226512 | 28 | IND |
| | NB | 1LT | Howe | Bruce | H | A03046219 | 32 | 4 Dec 58 |
| | NB | 1LT | Keating | Edward | J | A03048756 | 33 | 12 Sep 58 |
| | NB | 1LT | Stevens | Roger | D | A03066057 | 32 | IND |
| | AC | Maj | Deel | Ollie | I | 14608A | 19 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 12th BOMRON | | | | | | | | |
| Commander | | Lt Col | Hamlyn | Raymond | E | 9956A | 21 | IND |
| Ops Off | | Maj | Stevens | Bernard | H | A0926907 | 22 | IND |
| Maint Off | | 1LT | Price | Royce | N | A03027186 | 32 | 3 Aug 58 |
| Navigator | | Maj | Peterson | Leonard | U | A0679168 | 17 | IND |
| Supp Off | | 1LT | Hull | Richard | B | A03027139 | 33 | 16 Oct 57 |
| SO1 | AC | Lt Col | Ritter | Henry | W | 13847A | 19 | IND |
| | P | Cpt | Hillerud | Robert | T | A02227205 | 29 | IND |
| | NB | Maj | Watson | Wallace | R | 16561A | 20 | IND |
| R12 | AC | Maj | Jennings | George | H | A0805477 | 23 | IND |
| | P | Cpt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | NB | 1LT | Draper | Derwin | D | A03016335 | 32 | 8 May 58 |
| | | (LT Dye will replace Cpt VanBibber) | | | | | | |
| L13 | AC | Cpt | Hall | Robert | C | A0782731 | 22 | IND |
| | P | 1LT | Gerding | John | M | 26065A | 31 | IND |
| | NB | Cpt | Allison | Willis | W | A02091753 | 25 | IND |
| L14 | AC | Cpt | Payton | William | D | A0776013 | 22 | IND |
| | P | 1LT | Evans | David | W | A03057949 | 28 | IND |
| | NB | 1LT | Kelly | James | S | 31753A | 32 | IND |
| L15 | AC | Cpt | Long | William | E | A01903110 | 28 | IND |
| | P | 1LT | Brittain | Douglas | B | A03057975 | 32 | 29 Sep 59 |
| | NB | 1LT | Christensen | Donald | J | A03040200 | 34 | 8 May 58 |
| L16 | AC | Cpt | Atkins | Robert | L | A01911252 | 26 | IND |
| | P | 1LT | Bowyer | Neal | F | A03057973 | 34 | IND |
| | NB | 1LT | Huskin | Frank | P | A03039129 | 34 | IND |
| L18 | AC | Cpt | Weeks | Joseph | H | A0787880 | 26 | IND |
| | P | 1LT | Schuehler | James | K | A03058010 | 34 | 29 Sep 59 |
| | NB | 1LT | Covington | Harold | M | A03007834 | 26 | IND |
| R19 | AC | Cpt | Creahan | James | K | A01911009 | 26 | IND |
| | P | Cpt | Dobyns | Thurman | L | A01911338 | 27 | IND |
| | NB | Maj | Badger | Harold | W | A0562445 | 19 | IND |
| R29 | AC | Cpt | Long | William | D | A01340906 | 27 | IND |
| | P | Cpt | Buckley | Edward | C | A0696685 | 24 | IND |
| | NB | Cpt | Carrillo | John | C | A0703447 | 23 | IND |
| R32 | AC | Maj | Ballard | Dempsey | E | 16508A | 24 | IND |
| | P | 1LT | Smith | Charles | ND | 26250A | 31 | IND |
| | NB | Maj | Ramirez | Rafael | | A0660902 | 18 | IND |
| R37 | AC | Cpt | Krueger | William | E | A0819544 | 23 | IND |
| | P | 1LT | Ridgeway | Terry | R | 26224A | 32 | IND |
| | NB | 1LT | Lovell | Jessie | A | 30911A | 27 | IND |



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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| R41 | AC | Maj | Foor | Harold | L | A0783949 | 19 | IND |
| | P | 1LT | Teaney | David | E | A03058015 | 33 | IND |
| [illegible] | NB | Cpt | Sands | Herman | | A0936935 | 22 | IND |
| [illegible] | | | [illegible] | | M | | | |
| L45 | AC | Cpt | Youngmark | Don | E | A0760520 | 21 | IND |
| | P | Cpt | Thorne | Claire | C | A01911617 | 25 | IND |
| | NB | Cpt | Couch | Clarence | M | A02080658 | 22 | IND |
| ML8 | AC | Maj | Barrett | Pleasant | W | A0792093 | 21 | IND |
| | P | Maj | Hastin | James | D | A0676788 | 22 | IND |
| | NB | Cpt | M ulph | George | E | A0808125 | 15 | IND |
| N54 | AC | Maj | Floyd | Charles | M | A0784701 | 22 | IND |
| | P | 1LT | Legate | Howard | H | A03027291 | 32 | 19 Oct 58 |
| | NB | 1LT | Suttle | Richard | T | A0220444l0 | 31 | 19 Jun 59 |
| In70 | AC | Cpt | Rozell | William | F | A03014946 | 24 | IND |
| | P | 1LT | Hanna | Warren | L | A03046031 | 33 | 15 Nov 58 |
| | NB | 1LT | Johnson | Paul | A | A03051209 | 33 | 1 Nov 58 |
| N79 | AC | 1LT | Ballard | David | D | A03023618 | 31 | IND |
| | P | 1LT | Newman | Robert | L | A03024764 | 26 | IND |
| | NB | 1LT | Kunz | Richard | E | 28089A | 34 | IND |
| N83 | AC | Cpt | Carman | Kenneth | R | A0938456 | 25 | IND |
| | P | 1LT | Meitzel | Paul | A | A03048098 | 33 | 15 Nov 58 |
| | NB | 2LT | Mason | Charles | R | A03065552 | 35 | 5 Sep 59 |
| N84 | AC | Cpt | Elling | Harvey | G | A0727428 | 20 | IND |
| | P | 1LT | Tidwell | Arthur | E | A02211767 | 32 | 27 Apr 58 |
| | NB | 1LT | Dorrill | Robert | L | A03027277 | 31 | 13 Jul 58 |
| N85 | AC | Maj | Fisher | Robert | L | 12138A | 24 | IND |
| | P | 1LT | Rosso | Louis | T | A03048874 | 33 | 5 Dec 58 |
| | NB | 1LT | Litjen | James | G | A02211950 | 33 | IND |
| N86 | AC | Cpt | Grossart | James | J | A0767530 | 21 | IND |
| | P | 1LT | Case | Wayne | L | A03049563 | 31 | 5 Dec 58 |
| | NB | Cpt | Bittner | Howard | A | A01853289 | 23 | IND |
| N95 | AC | Cpt | Donaldson | Merle | D | A0591328 | 25 | IND |
| | P | 1LT | Dallas | Gerald | C | A03014946 | 30 | IND |
| | NB | 1LT | Crowell | James | B | A03049565 | 33 | 29 Aug 58 |
| N96 | AC | Cpt | VanGaasbeck | Everett | J | A0783467 | 24 | IND |
| | P | 1LT | Dahl | John | G | A03048381 | 33 | 6 Dec 58 |
| | NB | 1LT | Joyce | Walter | J | A03046273 | 33 | 15 Aug 58 |
| IN23 | AC | M aj | Grace | Gerald | J | 14940A | 21 | IND |
| | P | 1LT | Thun | Kurt | | A03048721 | 33 | 14 Nov 58 |
| | NB | 1LT | Lawson | Elliot | C | A03050739 | 33 | 4 Dec 58 |
| IN50 | AC | Cpt | Pierpont | Walter | J | A0718927 | 21 | IND |
| | P | 1LT | Mueller | Paul | R | A03049905 | 33 | 24 Jan 59 |
| | NB | 1LT | Enders | William | E | A03046398 | 33 | 14 Nov 58 |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| SCM | AC | Cpt | Held | Rutherford | R | A0781089 | 21 | IND |
| | AC | Maj | White | Harrison | G | 10644A | 19 | IND |
| | AC | Cpt | Kepner | Frank | B | A0934937 | 24 | IND |
| | AC | 1LT | James | Merwyn | D | A03006528 | 33 | IND |
| | AC | 1LT | Tanguy | Robert | B | 23547A | 27 | IND |
| | AC | 1LT | Cooke | Robert | G | A02224548 | 29 | IND |
| | AC | Cpt | Kelly | Richard | M | A0721776 | 23 | IND |
| | AC | Cpt | Gibson | Curtis | J | A0754097 | 22 | IND |
| | AC | Cpt | Morris | Troy | J | A0537994 | 21 | IND |
| | P | 1LT | Holmes | Jerry | L | A03052381 | 33 | 23 Jan 59 |
| | P | 1LT | Glaser | Donald | R | A03029073 | 33 | 26 Feb 59 |
| | P | 1LT | Sergent | Eaton | D | A03029584 | 32 | 13 Mar 59 |
| | P | 1LT | Mulkey | Charles | W | A03027332 | 32 | IND |
| | P | Cpt | Weimer | Lawrence | D | A0767926 | 23 | IND |
| | P | 1LT | Womelsdorf | Albert | S | A03049848 | 21 | 23 Jan 59 |
| | P | 1LT | Mathis | James | R | A03027165 | 34 | 3 Aug 58 |
| | P | 1LT | Aycock | David | L | A02226640 | 30 | IND |
| | P | 1LT | Werner | Milton | J | A02227669 | 30 | IND |
| | P | 1LT | Hayes | Joseph | D | A03029427 | 33 | 13 Sep 58 |
| | P | 1LT | Dye | Elden | H | A03029070 | 32 | 26 Sep 58 |
| | NB | 1LT | Whipple | Charles | R | A03047402 | 33 | 6 Dec 58 |
| | NB | 1LT | Ward | Charles | W | A03046450 | 33 | 4 Dec 58 |
| | NB | 1LT | Cantwell | Joe | A | A02220996 | 29 | IND |
| | AC | Maj | White | Clayton | L | A0819370 | 19 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 490th BOMRON | | | | | | | | |
| Commander | | Lt Col | Palfrey | Campbell | | 8892A | 18 | IND |
| Ops Officer | | Maj | Bridges | Wilbur | A | A0790787 | 19 | IND |
| Navigator | | Maj | Grinsted | Albert | N | 11901A | 17 | IND |
| Maint Off | | Cpt | Gemmell | Charles | J | A0522700 | 21 | IND |
| Supp Off | | 1LT | Sisk | John | B | A03047230 | 33 | 30 Sep 57 |
| R08 | AC | Cpt | McClarnon | Marshall | H | A01908705 | 27 | IND |
| | P | 1LT | Powell | Leslie | A | A02040732 | 32 | IND |
| | NB | 1LT | Zavalydriga | John | J | A03035181 | 34 | IND |
| L17 | AC | Cpt | Hopwood | David | P | A0780958 | 22 | IND |
| | P | 1LT | Lenihan | William | E | A02205801 | 32 | IND |
| | NB | Cpt | Maxwell | Joseph | B | A02044365 | 25 | IND |
| L21 | AC | Cpt | Welling | Lewis | D | A0834029 | 24 | IND |
| | P | 1LT | Marsh | Edwin | L | A02204595 | 30 | IND |
| | NB | 1LT | Schumacher | Herman | E | 27144A | 28 | IND |
| R22 | AC | Cpt | Ware | John | R | A01698925 | 21 | IND |
| | P | 1LT | Blume | Murray | P | 25971A | 31 | IND |
| | NB | 1LT | Diggs | James | H | A03039108 | 33 | IND |
| R24 | AC | Cpt | Griffis | Lester | T | A0816710 | 22 | IND |
| | P | Cpt | Wilson | Elmer | R | A01853934 | 23 | IND |
| | NB | Cpt | Kilmer | Harold | F | A0935097 | 20 | IND |
| L25 | AC | Cpt | Guzowski | Daniel | F | A0942593 | 21 | IND |
| | P | 1LT | Boone | George | T | 28963A | 32 | IND |
| | NB | Cpt | Moreau | Resaire | A | A02089683 | 20 | IND |
| R26 | AC | Cpt | DeSomer | Richard | J | A01850627 | 23 | IND |
| | P | 1LT | Conn | Henry | L | A02205683 | 21 | IND |
| | NB | Cpt | Radcliffe | Roy | E | A01646518 | 17 | IND |
| L27 | AC | 1LT | Yon | Kenneth | W | A02224373 | 28 | IND |
| | P | 1LT | Robinson | Eliot | H | A03058006 | 34 | 29 Sep 58 |
| | NB | 1LT | Stilwell | Kenneth | R | A03039872 | 34 | IND |
| S42 | AC | Maj | Elzey | Norman | J | A01909281 | 26 | IND |
| | P | Cpt | Bentley | Max | H | A0190902L | 28 | IND |
| | NB | Maj | Santore | Frank | R | A0932933 | 22 | IND |
| L44 | AC | Cpt | Smith | Kenneth | L | A06754S6 | 22 | IND |
| | P | Cpt | Funk | George | E | A0760184 | 22 | IND |
| | NB | Cpt | McCoy | Merle | D | A01855087 | 25 | IND |
| N55 | AC | Cpt | Boyd | Ross | I | A02064811 | 23 | IND |
| | P | Cpt | Buehler | Roger | C | 15736A | 21 | IND |
| | NB | 1LT | Tomlinson | Ross | E | A03040911 | 33 | IND |



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|---|---|---|---|---|---|---|---|---|
| N72 | AC | Cpt | Monge | Raymond | A | A02062264 | 22 | IND |
| | P | 1LT | Young | William | B | A03001508 | 29 | IND |
| | NB | Cpt | Dowling | John | M | 25033A | 28 | IND |
| N87 | AC | Cpt | Manning | Jack | E | A02083665 | 20 | IND |
| | P | 1LT | Jamieson | Bruce | A | A03049808 | 34 | 23 Jan 59 |
| | NB | 1LT | Salisbury | Ernest | E | A03049048 | 34 | IND |
| N89 | AC | Maj | Brudzinski | Walter | M | A0820216 | 22 | IND |
| | P | 1LT | Lane | Alfred | J | A03049183 | 32 | 15 Nov 58 |
| | NB | 1LT | Newman | Peter | E | A03049117 | 33 | 15 Aug 58 |
| R33 | AC | Cpt | Frey | James | W | A0733866 | 21 | IND |
| | P | 1LT | Stewart | Harvey | J | A03049365 | 33 | 17 Jul 58 |
| | NB | 1LT | Williams | Donald | B | A03049820 | 34 | 7 Jun 58 |
| N90 | AC | Cpt | Alsobrook | Thomas | W | A0[illegible]703 | 26 | IND |
| | P | 1LT | Farney | David | H | A03049[illegible]60 | 32 | 14 Nov 58 |
| | NB | 1LT | Pierson | Oliver | B | A03049837 | 34 | 2 Aug 58 |
| IN91 | AC | Cpt | Osman | Edward | H | A0714452 | 22 | IND |
| | P | 1LT | Rencher | John | H | A03052460 | 29 | IND |
| | NB | 1LT | Backhaus | Murray | D | A03050615 | 33 | 30 Aug 58 |
| N53 | AC | Cpt | Dumont | Alvin | L | A0736004 | 23 | IND |
| | P | LlT | Dunivant | Harry | E | 25062A | 29 | IND |
| | NB | Maj | Fulwider | Richard | J | A0937148 | 20 | IND |
| IN34 | AC | Maj | Baumgardner | Haynes | M | 14397A | 20 | IND |
| | P | 2Lt | Yates | Robert | S | A03050785 | 33 | 23 Jan 59 |
| | NB | Cpt | Charles | Eliot | B | A0567140 | 19 | IND |
| N31 | AC | Cpt | Warren | Walter | H | A0938361 | 23 | IND |
| | P | 1LT | Tripi | Carl | J | A03029666 | 33 | 26 Sep 58 |
| | NB | 1LT | Higgins | Lawrence | J | A03045270 | 33 | 15 Aug 58 |
| IN35 | AC | Maj | White | Morris | D | 14320A | 21 | IND |
| | P | 1LT | Safer | Melvyn | I | A03051934 | 33 | 7 Dec 58 |
| | NB | 1LT | Worley | Billy | A | A03047442 | 32 | 5 Dec 58 |
| IN40 | AC | Cpt | Kyle | Charles | M | A0786131 | 22 | IND |
| | P | 1LT | Myers | Milo | E | A02250562 | 29 | IND |
| | NB | 1LT | Zeybel | Henry | L | A03048733 | 33 | IND |
| N51 | AC | Cpt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | P | 1LT | Greig | William | G | A03047969 | 33 | 23 Jan 59 |
| | NB | 1LT | Karras | Nicholas | P | A03065441 | 35 | IND |
| | | | (Crew to be formed) | | | | | |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| SQM | AC | Maj | Stephens | Joseph | W | 14444A | 22 | IND |
| | AC | Cpt | Durham | Ralph | H | A0925778 | 22 | IND |
| | AC | Cpt | McKenzie | Wallace | J | 26534A | 25 | IND |
| | AC | 1LT | Baughan | Horace | L | A02249061 | 27 | IND |
| | AC | 1LT | Baker | Kenneth | D | A03007955 | 28 | IND |
| | AC | 1LT | Costenbader | Edward | W | A03035212 | 33 | IND |
| | AC | 1LT | Stigall | Edwin | G | A0302642[illegible] | 32 | IND |
| | AC | Cpt | Whittington | Joe | H | A0663014 | 21 | IND |
| | AC | Cpt | McCoy | Donald | G | A0938010 | 23 | IND |
| | AC | Cpt | Briggs | John | F | A0[illegible]46 | 21 | IND |
| | AC | Cpt | Wojowski | Edward | A | A0[illegible]53 | 15 | IND |
| | AC | Maj | Wright | William | E | A0[illegible]887 | 17 | IND |
| | P | Cpt | Threlkeld | Richard | J | 26860A | 27 | IND |
| | P | 1LT | Oliver | John | F | A0304691[illegible] | 33 | IND |
| | P | 1LT | Martin | Charles | H | 27324A | 32 | IND |
| | P | 1LT | Blackwood | Dwight | E | A03052082 | 33 | 7 Dec 58 |
| | P | 1LT | Blum | Harris | S | A03050327 | 33 | 6 Feb 59 |
| | P | 1LT | Marsella | Frank | V | A02208891 | 31 | 7 Feb 59 |
| | P | 1LT | Nyberg | John | W | A03048321 | 33 | 28 Feb 59 |
| | P | 1LT | Buttimer | Anthony | J | A03051511 | 33 | 24 Jan 59 |
| | P | 1LT | Covington | James | B | A03027273 | 34 | 7 Dec 58 |
| | P | 1LT | Greig | William | G | A03047969 | 33 | 23 Jan 59 |
| | NB | 1LT | Long | Roland | C | A03051540 | 33 | 5 Dec 58 |
| | NB | 1LT | Schultz | Albert | E | A03050105 | 32 | 6 Dec 58 |
| | NB | 1LT | Wood | James | E | A03048730 | 33 | 5 Dec 58 |
| | NB | 1LT | Karras | Nicholas | P | A03065441 | 35 | IND |



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MONTHLY COMBAT CREW ROSTER
11th Air Refueling Squadron (SAC)
As of 1 September 1957

| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Hunter | Charles | M | A0797542 | 17 | IND |
| Ops Officer | | Maj | Gray | David | F | 12678A | 17 | IND |
| Maint Officer | | Cpt | Cochran | Robert | D | A0700600 | 21 | IND |
| Sup Officer | | Cpt | Wise | Henry | | A0661059 | 14 | IND |
| T-01 | AC | Capt | Bruflat | LeRoy | A | A02062435 | 23 | IND |
| | P | 1/LT | Thornton | Marvin | D | A03023376 | 30 | IND |
| | N | 1/LT | Campbell | James | W | A0226770 | 25 | IND |
| | FE | M/Sgt | Benson | Roland | | AF34400096 | 22 | IND |
| | BO | T/Sgt | Smith | William | J | AF3700330 | 25 | 21 Nov 60 |
| T-02 | AC | Capt | Hailey | James | K | A02061694 | 21 | IND |
| | P | 1/LT | Bushrow | Gerald | E | A03057254 | 35 | IND |
| | N | 1/LT | Murphy | Joseph | A | A03008511 | 28 | IND |
| | FE | M/Sgt | Sweatmon | Robert | H | AF14098324 | 23 | 1 Dec 61 |
| | BO | M/Sgt | Rhodes | George | S | AF33599955 | 25 | IND |
| T-04 | AC | 1/LT | Kahler | Richard | E | 24289A | 29 | IND |
| | P | 1/LT | Poradek | Jerry | C | A03057495 | 34 | 15 Aug 59 |
| | N | 1/LT | Haywood | Ronald | E | A03058192 | 34 | 8 Nov 58 |
| | FE | M/Sgt | Allen | Bruce | E | AF18055940 | 22 | 19 Oct 57 |
| | BO | T/Sgt | Dodge | John | I | AF13350628 | 30 | 25 Jul 60 |
| T-05 | AC | Capt | Rast | Robert | H | A0719499 | 19 | IND |
| | P | 1/LT | Gecewicz | Leo | J | A03058277 | 30 | IND |
| | N | 1/LT | Webb | Fred | M | A03058198 | 35 | 8 Nov 58 |
| | FE | T/Sgt | Sadler | Robert | J | AF16233672 | 29 | 14 Nov 60 |
| | BO | A/1C | Allen | Robert | H | AF13548849 | 36 | 31 Jun 59 |
| T-06 | AC | Capt | Stutler | James | O | A0537564 | 20 | IND |
| | P | 1/LT | Cobble | Billy | G | A03020897 | 31 | IND |
| | N | 2/LT | Crofcheck | Robert | M | A03064338 | 34 | 4 Apr 59 |
| | FE | M/Sgt | Watford | Stroman | T | AF34849102 | 20 | 20 Apr 61 |
| | BO | S/Sgt | Branson | James | D | AF18411115 | 26 | 8 Dec 61 |
| T-07 | AC | Capt | Rakestraw | Charles | I | A0942569 | 21 | IND |
| | P | 1/LT | Cizek | Lloyd | H | A03019177 | 33 | 23 Aug 58 |
| | N | 1/LT | Pagliaroli | Charles | A | A03058194 | 32 | IND |
| | FE | M/Sgt | Cunningham | Ira | L | AF18031214 | 21 | 12 Dec 58 |
| | BO | S/Sgt | Williams | Robert | L | AF18427122 | 31 | 1 Jun 62 |
| T-08 | AC | Maj | Austin | Wallace | M | A0745029 | 15 | IND |
| | P | Maj | Jacy | Alexander | | A0665032 | 16 | IND |
| | N | 1/LT | Adamcik | Frank | J | A02205318 | 32 | 1 Mar 59 |
| | FE | M/Sgt | Wilson | Ray | | AF18099043 | 26 | 17 Sep 60 |
| | BO | A/1C | Williams | Charles | | AF15509024 | 35 | 13 May 63 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| M-10 | AC | Capt | Atchey | Robert | L | A02087370 | 19 | IND |
| | P | 1/LT | Britton | James | L | A0305700 | 39 | 17 Jul 59 |
| | N | 2/LT | Donaldson | Presley | W | A03029870 | 33 | IND |
| | FE | M/Sgt | Moore | Billy | | AF38389595 | 24 | 26 Sep 60 |
| | BO | S/Sgt | Flint | Ronald | L | AF13422306 | 33 | 22 Oct 61 |
| T-11 | AC | Capt | Brandes | Harry | E | A0774501 | 23 | IND |
| | P | 1/LT | Emmons | Robert | E | A03057663 | 23 | IND |
| | N | 1/LT | Albertsen | John | S | A03058181 | 34 | 8 Nov 58 |
| | FE | T/Sgt | Scott | Willard | A | AF14323087 | 29 | 1 Oct 59 |
| | BO | M/Sgt | Hunt | John | A | AF6994832 | 17 | 18 Aug 60 |
| T-13 | AC | Maj | Clark | Don | O | 14147A | 22 | IND |
| | P | 1/LT | Lewis | Richard | L | A03020773 | 31 | IND |
| | N | 2/LT | Ashworth | Ronald | | A03059102 | 33 | 4 Apr 59 |
| | FE | N/Sgt | Glezman | Joseph | W | AF6995460 | 20 | 14 Feb 62 |
| | BO | S/Sgt | Dodson | Delma | F | AF18410941 | 32 | 11 Dec 61 |
| T-14 | AC | Maj | Andrews | Everette | V | A0727958 | 17 | IND |
| | P | 1/LT | McMahan | Billy | | A03021000 | 31 | IND |
| | N | 1/LT | Riley | Terrence | J | A03058195 | 32 | 8 Nov 58 |
| | FE | M/Sgt | Adams | LeRoy | F | AF19004640 | 23 | 25 Jun 58 |
| | BO | S/Sgt | Hickman | Walter | B | AF17333208 | 34 | 18 Dec 61 |
| T-16 | AC | 1/LT | Evers | Ross | E | A03026272 | 31 | IND |
| | P | 1/LT | Redmen | Jack | N | A02220773 | 28 | IND |
| | N | 1/LT | Lane | Bruce | R | A03026653 | 33 | 27 Apr 58 |
| | FE | M/Sgt | Thompson | Calyton | W | AF35469715 | 21 | 3 Feb 58 |
| | BO | A/2C | Allen | Ronald | L | AF13548846 | 37 | 31 Jul 59 |
| T-17 | AC | Capt | Lebuef | Leo | A | A0805938 | 21 | IND |
| | P | Capt | Walker | Billy | L | A0590847 | 27 | IND |
| | N | 1/LT | Fisher | Lewis | B | A03058188 | 33 | 8 Nov 58 |
| | FE | M/Sgt | Myers | Lyle | G | AF17091012 | 24 | 30 Sep 60 |
| | BO | S/Sgt | Segovia | Jacob | I | AF19428586 | 33 | 6 Jun 62 |
| T-19 | AC | Maj | Scuro | Vito | M | 13170A | 21 | IND |
| | P | 1/LT | Brown | Fred | H | A03057002 | 34 | IND |
| | N | 1/LT | Stahl | William | L | A03047032 | 33 | 13 Sep 58 |
| | FE | M/Sgt | Green | Everett | F | AF19253702 | 25 | 2 Jul 63 |
| | BO | A/2C | Alvarez | Rudolpho | G | A0184111149 | 33 | 3 Apr 62 |
| T-20 | AC | Capt | Mahoney | Richard | D | A0749029 | 21 | IND |
| | P | 1/LT | Jeffords | Jacque | M | A03058601 | 29 | IND |
| | N | 2/LT | Lambert | Eliot | W | A03064358 | 32 | 4 Apr 59 |
| | FE | M/Sgt | Duckett | Virgil | L | AF19291742 | 28 | 10 Apr 62 |
| | BO | S/Sgt | Forester | L | C | AF2585654 | 31 | 22 Sep 61 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-21 | AC | Capt | Pearson | Carl | E | A0743266 | 17 | IND |
| | P | 1/LT | Knight | Guy | D | A02208890 | 32 | 8 Dec 58 |
| | N | 2/LT | Bowles | Donald | G | A03064333 | 35 | 4 Apr 59 |
| | FE | T/Sgt | Farrow | Richard | G | A013371990 | 29 | 9 Dec 58 |
| | BO | T/Sgt | Frowert | Thomas | R | AF12007563 | 07 | 21 Sep 60 |
| T-22 | AC | Capt | Reid | Robert | L | A0773222 | 20 | IND |
| | P | 1/LT | Genzler | William | E | A03058278 | 28 | IND |
| | N | 1/LT | McRae | Therrel | D | A03046682 | 33 | IND |
| | FE | S/Sgt | Pace | James | D | AF18322075 | 31 | 11 Jan 60 |
| | BO | S/Sgt | Brown | Kenneth | | AF37585767 | 25 | 8 Dec 60 |
| T-23 | AC | Maj | Carswell | Robert | E | A0664969 | 18 | IND |
| | P | Capt | Germano | Ernest | | A0555010 | 18 | IND |
| | N | 1/LT | Thoden | Richard | M | A02204766 | 33 | 1 Mar 59 |
| | FE | T/Sgt | Yeager | Claude | H | AF38537797 | 25 | 3 Jan 59 |
| | BO | T/Sgt | Sylvester | Everett | S | AF11122578 | 23 | 14 Dec 60 |
| T-24 | AC | Cpt | Gillen | George | B | A0674298 | 27 | IND |
| | P | 1/LT | Reynolds | William | R | A03058593 | 32 | 5 Dec 58 |
| | N | 2/LT | Smiley | Nathan | J | A03069571 | 33 | 4 Apr 58 |
| | FE | S/Sgt | Stephens | Robert | L | AF16233619 | 29 | 27 Sep 58 |
| | BO | S/Sgt | Steinmetz | William | H | AF18415357 | 33 | 15 Dec 59 |
| M-26 | AC | Maj | Partridge | Robert | J | 12107A | 17 | IND |
| | P | Capt | Sargent | George | T | A0521071 | 22 | IND |
| | N | 1/LT | Marshall | Harry | E | A03033778 | 29 | IND |
| | FE | T/Sgt | Stewart | John | N | AF14316768 | 30 | 10 Jan 58 |
| | BO | A/2C | Baird | Bythel | H | AF18474857 | 37 | 16 Nov 59 |
| M-27 | AC | Capt | Davis | Thomas | W | A0503885 | 15 | IND |
| | P | 2/LT | Anderson | Emmett | D | A03050459 | 32 | 14 Nov 58 |
| | N | 1/LT | Wagoner | Wendell | A | A03047361 | 33 | 2 Aug 60 |
| | FE | M/Sgt | Anderson | Arthur | W | AF6954356 | 21 | 2 Aug 60 |
| | BO | A/2C | Maxson | James | R | AF12490334 | 37 | 6 Nov 59 |
| M-29 | AC | 1/LT | Fain | William | T | A03024673 | 32 | IND |
| | P | 1/LT | Wilson | Thomas | M | A03024294 | 31 | IND |
| | N | 2/LT | Meyer | Richard | A | A03029679 | 33 | 23 Jan 59 |
| | FE | M/Sgt | Wood | Donald | E | AF6561864 | 19 | 14 Oct 58 |
| | BO | A/2C | Walker | Harold | G | AF18500252 | 36 | 28 Oct 59 |
| M-30 | AC | Lt Col | Martin | William | M | A0728895 | 21 | IND |
| | P | 1/LT | Mickell | Jimmy | E | A02204366 | 32 | IND |
| | N | 2/LT | Caldwell | Charles | C | AF3056132 | 28 | IND |
| | FE | M/Sgt | Wallace | William | H | AF14170631 | 22 | 15 Dec 58 |
| | BO | S/Sgt | Rogers | Max | D | AF14413673 | 33 | 29 Nov 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-31 | AC | Capt | Beebe | Charles | L | A0781176 | 23 | IND |
| | P | 1/LT | Davis | William | L | A03057660 | 34 | IND |
| | N | 1/LT | Watson | Ronald | W | A03058197 | 34 | 8 Nov 58 |
| | FE | M/Sgt | Williams | Carl | | AF19109208 | 22 | 11 Feb 61 |
| | BO | S/Sgt | Freer | Donald | H | AF13400104 | 30 | 25 Sep 61 |
| T-32 | AC | Maj | Hall | Edgar | J | A0799554 | 21 | IND |
| | P | 1/LT | Phillips | Arthur | B | A03057693 | 27 | 30 Aug 59 |
| | N | 1/LT | Hammett | David | M | 27262A | 32 | IND |
| | FE | M/Sgt | Fryman | Marion | E | AF16018765 | 16 | 21 Sep 60 |
| | BO | S/Sgt | Hammett | Jack | | AF14414050 | 28 | 27 Nov 61 |
| T-33 | AC | Maj | Emeigh | Luther | E | A0817909 | 22 | IND |
| | P | 1/LT | Dees | James | E | A03057661 | 31 | 30 Aug 59 |
| | N | 2/LT | Rayment | Donald | W | A03064366 | 32 | 4 Apr 59 |
| | FE | T/Sgt | Seebach | Bill | R | AF16233704 | 29 | 9 Nov 61 |
| | BO | S/Sgt | Myers | Roy | T | AF25858654 | 31 | 22 Sep 61 |
| M-34 | AC | Capt | Sherrill | Clyde | H | A02080570 | 25 | IND |
| | P | 1/LT | Bell | Fredrick | T | A03022018 | 29 | IND |
| | N | 2/LT | Smith | Donald | H | A03066219 | 36 | IND |
| | FE | T/Sgt | Robertson | Freddie | E | AF18297826 | 31 | 14 Jan 63 |
| | BO | S/Sgt | Bennett | Tom | F | AF17232523 | 30 | 14 Nov 61 |
| T-35 | AC | Capt | Hibbits | Turner | W | A0686473 | 18 | IND |
| | P | 1/LT | Luecke | Conrad | J | A03058404 | 32 | 17 Nov 59 |
| | N | 2/LT | Pierson | James | H | A03064365 | 35 | IND |
| | FE | T/Sgt | Jacobs | Luverne | W | AF17067750 | 24 | 3 Apr 61 |
| | BO | T/Sgt | Strong | Lester | M | AF17059354 | 22 | 14 Oct 61 |
| M-36 | AC | Capt | Davies | William | S | A0784402 | 21 | IND |
| | P | 1/LT | McManus | Ray | V | A02209562 | 23 | 17 Jul 59 |
| | N | 2/LT | Pollom | James | E | A03053096 | 33 | 27 Mar 59 |
| | FE | M/Sgt | Gorski | Clarence | J | AF16022711 | 22 | 8 Sep 59 |
| | BO | A/2C | Satterfield | Ray | A | AF18410830 | 34 | 6 Dec 61 |
| M-37 | AC | Capt | Hallam | Edward | S | A0549224 | 21 | IND |
| | P | 2/LT | Januska | Charles | J | A03047529 | 33 | 26 Mar 59 |
| | N | 1/LT | Kolar | Edward | W | A03046325 | 33 | 1 Nov 58 |
| | FE | M/Sgt | Moberg | Donald | L | AF3972293 | 24 | 12 May 63 |
| | BO | A/2C | Craft | James | J | AF14587342 | 35 | 7 Jul 59 |
| M-38 | AC | Capt | Hamm | John | E | A02090458 | 25 | IND |
| | P | 1/LT | Woodson | Jack | G | A03020853 | 32 | IND |
| | N | 2/LT | Mixon | Paul | S | A03027578 | 33 | 8 Feb 59 |
| | FE | T/Sgt | Danner | Donald | A | AF37721635 | 25 | 28 Jul 61 |
| | BO | A/3C | Brown | James | L | AF19550903 | 38 | 7 Dec 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-39 | AC | Capt | Valkenaar | John | J | A0407078 | 15 | IND |
| | P | 2/LT | Goodman | Clarence | R | A03047798 | 33 | 12 Mar 59 |
| | N | 1/LT | Rosenstein | Yale | A | A03051043 | 33 | 2 Jan 59 |
| | FE | M/Sgt | Swirozek | Edwin | | AF36656281 | 25 | 22 Dec 60 |
| | BO | A/2C | McAdams | Richard | O | AF18493357 | 38 | 19 Oct 59 |
| M-40 | AC | Capt | Dugger | Jimmy | | A0837908 | 21 | IND |
| | P | 2/LT | Childs | William | F | A03047904 | 34 | 26 Mar 59 |
| | N | 1/LT | Eddins | Boyd | L | A03047377 | 33 | 1 Jan 59 |
| | FE | M/Sgt | Davis | David | E | AF6589208 | 13 | 1 Jul 62 |
| | BO | A/2C | Schmitt | Fredrick | | AF18493561 | 38 | 16 Nov 59 |
| SCM | AC | Maj | Schlabs | Frank | | 11832A | 19 | IND |
| | AC | Maj | Griffith | Ralph | L | A0793615 | 20 | IND |
| | AC | Capt | Cassell | William | I | A0452897 | 18 | IND |
| | AC | Capt | Asher | John | R | A0736939 | 21 | IND |
| | AC | Capt | Sloan | Roy | O | A0823470 | 22 | IND |
| | P | 1/LT | Riley | J | B | A03027191 | 34 | 13 Jul 58 |
| | P | 1/LT | Dugat | William | D | A03027102 | 34 | 13 Jul 58 |
| | P | 1/LT | Rabone | George | R | A0220774 2 | 32 | 20 Nov 57 |
| | N | 1/LT | Fowler | Bama | C | A03027372 | 34 | 17 Aug 58 |
| | N | 1/LT | Greene | Ainsworth | M | A03049757 | 33 | 12 Sep 58 |
| | N | 1/LT | Reichenback | James | E | A03049217 | 33 | 29 Mar 59 |
| | FE | M/Sgt | Martin | Jack | E | AF6381799 | 12 | 1 Dec 60 |
| | FE | M/Sgt | Haston | Lew | M | AF15054260 | 20 | 4 Oct 61 |
| | BO | S/Sgt | Cutler | Fred | B | AF12309055 | 29 | 17 Aug 61 |
| | BO | S/Sgt | Jump | Earl | L | AF1940492 | 32 | 4 Sep 60 |
| | BO | T/Sgt | Snelgrove | J | L | AF6295414 | 21 | 20 Dec 60 |
| | BO | A/2C | Bohee | Dale | A | AF19550433 | 36 | 10 Nov 59 |
| | BO | A/2C | Jarvis | Bernard | R | AF19529861 | 38 | 29 Jul 59 |
| | BO | A/2C | Jones | Harold | R | AF16500788 | 37 | 7 Jul 59 |
| | BO | A/2C | Riseland | Joseph | L | AF19530164 | 37 | 31 Aug 59 |
| | BO | A/2C | Utne | Kenneth | A | AF19546174 | 37 | 15 Nov 59 |
| | BO | A/B | McGinley | Bernhard | M | AF13409261 | 34 | 11 Sep 61 |



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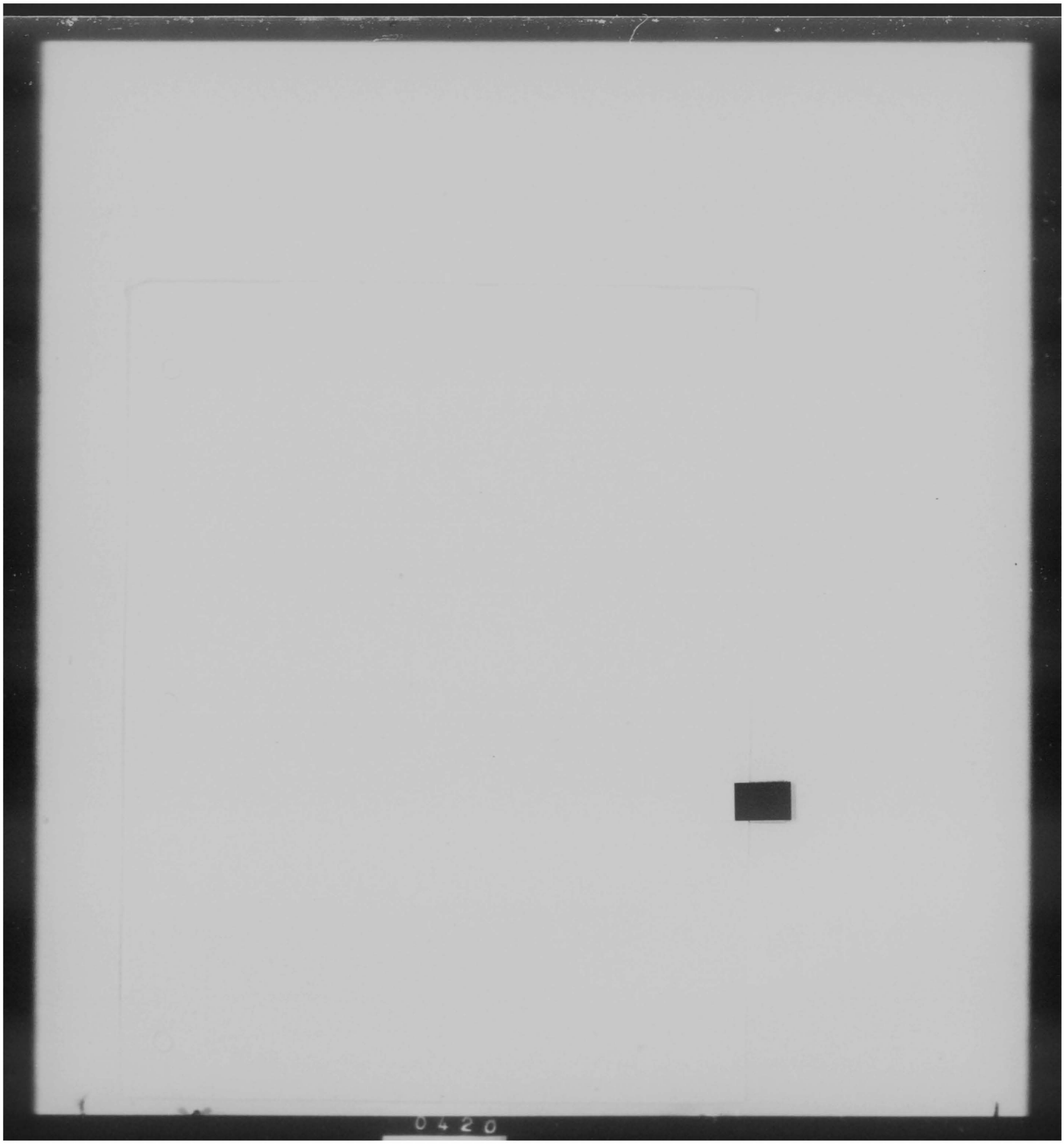



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HEADQUARTERS
819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas

MINUTES OF THE SAFETY COMMITTEE MEETING

1. The Mid-September 1957 meeting of the 819th Air Division Safety Committee was held at 0900 hours on 14 September 1957.

The following members were present:

B/Gen CHARLES B. WESTOVER, 819th Air Division Commander
Col. FRANK P. STURDIVANT, 341st Bomb. ing Commander
Col. LOUIS A. HOCHEZ III, 819th Air Base Group Commander
Col. GEORGE M. LOCKHART, 341st Director of Operations
Col. EDWARD T. BROWN, 819th Division Director of Materiel
Col. CALVIN L. PEELER, 341st Director of Materiel
Col. JOHN D. REID, 96th Bomb ing Director of Operations
Col. ERNEST C. ADDY, 96th Bomb Wing Deputy Commander
Col. HOWARD B. WALSH, 341st Deputy Commander
Lt. Col. CHARLES L. LOWELL, 341st Deputy Director of Operations
Lt. Col. EDWARD F. GALLUP, 96th Director of Material
Lt. Col. MCLENDON W. STALLINGS, Base Director of Operations
Lt. Col. HENRY . RI R, President, B-47 Standerdization Board
Lt. Col. GEORGE C. SCHLUCK R, Installations Squadron Commander
Lt. Col. LAWRENCE R. SUTHERLAND, Hospital Commander
Major AVERY C. GILLILAND, Provost Marshal
Major O. C. HOUSTON, 96th Director of Safety
Capt. CARROL V. HUNTING, President, Base Standerdization Division
Capt. B. J. KOHAN, 341st Director of Safety
Capt. GEORGE F. PATEE, Base Petroleum Officer
1/Lt. SCOTT CAREY, AACS Representive
1/Lt. M. I. SAFIR, Assistant Base Director of Safety
Capt. JAMES M. CARLOCK, Base Director of Safety (Recorder)

2. The minutes of the August 1957 meeting were reviewed and approved.

3. The following reports of activities for the first half of September were presented:

a. 341st Bomb. Wing

(1) One near miss occurred early in the month when a B-47 and KC-97 were on approach to the same runway during darkness. A thorough investigation has been completed and an Operational Hazard Report has been submitted.

b. Base Director of Safety

(1) One incident occurred when a maintenance stand was left unattended during a storm and rolled into a transient aircraft. Only minor damage was done. The aircraft was enroute to a salvage yard and required only local temporary repairs. An Operational hazard Report is being submitted on this incident.



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4. Report by Wing Standardization Division

a. A continued program is being followed to insure instrument proficiency by all pilots. Instructors from the Standardization Division are giving lectures in the Base Instrument School. A letter was sent to each tactical squadron commander requiring the following actions:

(1) An Instrument Hood will be carried on each flight.

(2) Each mission will have some instrument practice scheduled.

(3) An approach of one type will be made at the end of every mission.

b. A meeting is scheduled on 20 September 1957 between the Standardization Division and all Instructor pilots to insure all instrument procedures are standard.

c. A report was made concerning 15th Air Force recommendation of the standardization members checking the night heavy weight refueling from the tanker aircraft. This would lessen the standardization requirement by one sortie. This station is in full agreement with the proposal.

5. Air Base Group Standardization Division

a. A letter has been sent to each crew member assigned to Air Base Group that are required to wear glasses while flying. This letter stressed the importance of wearing these glasses as specified and indicated it would be an item checked during standardization checks.

b. A report was submitted concerning the present status of instructor personnel. The overall status has improved till it is in a satisfactory condition at the present time. This was brought about by the return of a number of pilots to the 341st Bomb. Wing.

c. A discussion was held concerning a SAC message which required pilots qualified in conventional and jet aircraft to have an instrument card in both types aircraft.

6. Review of Old Business.

a. The Hospital Commander gave a report on current Air Force policy on wearing glasses while flying. The report indicated that several new systems have been tried but none proved too successful. The Hospital Commander presented a plan to mount a small clip on the nose bridge of the oxygen mask and clip the glasses on the oxygen mask. A progress report is to be submitted at the next safety meeting.



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b. The Division Operations Officer gave a report on a survey that was made of all local traffic directives. No discrepancies were found and lack of proper directives were not responsible for the near miss that occurred in the traffic pattern recently.

c. The Division Director of Material gave a report on the B-47 docks. An investigation is being conducted to check the possibility of raising the nose docks a few inches with the jacks that are presently under them. This will be done to prevent scratching the canopy when the aircraft is being towed into the docks. A colored string will be tied across the door about two inches below the door facing to act as a guide for towing crews.

d. The Division Director of Operations gave a report on local procedures for distributing Operational Hazard Reports. At the end of each month copies of all Hazard Reports will be bound together in booklet form and distributed to proper agencies on this station to insure dissimination.

e. The Base Director of Safety gave a complete summary of the Base Ground Safety Program. It was pointed out that the area of most accidents is private automobile traffic off base. A discussion was held on what is being done to lower this rate. It was directed that commanders would continue to give attention to this problem.

7. New Business.

a. A discussion was held in reference to the base severe weather warning plan. The Base Director of Operations was directed to establish a procedure for notifying inbound transient aircraft of severe weather at this station.

b. The 96th Bomb Wing Director of Operations presented a plan for notifying all flight line personnel of severe weather by putting several poles on top of buildings along the flight line and using colored flags to indicate a weather warning. This would be done in addition to the pregent system of telephone notification. This would give ample time to tie down all aircraft and equipment.

c. The Division Director of Operations gave notice of the Division Flying Safety Meeting on 20 September 1957. A guest speaker from Headquarters 15th Air Force will be present and all rated personnel and key maintenance personnel will attend.

d. The Division Director of Operations discussed two recent B-47 accidents which occurred during mass refueling under adverse weather conditions. It was emphasized that proper briefing on weather procedures during mass refueling is necessary. This is being done at this station.



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e. The Air Installations Commander gave a progress report on the explosion and fire that occurred in the base housing on 12 September 1957. As of this meeting the cause had not been determined. As a precautionary measure all pilot lights on the heating systems in base housing have been turned off. A list of items that residents may adjust and may not adjust will be placed in each house.

f. The Division Director of Material gave a report that a request had been submitted to move the LOX plant to the south part of the ramp. A progress report is to be submitted at the next Division Safety Committee Meeting.

8. Next Scheduled Meeting.

a. The next Division Safety Committee Meeting was scheduled for 4 October 1957 at 1330 hours.

JAMES M. CARLOCK
Captain, USAF
Recorder

APPROVED:

CHARLES B. WESTOVER
Brigadier General, USAF
Commander



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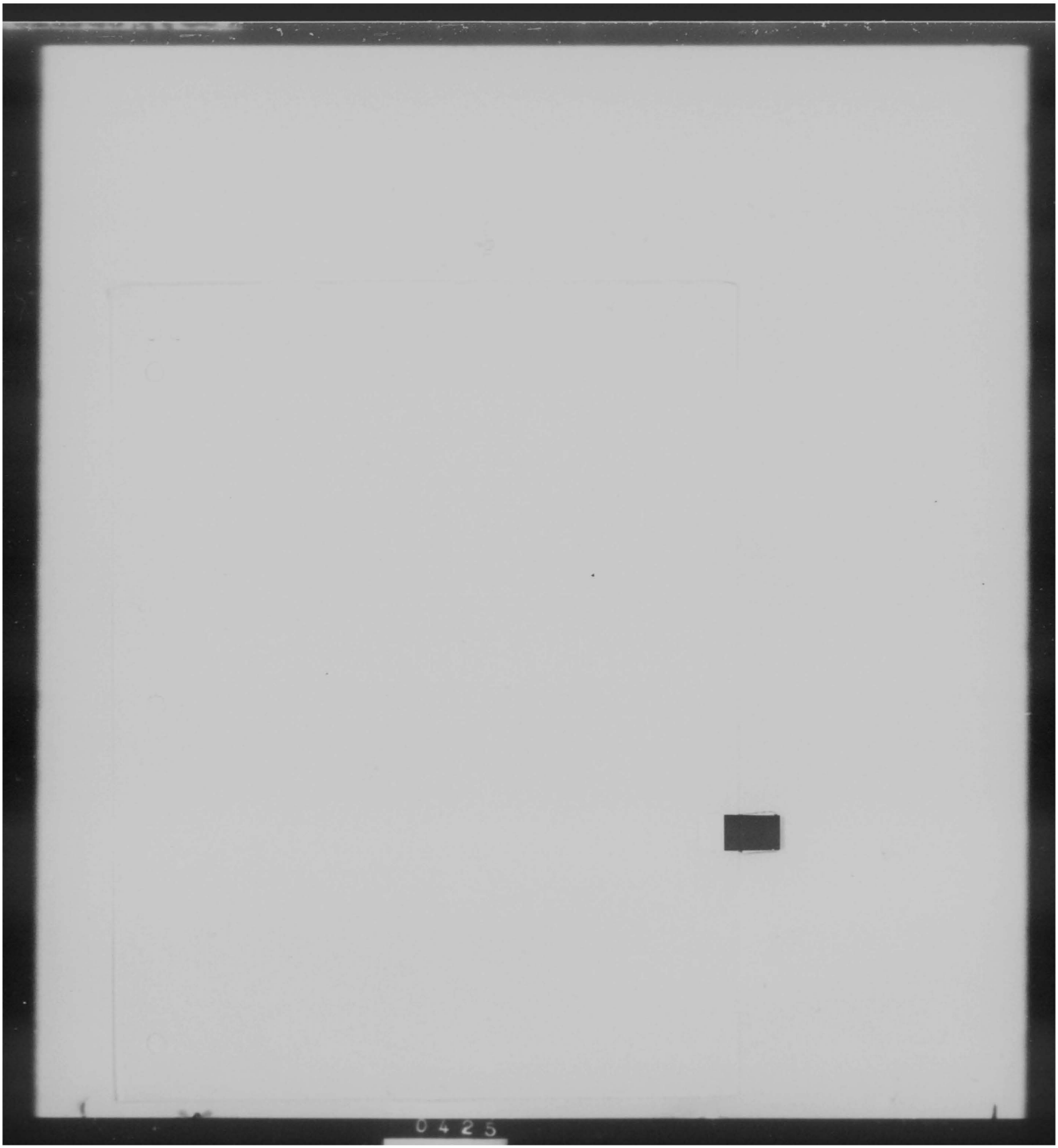


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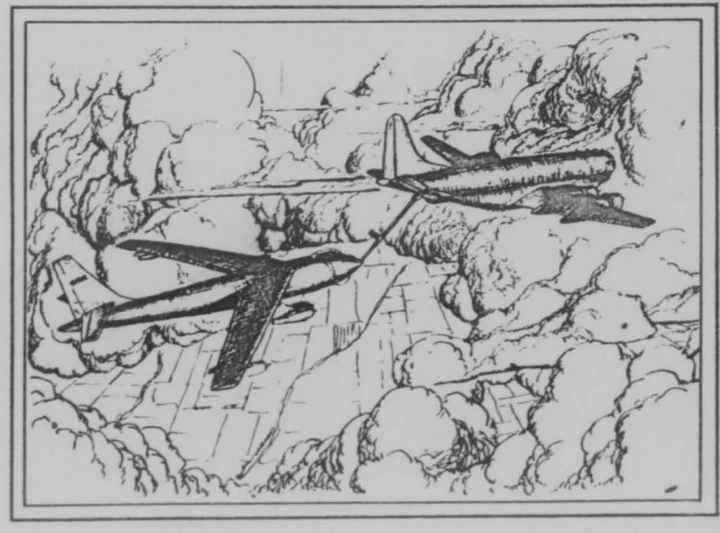
# 341ST BOMBARDMENT WING MEDIUM



## OPERATIONS ORDER

SEPTEMBER

—— SERIAL NUMBER——

**475-57**



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

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Appendix III- - - - - - - - - - - - - - - - - 490th Bomb Sq Flying Schedule

Appendix IV- - - - - - - - - - - - - - - - - 11th Air Refueling Sq Schedule

Appendix V - - - - - - - - - - - - - - - - - - -Wing Periodic Dock Schedule

Appendix VI- - - - - - - - - - - - - - - - - - - - - - - - - - - - - MTD Schedule

Appendix VII- - - - - - - - - - - - - - - - - - - - - -Base Flight Schedule

Appendix VIII- - - - - - - - - - - - - - - - - Blue Ridge Aircraft Schedule

Appendix IX - - - - - - - - - - - - - - - - - - Scheduled Maint. Activities

Annex B- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - Operations

Appendix I - - - - - - - - - - - - - - - - - - - - - - -Flight Training Recap

Appendix II- - - - - - - - - - - - - - - - - - - - - - - -10th Bomb Squadron

Appendix III- - - - - - - - - - - - - - - - - - - - - - -12th Bomb Squadron

Appendix IV - - - - - - - - - - - - - - - - - - - - - - - 490th Bomb Squadron

Appendix V- - - - - - - - - - - - - - - - - - - 11th Air Refueling Squadron

Appendix VI - - - - - - - - - - - - - - - - - - - - - - Air Refueling Recap

Appendix VII- - - - - - - - - - - - - - - - - - - - - - - - - Ground Training

Appendix VIII- - - - - - - - - - - - - - - - - - - - - - - -Schedule of Duties

[redacted]

Annex C (CLASSIFIED DISTRIBUTED UNDER SEPARATE COVER)- - - Communications




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

OPERATIONS ORDER)
NUMBER 475-57)

TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Base Group | Colonel Louis A. Rochez, III |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hamlyn |
| 490th Bombardment Squadron | Lt Col. C. Palfrey |
| 11th Air Refueling Squadron | Lt Col. C. M. Hunter |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr |
| 341st Periodic Maintenance Squadron | Lt Col. R. L. Cannon |
| 341st A&E Maintenance Squadron | Lt Col. C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G. Q. Stanley |
| 341st Tactical Hospital | Lt Col. C. R. Sutherland |

1. GENERAL SITUATION: Primary emphasis for the month of September will be the completion of minimum flying time for each ready and non-ready crew as allocated. Continued emphasis must be given to up-grading designated Instructor crews. Three crews are participating in pre-bomb competition practice. No higher headquarters directed missions are scheduled.

Operational requirements for B-47's is 296 sorties including 18 scheduled test sorties. Expected utilization is 223 sorties at 6.5 hours per sortie for plus 18 test flights at 2 hour sorties for 36 hours for a grand total of 1491 hours.

Operational requirements for KC-97's is 132 sorties at 6 hour for 792 hours. Expected utilization will be 114 sorties at 6 hour sortie for 684 hours.

a. ENEMY FORCES: Omitted

b. FRIENDLY FORCES:

(1) Detachment commander, Detachment 14, 9th Weather Squadron provide weather briefing and weather cross section for 341st Bombardment Wing aircrews as scheduled by this operations order.

(2) Commander, 819th Air Base Group, will provide required personnel and material to support the 341st Bombardment Wing.

2. Priority for flight training in September is as follows:

a. 60-2.

b. 51-4 standardization missions.

c. Combat ready crews

d. Selected "N" crews

/.



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e. IP and IVO up-grading

f. Staff proficiency

g. Non-selected "N" crews

3. Priority for ground training in September is as follows:

a. Flying and compulsory duties.

b. EWF study.

c. Block Training.

d. Special Weapons.

e. Local survival.

NOTE: All ground training will be accomplished to the maximum extent possible.

4. TASKS FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21 thru 30 September.

(3) Provide one B-47 aircraft commander and observer on 10 September to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(4) Plan and brief Wing Mission of 20 September.

(5) Continue up-grading on Ligon, Routh, Podbesek, Platner, L'Abbe, Bryant, Skartvedt, Meehan, and Jenkins to instructor status.

(6) Furnish MA-7 Acceptance Officer on 2,5,10,13,18,23,26 September.

b. 12th Bombardment Squadron.

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 11 thru 20 September.



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(3) Plan and brief Wing Mission of 6 September.

(4) Provide one B-47 aircraft commander and observer on 3 and 17 September to serve as guides for aviation cadet tours. Officer will report to Major Spurrier at Base Operations at 0900.

(5) Continue up-grading on Hall, Ballard, Long W E, Payton and Kelly to instructor status.

(6) Furnish MA-7 Acceptance Officer on 3,6,11,16,19,24,27 Sep.

c. 490th Bombardment Squadron.

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 1 thru 10 Sep.

(3) Plan and brief Wing Mission 23 Sep.

(4) Provide one B-47 aircraft commander and observer on 24 Sep to serve as guides for aviation cadet tour. Officers will report to Major spurrier at Base Operations at 0900.

(5) Continue up-grading on Guzowski, Ware, Desomer, Radcliffe, McCoy, McClarnon, Diggs, Zavalydriga, and Stillwell to Instructor status.

(6) Furnish MA-7 Acceptance Officer on 4,9,12,17,20,25,30 Sep.

d. 11th Air Refueling Squadron

(1) Furnish a strip alert tanker 1 thru 5 Sep.

(2) Furnish a KC-97 aircraft commander and navigator on 3, 10, 17, 24, Sep to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(3) Continue up-grading on seven selected Instructor Crews.

5. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 Sep 57.

b. Order of execution for routine flights will be issued by the tactical squadrons in the form of flight order.

c. Request for aircraft maintenance will be by work order from Maintenance Control.



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6. ADMINISTRATION AND LOGISTICS:

a. Administration: (Omitted)

b. Logistics: Reference Annex A.

7. COMMAND AND COMMUNICATIONS:

a. Command and Command Posts: Headquarters, 341st Bombardment Wing.

b. Communications: See Communications Operating Instructions, September 1957. (CLASSIFIED)

FRANK P. STURDIVANT
Colonal USAF
Commander

OFFICIAL:

GEORGE M. LOCKHART
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 819th Air Div - 4 cys
Comdr, 819th ABG - 12 cys
Comdr, 341st BW - 2 cys
341st DO - 15 cys
341st DM - 2 cys
341st DP - 2 cys
341st ADJ - 1 cy
341st Hq Sq - 1 cy
11th AREFS Operations - 5 cys
10th Sq Operations - 5 cys
12th Sq Operations - 5 cys
490th Sq Operations - 5 cys
11th Sq Eng - 5 cys
12th Sq Eng - 5 cys
490th Sq Eng - 5 cys
10th Sq Eng - 5 cys
341st A&E MS - 20 cys
341st FM - 20 cys
341st PM - 5 cys
819th POL - 5 cys
341st DMM - 8 cys
819th FSV-1cy
819th Base Flight - 4 cys

9th Weather Sq - 2 cys
819th ABG Historian - 4 cys
1996 AACS Sq - 2 cys

ANNEXES:
A. Logistics
B. Operations

42nd ADS Munitions - 2 cys
96th Bomb Wg - 2 cys
4th SSS - 2 cys

4.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

OPERATIONS





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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

OPERATIONS

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 20 flying scheduled during Sep. No Saturday Flying is programmed.

3. No Monday takeoffs will be scheduled prior to 1300. No Friday landing will be scheduled after 1300.

4. Squadrons will schedule takeoffs on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time within any hour by squadron reservation is reproduced below.

| 10th | 12th | 490th | 11th ARS |
|---|---|---|---|
| 00-03 | 05-08 | 10-13 | 15-18 |
| 20-23 | 25-28 | 30-33 | 35-38 |
| 40-43 | 45-48 | 50-53 | 55-58 |

5. RBS schedule for September has been distributed to Squadron under separate cover.

6. During September aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meetings - weekly at 1300 Wednesday, in the Wing Conference Room. It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the Pre-planning 60-9 meeting. The request for Instructor Pilots and standardization checks be called into Wing Flying Training Wednesday morning prior 1000 hours.

b. Weekly 60-9 meeting - 1400 each Thursday in Wing Conference Room.

c. Monthly 60-9 meeting - 1400 Friday 20 September in the Wing Conference Room.

8. Squadrons are reminded that mission folders are due in the Training Division by 1300 on the duty day prior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 will be included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

ANNEX B
341st Ops Order 475-57
1 September 1957



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10. The following named officers will monitor squadron briefings and Wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Maj Gootee | 1-4 Sep | Capt Hill | 17-22 Sep |
| Maj Reynolds | 5-10 Sep | Capt Logan | 23-27 Sep |
| Maj Smith | 11-16 Sep | Maj Fisher | 28-30 Sep |

11. B-47 Squadrons will schedule a minimum of five crews per squadron to complete maximum Gross Weight Refuelings in Sep including full tip tanks, with Air Weapon sorties.

12. The following named staff officers are due for Standardization Checks and must be scheduled in Sep at the earliest possible time. Squadrons will schedule attached personnel with standardization crews.

| STAFF | FORMAL DUE DATE | INST. DUE DATE |
|---|---|---|
| Maj Grinsted | 30 Jul 57 | |
| Maj Gootee* | 17 Jun 57 | |
| Maj Williar* | 28 Jul 57 | 28 Jul 57 |
| Capt Logan* | 6 Jun 57 | |

* Indicates student status

13. Bomb Competition crews, Graves, Weeks, and Elzey will be scheduled on 4, 9, and 12 Sep. In addition Elzey will be scheduled on the 23rd and 26th, Graves will be scheduled on the 25th and 30th, Weeks will be scheduled on the 24th and 30th in their assigned bomb competition aircraft. Takeoff times must be coordinated with the wing observer.

14. The 10th Bomb Sq. will plan and brief the wing mission of 20 Sept. Briefing will be conducted at 1000, 18 Sept., in the wing briefing room.

15. The 12th Bomb Sq. will plan and brief wing mission of 6 Sept. Briefing will be conducted at 1000, 4 Sept., in the wing briefing room.

16. The 490 th Bomb Sq. will plan and brief wing mission of 23 Sept. Briefing will be conducted at 1000, 20 Sept., in the wing briefing room.

17. Wing Operations will plan and brief wing mission of 4 Sept. Briefing will be conducted at 0900 3 Sept., in the Wing briefing room.

18. A briefing on refueling and defueling procedures will be held in the Base Theater 1600 hours, 27 Sept. 1957. All flight crew personnel concerned with refueling and defueling procedures be present.

ANNEX B
341st Ops Order 475-57
1 Sep 57



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX I

TO

OPERATIONS ORDER

NUMBER 475-57

FLIGHT TRAINING RECAP

APP I TO ANNEX B
341st Ops Order 475-57
1 September 1957



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FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew scheduling capability.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. The following crews are assigned standby tanker alert from 1st thru 5th September.

| DATE | COMMANDER |
|---|---|
| 1 September | Stutler |
| 2 " | Lebeuf |
| 3 " | Rast |
| 4 " | Mahoney |
| 5 " | Germano |

4. Each B-47 Combat Crew that has not completed one ATO take-off this calendar year will be scheduled for an ATO take-off in September. All B-47 Combat Ready Crews must complete this annual requirement no later than 30 September 1957.

5. Gunnery will not be scheduled on Monday missions before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

6. The following named crews are scheduled into the Standardization Section in September : Jennings, Hammond, [illegible] Flowers. 51-4 Night heavy weight missions should be flown before entering Standardization Division.

APP I ANNEX B
341ST OPS ORDER 475-57
1 September 1957



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47 SCHEDULE

SEPTEMBER

| | 1 S | 2 M | 3 T | 4 W | 5 T | 6 F | 7 S | 8 S | 9 M | 10 T | 11 W | 12 T | 13 F | 14 S | 15 S | 16 M | 17 T | 18 W | 19 T | 20 F | 21 S | 22 S | 23 M | 24 T | 25 W | 26 T | 27 F | 28 S | 29 S | 30 M | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oper Sqd | | | 13 | 17 | 16 | 10 | / | / | 17 | 11 | 12 | 18 | 13 | / | / | 12 | 15 | 11 | 12 | 16 | / | / | 11 | 12 | 17 | 12 | 12 | / | / | 16 | 282 |
| Maint Unit | | | 13 | 17 | 16 | 10 | / | / | 17 | 11 | 12 | 18 | 13 | / | / | 12 | 15 | 11 | 12 | 16 | / | / | 11 | 12 | 17 | 12 | 12 | / | / | 16 | 282 |
| 10th | | | 6 | 4 | 6 | 4 | / | / | 5 | 4 | 5 | 6 | 3 | / | / | 6 | 4 | 4 | 6 | 4 | / | / | 4 | 5 | 5 | 3 | 5 | / | / | 5 | 94 |
| 12th | | | 4 | 7 | 6 | 3 | / | / | 7 | 5 | 4 | 7 | 5 | / | / | 3 | 7 | 5 | 3 | 7 | / | / | 5 | 4 | 6 | 4 | 4 | / | / | 6 | 102 |
| 190th | | | 3 | 6 | 4 | 3 | / | / | 5 | 5 | 3 | 5 | 5 | / | / | 3 | 4 | 5 | 3 | 5 | / | / | 5 | 3 | 6 | 5 | 3 | / | / | 5 | 86 |
| Bomb Comp | | | | 3 | | | | | | 3 | | 3 | | | | | (1-10) (190) | | (1-12) | | | | 1 190 | 1 12 | 1 10 | 1 190 | | | 1-10 1 12 | | (18) |
| SBS | | 1 10 | 1-10 2-12 | 1 10 | 2-10 1-12 | | | | | 1 10 | | | | | | | | | | | | | | | | | | | | | |
| Mass A/B | | | | X | | | | | | | | | | | | | | | | | | | X | | | | | | | | |
| Bomb Stream | | | | | | X | | | | | | | | | | | | | | X | | | | | | | | | | | |
| 819 AD | | | | | 1 12 | | | | | 1 10 | | | | | | | | 1 10 | 1 12 | | | | | | | 1 12 | 1 190 | | | | 6 |
| Wing Staff | | | | | 1 190 | | | | | 1 12 | | | | | | | 1 190 | | | | | | 1 10 | | | | | | 1 10 | | 5 |
| Test Flights | PCU Test Flights (anticipated) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 |
| | Scheduled Test Flights from Periodic Inspections | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 |
| | Test Flights for trim tab coordination (anticipated) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

( ) Indicates Aircraft available but not scheduled against Bomb Corp Crew

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## 11th [illegible] MONTHLY SCHEDULE

### SEPTEMBER 57

| | 1 S | 2 M | 3 T | 4 W | 5 T | 6 F | 7 S | 8 S | 9 M | 10 T | 11 W | 12 T | 13 F | 14 S | 15 S | 16 M | 17 T | 18 W | 19 T | 20 F | 21 S | 22 S | 23 M | 24 T | 25 W | 26 T | 27 F | 28 S | 29 S | 30 M | 31 X | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Maint Capab | | | 5 | 6 1sp | | | | | 19→ | | | 16 3 sp ea day | 12 | 12 | | 19→ | | | 5 | 5 | | | 6 1sp | 5 | 4 | 6 | 6 | | | 6 | | 132 11 Spares |
| Opnl Reqmt | | | 5 | 6 1sp | | | | | | | | 16 3 sp ea day | 12 | 12 | | | | | 5 | 5 | | | 6 1sp | 5 | 4 | 6 | 6 | | | 6 | | 132 11 Spares |
| A/R 31st | | | 4 | 6 1sp | STAND DOWN | STAND DOWN | | | | | STAND DOWN | | | | | | | STAND DOWN | | | | | 6 1sp | 4 | 4 | 4 | 4 | | | 4 | | 36 |
| A/R 22nd | | | | | | | | | | | | 16 | 12 | 12 | | | | | | | | | | | | | | | | | | 40 |
| Unit Rq Total | | | 1 | | | | | | 19→ | | | | | | | 19→ | | | 5 | 5 | | | 1 | | 2 | 2 | | | 2 | | 56 |
| Trans | | | 1 | | | | | | | | | | | | | | | | 3 | 3 | | | | | 1 | 1 | | | 1 | | 10 |
| Nav | | | | | | | | | | | | | | | | | | | 2 | 2 | | | 1 | | 1 | 1 | | | 1 | | 8 |
| Strip Alert | 1 | 308 | 1 | to | 1 | 0800 | 6 | September | | | | | | | | | | | | | | | | | | | | | | | | |
| Unit Missions | | | | | | | | | 19→ | | | 16 | 12 | 12 | | 19→ | | | | | | | | | | | | | | | | 58 |

9-17 USCM Support 22nd Bomb Wing
1 - Formal 51-4
1 - Spot Check 51-4

53-308 To IRAN 26 September

Total Sorties -132 + 11 Spares
Average Time For Sortie - 6+00
Total Time Required- 792

Flying Time Utilized Jul - 654
Flying Time Utilized Aug - 605
Remaining for September - 682

Quarterly Allocation - 1941

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

SCHEDULING BOARD ACTIVITY CODE

ADVANCED SURVIVAL - - - - - - - - - SURV
ADVANCED SURVIVAL REFRESHER- - - - SURV REF
LOCAL SURVIVAL- - - - - - - - - - - LOC SURV
AQUATIC SURVIVAL- - - - - - - - - - AQA
NUCLEAR WEAPONS SCHOOL- - - - - - - TN
SPECIAL WEAPONS SCHOOL- - - - - - SW
SW PRACTICE LINE EXERCISE- - - - -SWP
SW STANDBOARD EVALUATION- - - - - SWE
OQ RANGE- - - - - - - - - - - - - - OQ
GUNNERY SCHOOL- - - - - - - - - - GUN
ALTITUDE CHAMBER - - - - - - - - -ALT
INSTRUMENT SCHOOL- - - - - - - - -IS
BLOCK TRAINING- - - - - - - - - - BLOCK
LEAVE- - - - - - - - - - - - - - -LEAVE
STANDBOARDS- - - - - - - - - - - -STANDBOARD
ANNUAL FLIGHT PHYSICALS- - - - - -PHY
DENTAL APPOINTMENTS- - - - - - - -DA
SES- - - - - - - - - - - - - - - -SES
PRE SES TRAINING- - - - - - - - - PSES
T-2A RADAR TRAINER- - - - - - - - T-2
T-1A GUNNERY TRAINER- - - - - - - T-1
C-11 JET INSTRUMENT TRAINER- - - -C-11
B-47 SIMULATOR- - - - - - - - - - SIM
KC-97 SIMULATOR- - - - - - - - - -SIM
P-3 CONVENTIONAL INSTRUMENT-
TRAINER- - - - - - - - - - - -P-3
BRIEFING- - - - - - - - - - - - - B
MISSION PLANNING- - - - - - - - - MP
TARGET STUDY- - - - - - - - - - - TS
PREFLIGHT - - - - - - - - - - - - PT
CREW REST - - - - - - - - - - - - CR

OFFICERS CALL- - - - - - - - - OC
AIRDROME OFFICER- - - - - - - -AO
CONTROL ROOM OFFICER- - - - CRO
OFFICER OF THE DAY- - - - - -CD
TOWER OFFICER- - - - - - - - - TO
OBSERVER INFLIGHT MAIN-
TENANCE- - - - - - - - - - - -IFM
B-47 PILOT TRANSITION
PROGRAM- - - - - - - - -TRANS
B-47 TRANSITION PROGRAM
WICHITA- - - - - - - -WICH
BASE GROUND SCHOOL
INSTRUCTOR- - - - - - - - -SI
INITIAL HAND GUN COURSE- - - HG
RADAR ACCEPTANCE CHECK
OFFICER- - - - - - - - - -RA
MTD SCHOOL- - - - - - - - - MTD
BOMBING COMPETITION- - - - - BC
INSTRUCTOR PILOT BRIEFING- -IPB
FLIGHT TEST CREW- - - - - - -FT
FLIGHT MISSION DAY- - - - - -FD
INSTRUMENT CHECK- - - - - - -IC
CRITIQUE- - - - - - - - - - - C
BLUE RIDGE CREW- - - - - - - BR
PHYSICAL TRAINING- - - - - - PT
JUDO- - - - - - - - - - - - -JU
EWP STUDY- - - - - - - - - -EWP
FLYING SAFETY MEETING- - - - FS
STAND-BY TANKER- - - - - - -SAT
FLIGHT MISSION NIGHT- - - - -FN

APP I ANNEX B
341st Ops Ops Order 475-57
1 September 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

10TH BOMBARDMENT SQUADRON



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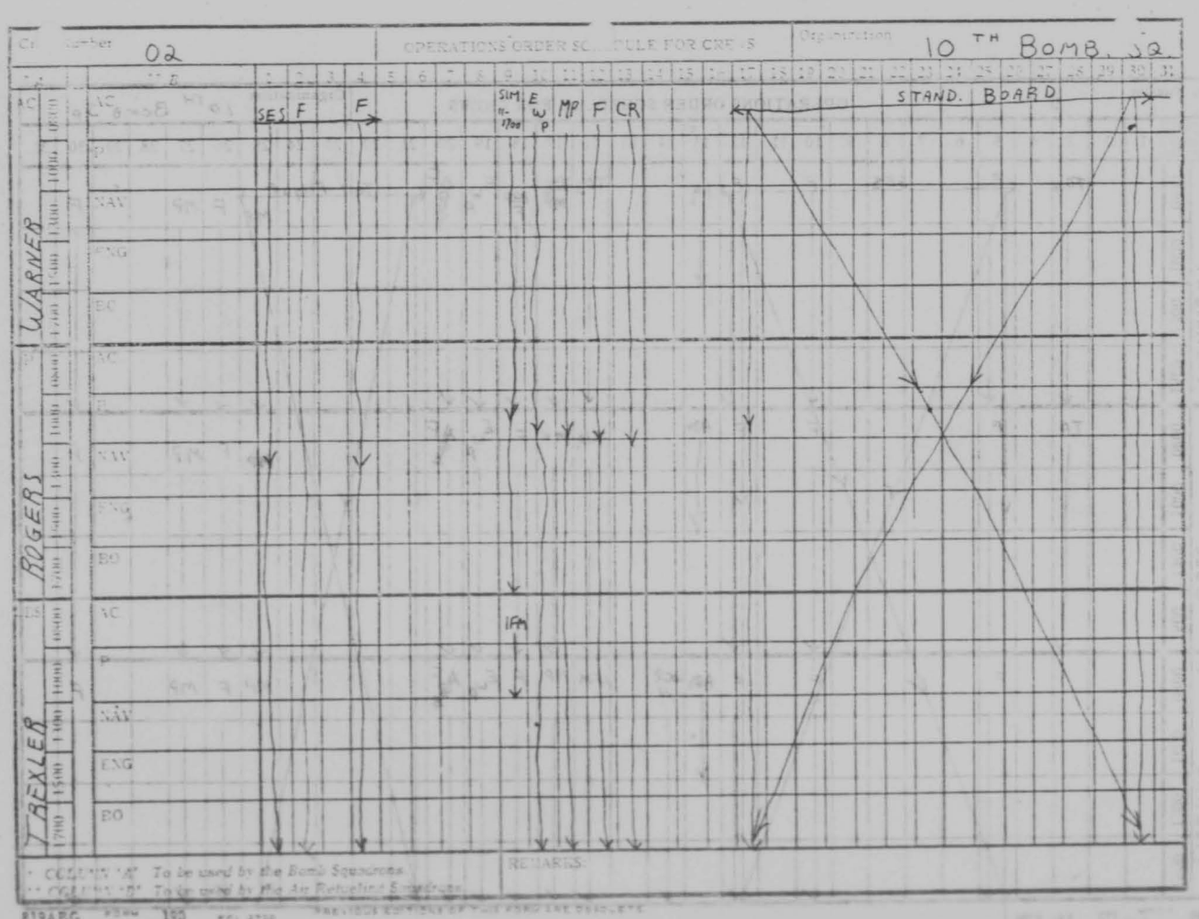




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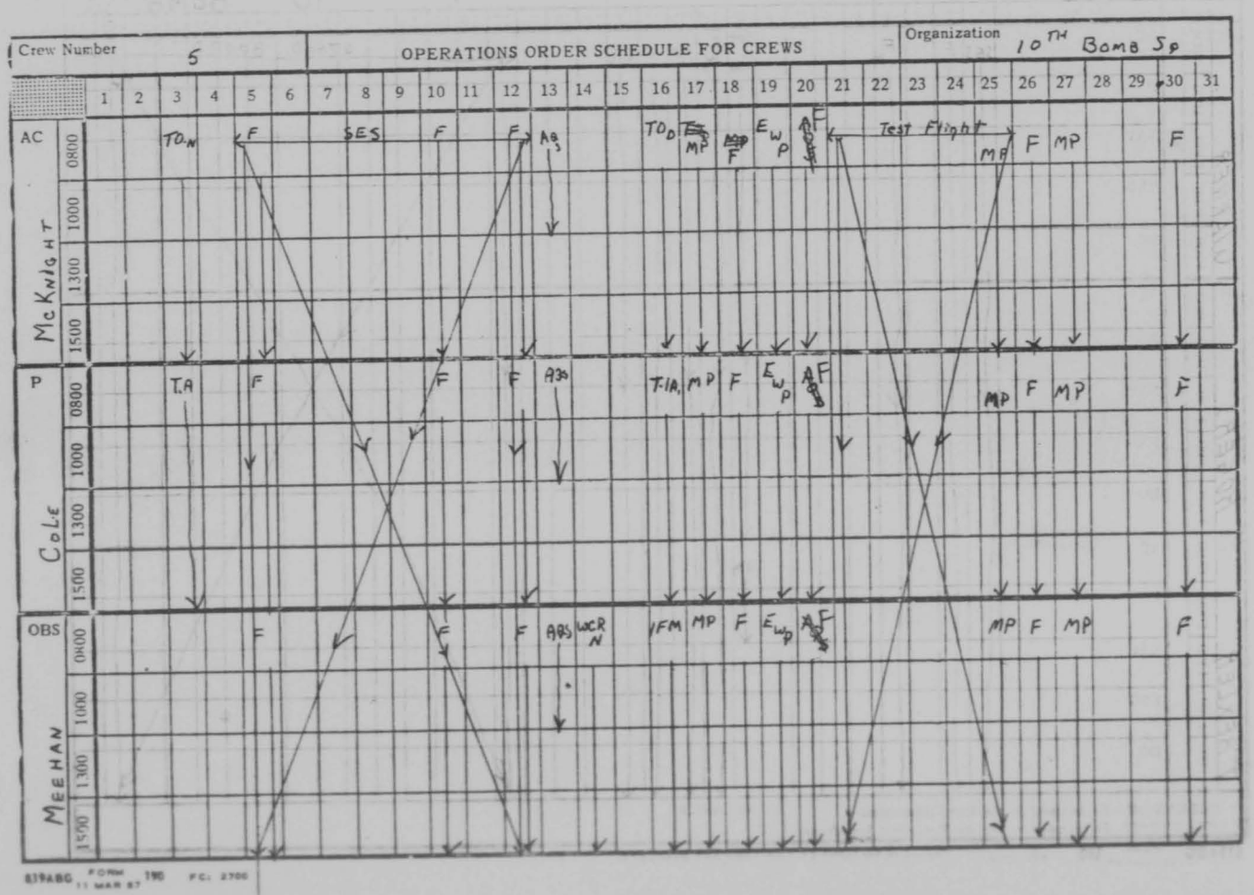




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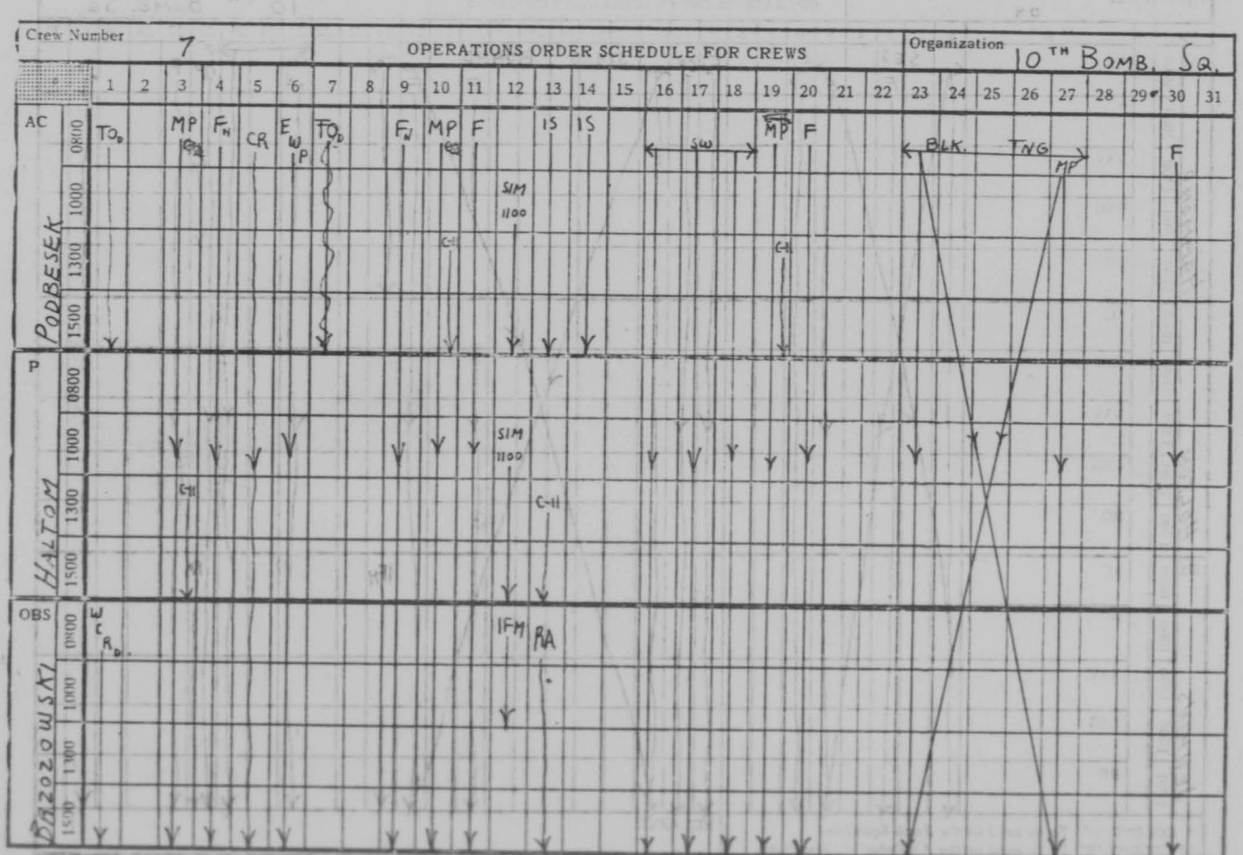
Crew Number 7

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH BOMB. SQ.



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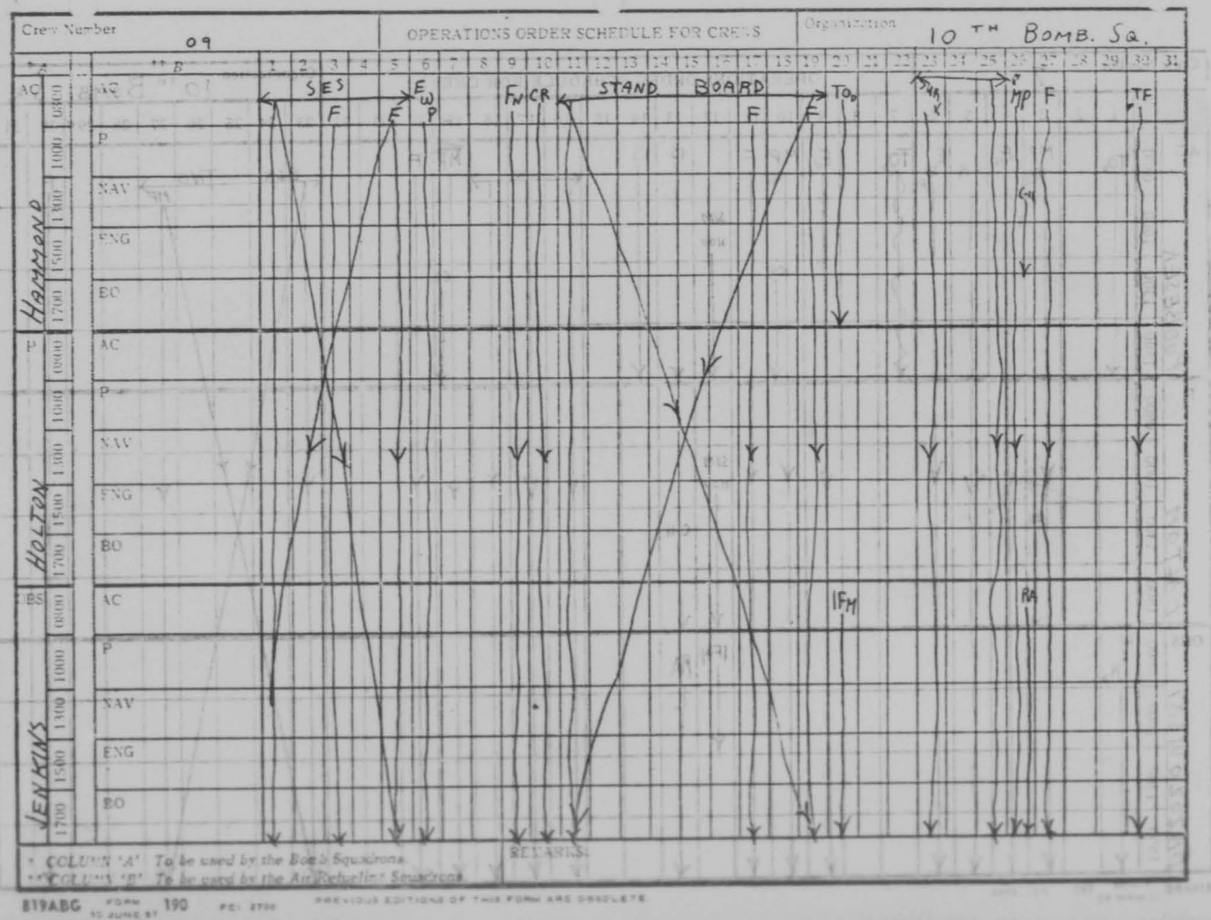


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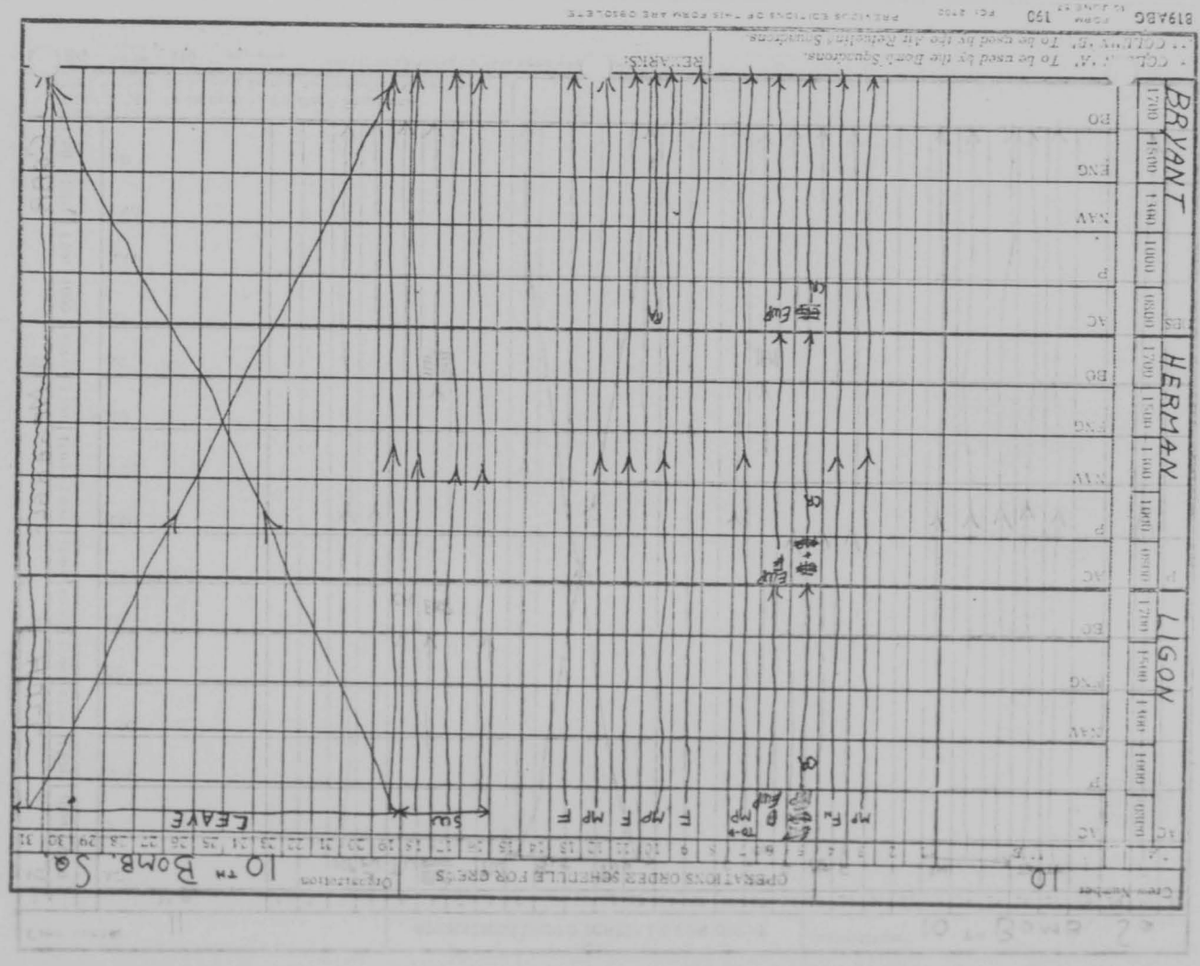


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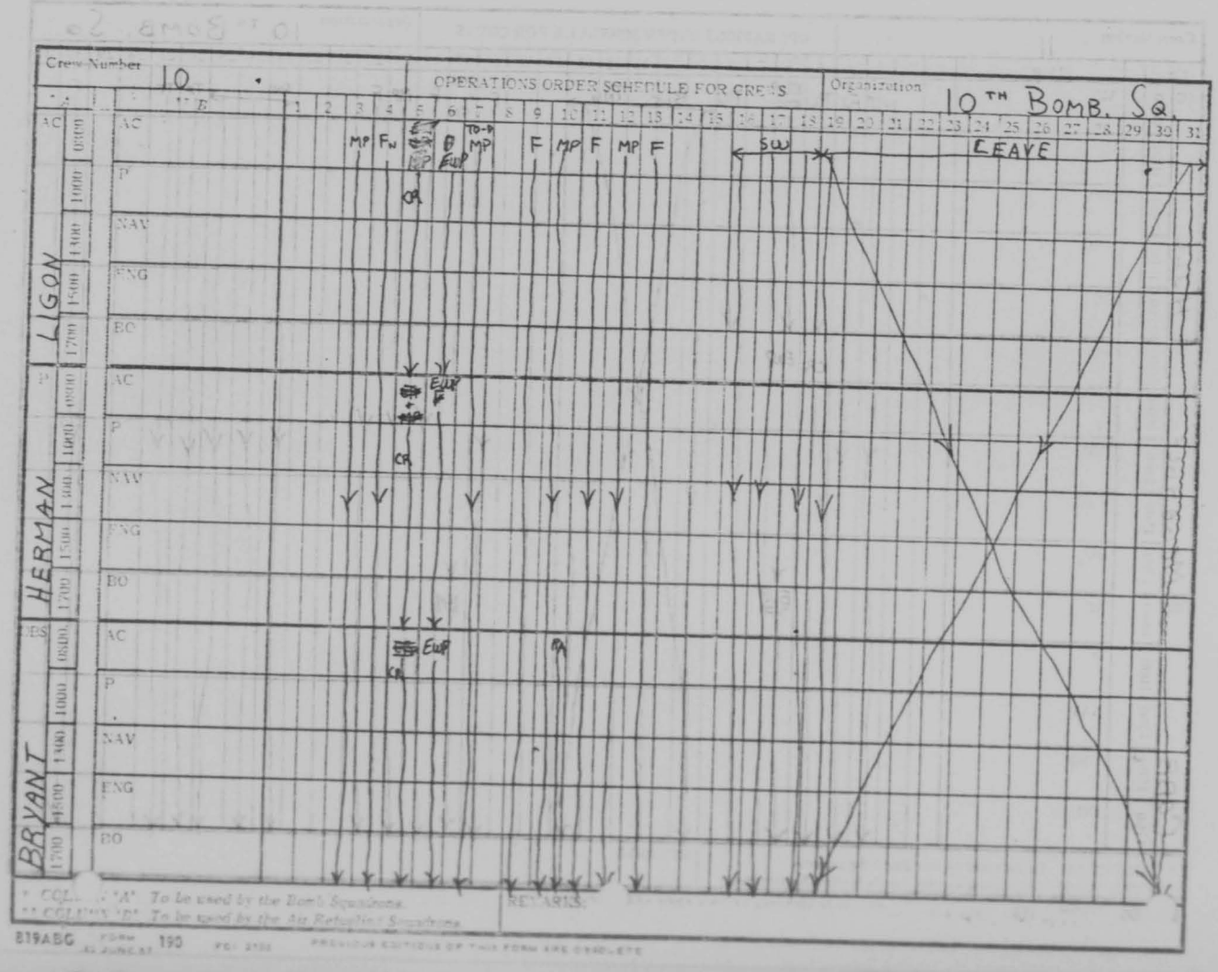




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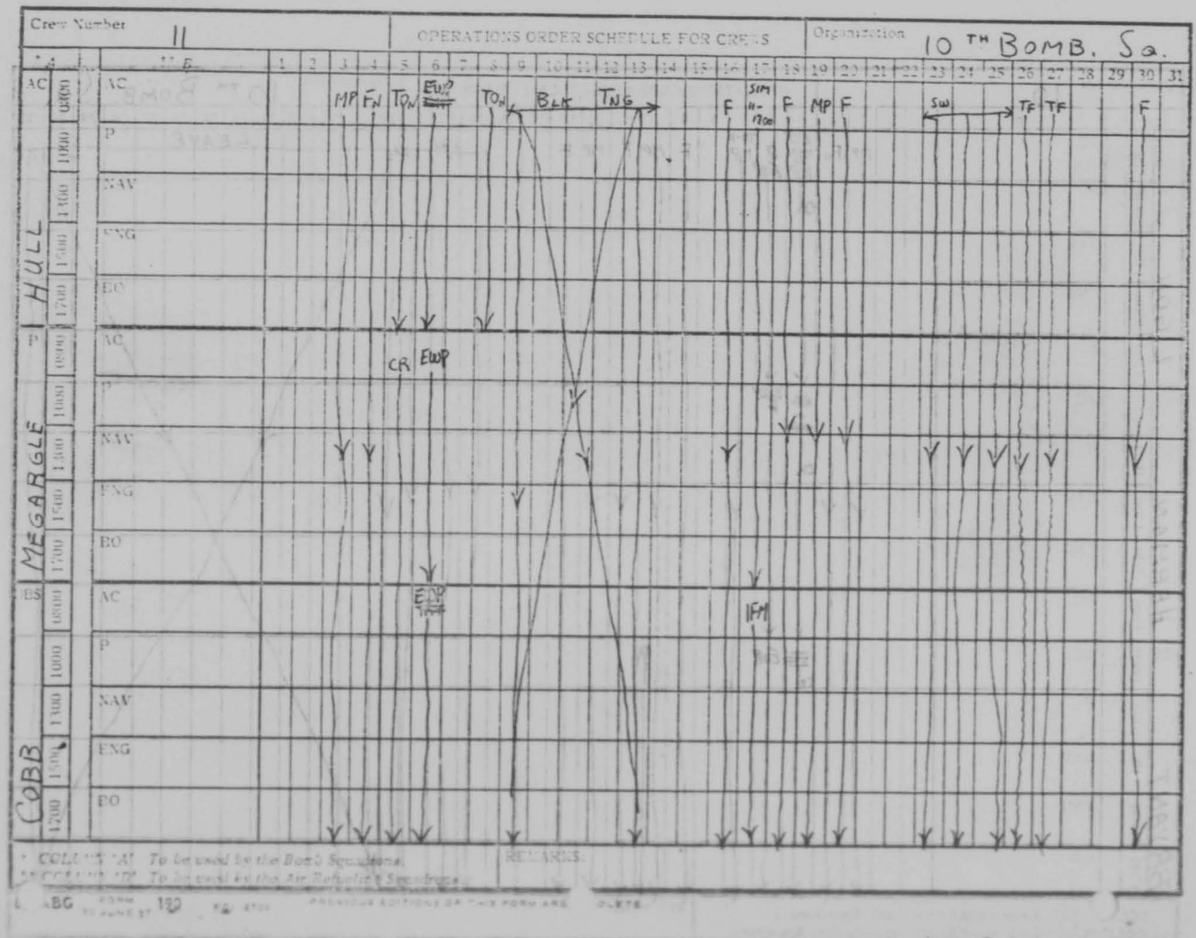




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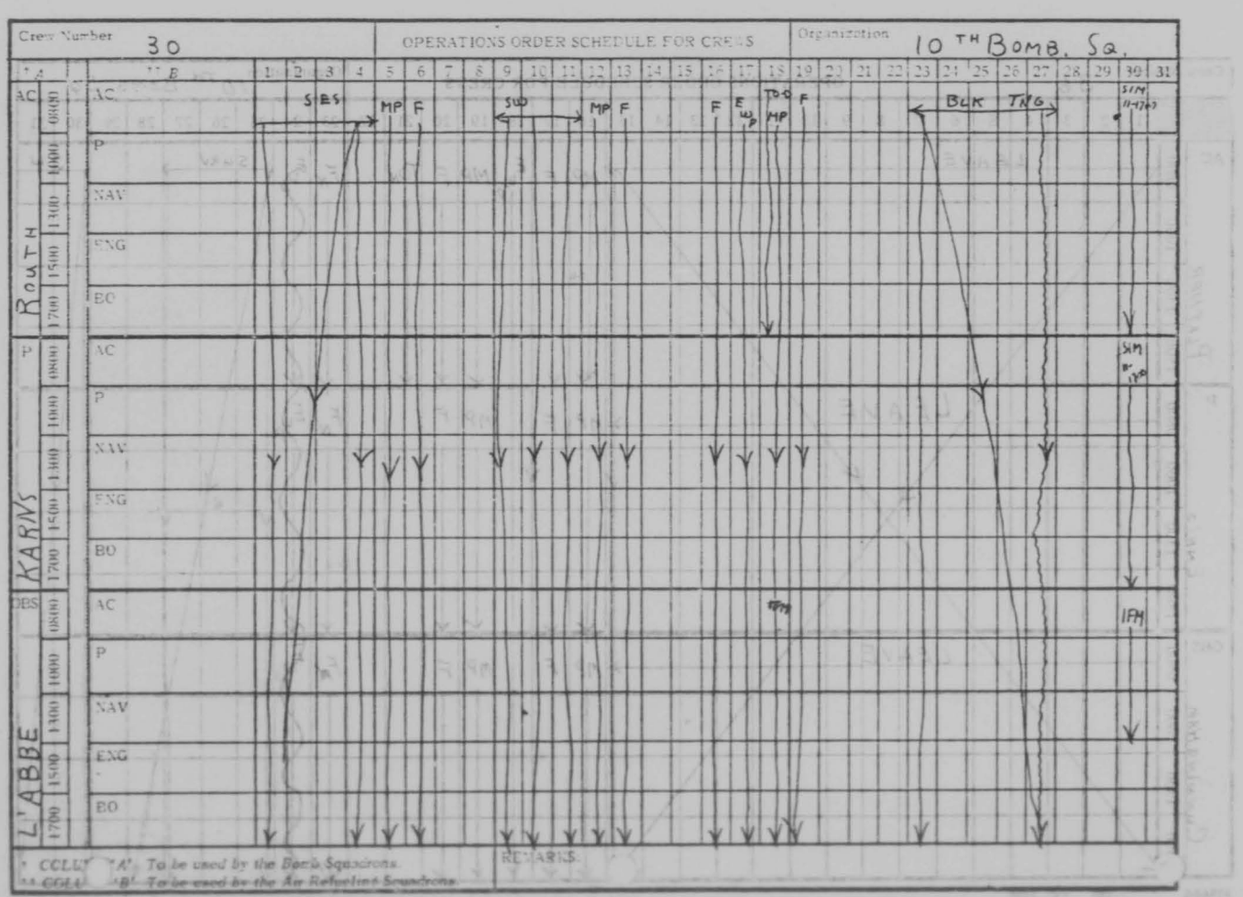


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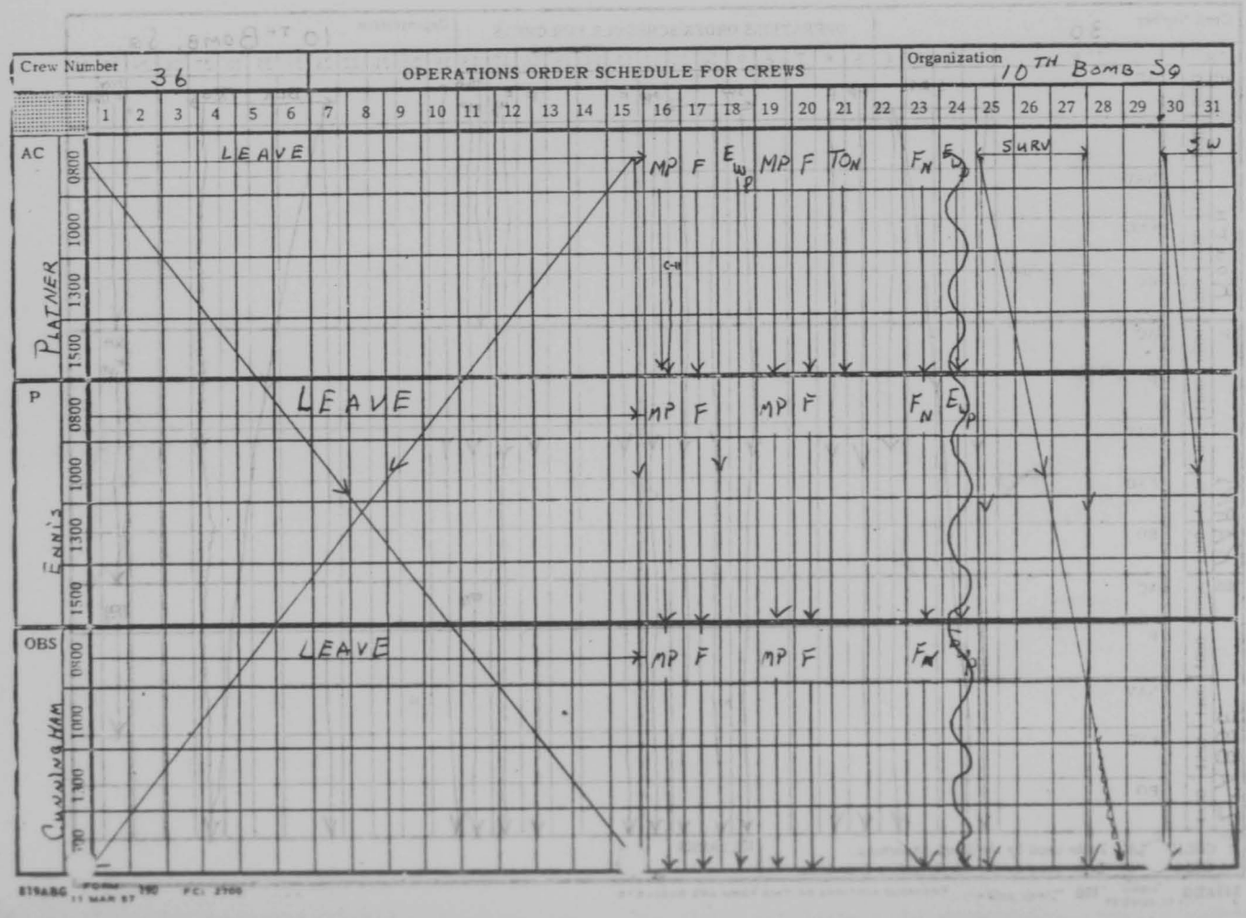




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Crew Number 38 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH BOMB. SQ.

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAVES | 0800 | AC | | | MP | F | C | MP | | | F | C | MP | F | C | | | | Survival | | E W A | AQS | | | SM | MP | F | C | MP | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBENAUF | 0800 | AC | | | MP | F | C | MP | | | F | C | MP | F | C | | | | Survival | | E W A | AQS | | | SM | MP | F | C | MP | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIGHTMAN | 0800 | AC | | | MP | F | C | MP | | | F | C | MP | F | C | | | | Survival | | E W A | AQS | | | IFM | MP | F | C | MP | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number 39

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH B.SQ.

| Crew | Time | Position | Activity |
|---|---|---|---|
| PENDERGAST | 0800 | AC | BLOCK; SW; MP F MP; F MP F; E WP MP; FN CR; F MP F; TO |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |
| FEENEY | 0800 | AC | BLOCK; SW; MP F MP; F MP F; E WP MP; FN CR; F MP F |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |
| HUDSON | 0800 | AC | BLOCK; SW; MP F MP; F MP F; E WP MP; FN CR; F MP F; IFH |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |

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Crew Number 46

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH BOMB. SQ.

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC FLOWERS | 0800 | AC | | | | MP | F | F | | | SW ⟷ | | F | TOW SW LOAD | FW P | | | MP | F | MP | F | MP | | | FW | CR | MP | F | A Q S | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P YOUNGBLOOD | 0800 | AC | ⟵ TDY - OQ Ring ⟶ | | | | | | | | | | | SW LOAD | | | | | | | | | | | | | | | | | | SWRC? | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ES DUDDEKAR | 0800 | AC | RA | | TEA ? | IFM | MP | F | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number 88

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 TH BOMB. Sq

| * A | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0600 1000 1300 1500 1700 TIDWELL | AC | | | F | MP | F | CR | | | MP | F | MP | F | | | | F | MP | F | SIM 8-MP | | | | MP | F | | MP | F | | | F |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0600 1000 1300 1500 1700 RICE | AC | AO | | | | | | RO | CR | | | | | IS | IS | | | | | SIM 8-M | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | C-11 | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS 0800 1000 1300 1500 1700 SCHEPEREEL | AC | | | | IFM | | | IDLR D | | | | | RO | CR | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number 52

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH BOMB SQ

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC FRASER | 0800 | | | F | SIM 8-17 | MP | F | AD | | F | MP | F | | IS | IS | | F | | | | | | | MP | F | | MP | F | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | C-11 | | | | | C-11 | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P DANIEL | 0800 | | | | | MP | F | AD | | F | MP | F | | IS | IS | | F | | MP | F | SIM 11-mm | | | MP | F | | MP | F | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS CLARK | 0800 | | | RO | | | IFM | | | | WCR N | | | | | | | | | | | | | RO | CR | | MP | F | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number 93 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH BOMB. SQ.

| A | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC DAUTEUIL 0800 | AC | | | | | MP | F | | | MP | F | MP | F | | | | MP | F | MP | F | | | | MP | F | MP | F | SIM 8-14 | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P SEVIER 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RO | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS TURNER 0800 | AC | RO | | | IFM | RO | CR | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* "A" To be used by the Bomb Squadrons.
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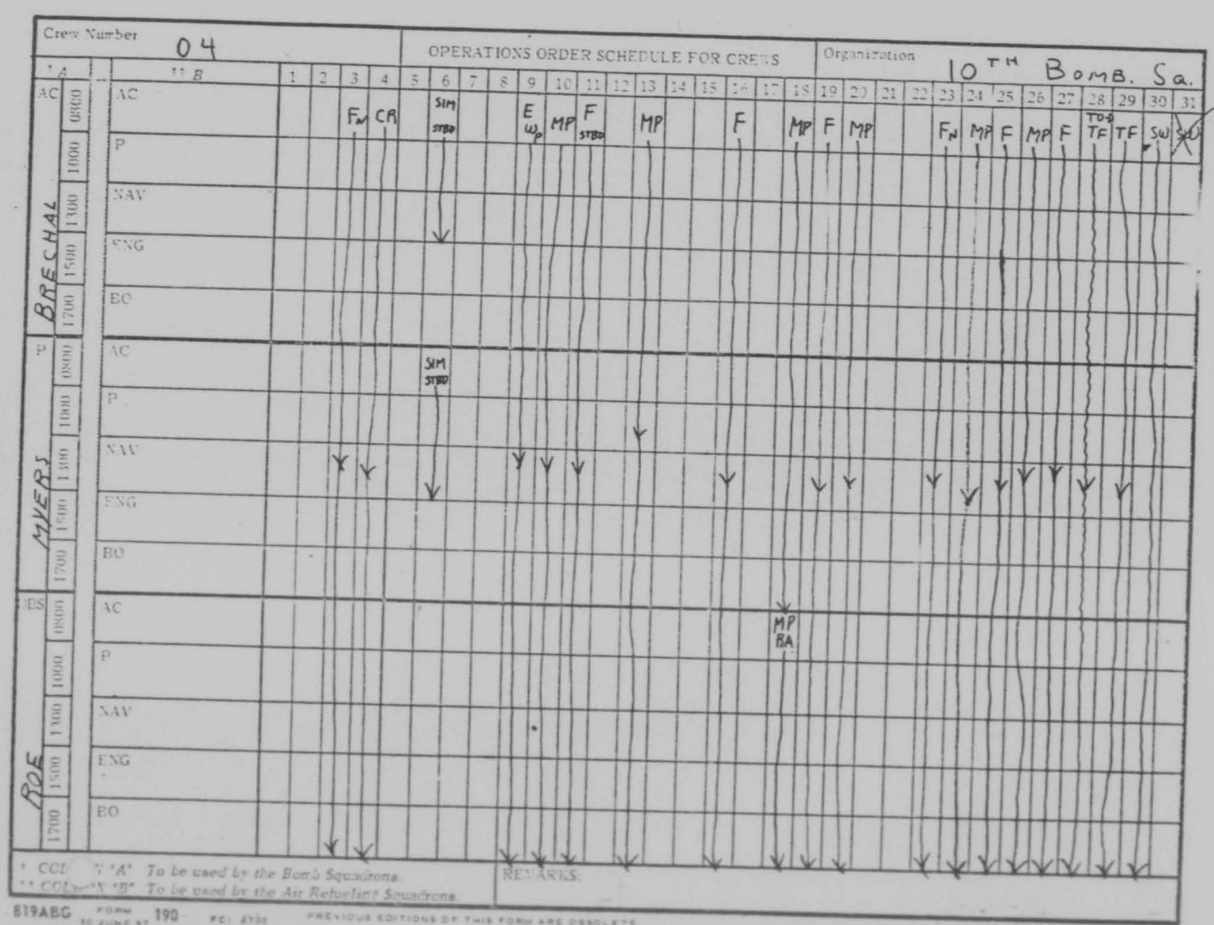




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

12TH BOMBARDMENT SQUADRON



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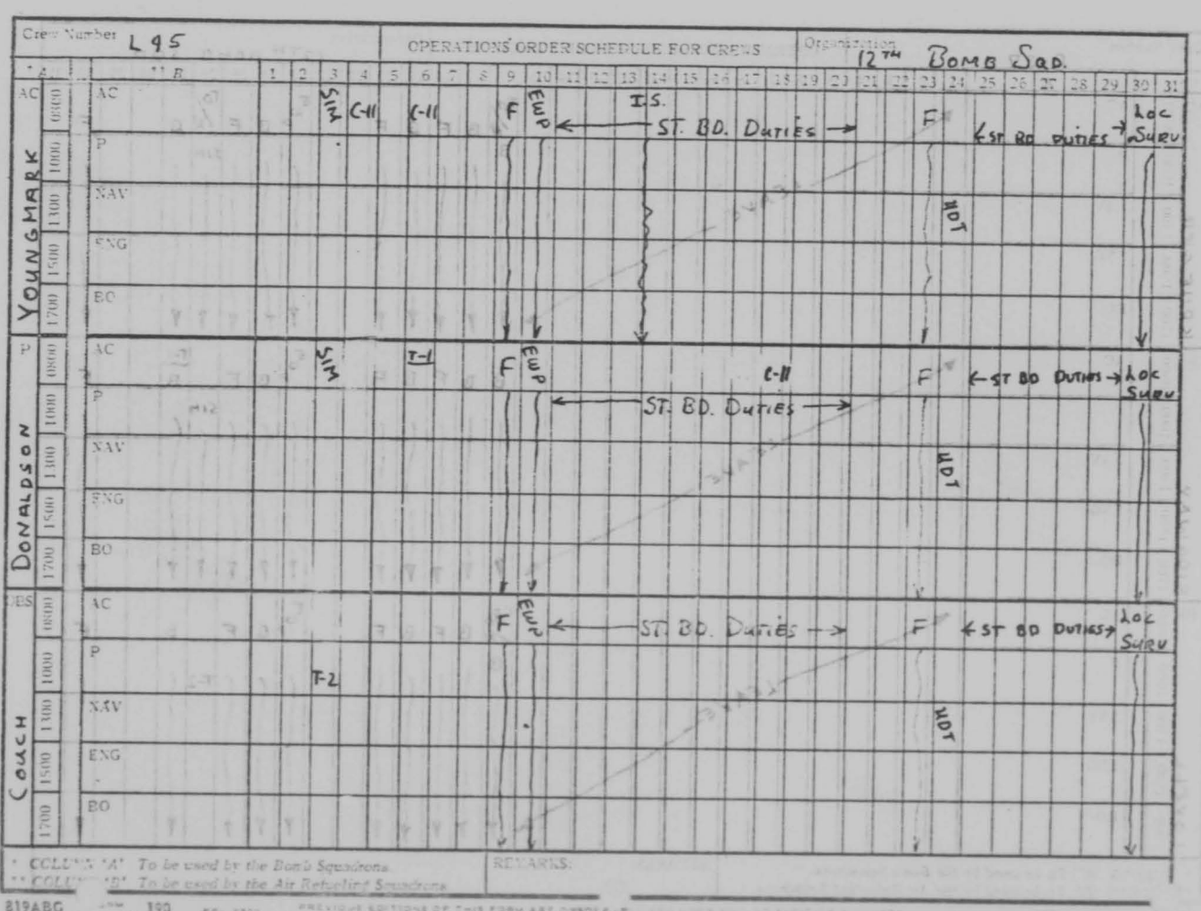




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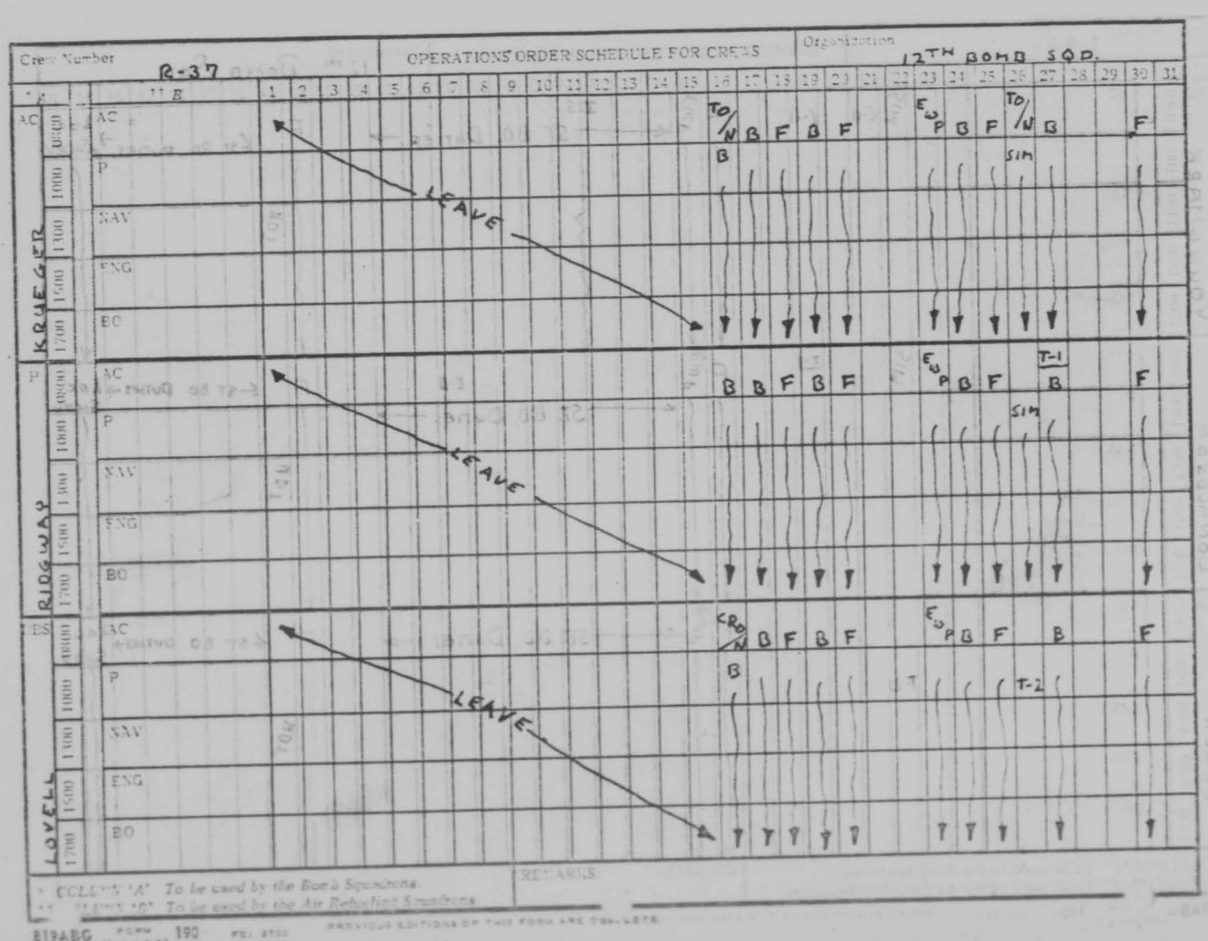




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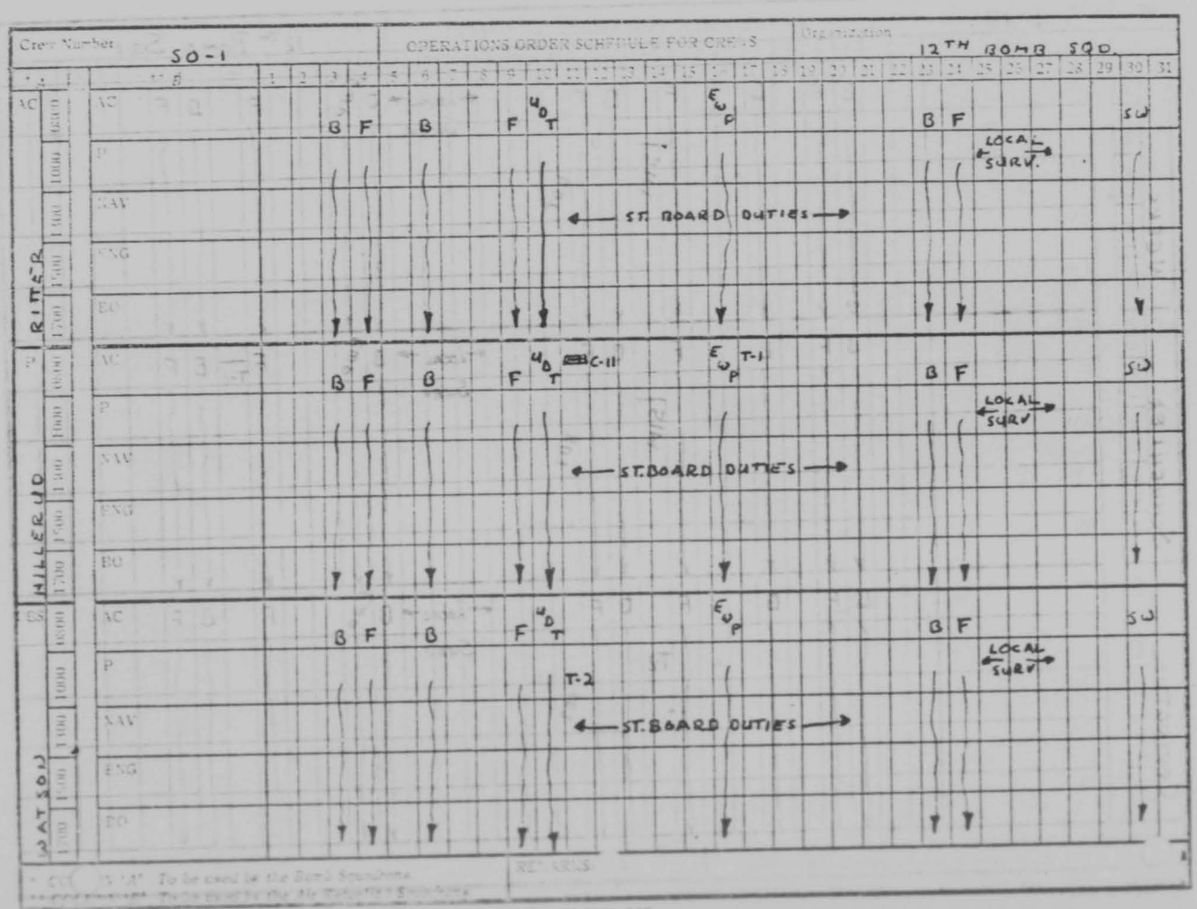




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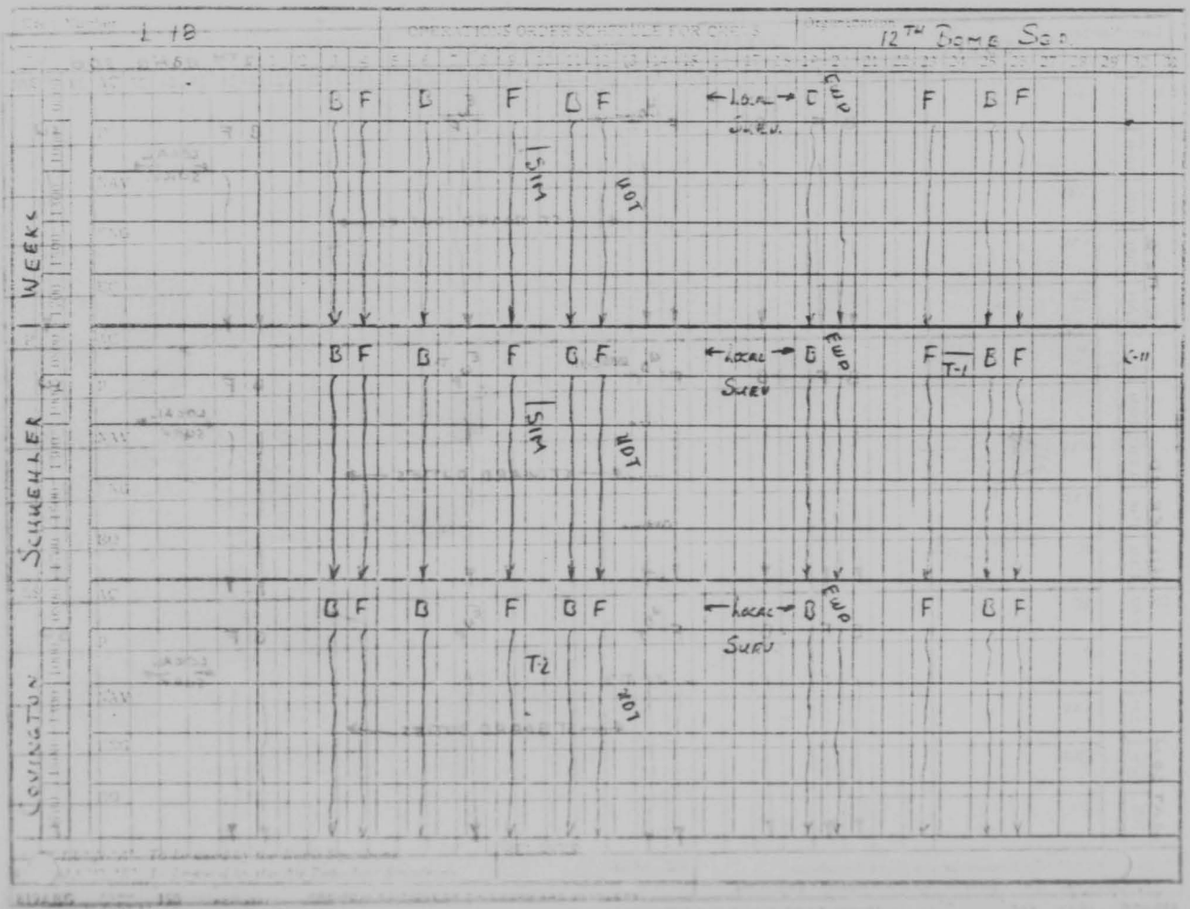




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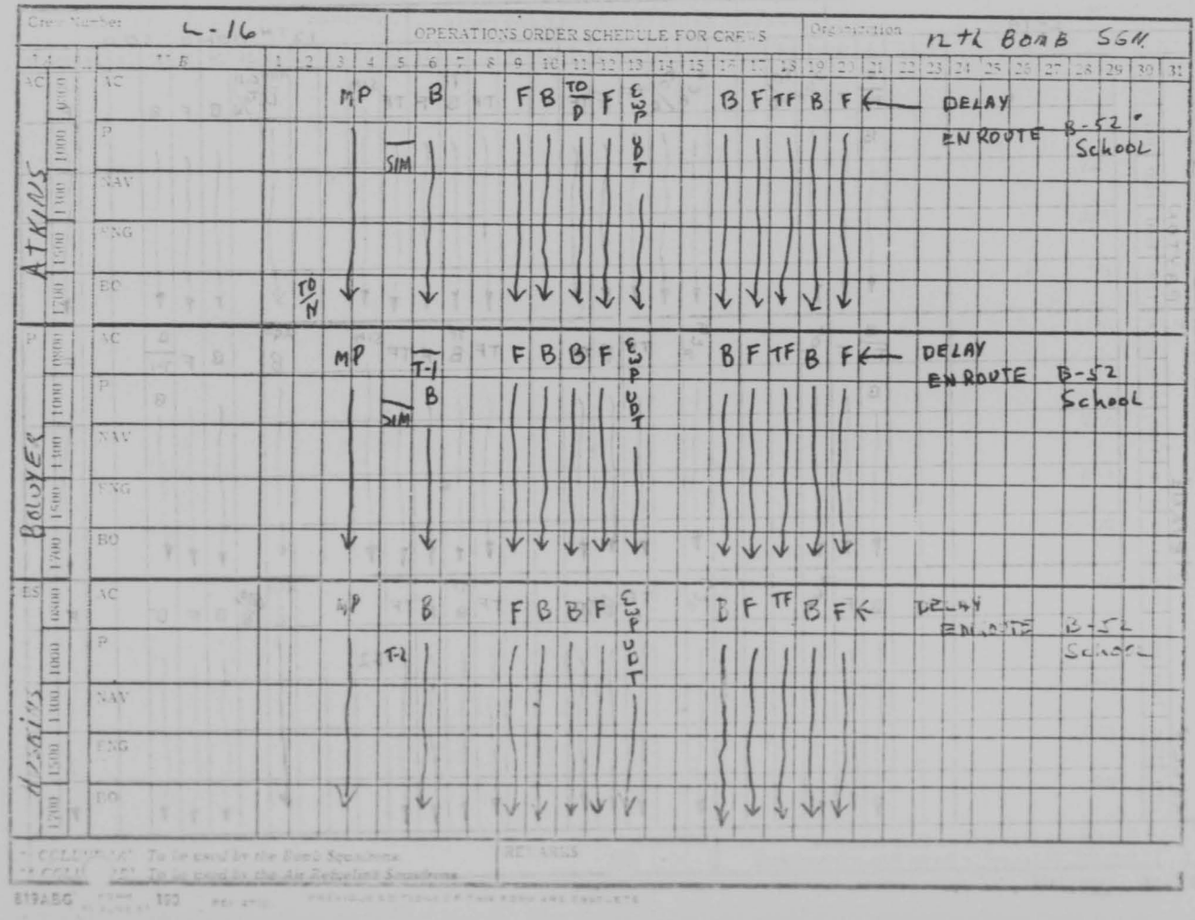




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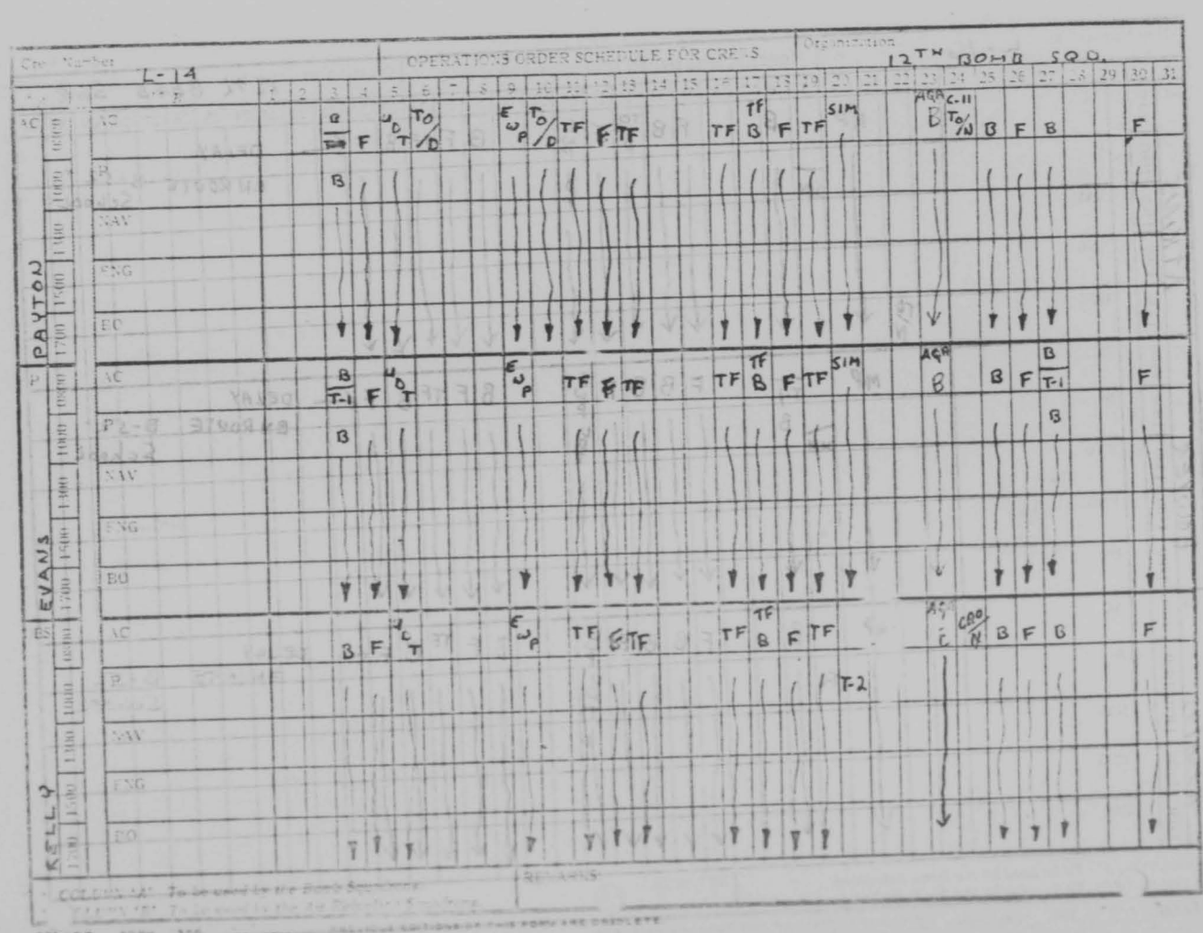




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Crew Number L-15

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LONG W.E. | AC | | | F SES | | F | | | | E/P | L-11 B | F | TF | B | | | F | B | F | SIM T-F | | T/O | ← BLK. TAG → | | | | | | | F | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRITAIN | AC | | | F | | F | | | | E/P | B | F | TF | B/T-1 | | | F | B | F | SIM | TF | | | | | | | | | F | |
| | P | | ← SES | | → | | | | | | | | | B | | | | | | | | | | ← BLK. TAG → | | | | | | | |
| | NAV | | | | | | | | | | | | | RO | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHRISTENSEN | AC | | | F | | F | | | | E/P | B | F | TF | B | | | F | B | F | SIM T-2 | TF | | | ← BLK. TAG. → | | | | | | F | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | ← SES → | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | CPD/N | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



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Date Number: R-12

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization: 12th BOMB SGN

| Crew | Time | Crew | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JENNINGS | 0900 | AC | | | F | | | | | | SIM | F | | F | | T/O | | C/B | F | ← STD BOARD → | | | | | | F | → | F | E/W P | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VAN BIBBER | 0900 | AC | | | F | | | | | | SIM | F | C-11 | F | | T-1 | | C/B | F | ← STD BOARD → | | | | | | F | → | F | E/W P | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRAFTS | 0900 | AC | | CR/P | F | ← DEK → T/O | | | | | | F | | F | | | | C/B | F | ← STD BOARD → | | | | | | F | → | F | E/W P | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COLUMN "A" To be used by the Bomb Squadrons

COLUMN "B" To be used by the Air Refueling Squadrons

REMARKS

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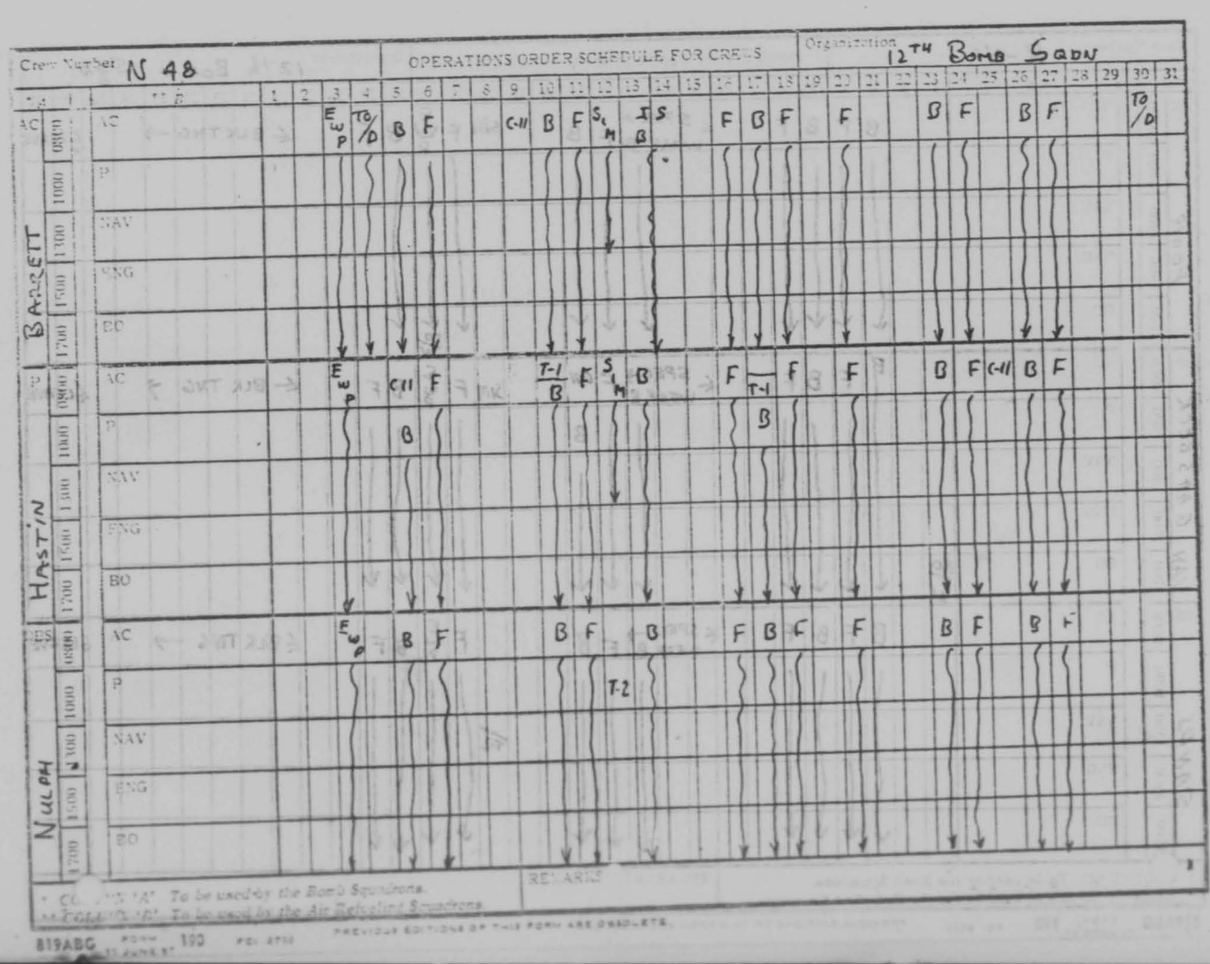




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Crew Number R-41 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bomb Sqn.

| Crew | Time | Position | Activity |
|---|---|---|---|
| FOOR | 0800 | AC | B F B F ← SPEC → WEAP B F B SIM F EWP B F ← BLK TNG → ← LEAVE |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | TO N |
| VAN GAASBECK | 0800 | AC | B F B F ← SPEC → WEAP B F C-11 SIM F EWP B F ← BLK TNG → ← LEAVE |
| | 1000 | P | B |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | AO N |
| SANDS | 0800 | AC | B F B F ← SPEL → WEAP B F B F EWP B F ← BLK TNG → ← LEAVE |
| | 1000 | P | |
| | 1300 | NAV | T-2 |
| | 1500 | ENG | |
| | 1700 | BO | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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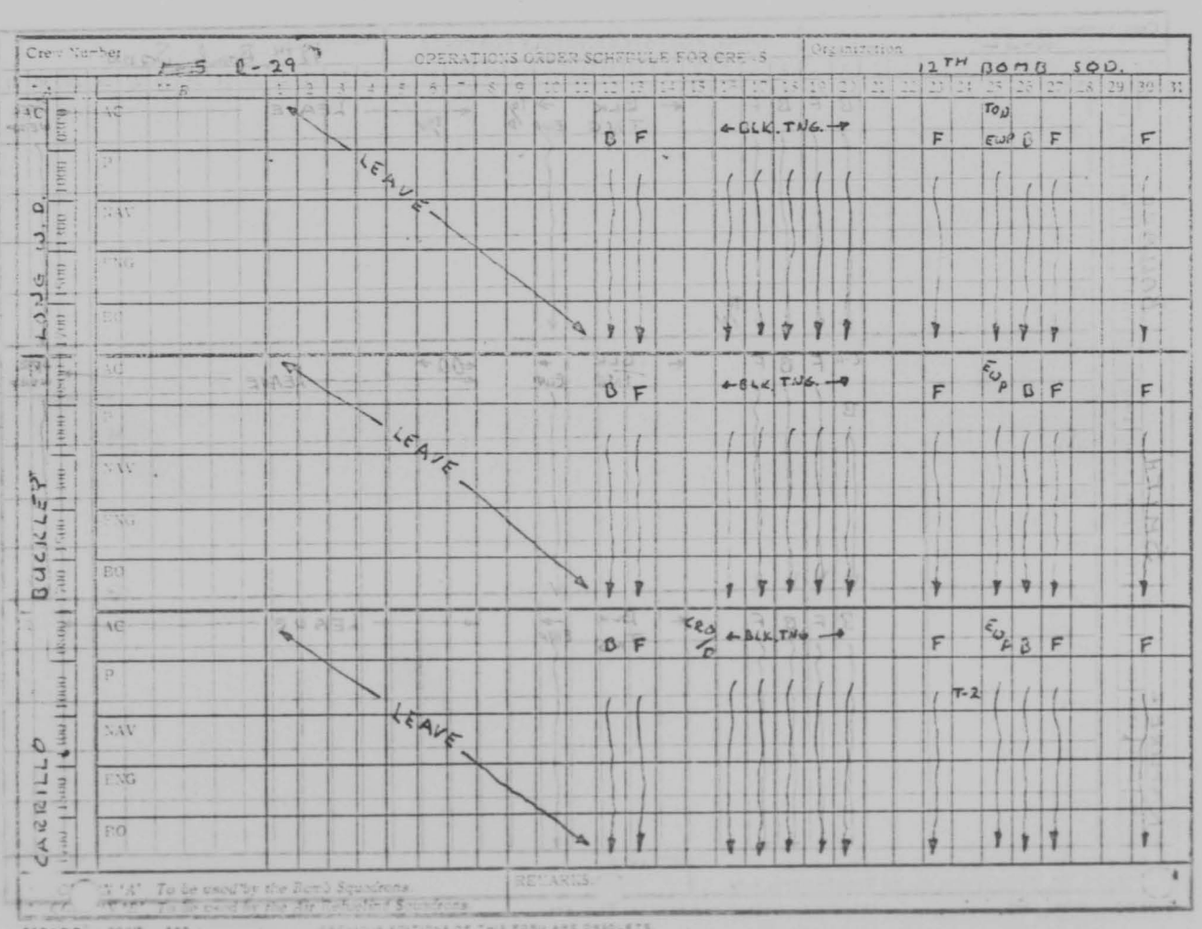

Crew Number 5 C-29

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

LEAVE

← BLK. TNG. →

TOD

EWP

T-2

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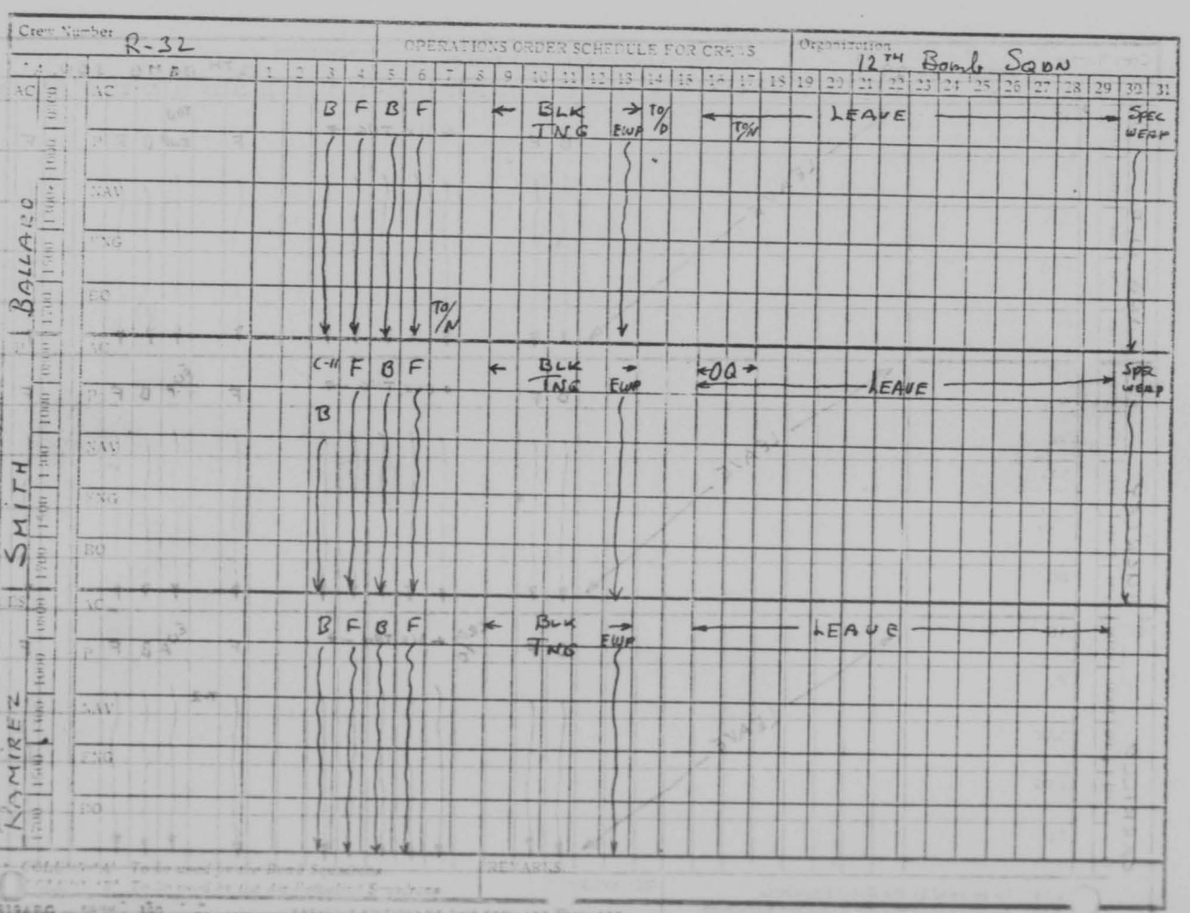




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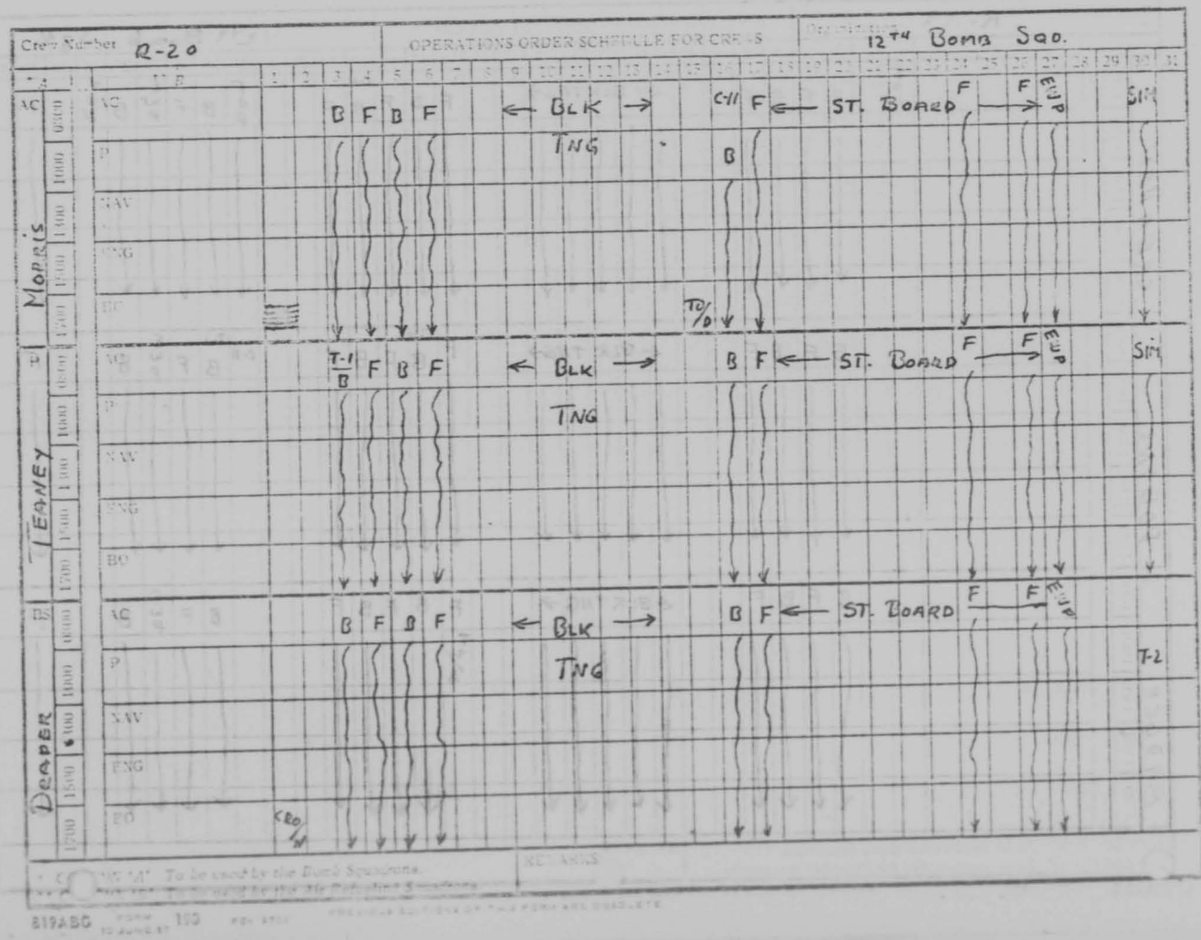




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Crew Number R-19

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bomb Sqn.

CREAHAN

TON B F B F ← BLK TNG → F B F C-H B F TOD B F EP B TON F

POBYNS

B F B F ← BLK TNG → F C-H B F B F C-H TJ B F EP B F

BADGER

B F B F ← BLK TNG → F B F B F T/A B F EP B F

REMARKS

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Crew Number N-54 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMB SQD.

| A | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FLOYD AC 0800 | AC | | | F | B | F | B | | | F | B | F | B | F | | | B | F | B | F | B | | | F | B | F | B | F | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEGATE P 0800 | AC | | | F | B | F | B | | | F | B | F | B | F | | | B | F | B | F | T-1 B | | | F | B | F | B | F | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUTTLE LS 0800 | AC | | | F | B | F | B | | | F | B | F | B | F | | | B | F | B | F | B | | | F | B | F | B | F | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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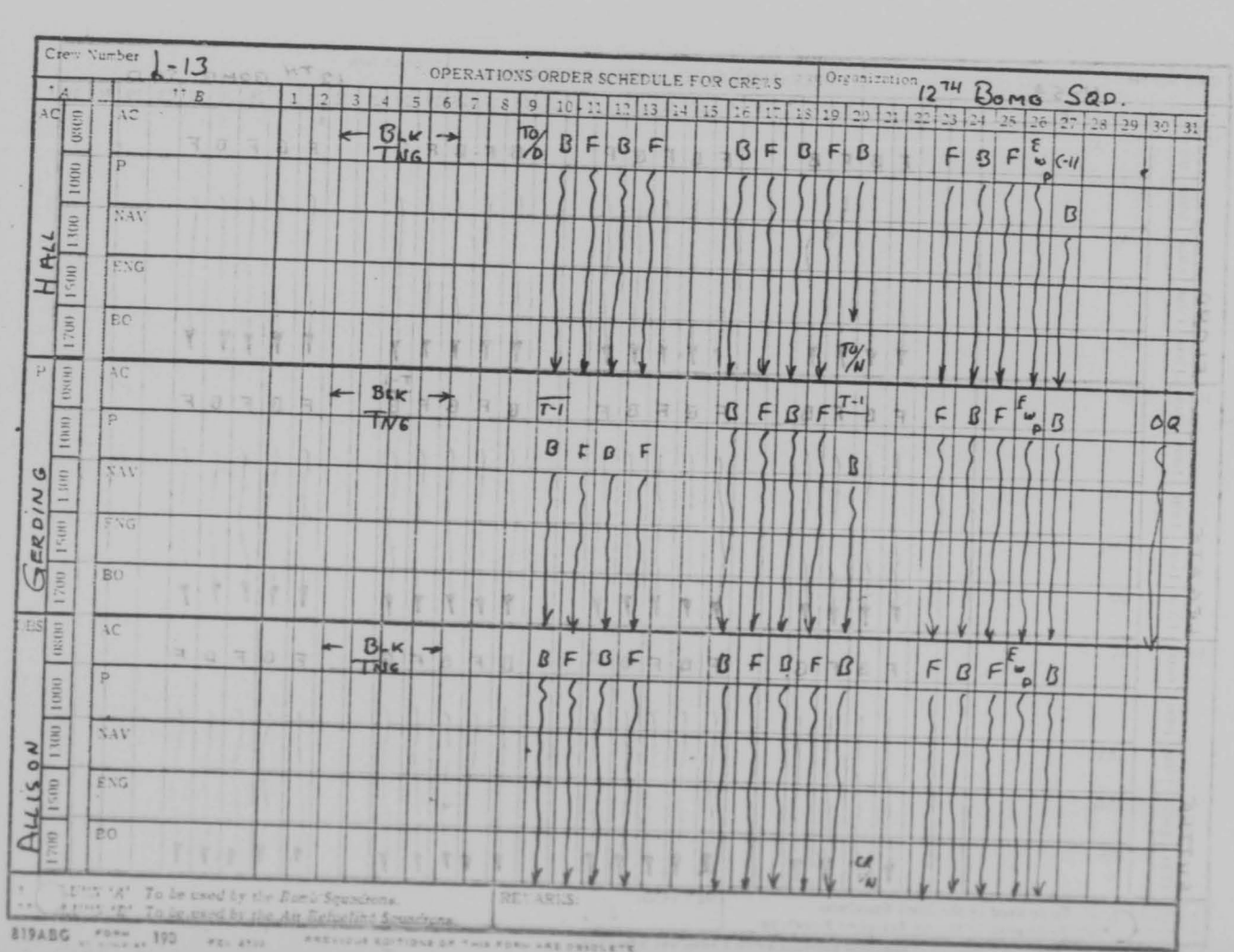




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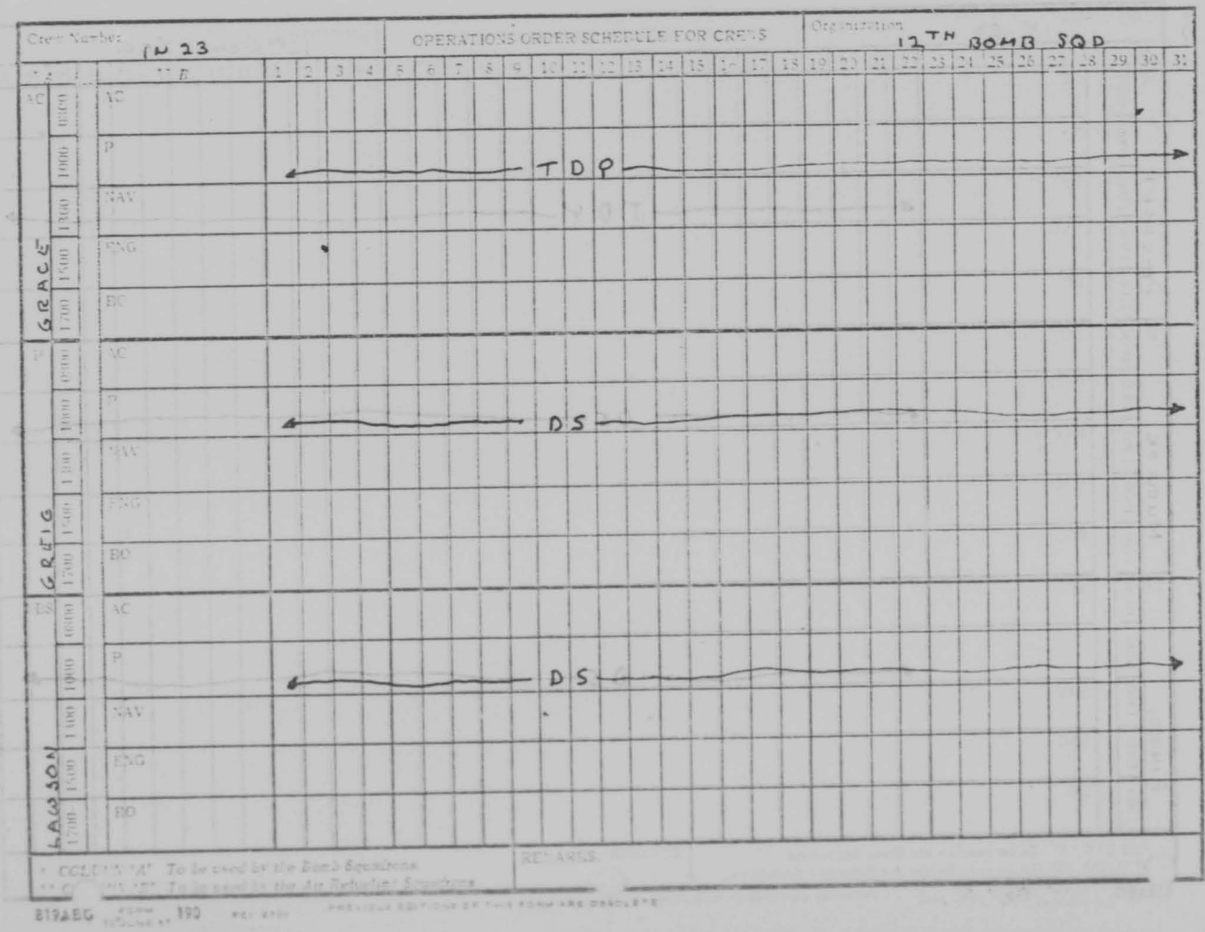




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Crew Number IN-79 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMB SQD.

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | RO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P NEWMAN | 0800 | AC | | | | | | | | | | | | RO | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| ES KUNZ | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | RO | | | RA | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | ↓ | | | ↓ | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | ↓ | | | ↓ | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | ↓ | | | ↓ | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | ↓ | | | ↓ | | | | |

* COLUMN "A" To be used by the Bomb Squadron.
** COLUMN "B" To be used by the Air Refueling Squadron.

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Crew Number N 83 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMB SQD

| A | | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAFFERN | AC 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NEITZEL | P 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | RO | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MASON | ES 0800 | AC | | | RA | | RO | | | | | | | | | | | | | | | | | | | RA | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COLUMN "A" To be used by the Bomb Squadrons
COLUMN "B" To be used by the Air Refueling Squadrons

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Crew Number N 86

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GROSSART AC | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CASE P | 0800 | AC | | | | | | | | | | | AO | | | | | | | | RO | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BITTNER BS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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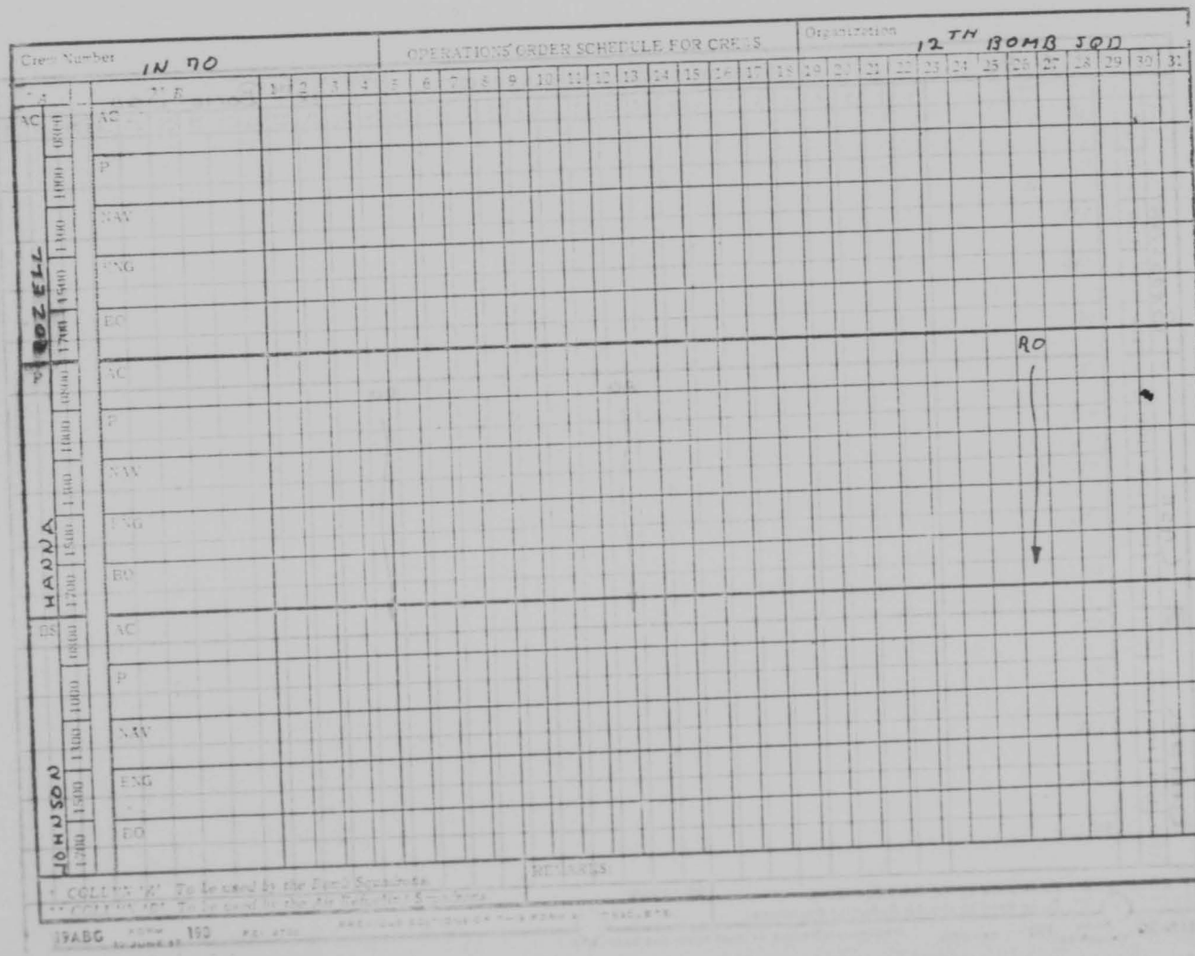




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Crew Number 1N 96

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

| * A | ** B | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | | | | | | | | | | | | | | | | | RO | | | | | | | | | | | AO | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THUM | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | RO | | AO | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAHL | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ES | 0800 | AC | | | | RO | | | | | | | | | | | | | | | RA | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HOYCE | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number IN 95

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HAUBP | AC 0800 | AC | | | | | | | | | | | | | | | | | | RO | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DALLAS | P 0800 | AC | | | | RO | | | | | | | RO | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CROWELL | BS 0800 | AC | | | | RO | | | | | | | | | | | | RA | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number IN 84

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BOMB SQD.

| A | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELLING | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | RD | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TIDDELL | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AC | | | | | | RD | | | RC | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DORILL | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Duty Squadron

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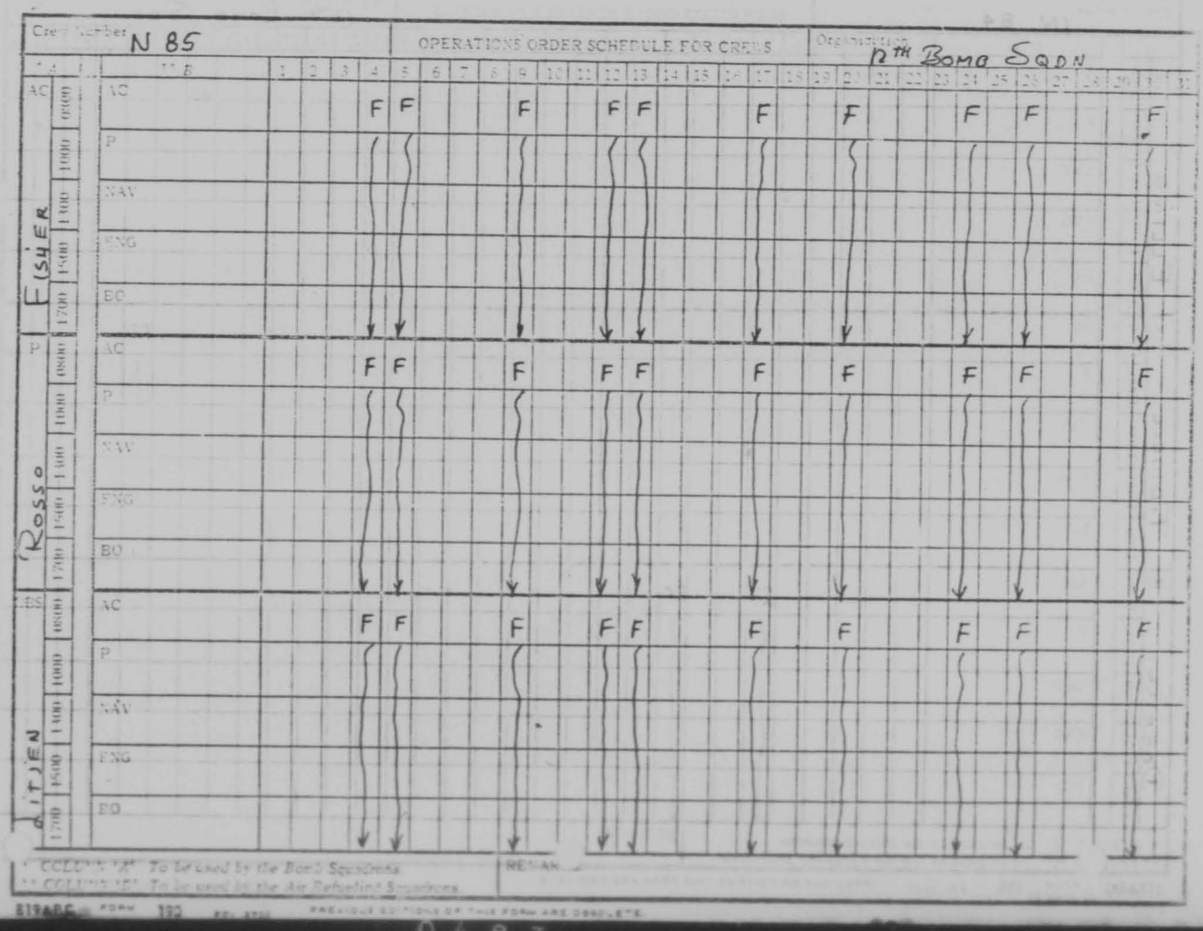


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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX IV

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

490TH BOMBARDMENT SQUADRON



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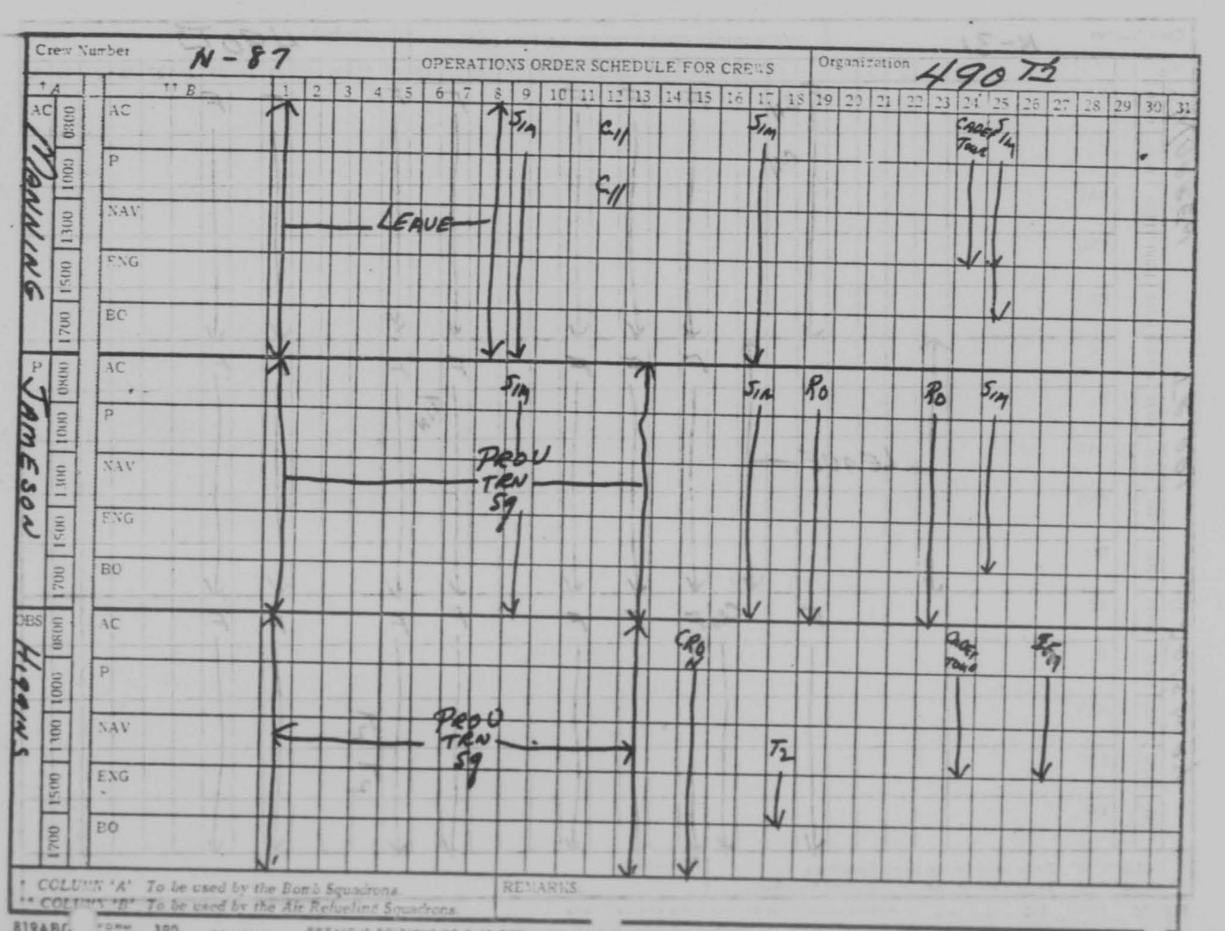




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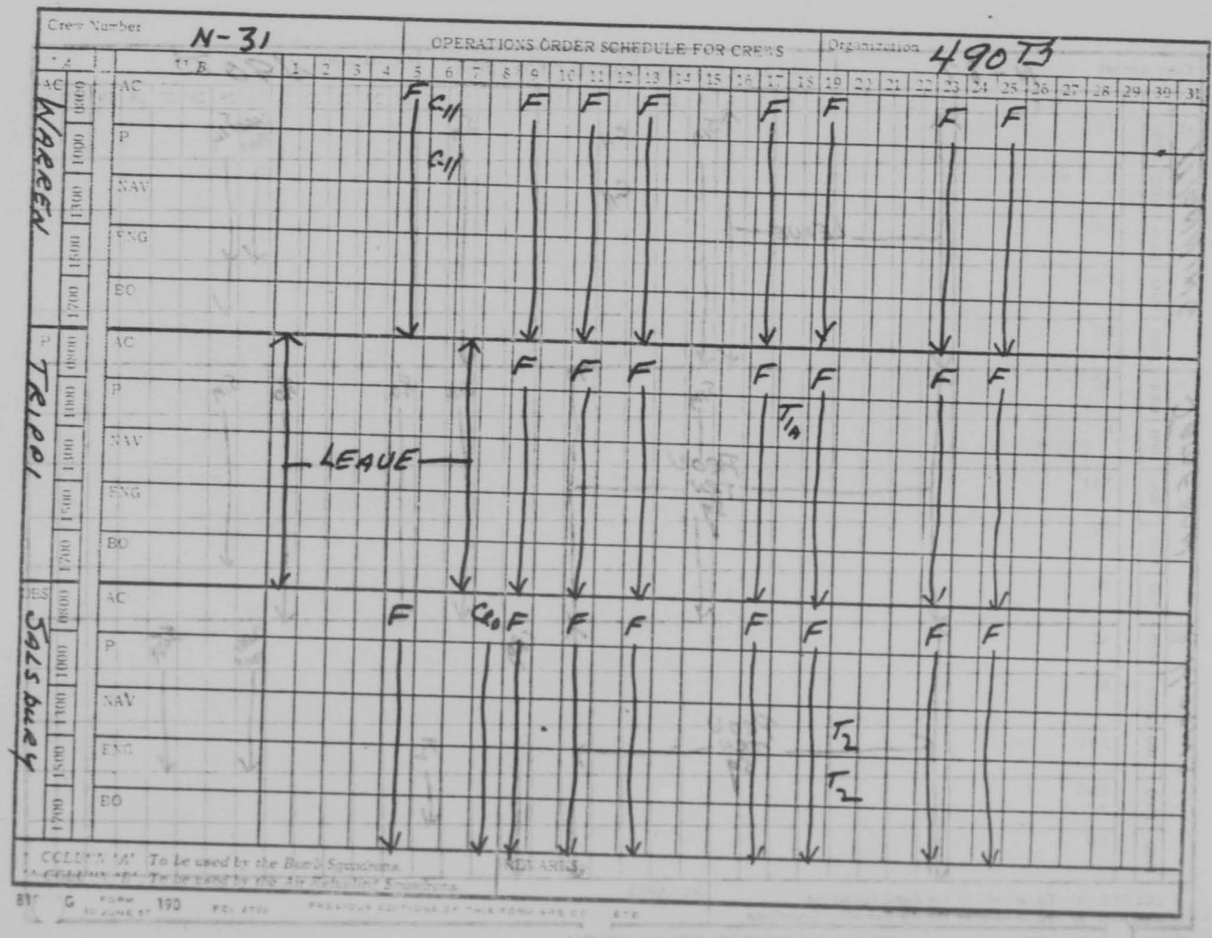




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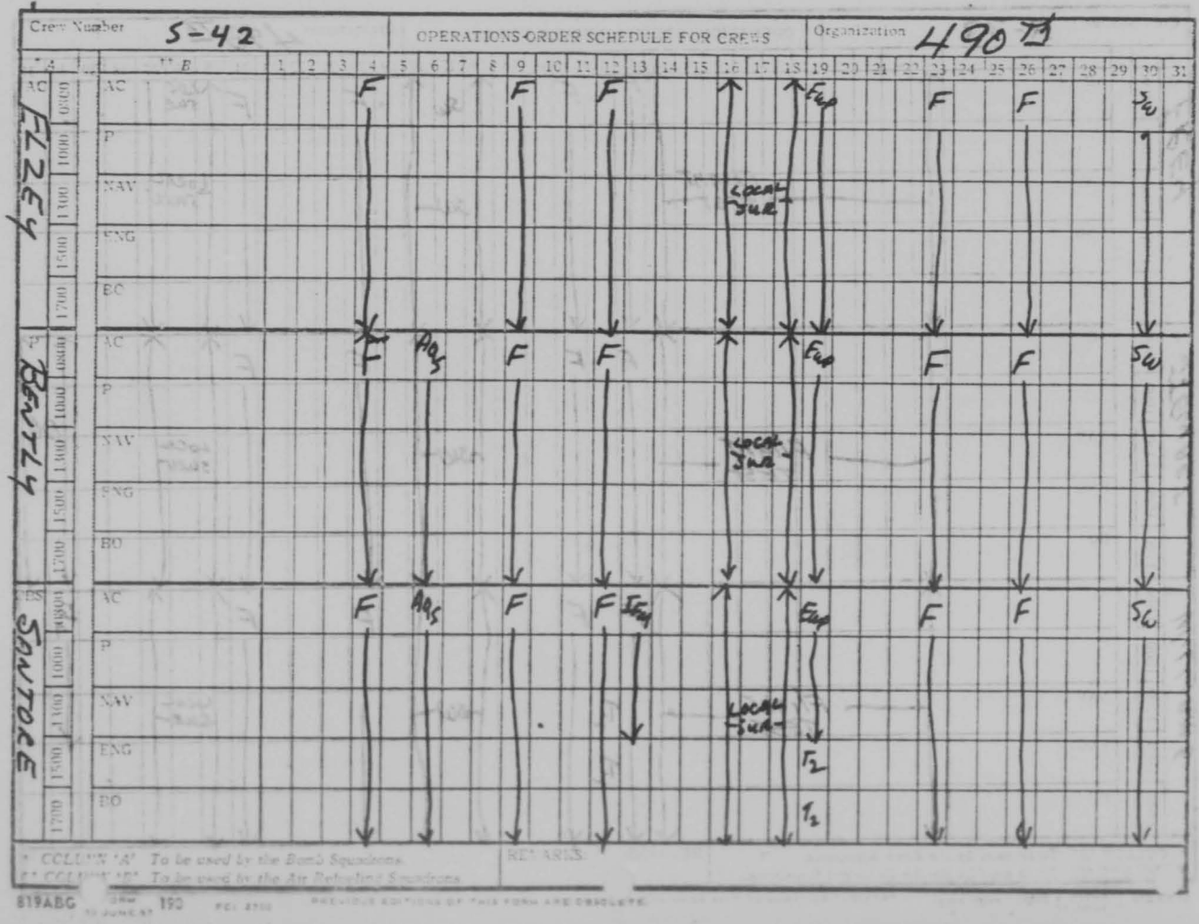




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Crew Number R-33 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

| * A | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0800 | AC | | | | | | | | | | | F | | F | | | | SW | | | F | | | | F | | LOC SURV | | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1400 | NAV | | | | | | FLIGHT TEST | | | | | | | | | | | SW | | | | | | | | LOCAL SURV | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0800 | AC | | | | | | | | | | | F | | F | | | | | | | F | | | | F | | | | | | | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1400 | NAV | | | | | | FLIGHT TEST | | | | | | | | | | | SW | | | | | | | | LOCAL SURV | | | | | DQ | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS 0800 | AC | | | | | | | | | | | F | | F | | | | | | | F | | | | F | | | | | | IF | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1400 | NAV | | | | | | FLIGHT TEST | | | | | | $T_2$ | | | | | SW | | | | | | | | LOCAL SURV | | | | | | |
| 1500 | ENG | | | | | | | | | | | | $T_2$ | | | | | | | | | | | | | | | | | | | |
| 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FREY / STEWART / WILLIAMS

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

REMARKS:

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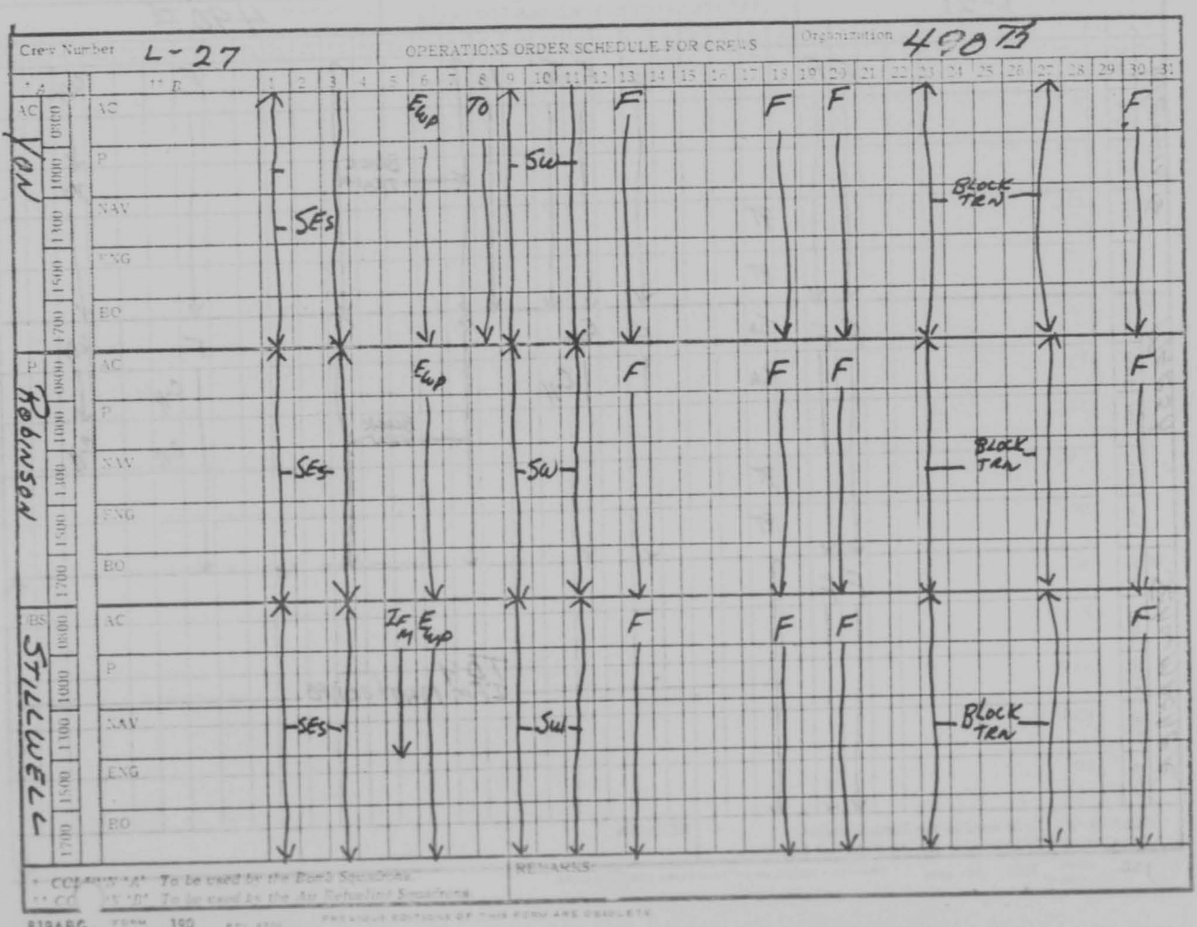




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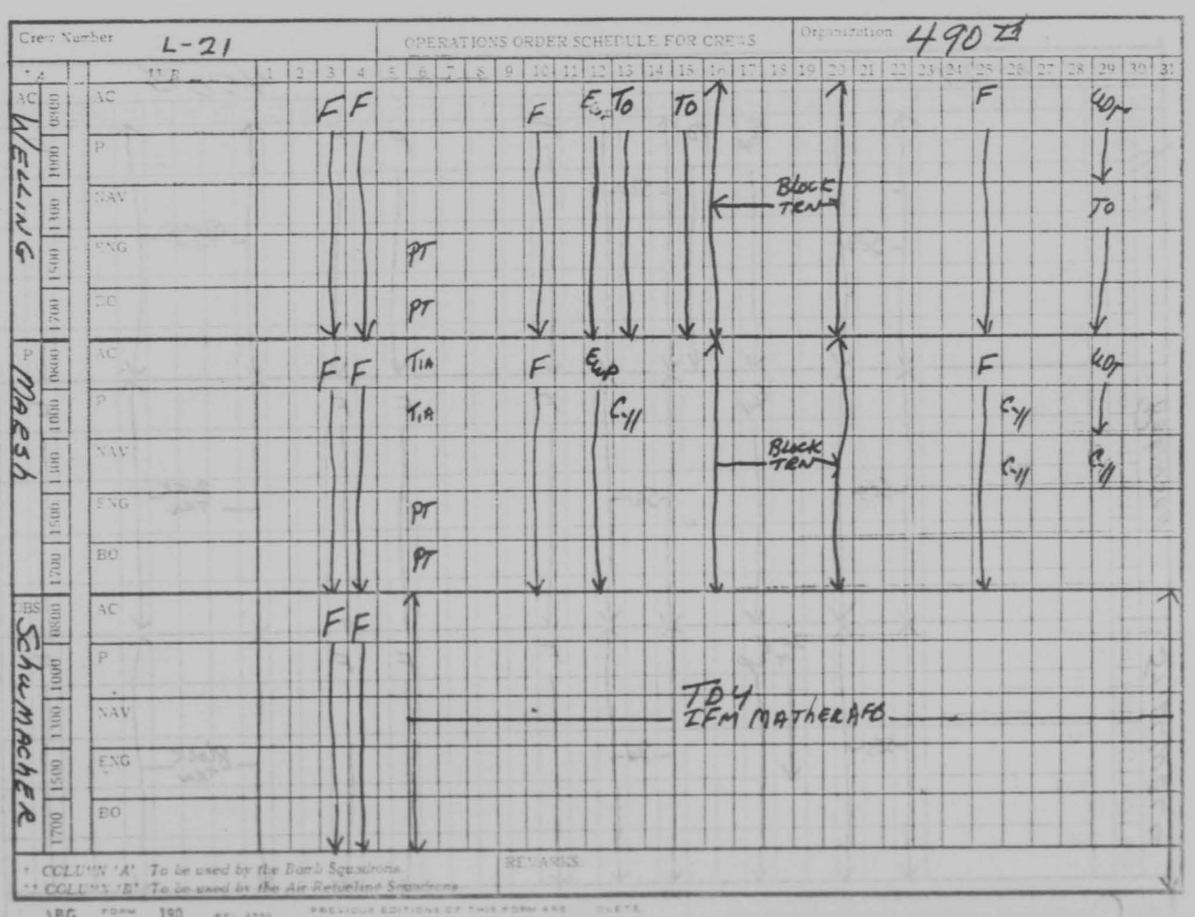




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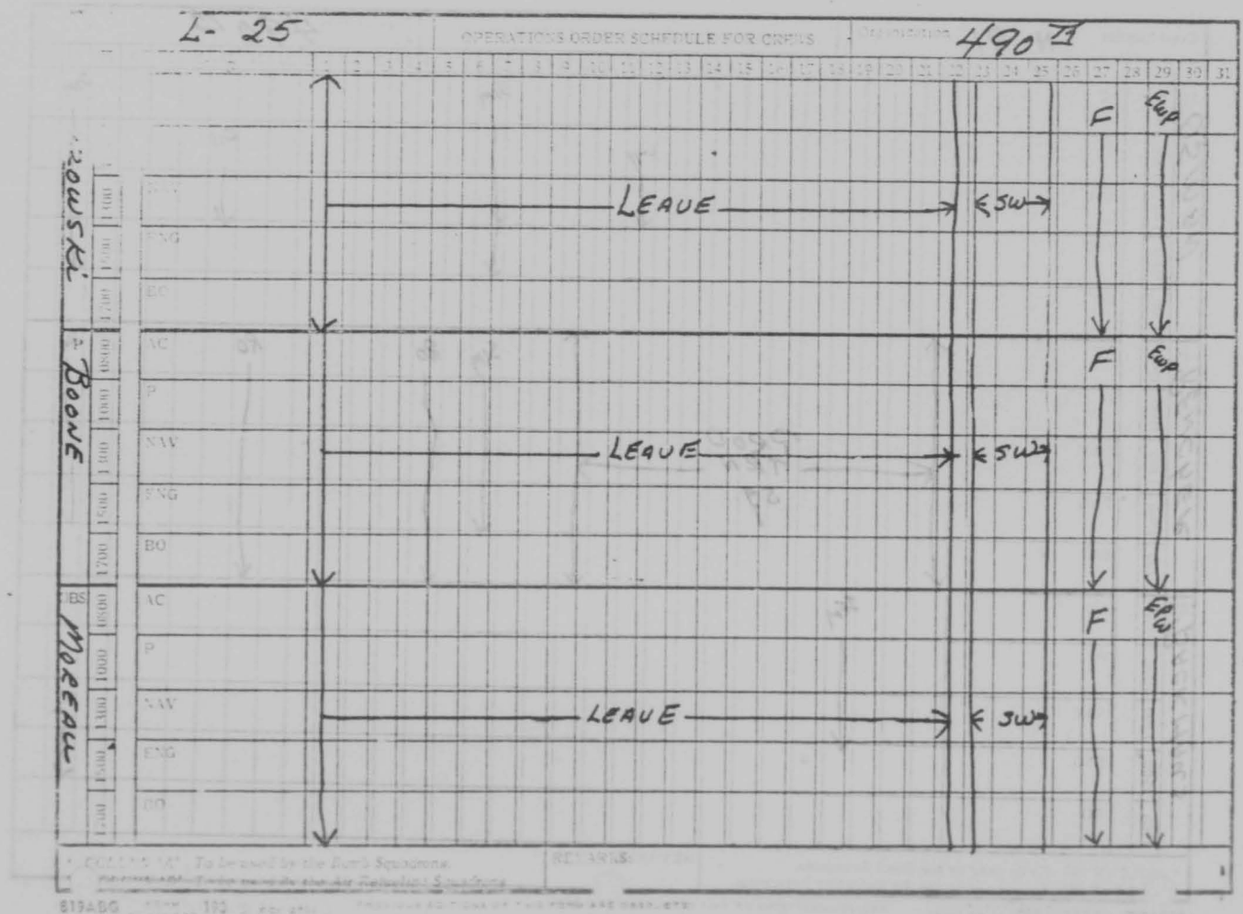




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Crew Number N-91 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490 TS

| A | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1C OSMAN 0800–1700 | AC | | | | | | | | | | | | | | | | SIM | | | | | | | | | | | | | | SIM | |
| | P | | | | | | | | | | | C-11 | | | | | | | | | | | | | | C-11 | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2C RENCHER 0800–1700 | AC | | | | | | | | | | | | | | | | SIM | RO | | | | | | | | RO | | | | | SIM | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | PROU TRN SQ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3C BACKHAUS 0800–1700 | AC | | | | | | IFM | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TJ | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
COLUMN "B" To be used by the Air Refueling Squadrons.

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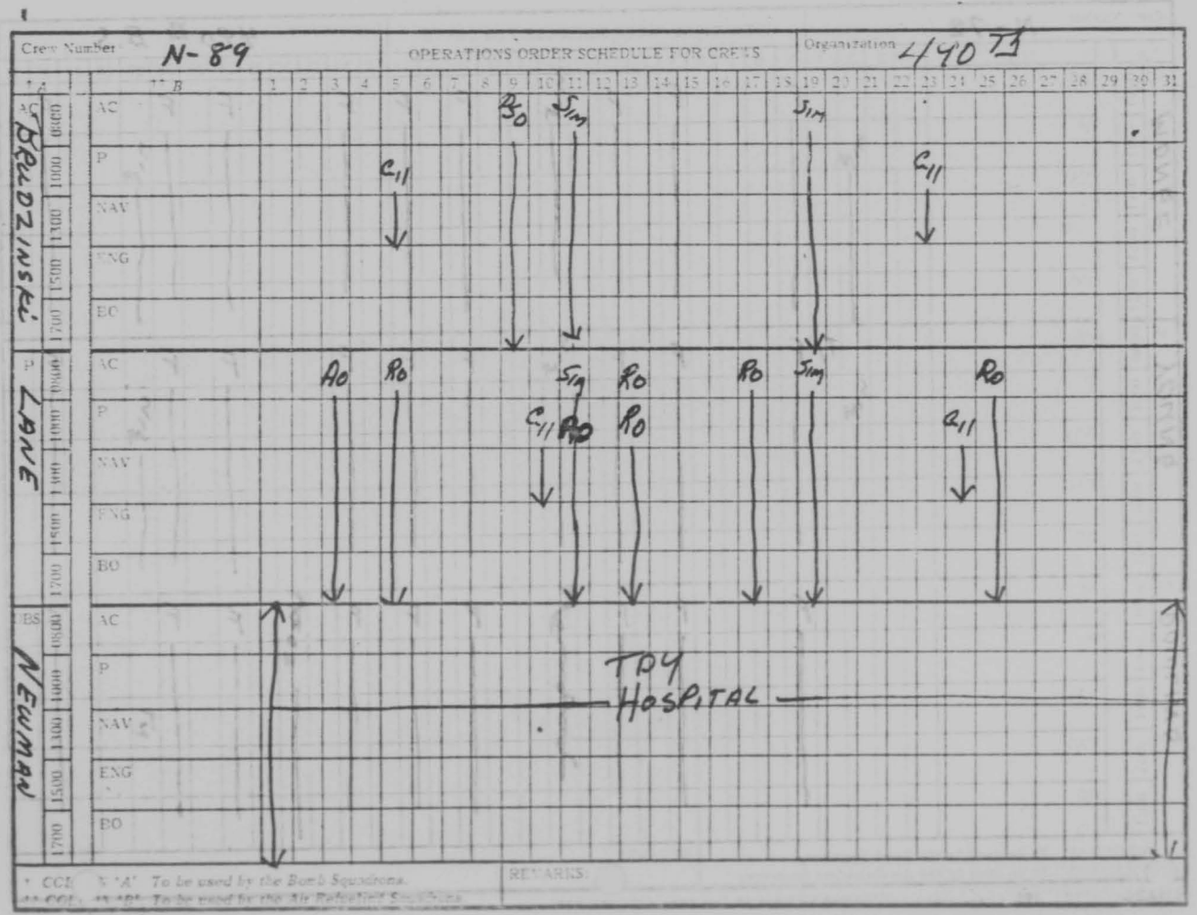




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Crew Number N-72 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th B.S.

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC MONGE | 0800 | AC | | | | | F | | | | F | | F | | S/M | | | F | | F | | F | | | | F | | F | | | | F | |
| | 1000 | P | | | S/M | | | | | | | | | | | | | | | | | | | | | | | | S/M | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P YOUNG | 0800 | AC | | | | T/ | F | | | | F | | F | | S/M | | | F | | F | | F | | | | F | | F | | | | F | |
| | 1000 | P | | | S/M | | | | | | | | | | | | | | | | | | | | | | | | S/M | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS DOWLING | 0800 | AC | | | | | F | | | | F | | F | | S/M | | | F | | F | | F | | CRON | | F | | F | | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | T2 | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COLUMN "A" To be used by the Bomb Squadrons
COLUMN "B" To be used by the Air Refueling Squadrons

REMARKS

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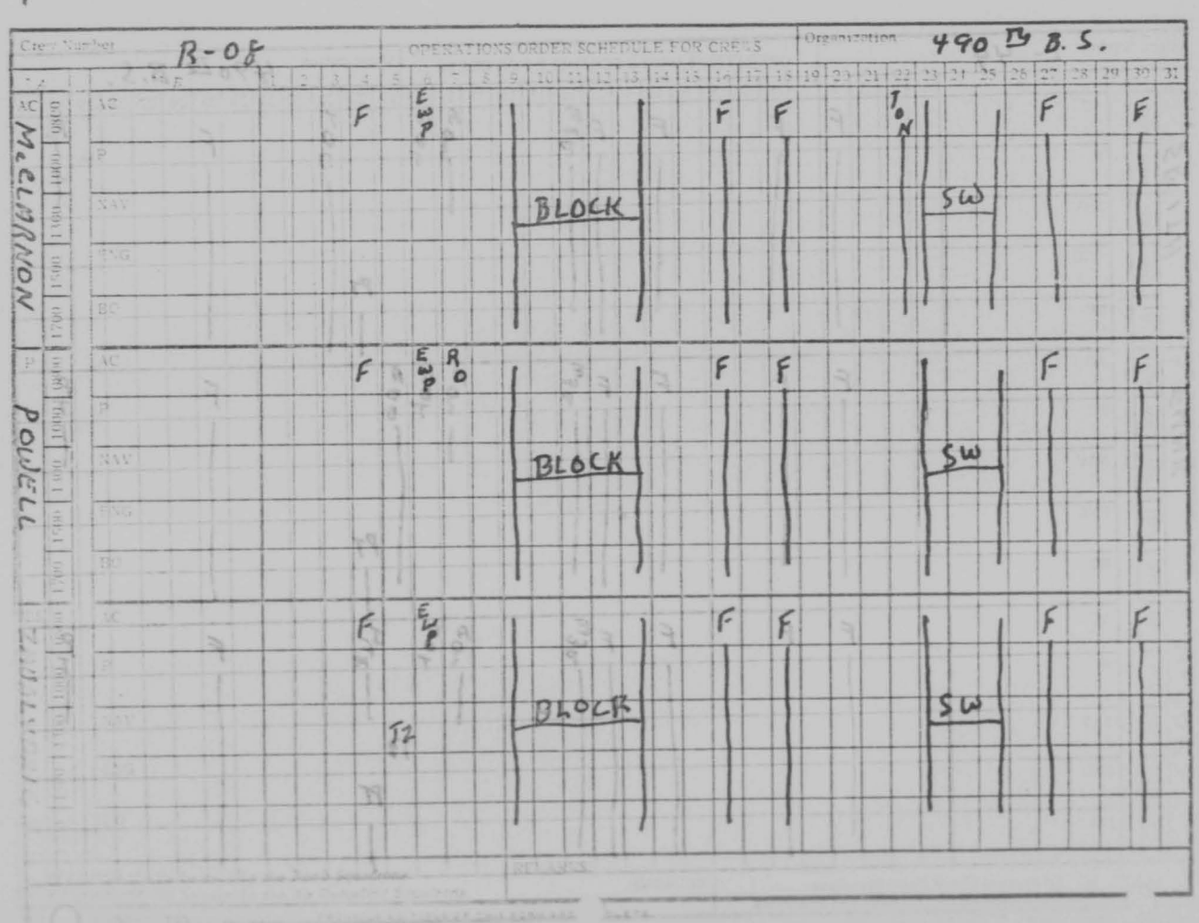


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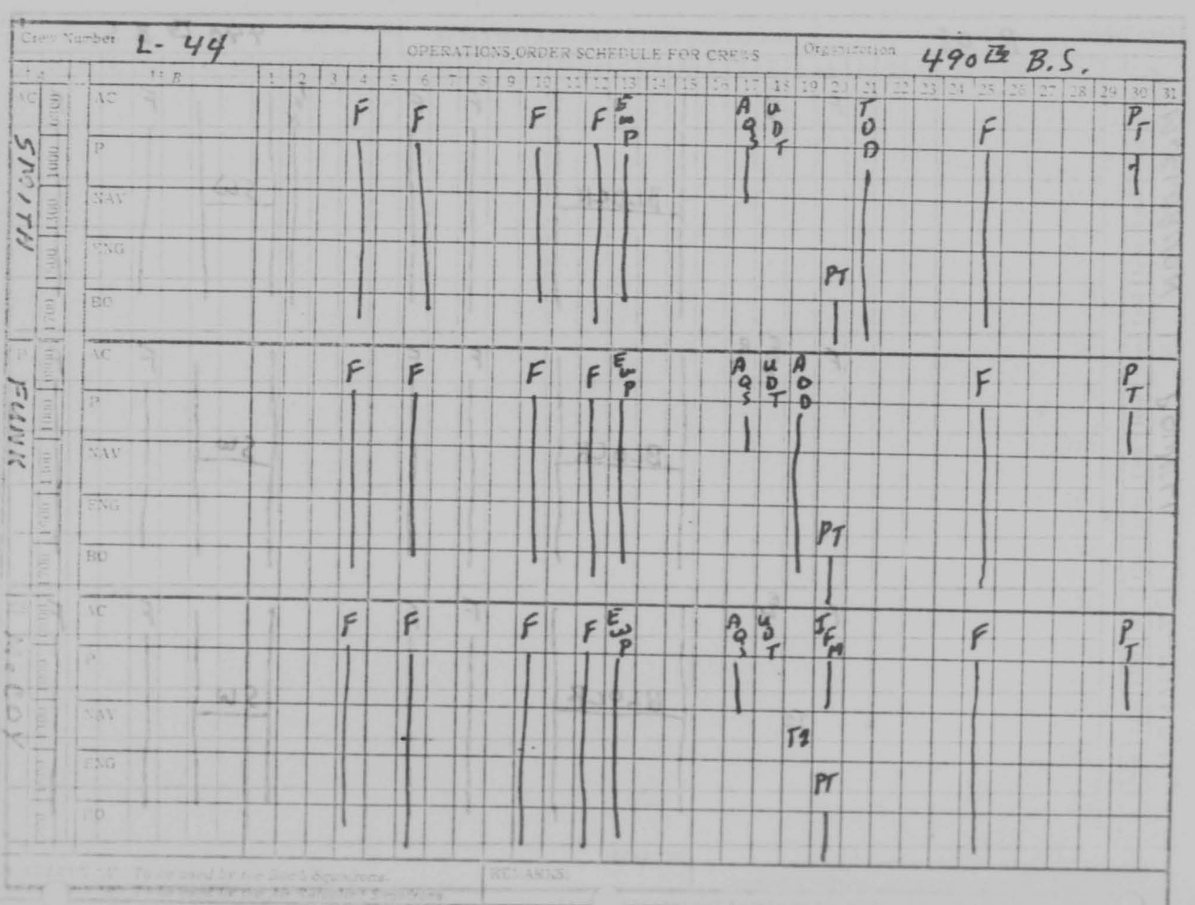




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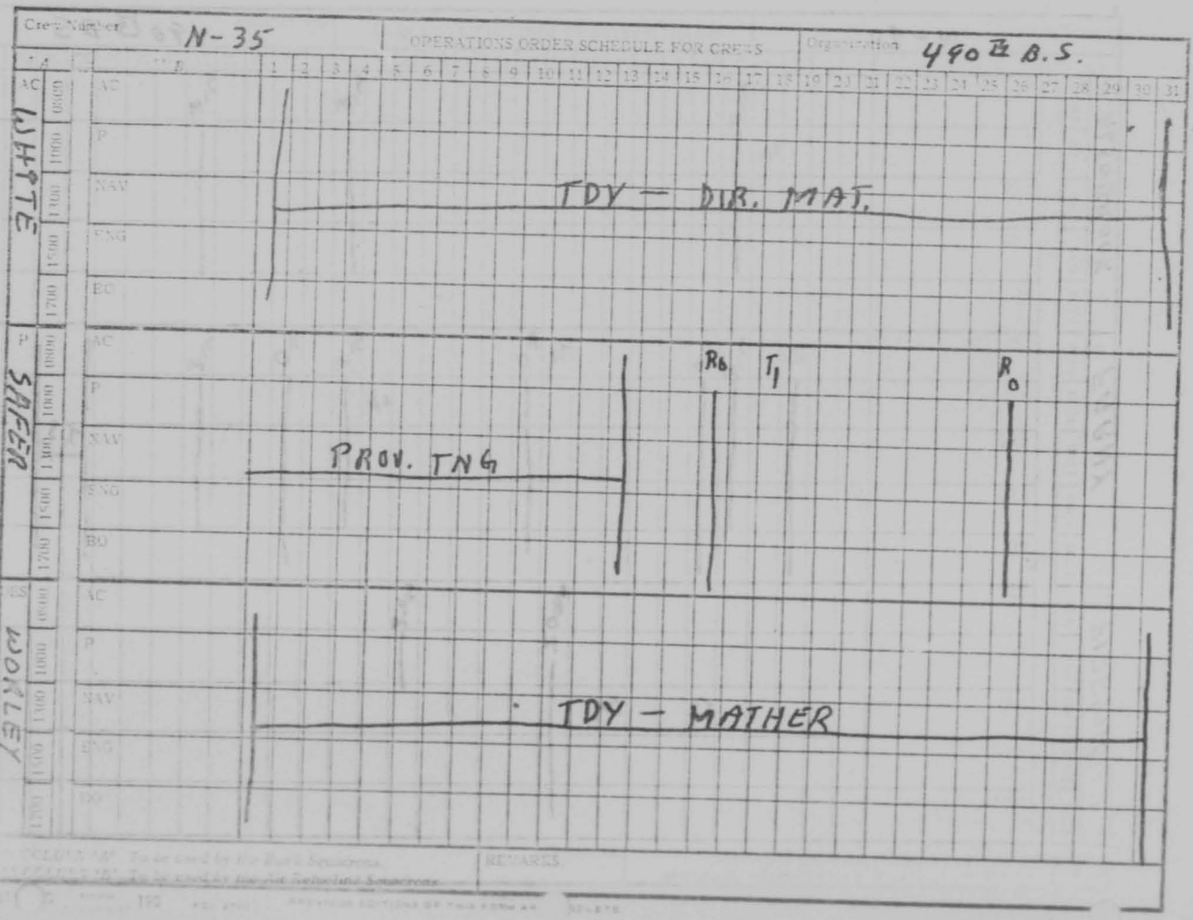




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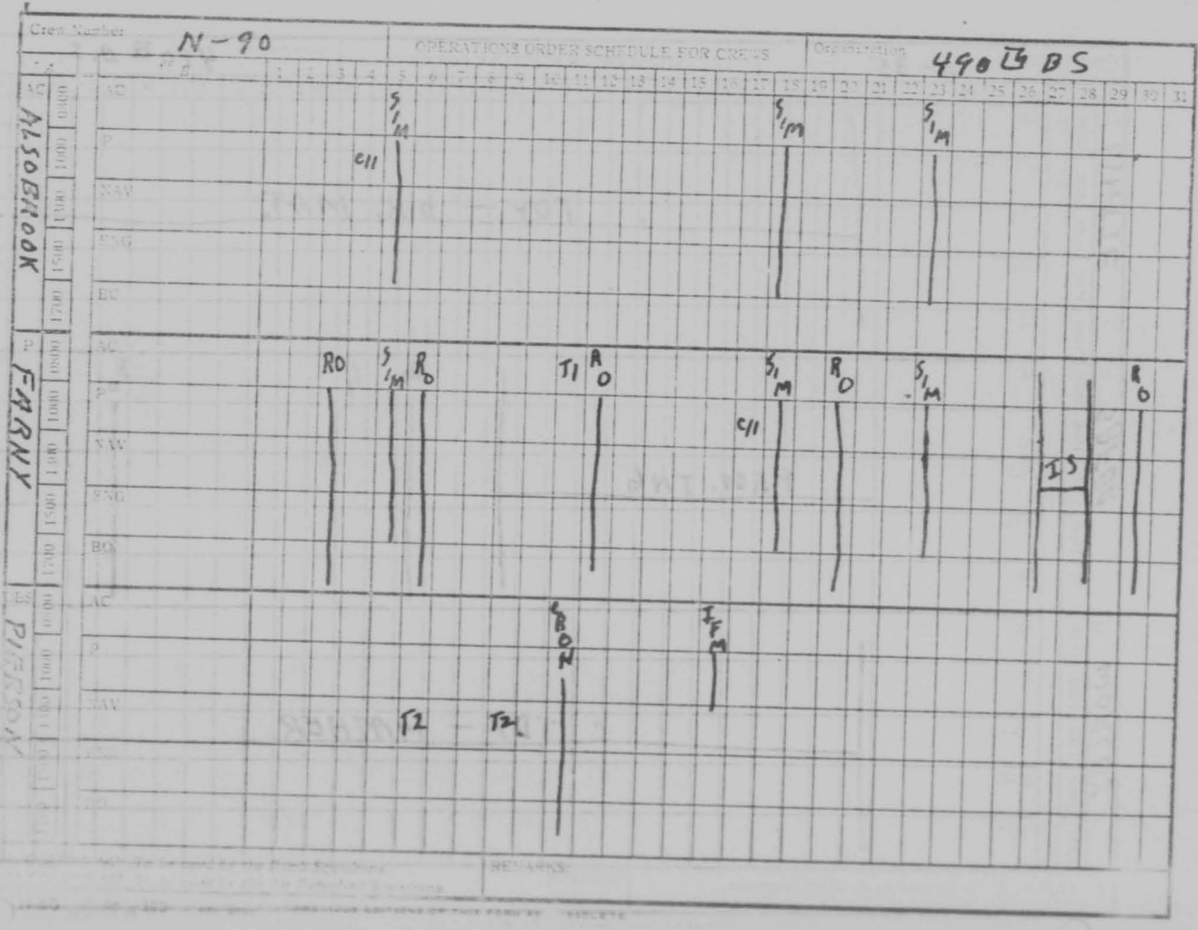


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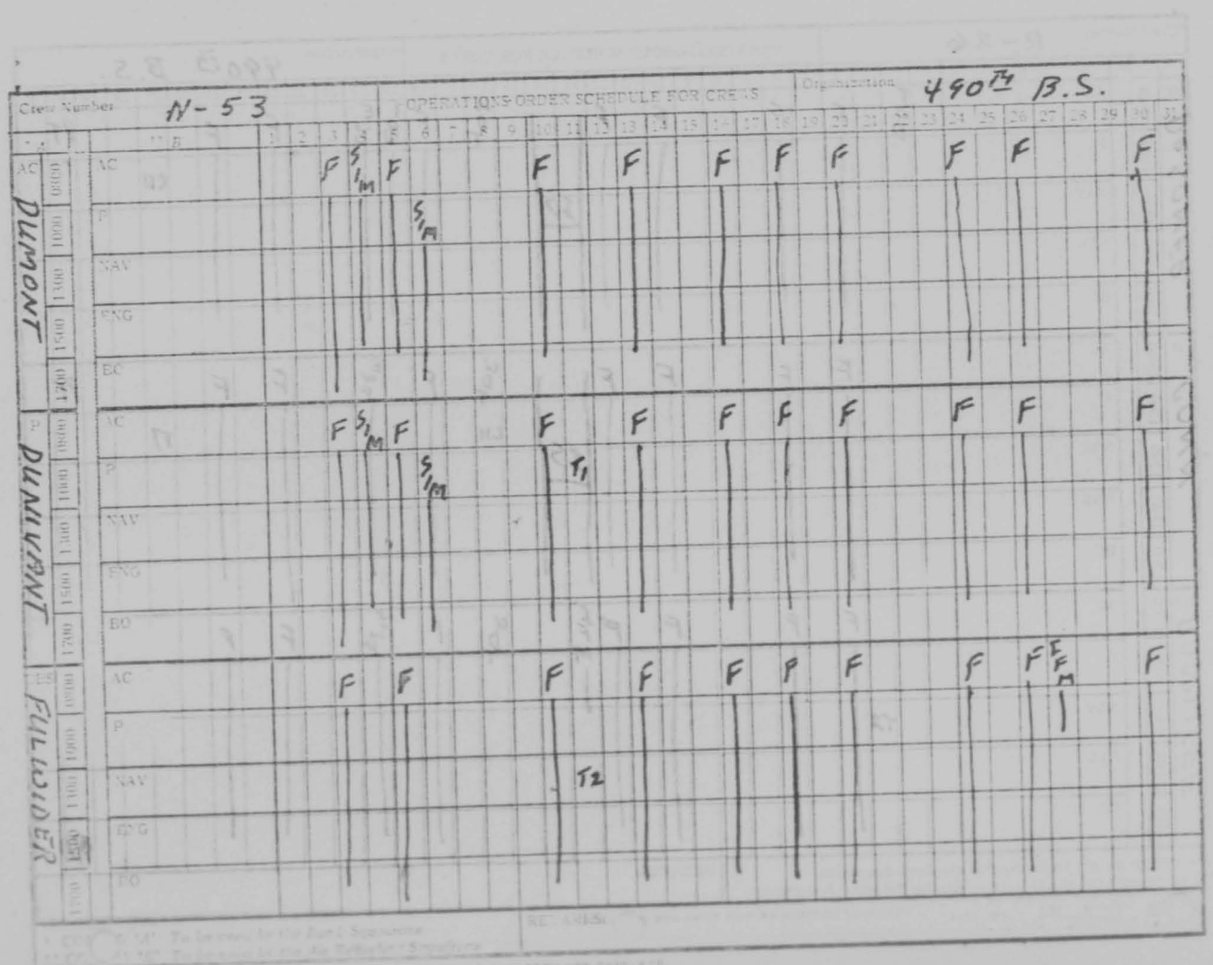




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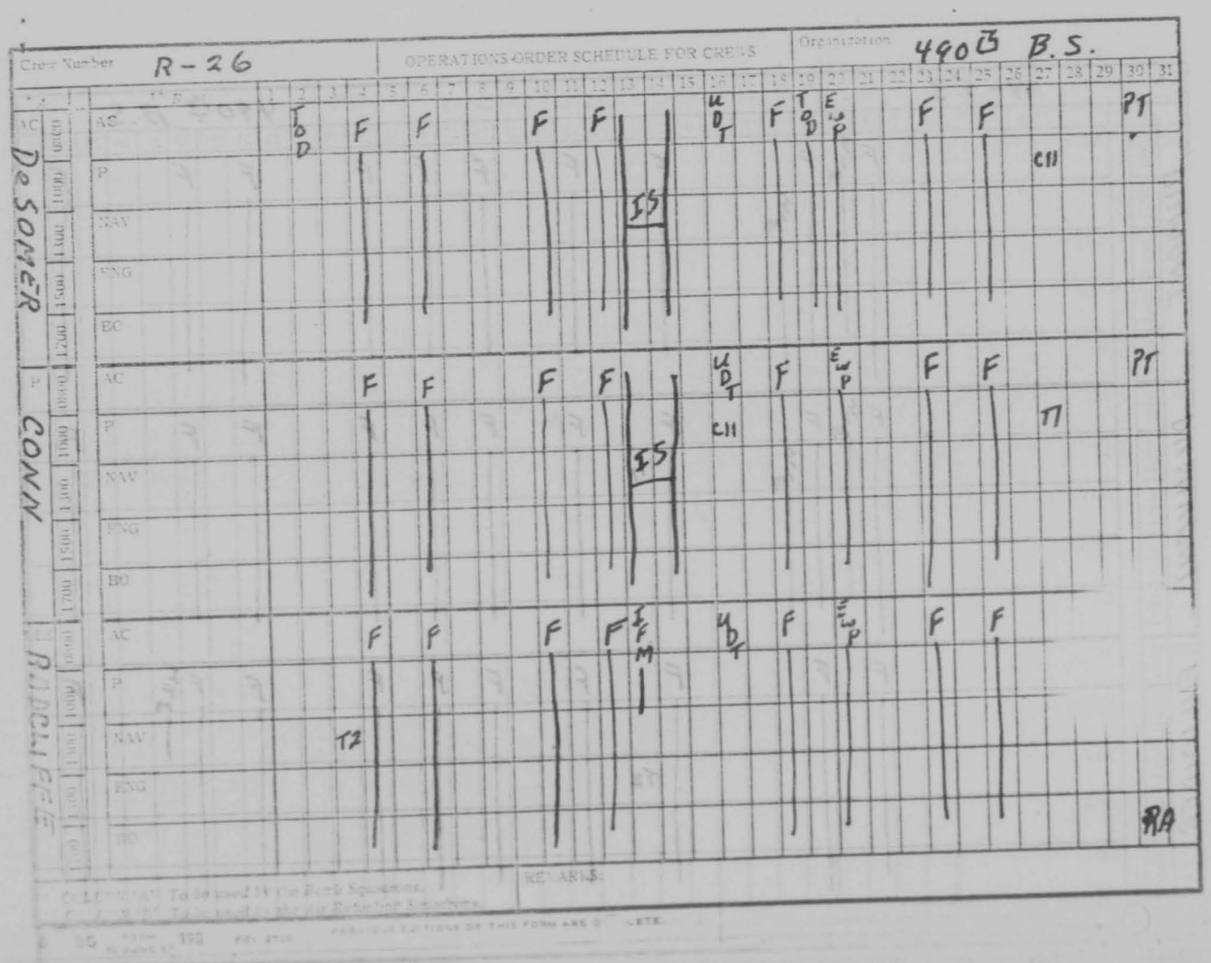




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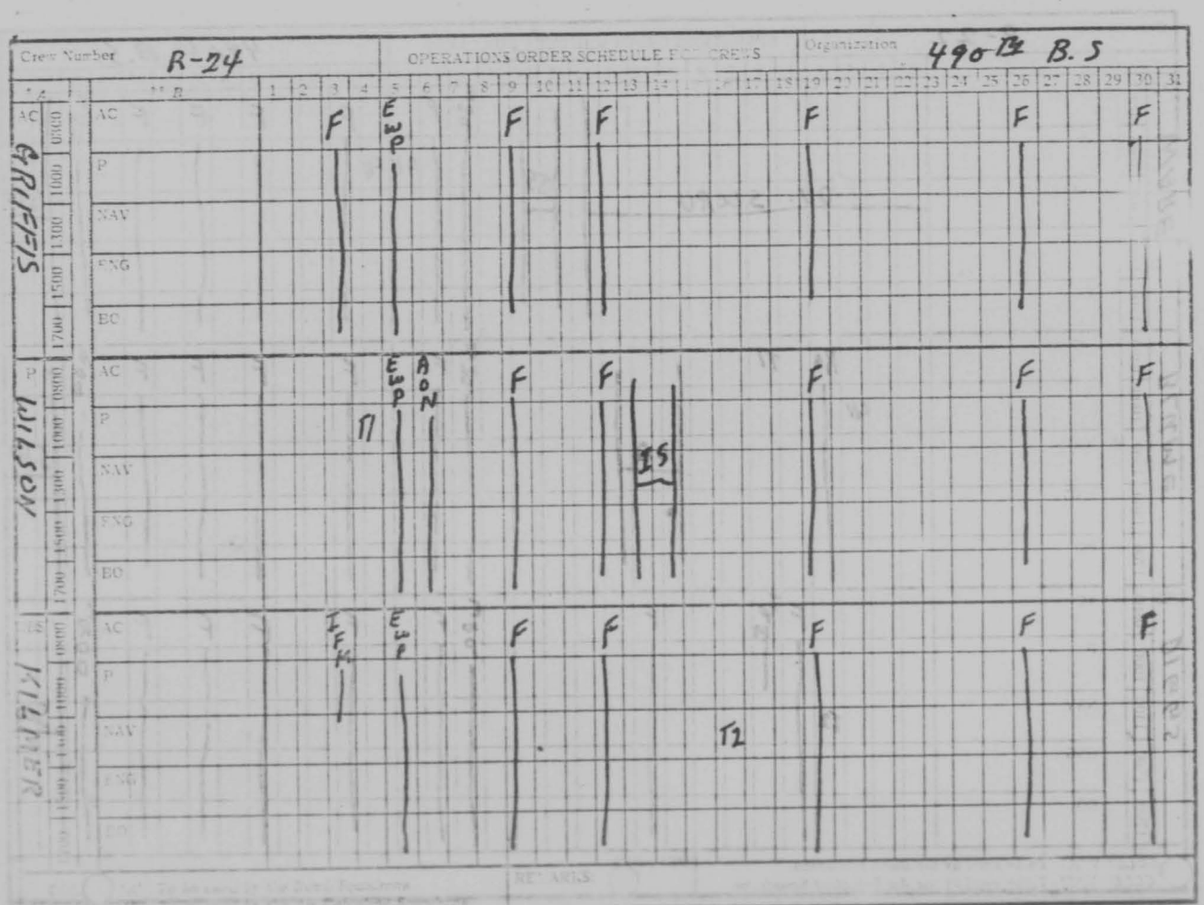




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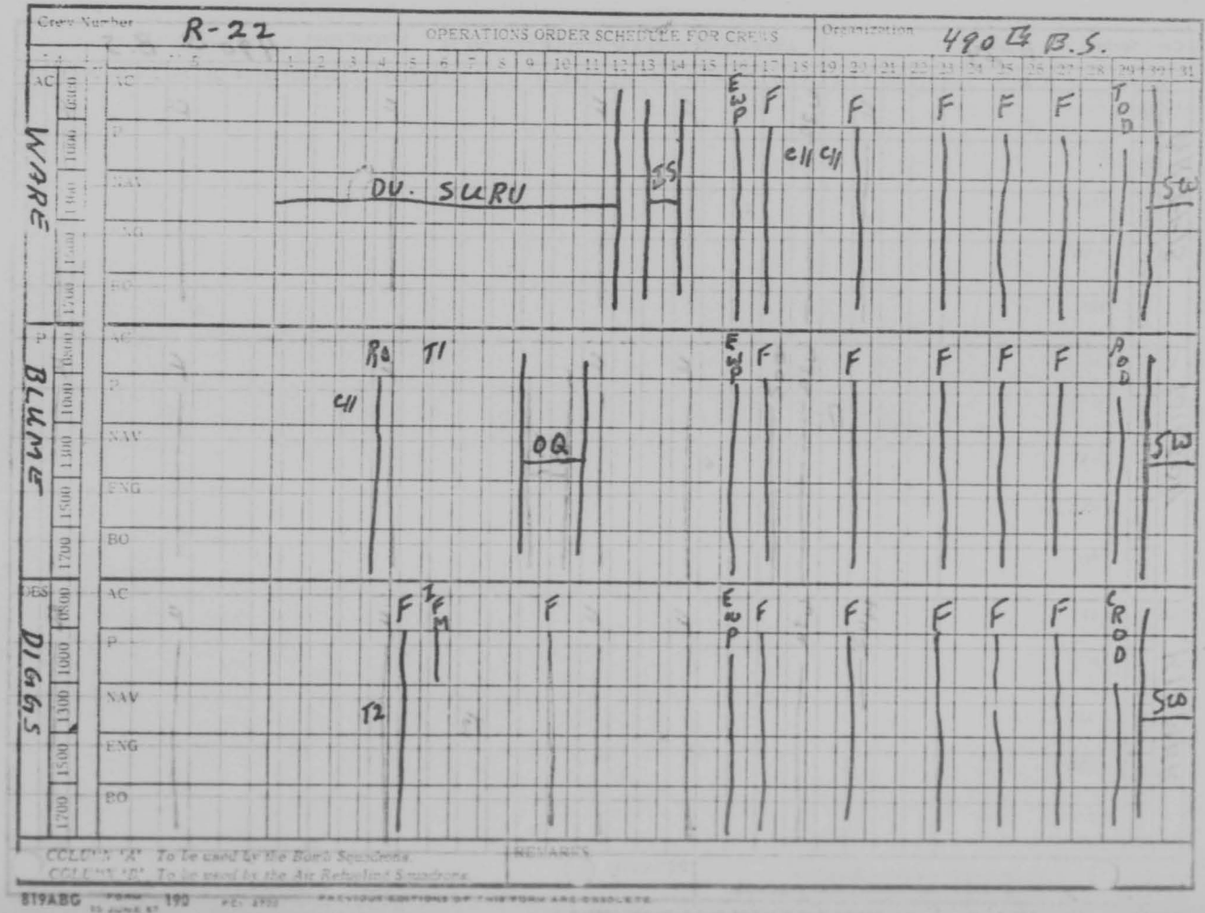


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Crew Number N-34

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490 Th

| * A | | ** B | 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 |
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| AC BLAMGARDNER | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P VATES | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS CHARLES | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TDY DIRECTOR OF PERSONNEL

TDY McCONNEL WICHITA

TDY WICHITA

PROV TRN SQ.

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX V

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

11th AIR REFUELING SQUADRON



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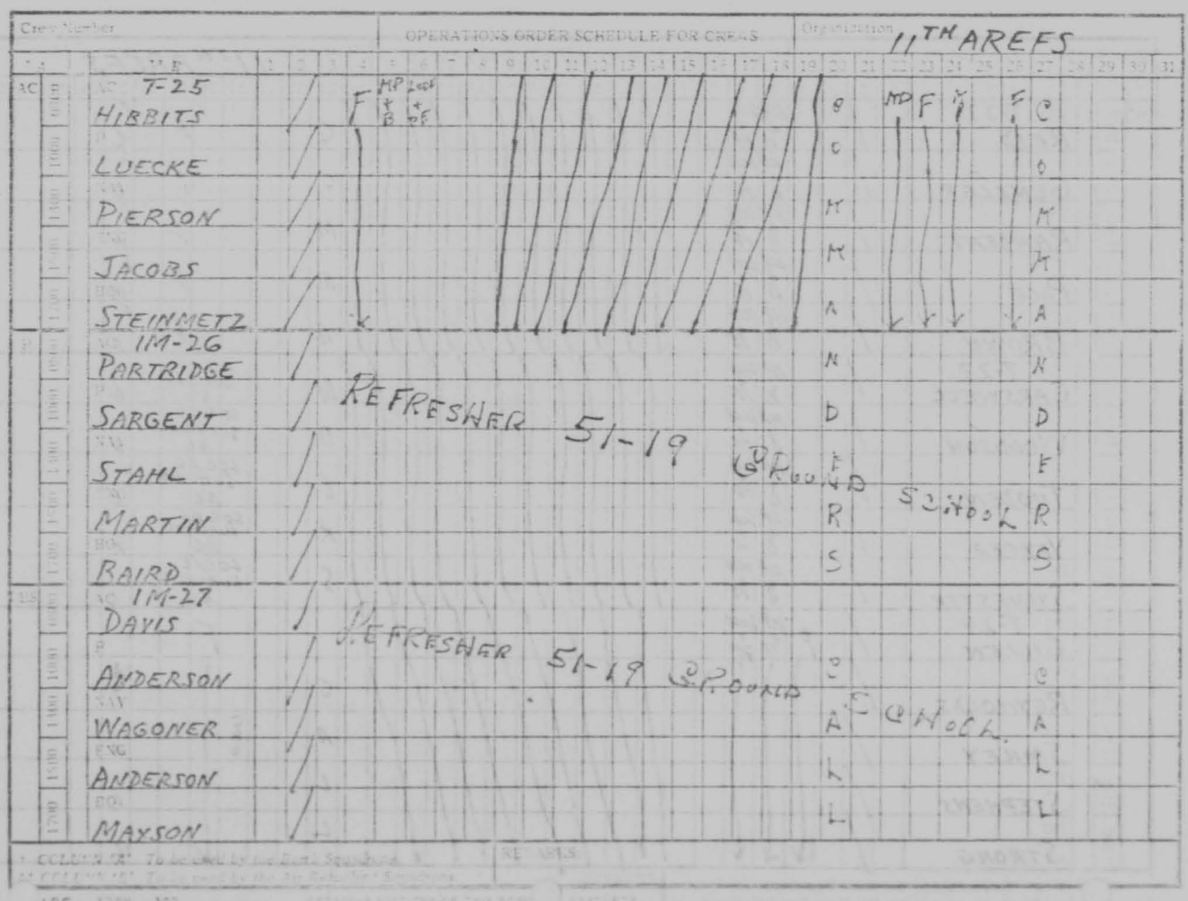


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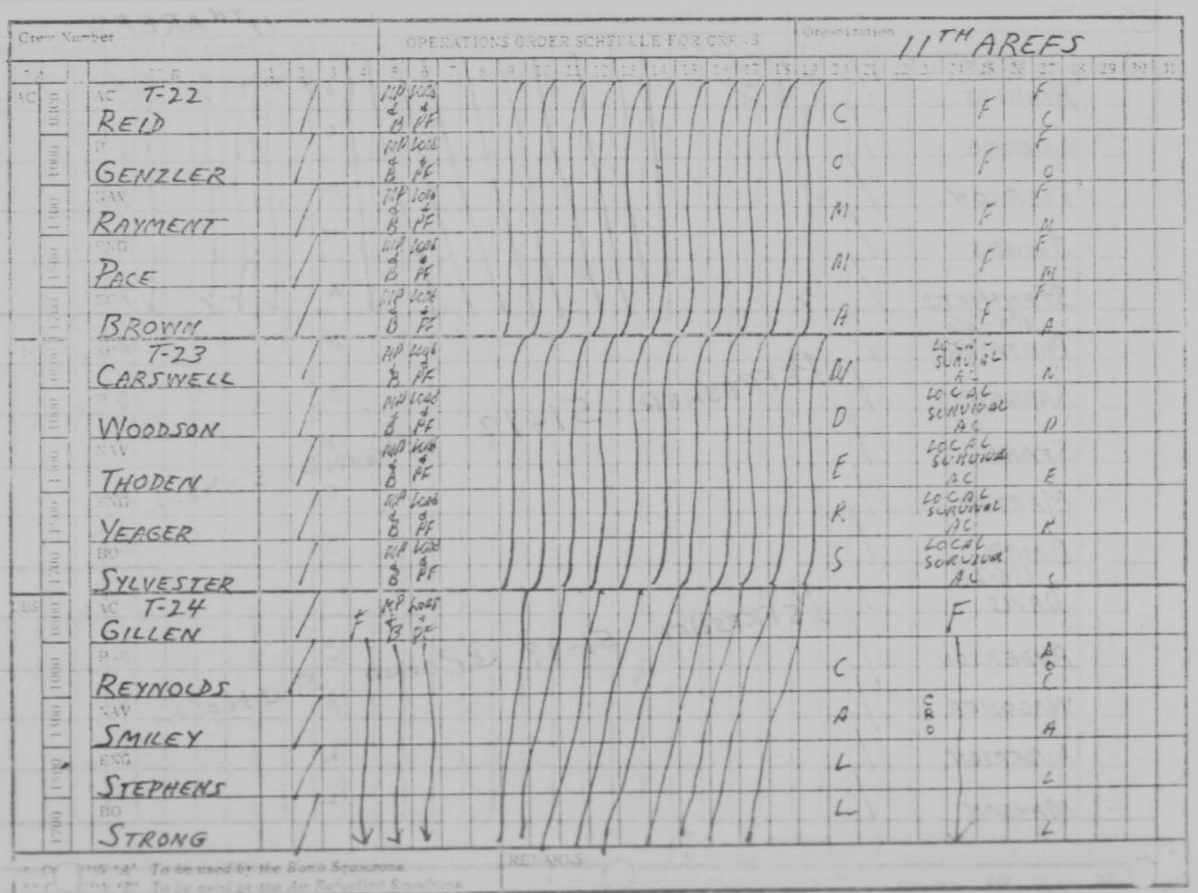


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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization: 11 AREFS

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC 1ST-40 SIELBEZK | | / | | | | | | | | | | | | | | | | | | | C | | | | | | | C | | | | |
| | 1000 | P JANUSKA | | / | | | | | | | | | | | | | | | | | | | O | | | | | | | O | | | | |
| | 1300 | NAV EDDINS | | / | | | | | | | | | | | | | | | | | | | M | | | | | | | M | | | | |
| | 1500 | ENG DAVIS | | / | | | | | | | | | | | | | | | | | | | | | | | | | | M | | | | |
| | 1700 | EO SCHMITT | | / | | | | | | | | | | | | | | | | | | | A | | | | | | | A | | | | |
| P | 0800 | AC 1ST-36 DAVIES | | / | | | | | | | | | | | | | | | | | | | N | | | | | | | N | | | | |
| | 1000 | P McMANUS | | / | | | | | | | | | | | | | | | | | | | D | | | | | | | D | | | | |
| | 1300 | NAV McRAE | | / | | | | | | | | | | | | | | | | | | | | | | | | | | E | | | | |
| | 1500 | ENG GODSKI | | / | | | | | | | | | | | | | | | | | | | R | | | | | | | | | | | |
| | 1700 | EO SATTERFIELD | | / | | | | | | | | | | | | | | | | | | | S | | | | | | | S | | | | |
| DES | 0800 | AC 1ST-37 HALLAM | | / | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P GOODMAN | | / | | | | | | | | | | | | | | | | | | | C | | | | | | | C | | | | |
| | 1300 | NAV KOLAR | | / | | | | | | | | | | | | | | | | | | | A | | | | | | | A | | | | |
| | 1500 | ENG MOBERG | | / | | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |
| | 1700 | EO CRAFT | | / | | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |

REFRESHER 51-19 GROUND SCHOOL

REFRESHER 51-19 GROUND SCHOOL

REFRESHED 51-19 GROUND SCHOOL

* COLUMN 'A' To be used by the Bomb Squadrons

** COLUMN 'B' To be used by the Air Refueling Squadrons

REMARKS

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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11TH DREFS

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC IM-38 HAMM | | / | | | | | | | | | | | | | | | | | | C | | | | | | | C | | | | |
| | 1000 | P | | / | | | REFRESHED | | | | | | | | | | | | | | | O | | | | | | | O | | | | |
| | 1300 | NAV MIXSON | | / | | | | | | | | | | | | 51-19 | | | | | | | | | | | | | M | | | | |
| | 1500 | ENG WATFORD | | / | | | | | | | | | | | | | | | | | | M | | | | | | | | | | | |
| | 1700 | BO BROWN | | / | | | | | | | | | | | | | | | | | | A | | | | | | | A | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | H | | | | | | | H | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | D | | | | | | | D | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | E | | | | | | | E | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | R | | | | | | | R | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | S | | | | | | | S | | | | |
| UDS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | C | | | | | | | C | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | A | | | | | | | A | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |

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REMARKS

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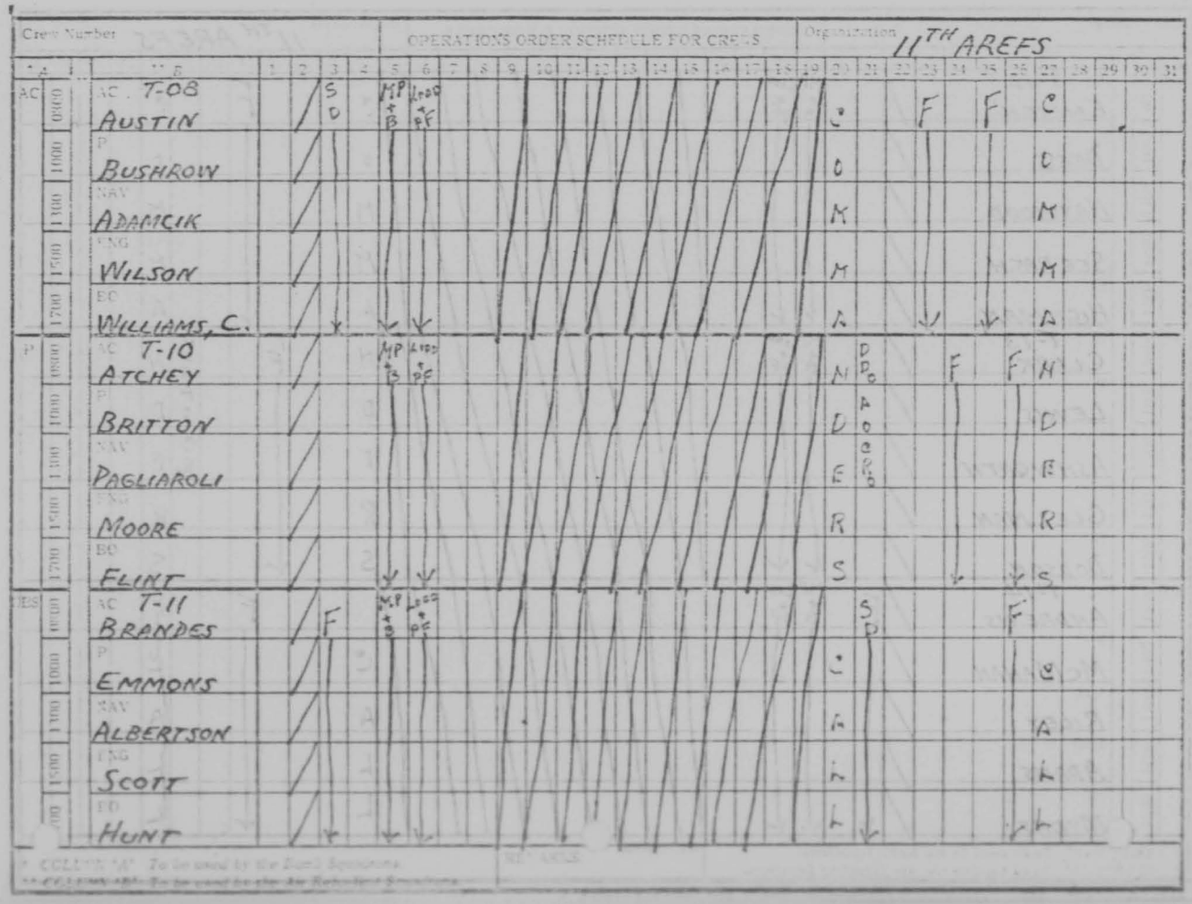




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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11TH AREFS

| * A | | * B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T-19 SCURO | | / | | | MP & B | Load & PF | | | | | | | | | | | | | | C | | | | | F | | C | | | | |
| | 1000 | P BROWN | | / | | | MP & B | Load & PF | | | | | | | | | | | | | | O | | | | | F | | O | | | | |
| | 1300 | NAV DRAPER | | / | | | MP & B | Load & PF | | | | | | | | | | | | | | M | | | | | F | | M | | | | |
| | 1500 | ENG GREEN | | / | | | MP & B | Load & PF | | | | | | | | | | | | | | M | | | | | F | | M | | | | |
| | 1700 | EO ALVAREZ | | / | | | MP & B | Load & PF | | | | | | | | | | | | | | A | | | | | F | | A | | | | |
| P | 0800 | AC T-20 MAHONEY | | / | | S/A | MP & B | Load & PF | | | | | | | | | | | | | | N | | | T F | | C R O | F | N | | | | |
| | 1000 | P JEFFORDS | | / | | S/A | MP & B | Load & PF | | | | | | | | | | | | | | D | | | T F | | C R O | F | D | | | | |
| | 1300 | NAV LAMBERT | | / | | S/A | MP & B | Load & PF | | | | | | | | | | | | | | E | | | T F | | C R O | F | E | | | | |
| | 1500 | ENG DUCKETT | | / | | S/A | MP & B | Load & PF | | | | | | | | | | | | | | R | | | T F | | C R O | F | R | | | | |
| | 1700 | EO FORESTER | | / | | S/A | MP & B | Load & PF | | | | | | | | | | | | | | S | | | T F | | C R O | F | S | | | | |
| PBS | 0800 | AC T-21 PEARSON | | / | | F | MP & B | Load & PF | | | | | | | | | | | | | | | C R O | | F | F | | | F | | | | |
| | 1000 | P McMANUS | | / | | F | MP & B | Load & PF | | | | | | | | | | | | | | C | C R O | | F | F | | | F C | | | | |
| | 1300 | NAV BOWLES | | / | | F | MP & B | Load & PF | | | | | | | | | | | | | | A | C R O | | / | F | | | F A | | | | |
| | 1500 | ENG FARROW | | / | | F | MP & B | Load & PF | | | | | | | | | | | | | | L | C R O | | / | F | | | F L | | | | |
| | 1700 | EO FROWERT | | / | | F | MP & B | Load & PF | | | | | | | | | | | | | | L | C R O | | / | F | | | F L | | | | |

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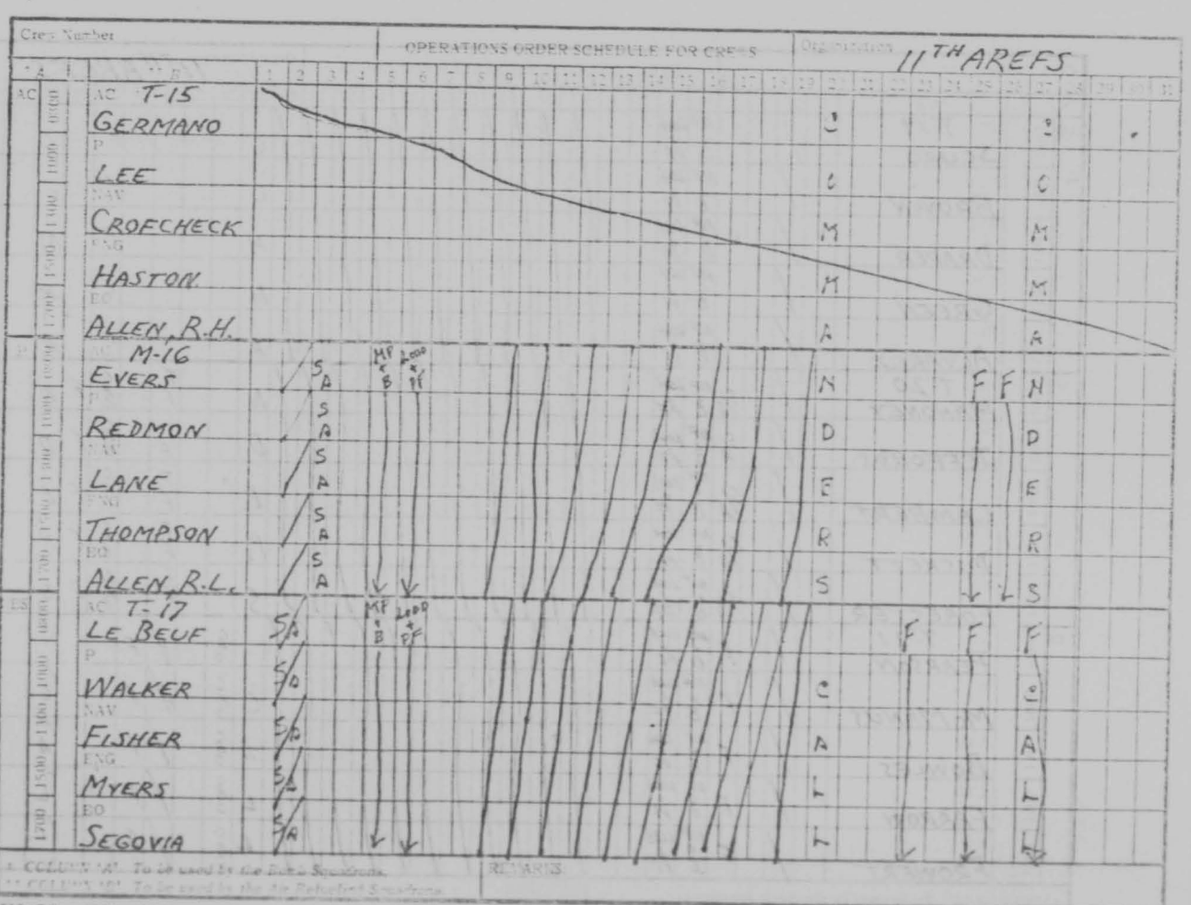


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| Crew Number | | | OPERATIONS ORDER SCHEDULE FOR CREWS | | | | | | | | | | | | | | | | | | | Organization 11 AREFS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | [illegible] | 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 |
| AC | 0800 | AC T-35 HALL | | / | | | MD/TB | LOAD + PF | | | / | / | / | / | / | / | / | / | / | / | / | C | | F | | | | | C | | | | |
| | 1000 | P PHILLIPS | | / | | | ↓ | ↓ | | | / | / | / | / | / | / | / | / | / | / | / | O | | ↓ | | | | | O | | | | |
| | 1300 | NAV HOMMETT | | / | | | ↓ | ↓ | | | / | / | / | / | / | / | / | / | / | / | / | M | | ↓ | | | | | M | | | | |
| | 1500 | ENG FRYMAN | | / | | | ↓ | ↓ | | | / | / | / | / | / | / | / | / | / | / | / | M | | ↓ | | | | | M | | | | |
| | 1700 | BO HAMMETT | | / | | | ↓ | ↓ | | | / | / | / | / | / | / | / | / | / | / | / | A | | ↓ | | | | | A | | | | |
| P | 0800 | AC 1M-34 SHERILL | | / | | | REFRESHER 51-19 GROUND SCHOOL | | | | | | | | | | | | | | | N | | | | | | | N | | | | |
| | 1000 | P BEAL | | / | | | | | | | | | | | | | | | | | | D | | | | | | | D | | | | |
| | 1300 | NAV SMITH | | / | | | | | | | | | | | | | | | | | | E | | | | | | | E | | | | |
| | 1500 | ENG ROBERTSON | | / | | | | | | | | | | | | | | | | | | | | | | | | | R | | | | |
| | 1700 | BO BENNETT | | / | | | | | | | | | | | | | | | | | | S | | | | | | | S | | | | |
| DS | 0800 | AC VALKENAAR | | / | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P CHILDS | | / | | | REFRESHER 51-19 GROUND SCHOOL | | | | | | | | | | | | | | | C | | | | | | | C | | | | |
| | 1300 | NAV ROSENSTEIN | | / | | | | | | | | | | | | | | | | | | A | | | | | | | A | | | | |
| | 1500 | ENG SWURZCEK | | / | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |
| | 1700 | BO McADAMS | | / | | | | | | | | | | | | | | | | | | L | | | | | | | L | | | | |

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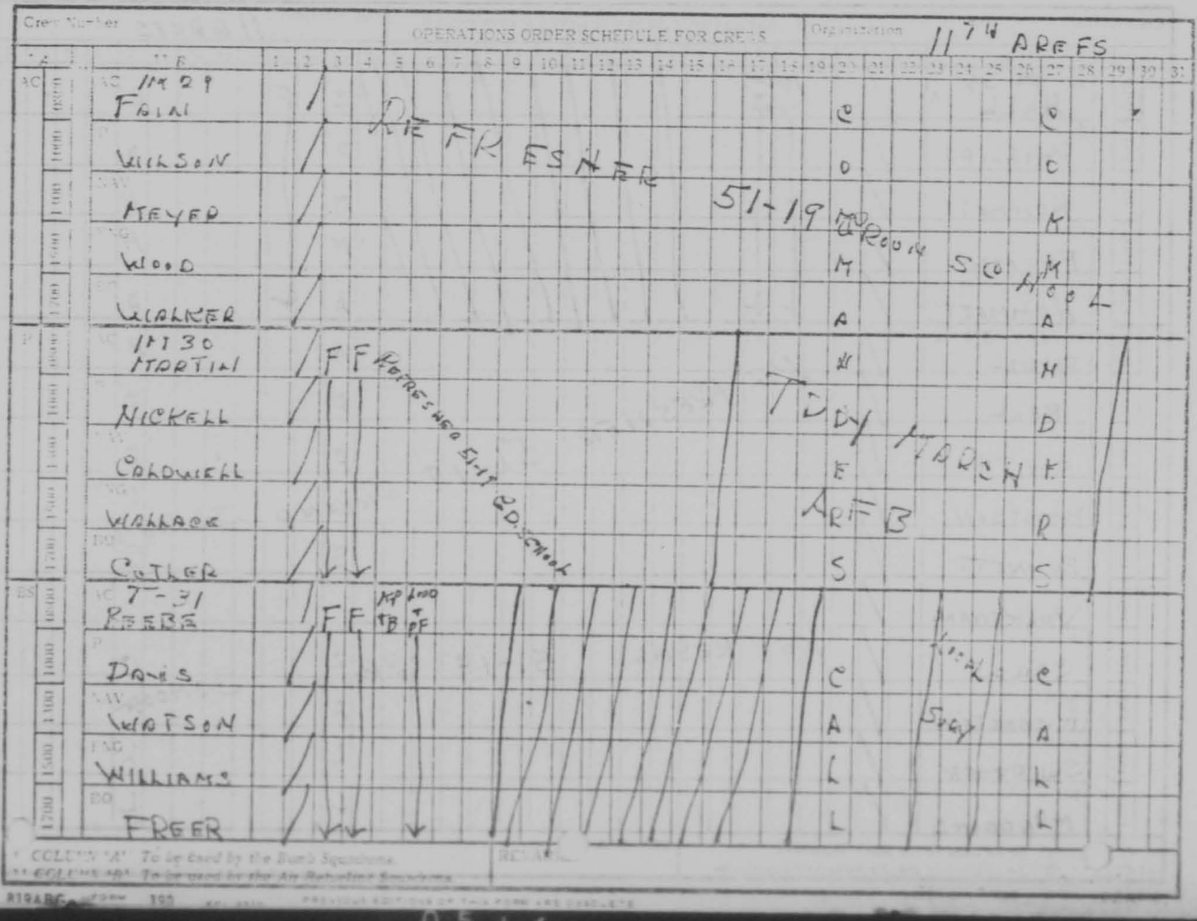


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| Crew Number | | | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 11TH AREFS |
|---|---|---|---|---|
| * A | | ** B | Days 1–31 | |
| AC | 0800 | AC T-05 RAST | 3: F; 5: MP + B; 6: Load + PF; 20: COMMANDERS; 21: HG; 24: F; 27: F C [illegible] | |
| | 1000 | P GECEWICZ | | |
| | 1300 | NAV WEBB | | |
| | 1500 | ENG SADLER | | |
| | 1700 | EO CRENSHAW | | |
| P | 0800 | AC T-06 STUTLER | 3: F; 5: MP + B; 6: Load + PF; 20: S COMMANDERS; 25: F; 27: NDERS | |
| | 1000 | P COBBLE | | |
| | 1300 | NAV COTANCHE | | |
| | 1500 | ENG DANNER | | |
| | 1700 | BO BRANSON | | |
| BS | 0800 | AC T-07 RAKESTRAW | 5: MP + B; 6: Load + PF; 20: ANDERS; 23–25: SURVIVAL TRANSIT; 27: [illegible] | |
| | 1000 | P CIZEK | | |
| | 1300 | NAV GALLAGHER | | |
| | 1500 | ENG CUNNINGHAM | | |
| | 1700 | BO WILLIAMS, R.L. | | |

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** COLUMN "B" To be used by the Air Refueling Squadrons.

REMARKS

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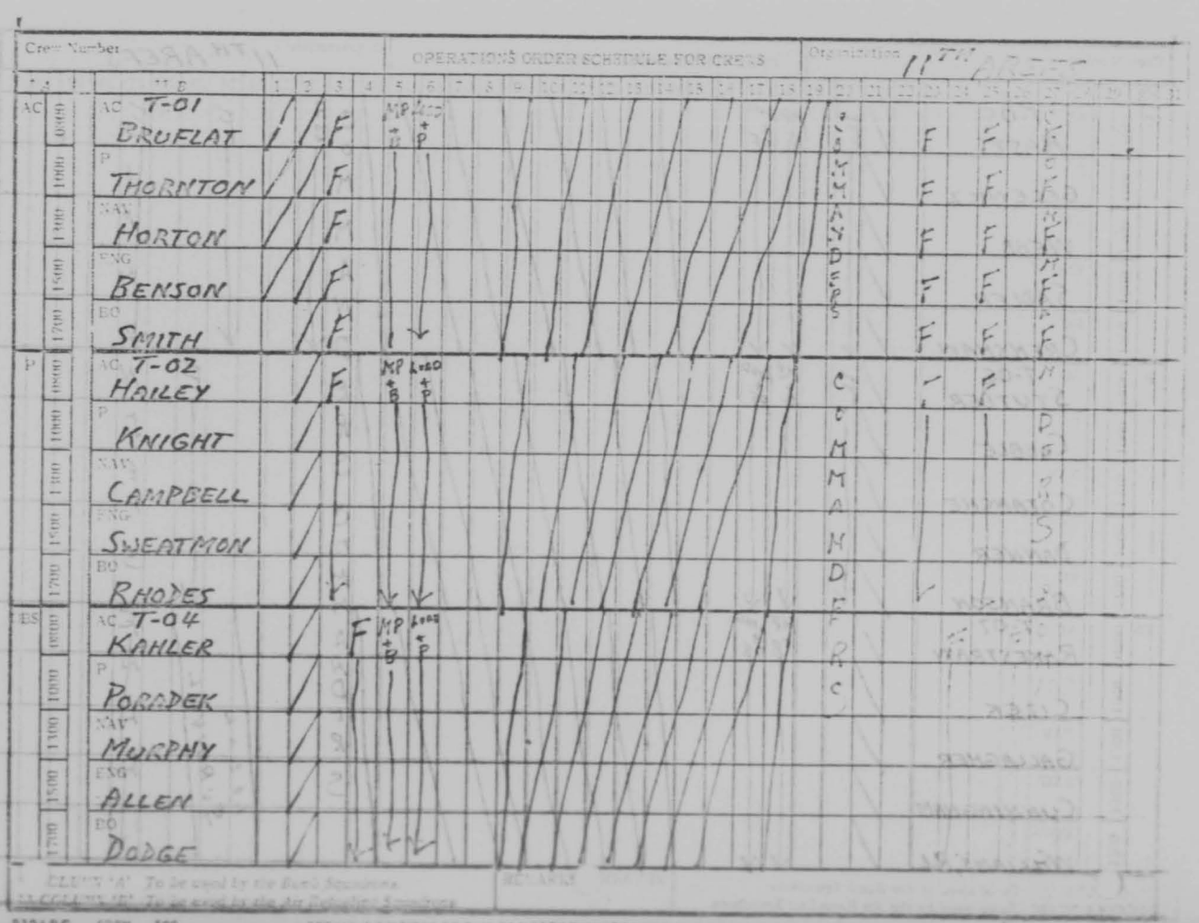


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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

AIR REFUELING RECAP





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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

AIR REFUELING

1. The following air refueling sorties will be furnished on dates with units as indicated:

| DATE | 11th ARS Dyess | 310th ARS Schilling | Randolph | 90th ARS Forbes AFB | 68th ARS Bunker Hill AFB |
|---|---|---|---|---|---|
| 3 | 4 | | | | |
| 4 | 6 | | | | |
| 5 | | 1 | | 2 | |
| 6 | | | | 2 | |
| 9 | | 1 | 4 | | |
| 10 | | 2 | | 2 | |
| 11 | | 1 | 3 | | |
| 12 | | 2 | | 2 | |
| 13 | | 2 | | 2 | |
| 17 | | 2 | | 2 | |
| 18 | | 2 | | 2 | |
| 20 | | | | | 2 |
| 23 | 6 | | | | |
| 24 | 1 | 1 | 3 | | 2 |
| 25 | 4 | 1 | | | 2 |
| 26 | 4 | 1 | | | 2 |
| 27 | 4 | | | | 3 |
| 30 | 4 | | | | 2 |
| TOTAL | 33 | 17 | 10 | 14 | 13 |
| GRAND TOT | 87 | | | | |

a. The following air refueling sorties are assigned squadrons as indicated.

| | 11th ARS | Schilling | Randolph | Forbes | Bunker Hill |
|---|---|---|---|---|---|
| 3 | 2-10th<br>1-12th<br>1-490th | | | | |
| 4 | 2 each Sq | | | | |
| 5 | | 490th | | 1-10th<br>1-12th | |
| 6 | | | | 2-10th | |
| 9 | | 1-12th | 1-10th<br>2-490th<br>1-12th | | |
| 10 | | 1-10th<br>1-12th | | 2-490th | |
| 11 | | 1-490th | 1-10th<br>2-12th | | |

APP VI ANNEX B
341st Ops Ops Order 475-57
1 September 1957

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

| DATE | 11th ARS Dyess | 310th ARS Schilling | Randolph | 90th ARS Forbes AFB | 68th ARS Bunker Hill AFB |
|---|---|---|---|---|---|
| 12 | | 1-10th<br>1-12th | | 2-490th | |
| 13 | | 2-10th | | 1-490th<br>1-12th | |
| 17 | | 2-12th | | 1-10th<br>1-490th | |
| 18 | | 1-10th<br>1-490th | | 2-12th | |
| 20 | | | | | 1-490th<br>1-12th |
| 23 | 2 each Sq | | | | |
| 24 | 1-10th | 1-12th | 1-10th<br>1-12th<br>1-490th | | 1-10th<br>1-490th |
| 25 | 1-10th<br>2-12th<br>1-490th | 1-10th | | | 1-12th<br>1-490th |
| 26 | 1-10th<br>1-12th<br>2-490th | 1-490th | | | 1-10th<br>1-12th |
| 27 | 2-10th<br>1-12th<br>1-490th | | | | 1-10th<br>1-12th<br>1-490th |
| 30 | 1-10th<br>2-12th<br>1-490th | 1-490th | | | 1-12th<br>1-10th |

APP VI ANNEX B
341ST Ops Order 475-57
1 September 1957



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## AIR REFUELING

1. Air refueling sorties have been coordinated by dates and tanker units, as indicated on the attached recap sheet and in the following information.

2. All air refueling sorties will require a back-up aircraft to be scheduled during August and for a permanent wing policy thereafter. The squadron flying the primary refueling mission will furnish the back-up wherein possible. If such procedure is not possible Wing Operations will schedule a crew from another squadron as a back-up.

3. Tanker call sign and respective Wing Control Room call signs will be distributed under separate cover for the month of September.

4. The following data is published for squadron information in utilization of air refueling sorties. Coordination information is submitted for planning purposes.

a. 11th AREFS, Dyess Air Force Base, Texas

Communications Plan ZI ALPHA CORA

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA |
|---|---|---|---|---|
| ORB BT | 3238N-9904W | 3242N-10021W | 3219N-10146W | 3451N-10119W |
| REND PT | 3127N-9906W | 3132N-10023W | 3249N-10030W | 3357N-10025W |
| END REF | 2928N-9911W | 2952N-10026W | 3338N-9818W | 3223N-9854W |
| TC | 180 | 180 | 065 | 139 |

| NICK NAME | ABUNDANCE QUEBEC | ABUNDANCE ZULU |
|---|---|---|
| ORB BT | 3419N-10159W | 3157N-9600W |
| REND PT | 3338N-10051W | 3057N-9516W |
| END REF | 3226N-9856W | 2936N-9417W |
| TC | 125 | 147 |

Communications Plan ZI ALPHA ANN

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA |
|---|---|---|---|---|
| ORB PT | 3238N-9939W | 3242N-10056W | 3151N-10130W | 3431N-10147W |
| REND PT | 3127N-9940W | 3132N-10058W | 3221N-10015W | 3337N-10053W |
| END REF | 2928N-9943W | 2952N-10100W | 3310N-9804W | 3204N-9923W |
| TC | 180 | 180 | 065 | 139 |

| NICK NAME | ABUNDANCE QUEBEC | ABUNDANCE ZULU |
|---|---|---|
| ORB BT | 3354N-10221W | 3141N-9628W |
| REND PT | 3312N-10112W | 3040N-9545W |
| END REF | 3201N-9918W | 2920N-9446W |
| TC | 125 | 147 |

Communications Plan ZI ALPHA BETTY

| NICK NAME | ABUNDANCE BRAVO | ABUNDANCE CHARLIE | ABUNDANCE DELTA | ABUNDANCE PAPA | ABUNDANCE QUEBEC |
|---|---|---|---|---|---|
| ORB PT | 3238N-10015W | 3242N-10132W | 3123N-10114W | 3411N-10216W | 3328N-10242W |
| REND PT | 3127N-10015W | 3132N-10133W | 3152N-10000W | 3318N-10121W | 3248N-10133W |
| END REF | 2928N-10017W | 2952N-10134W | 3241N-9744W | 3145N-9949W | 3137N-9940W |
| TC | 180 | 180 | 065 | 139 | 125 |

APP V TO ANNEX B
341st Ops Order 475-57
1 September 1957

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(A) RANDOLPH AFB AIR REFUELING

| MISSION DESIGNATION | ECHO | FOXTROT | GOLF | HOTEL |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0938 | 0940 | 0942 | 0944 |
| TANKER CALL SIGN | WATERHOLE #5 | WATERHOLE #6 | WATERHOLE #7 | WATERHOLE #8 |
| RECEIVER IP | 33°43' N 99°20' W | 32°56' N 99°48' W | 33°47' N 100°20' W | 32°43' N 100°55' W |
| ORBIT POINT | 31°08' N 99°20' W | 30°36' N 99°49' W | 31°21' N 100°11' W | 31°18' N 100°49' W |
| RENDEZVOUS POINT | 29°58' N 99°20' W | 29°26' N 99°48' W | 30°11' N 100°11' W | 30°08' N 100°49' W |
| END REFUELING POINT | 28°28' N 99°06' W | 29°13' N 99°48' W | 28°42' N 100°30' W | 29°22' N 100°50' W |
| REFUELING TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 16,500 | 17,500 | 15,500 | 16,500 |
| RECEIVER ETA ORBIT PT. | 1038 | 1040 | 1052 | 1105 |
| RECEIVER ETA RNDZ PT. | 1057 | 1059 | 1111 | 1124 |
| INITIAL CONTACT FREQ. | 303.2 | 240.6 | 318.0 | 324.2 |
| PRIMARY WORK. FREQ. | 303.2 | 240.6 | 318.0 | 352.6 |
| SECONDARY WORK. FREQ. | 252.6 | 352.6 | 352.6 | NONE |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | T6-R5 |
| APN 76 SETTING | T6-R7 | T5-R7 | T5-R7 | 1-3 |
| APN 69 SETTING | 2 | 2-2 | 1-2 | 190 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 205 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 15,000 |
| WET OFFLOAD IN Lbs | 15,000 | When Poss | When Poss | When Poss |
| DRY HOOKUPS (IN HOURS) | 32-52 Min. | 24-44 Min | 32-52 Min | 26-41 Min |

APP VI ANNEX B
341st Ops Order 475-57
1 September 1957



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(B)

| MISSION DESIGNATION | ALPHA | BRAVO | COCOA | DELTA |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0930 | 0932 | 0934 | 0936 |
| TANKER CALL SIGN | #1 WATERHOLE | #2 WATERHOLE | #3 WATERHOLE | #4 WATERHOLE |
| RECEIVER IP | 32°15' N 96°16' W | 31°53' N 96°35' W | 33°14' N 97°46' W | 33°55' N 98°30' W |
| ORBIT POINT | 30°05' N 95°48' W | 30°09' N 96°24' W | 30°12' N 96°56' W | 31°14' N 98°32' W |
| RENDEZVOUS POINT | 28°57' N 25°43' W | 29°00' N 96°13' W | 29°01' N 96°50' W | 30°04' N 98°32' W |
| END REFUELING POINT | 29°15' N 94°57' W | 28°42' N 96°13' W | 28°11' N 96°59' W | 30°49' N 98°25' W |
| REFUELING TRACK | 177° | 178° | 176° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 17,500 | 15,500 |
| RECEIVER ETA ORBIT PT | 1026 | 1023 | 1015 | 1023 |
| RECEIVER ETA RNDZ PT | 1045 | 1042 | 1034 | 1042 |
| INITIAL CONTACT FREQ. | 256.0 | 266.2 | 279.8 | 291.9 |
| PRIMARY WORK. FREQ. | 256.0 | 266.2 | 279.8 | 291.9 |
| SECONDARY WORK. FREQ. | 352.6 | 352.6 | 352.6 | 352.6 |
| VHF BACK-UP FREQ | NONE | NONE | NONE | NONE |
| APN 76 SETTING | T7-R4 | T4-R8 | T7-R8 | T6-R4 |
| APN 69 SETTING | 1-2-1 | 2-1 | 1-1-2 | 2-1-1 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 190 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 205 |
| WET OFFLOAD IN Lbs. | 15,000 | 15,000 | 15,000 | 15,000 |
| DRY HOOKUPS (IN HOURS) | 26-41 Min | 25-40 Min | 27-42 Min | 26-43 Min |

Randolph Sorties

| | | |
|---|---|---|
| 10th Bomb Sq | 9 Sep | Plan - ECHO - FOXTROT |
| | 11 Sep | Plan - ECHO |
| | 24 Sep | Plan - FOXTROT |
| 12th Bomb Sq | 9 Sep | Plan - BRAVO |
| | 11 Sep | Plan - FOXTROT |
| | 24 Sep | Plan - HOTEL |
| 490th Bomb Sq | 9 Sep | Plan - COCOA |
| | 11 Sep | Plan - GOLF |
| | 24 Sep | Plan - GOLF |

APP VI ANNEX B
Ops Order 475-57
1 September 1957



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(C)

REFUELING COORDINATION

1. 310th ARS, Schilling AFB, Kansas

| | PLAN #2 | PLAN #4 |
|---|---|---|
| RECEIVER IP | 34-25N 99-12W | 34-11N 98-53W |
| ORBIT | Dodge City | 37-52N 98-48W |
| RENDEZVOUS | 39-00N 100-17W | Russel, Kansas |
| TRUE COURSE | 349° | 001° |
| ALTITUDE | 145M' | 16.5M' |
| END-REFUELING | North Platte | 40-52N 98-45W |
| COMM PLAN | ZI Alpha Opal | ZI Alpha Queen |

2. 90th ARS Forbes AFB, Kansas.

| | PLAN #1 | PLAN #2 |
|---|---|---|
| ORBIT | Gage, Oklahoma | Columbia, Mo |
| RENDEZVOUS | 37-18N 99-29W | 40-00N 92-42W |
| TRUE COURSE | 017° | 334° |
| ALTITUDE | 15M | 15M |
| COMM PLAN | ZI Alpha Ann | ZI Alpha Cora |

APP V TO ANNEX B
341st Ops Order 475-57
1 September 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

GROUND TRAINING





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APP VII ANNEX B )
OPERATIONS ORDER)
NUMBER 475-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

GROUND TRAINING

1. Special Weapons, Block Training and Local Survival quotas are mandatory requirements. The Commander 819th Air Division has directed that these quotas be supported unless written permission is received from the Division Director of Operations to cancel or not support a quota.

2. Index of training requirements contained within this annex.

| REQUIREMENTS | PARAGRAPH |
|---|---|
| Altitude Chamber | 3 |
| Block Training - B-47 | 4 |
| EWP Study | 5 |
| Hand Gun Qualification | 6 |
| Instrument School | 7 |
| Instrument Card Renewals | 8 |
| Inflight Maintenance | 9 |
| Judo | 10 |
| OQ Range | 11 |
| P.T. | 12 |
| Survival, Local | 13 |
| Survival, Aquatic | 14 |
| Special Weapons | 15 |
| Trainers | 16 |

3. Altitude Chamber: Carswell AFB, Texas. Nine passenger quotas have been allocated this wing for 3 September. Distribution of quotas as as follows:

| 10th | 12th | 490th | A&E | PM | FM |
|---|---|---|---|---|---|
| 2 Crew Chiefs | 2 Crew Chiefs | 2 Crew Chiefs | 1 | 1 | 1 |

Thirteen aircrew refresher spaces have been allocated for 9 September. Personnel will be advised by wing ground training section based on information from wing and air base group form 5 sections.

4. Block Training - B-47: Base Training Flight Bldg. 8202. Duration 5 days. Reporting 0800 hours.

57J2 - 3-6 Sept
10th - Pendergast
12th - Hall
490th - Yom

57J2 - 9-13 Sept
10th - Hull
12 - Crehan
12 - Ballard
490th - McClarnon

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57K2 - 16-20 Sept
12th - Long, WD
490th - Welling
490th - Hopwood

57L2 - 23-27 Sept
10th - Podbesek
10th - Routh
12th - Long, WE
12th - Foor
490th - Yon

5. EWP Study: Plans Division. Duration: 8 hours on dates indicated. Reporting at 0800 hours.

a. 10th Bomb Squadron

| DATE | CREWS |
|---|---|
| 13 | Flowers |
| 6 | Podbesek-Hammond-Ligon |
| 9 | Brechel |
| 10 | Warner |
| 17 | Routh |
| 18 | Platner |
| 19 | Pendergast-Graves-McKnight |
| 6 | Hull |

b. 12th Bomb Squadron

| DATES | CREWS |
|---|---|
| 3 | Barrett |
| 9 | Payton-Long, WE |
| 10 | Youngmark |
| 13 | Atkins-Ballard |
| 18 | Foor |
| 16 | Ritter |
| 20 | Weeks |
| 23 | Krueger |
| 25 | Long, WD |
| 26 | Creahan-Hall |
| 27 | Jennings |

c. 490th Bomb Squadron.

| DATE | CREWS |
|---|---|
| 6 | McClarnon-Yon |
| 12 | Welling |
| 13 | Smith-Hopwood |
| 16 | Ware |
| 19 | Elzey |
| 24 | Frey |
| 29 | Guzowski |
| 5 | Griffis |
| 20 | DeSomer- Boyd |

6. Hand Gun Qualification: Will be included in Block Training for all B-47 ready crews.

| DATES | TIME | ORG |
|---|---|---|
| Mon - 9,16,23,30 | 0800-1200 | 11th AREF SQ |
| Tues- 3,10,17,24,31 | 0800-1700 | Available for initial course |
| Wed - 4,11,18,25 | 0800-1200 | 4th SSS |
| Thurs- 5,12,19,26 | 0800-1700 | Available for init course |
| Fri - 6,13,20,27 | 0800-1700 | Block Training |



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7. Instrument School: Bldg 8202. 2 days, 3rd and 4th September. 0800-1700 hours.

8. Instrument Card Renewals: The following personnel have been reported by the Form 5 Section as due intrument cards on dates indicated.

| SEPTEMBER | OCTOBER | NOVEMBER | |
|---|---|---|---|
| 10 VanGaasbeck | 2 Trail | 1 Fraser | 18 Barrett |
| 20 Haltom | 4 Ware | 2 Carman | 19 Griffin |
| 21 Kyle | 6 Hudson | 3 Wilson | 21 Bridges |
| 24 Stevens, BH | 8 Youngmark | 6 Dahl | 21 Rozell |
| 25 Walsh | 12 White | 6 McKinney | 23 Baughan |
| 26 DeSomer | 14 Kruger | 7 Podbesek | 28 Hammond |
| 27 Dumont | 20 Weeks | 12 Boyd | |
| 27 McClarnon | 22 Dollard | 13 Rice | |
| 28 Warren | 24 Lockhart | 14 Sprinkel | |
| 30 Conn | 24 Marsh | 15 Platner | |

9. Observer IFM: B-47 MTD Bldg 8202. Duration 4 hours. 0800-1200 on dates indicated. Observers will carry their own IFM Manuals to class.

10th Bomb Squadron

| DATE | NAME | DATE | NAME |
|---|---|---|---|
| 17 | Cobb | 16 | Meehan |
| 9 | Trexler | 30 | L'Abbe |
| 12 | Brzozowski | 20 | Jenkins |
| 5 | Roe | 23 | Wightman |
| 4 | Dudderar | 30 | Hudson |

490th Bomb Squadron

| DATE | NAME | DATE | NAME |
|---|---|---|---|
| 4 | Williams | 8 | Maxwell |
| 6 | Diggs | 16 | Zavalydriga |
| 6 | Schumacher | 20 | McCoy |
| 4 | Radcliffe | 20 | Stillwell |

10. Combative Measures (Judo): Bldg 7008 South Warehouse, Base Gym. This requirement is included in block training for all B-47 ready crews. 0800-1000 and 1300-1500 hours daily for 51-19 training.

11. OQ Range: Quotas for September are assigned as follows:

| 2 Sept | 9 Sept | 16 Sept |
|---|---|---|
| PTF - 2 | PTF - 2 | PTF -1 |
| 10th - 1 | 490th - 1 | 12th - 1 |

| 23 Sept | 30 Sept |
|---|---|
| PTF - 1 | PTF - 1 |
| 10th - 1 | 12th - 1 |
| | 490th - 1 |



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APP VII ANNEX B

12. Physical Conditioning: Crews should have completed 12 hours by 31 September. Classes conducted daily 1000-1200 and 1500-1700 hours.

13. Local Survival: Report to Base Training Flight at 0800 hours on class starting date. Duration 3 days.

| DATES | 10th BS | 12th BS | 490th BS | 11th ARS |
|---|---|---|---|---|
| 4 | | | | |
| 9 | | | Brudzinski | |
| 11 | | | Smith-Monge | |
| 16 | Graves | Weeks | Welling-Yon | |
| 18 | | | Elzey | |
| 23 | Hammond | | | |
| 25 | Platner | Ritter | Hopwood | Beebe-Carswell& |
| 30 | Youngblood-Dudderar | Youngmark | Alsobrook-Frey | Rakestraw |
| | | | Guzowski | |

NOTE: Students will have in their possession the following equipment when reporting to class:

a. Raincoat
b. Sleeping bag or 3 blankets
c. Canteen, 1 pistol belt
d. Soap, Razor, Towel, Toothbrush, Hunting Knife, and Flashlight
e. Fatigues
f. One number 10 can
g. Insect repellant

14. Aquatic Survival

| DATES | 10th | 12th | 490th | 11th |
|---|---|---|---|---|
| 3 | | | | |
| 5 | | | | |
| 6 | | | | |
| 10 | | | Elzey | |
| 12 | | | | |
| 13 | McKnight | | Hopwood | |
| 17 | | | | |
| 19 | | | Smith | |
| 20 | | | | |
| 24 | | | | |
| 26 | | | Boyd-Yon | |
| 27 | Flowers | | McClarnon | |

15. Special Weapons. Bldg 5008, duration 3 days.

| 3 - 5 | 9 - 11 | 16 - 18 | 23 - 25 | 30 - 2 |
|---|---|---|---|---|
| 10th -- | Routh | Podbesek | Hull | Platner |
| 10th -- | Pendergast | Ligon | -- | Brechel |
| 10th -- | Flowers | | -- | -- |
| 12th -- | Foor | | -- | Ballard |
| 12th -- | -- | | -- | Ritter |
| 490th | | | Guzowski | Ware |
| 490th Boyd | DeSomer | | McClarnon | Elzey |

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APP VII ANNEX B

16. Trainers:

| TIME | C-11 #1 1-15 Sept | C-11#1 16-30 Sept | C-11 #2 1-15 Sept |
|---|---|---|---|
| 0800-1000 | PTF | 96th | 10th |
| 1000-1200 | PTF | 96th | 12th |
| 1300-1500 | PTF | 96th | 490th |
| 1500-1700 | PTF | 96th | PTF |

C-11 #2
16-30 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 10 | 12 | 490 | 10 | 12 |
| 1000-1200 | 490 | 10 | 12 | 490 | 10 |
| 1300-1500 | PTF | PTF | PTF | PTF | PTF |
| 1500-1700 | PTF | PTF | PTF | PTF | PTF |

T-1A
1-15 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 10 | 2 | 490 | 10 | 12 |
| 1000-1200 | 490 | 10 | 12 | 490 | 10 |
| 1300-1500 | PTF | PTF | PTF | PTF | SB |
| 1500-1700 | PTF | PTF | PTF | PTF | PTF |

T-1A
16-30 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 10 | PTF | 12 | PTF | 490 |
| 1000-1200 | PTF | 10 | 12 | 490 | PTF |
| 1300-1500 | 96 | 96 | 96 | 96 | 96 |
| 1500-1700 | 96 | 96 | 96 | 96 | 96 |

T-2A
1-15 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 10 | 12 | 490 | 10 | 12 |
| 1000-1200 | 490 | 10 | 12 | 490 | 10 |
| 1300-1500 | 12 | 490 | 10 | 12 | 490 |
| 1500-1700 | 10 | 12 | 490 | 10 | 12 |

T-2A
16-30 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 12 | 490 | 10 | 12 | 490 |
| 1000-1200 | 10 | 12 | 490 | 10 | 12 |
| 1300-1500 | 96 | 96 | 96 | 96 | 96 |
| 1500-1700 | 96 | 96 | 96 | 96 | 96 |

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APP VII ANNEX B

T-3A
16-30 Sept

| | Mon | Tue | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 96 | 96 | 96 | 96 | 96 |
| 1000-1200 | 96 | 96 | 96 | 96 | 96 |
| 1300-1500 | 490 | 10 | 12 | 490 | 10 |
| 1500-1700 | 12 | 490 | 10 | 12 | 490 |

| | UDT Mon-Fri | P-3A Mon- Fri |
|---|---|---|
| 0800-1000 | 490 | 11 ARS |
| 1000-1200 | 10 | 4 SSS |
| 1300-1500 | 12 | ABG |
| 1500-1700 | Make-Up | 11 SSS |

SIMULATOR

| TIME | 3rd | 4th | 5th | 6th | 9th | 10th | 11th |
|---|---|---|---|---|---|---|---|
| 0800-1400 | 10 | 12 | 490 | SB | 10 | 12 | 490 |
| 0800-1400 | 12 | 490 | 10 | 12 | 490 | 10 | 12 |
| 1100-1700 | 490 | 10 | 12 | 490 | 12 | 490 | 10 |

| | 12th | 13th | 16th | 17th | 18th | 19th | 20th |
|---|---|---|---|---|---|---|---|
| 0800-1400 | 10 | SB | 10 | 96 | 10 | 490 | SB |
| 0800-1400 | 490 | 10 | 12 | 96 | 96 | 96 | 10 |
| 1100-1700 | 12 | 490 | 96 | 490 | 12 | 96 | 96 |

| | 23rd | 24th | 25th | 26th | 27th | 30th |
|---|---|---|---|---|---|---|
| 0800-1400 | 12 | 96 | 96 | 490 | SB | 12 |
| 0800-1400 | 96 | 490 | 12 | 96 | 96 | 490 |
| 1100-1700 | 96 | 10 | 96 | 10 | 96 | 96 |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 1957

APPENDIX VIII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 475-57

SCHEDULES OF DUTIES



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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 475-57 )

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 September 57

## SCHEDULES OF DUTIES

1. Tower Officer

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 10BS | Maj Vernon P. Ligon |
| 1 | 1800 | 12BS | Capt James K Creahan |
| 2 | 0800 | 490BS | Capt Richard J DeSomer |
| 2 | 1800 | 12BS | Capt Robert L Atkins |
| 3 | 0800 | 490BS | Capt Lewis D Welling |
| 3 | 1800 | 10BS | Capt Max L McKnight |
| 4 | 0800 | 12BS | Maj Pleasant W Barrett |
| 4 | 1800 | 490BS | Capt Lester T Griffis |
| 5 | 0800 | GROUP | |
| 5 | 1800 | 10BS | Capt Robert L Hull |
| 6 | 0800 | 12BS | Capt William D Payton |
| 6 | 1800 | 490BS | Capt John F Briggs |
| 7 | 0800 | 10BS | Capt Thomas W Podbesek |
| 7 | 1800 | 12BS | Maj Dempsey E Ballard |
| 8 | 0800 | 490BS | 1st Lt Kenneth W Tom |
| 8 | 1800 | 10BS | Capt Laurence E Brechel |
| 9 | 0800 | 12BS | Capt Robert C Hall |
| 9 | 1800 | 490BS | Capt James W Frey |
| 10 | 0800 | 12BS | Capt William D Payton |
| 10 | 1800 | 10BS | Maj Lyle P Platner |
| 11 | 0800 | 12BS | Capt Robert L Aykins |
| 11 | 1800 | 490BS | Capt John F Briggs |
| 12 | 0800 | GROUP | |
| 12 | 1800 | 10BS | Capt Idus R Flowers |
| 13 | 0800 | 12BS | Maj George H Jennings Jr. |
| 13 | 1800 | 490BS | Mapt Marshall H McClarnon |
| 14 | 0800 | 12BS | Maj Dempsey E Ballard |
| 14 | 1800 | 10BS | 1st Lt Felton L Hammond |
| 15 | 0800 | 12BS | Capt Trey J Morris |
| 15 | 1800 | 490BS | Capt Lewis D Welling |
| 16 | 0800 | 10BS | Capt Max L McKnight |
| 16 | 1800 | 12BS | Capt William E Krueger |
| 17 | 0800 | 490BS | Capt Kenneth R Smith |
| 17 | 1800 | 12BS | Maj Pleasant W Barrett |
| 18 | 0800 | 10BS | Maj Ralph O Routh |
| 18 | 1800 | 12BS | Maj Harold L Foor |
| 19 | 0800 | 490BS | Capt Kenneth R Smith |
| 19 | 1800 | GROUP | |
| 20 | 0800 | 10BS | 1st Lt Felton L Hammond |
| 20 | 1800 | 12BS | Capt Robert C Hall |
| 21 | 0800 | 490BS | Capt Richard J DeSomer |
| 21 | 1800 | 10BS | Maj Lyle P Platner |
| 22 | 0800 | 12BS | Capt William E Long |
| 22 | 1800 | 490BS | Capt Marshall H McClarnon |
| 23 | 0800 | 12BS | Capt James K Creahan |
| 23 | 1800 | 490BS | Capt John F Briggs |
| 24 | 0800 | 10BS | Capt Thomas W Podbesek |
| 24 | 1800 | 12BS | Capt William D Payton |
| 25 | 0800 | 490BS | Capt Ross I Boyd |
| 25 | 1800 | 12BS | Capt William E Long |
| 26 | 0800 | 10BS | Capt Robert L Hull |
| 26 | 1800 | 12BS | Capt William E Krueger |
| 27 | 0800 | GROUP | |
| 27 | 1800 | 490BS | Capt Lester T Griffis |
| 28 | 0800 | 10BS | Capt Laurence E Brechel |
| 28 | 1800 | 12BS | Capt James K Creahan |
| 29 | 0800 | 490BS | Capt John R Ware |
| 29 | 1800 | 10BS | Maj Wilbert M Pendergast |
| 30 | 0800 | 12BS | Maj Pleasant W Barrett |
| 30 | 1800 | 490BS | Capt Lewis D Welling |



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2. Airdrome Officer

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 10BS | 1st Lt Lindley M Rice |
| 1 | 1800 | 12BS | Capt Everett J Vandaagsbeck |
| 2 | 0800 | 11ARS | 1st Lt William T Fain |
| 2 | 1800 | 4SSS | |
| 3 | 0800 | 490BS | 1st Lt David D Ballard |
| 3 | 1800 | 11ARS | 1st Lt Thomas M Wilson |
| 4 | 0800 | 12BS | 1st Lt Gerald C Dallas |
| 4 | 1800 | 11ARS | Capt John R Hamm |
| 5 | 0800 | 4SSS | |
| 5 | 1800 | 10BS | 1st Lt Ronald K Newell |
| 6 | 0800 | 12BS | 1st Lt David W Evans |
| 6 | 1800 | 490BS | Capt Elmer R Wilson |
| 7 | 0800 | 10BS | 1st Lt Gordon S Daniel |
| 7 | 1800 | 4SSS | |
| 8 | 0800 | GROUP | |
| 8 | 1800 | 11ARS | 1st Lt George Rabons |
| 9 | 0800 | PTF | 1st Lt Bruce B Bushore |
| 9 | 1800 | WgHq | Capt Noah T Shirley Jr. |
| 10 | 0800 | 4SSS | |
| 10 | 1800 | 10BS | 1st Lt William E Griffin |
| 11 | 0800 | 12BS | 1st Lt Wayne L Case |
| 11 | 1800 | 490BS | 1st Lt Carl J Tripi |
| 12 | 0800 | 11ARS | Capt Clyde W Sherrill |
| 12 | 1800 | 4SSS | |
| 13 | 0800 | 11ARS | 1st Lt Frederick T Ball |
| 13 | 1800 | WgHq | Capt Charles W Bulow |
| 14 | 0800 | 11ARS | 1st Lt Ray V McManus |
| 14 | 1800 | 10BS | 1st Lt Felton L Hammond |
| 15 | 0800 | 4SSS | |
| 15 | 1800 | GROUP | |

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 16 | 0800 | 10BS | 1st Lt Paul A Nelson |
| 16 | 1800 | PTF | 1st Lt David L Aycock |
| 17 | 0800 | 11ARS | Capt George T Sargent |
| 17 | 1800 | 4SSS | |
| 18 | 0800 | 10BS | 1st Lt William R Alexander Jr. |
| 18 | 1800 | 12BS | 1st Lt John G Dahl |
| 19 | 0800 | 490BS | Capt George E Funk |
| 19 | 1800 | WgHq | Capt Oakley J Dollard |
| 20 | 0800 | 4SSS | |
| 20 | 1800 | 11ARS | 1st Lt James L Britton |
| 21 | 0800 | PTF | 1st Lt Jerry L Holmes |
| 21 | 1800 | 10BS | 2nd Lt William L Raley |
| 22 | 0800 | 11ARS | 1st Lt Jimmy E Nickell |
| 22 | 1800 | 4SSS | |
| 23 | 0800 | GROUP | |
| 23 | 1800 | 11ARS | 2nd Lt Emmett D Anderson |
| 24 | 0800 | 10BS | Capt Luther A Webb |
| 24 | 1800 | 12BS | 1st Lt Louis T Rosso |
| 25 | 0800 | 4SSS | |
| 25 | 1800 | 11ARS | Capt William S Davies |
| 26 | 0800 | 11ARS | 1st Lt Richard L Lewis |
| 26 | 1800 | PTF | 2nd Lt Robert S Yates |
| 27 | 0800 | 11ARS | 2nd Lt William R Reynolds |
| 27 | 1800 | 4SSS | |
| 28 | 0800 | WgHq | Capt Leo G Miller |
| 28 | 1800 | 12BS | 1st Lt Neal F Bowyer |
| 29 | 0800 | 490BS | Capt John R Ware |
| 29 | 1800 | 11ARS | 1st Lt Ross E Evers |
| 30 | 0800 | 4SSS | |
| 30 | 1800 | GROUP | |



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4. Officer of the Day

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | GROUP | |
| 1 | 1800 | WgHq | Capt William R Boyce |
| 2 | 0800 | 4SSS | |
| 2 | 1800 | GROUP | |
| 3 | 1630 | 11ARS | 2nd Lt Edward W Kolar |
| 4 | 1630 | 4SSS | |
| 5 | 1630 | GROUP | |
| 6 | 1630 | GROUP | |
| 7 | 1100 | 12BS | 1st Lt Richard B Hull |
| 8 | 0800 | 4SSS | |
| 8 | 1800 | GROUP | |
| 9 | 1630 | 10BS | 1st Lt Robert M Clawson |
| 10 | 1630 | 4SSS | |
| 11 | 1630 | GROUP | |
| 12 | 1630 | GROUP | |
| 13 | 1630 | Wg Hq | 1st Lt Glen N Maddox |
| 14 | 1100 | 4SSS | |
| 15 | 0800 | GROUP | |
| 15 | 1800 | 11ARS | 2nd Lt Presley W Donaldson |
| 16 | 1630 | 4SSS | |
| 17 | 1630 | GROUP | |
| 18 | 1630 | GROUP | |
| 19 | 1630 | WgHq | 1st Lt James B Dougherty |
| 20 | 1630 | 4SSS | |
| 21 | 1100 | GROUP | |
| 22 | 0800 | 11ARS | 2nd Lt Charles C Caldwell |
| 22 | 1800 | 4SSS | |
| 23 | 1630 | GROUP | |
| 24 | 1630 | GROUP | |
| 25 | 1630 | 11ARS | 2nd Lt Yale A Rosenstein |
| 26 | 1630 | 4SSS | |
| 27 | 1630 | GROUP | |
| 28 | 1100 | WgHq | 1st Lt James E Foster |
| 29 | 0800 | 4SSS | |
| 29 | 1800 | GROUP | |
| 30 | 1630 | 11ARS | 1st Lt Bama C Fowler |



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3. Senior Supervisor

| SEPT | UNIT | NAME |
|---|---|---|
| 1 | 12BS | Lt Col Raymond E Hamlyn |
| 2 | 12BS | Maj Bernard H Stevens |
| 3 | 10BS | Maj Paul S Skartvedt |
| 4 | 10BS | Lt Col Samuel R Smith |
| 5 | WgHq | Maj Richard D Sullivan |
| 6 | 490BS | Maj Wilbur A Bridges |
| 7 | 12BS | Lt Col Henry W Ritter |
| 8 | WgHq | Maj Doyle F Reynolds |
| 9 | WgHq | Maj Virgil Stevens |
| 10 | 490BS | Lt Col Campbell Palfrey Jr. |
| 11 | WgHq | Lt Col Charles L Lowell |
| 12 | 12BS | Lt Col Raymond E Hamlyn |
| 13 | 12BS | Maj Bernard H Stevens |
| 14 | 490BS | Maj Norman J Elzey |
| 15 | 10BS | Maj Paul S Skartvedt |
| 16 | 10BS | Lt Col Samuel R Smith |
| 17 | WgHq | Maj Richard D Sullivan |
| 18 | 490BS | Maj Wilbur A Bridges |
| 19 | WgHq | Maj Doyle F Reynolds |
| 20 | WgHq | Maj Virgil Stevens |
| 21 | 10BS | Maj Willis L Warner |
| 22 | 490BS | Lt Col Campbell Palfrey Jr. |
| 23 | WgHq | Lt Col Charles L Lowell |
| 24 | 12BS | Lt Col Raymond E Hamlyn |
| 25 | 12BS | Maj Bernard H Stevens |
| 26 | 10BS | Maj Paul S Skartvedt |
| 27 | 10BS | Lt Col Samuel R Smith |
| 28 | WgHq | Maj Richard D Sullivan |
| 29 | 490BS | Maj Wilbur A Bridges |
| 30 | WgHq | Maj Doyle F Reynolds |



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5. Division Staff Duty Officer

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 11ARS | Maj Ralph L Griffith |
| 1 | 1800 | 12BS | Maj Harold W Badger |
| 2 | 0800 | GROUP | |
| 2 | 1800 | 11ARS | Capt John R Asher |
| 3 | 1630 | GROUP | |
| 4 | 1630 | 11ARS | Capt Leo Lebuef |
| 5 | 1630 | GROUP | |
| 6 | 1630 | 4SSS | |
| 7 | 1100 | 11ARS | Capt Thomas W Davis |
| 8 | 0800 | WgHq | Capt H M Hill |
| 8 | 1800 | GROUP | |
| 9 | 1630 | 490BS | Maj Richard B Fulwider |
| 10 | 1630 | GROUP | |
| 11 | 1630 | 4SSS | |
| 12 | 1630 | 10BS | Maj Francios D Dauteil |
| 13 | 1630 | WgHq | Maj Lloyd W Sielbeck |
| 14 | 1100 | 4SSS | |
| 15 | 0800 | WgHq | Maj Leverne Bockmon |
| 15 | 1800 | GROUP | |
| 16 | 1630 | WgHq | Maj Warren Shaw |
| 17 | 1630 | GROUP | |
| 18 | 1630 | GROUP | |
| 19 | 1630 | 11ARS | Maj Robert J Partridge |
| 20 | 1630 | 11ARS | Capt Robert L Atchey |
| 21 | 1100 | GROUP | |
| 22 | 0800 | 11ARS | Lt Col William M Martin |
| 22 | 1800 | GROUP | |
| 23 | 1630 | WgHq | Lt Col Paul C Kendall |
| 24 | 1630 | GROUP | |
| 25 | 1630 | 4SSS | |
| 26 | 1630 | 11ARS | Maj Don O Clark |
| 27 | 1630 | WgHq | Maj Nick Plascak |
| 28 | 1100 | GROUP | |
| 29 | 0800 | 11ARS | Maj Alexander Jacy |
| 29 | 1800 | GROUP | |
| 30 | 1630 | 11ARS | Capt Edward S Hallam |



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6. Control Room Officer

| SEPT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0745 | 10BS | Capt John A Brzozowski |
| 1 | 1645 | 12BS | 1st Lt Derwin D Draper |
| 2 | 0745 | 12BS | 1st Lt Joe A Cantwell |
| 2 | 1645 | 11ARS | 1st Lt Ainsworth M Greene |
| 3 | 1645 | 11ARS | 2nd Lt Robert M Grofcheck |
| 4 | 1645 | 11ARS | 1st Lt David M Hammett |
| 5 | 1645 | 11ARS | 1st Lt Boyd L Eddins |
| 6 | 1645 | 490BS | Capt Harold F Kilmer |
| 7 | 0745 | 10BS | 1st Lt Richard C Scherpereel |
| 7 | 1645 | WgHq | 1st Lt Benjamin H Chavez |
| 8 | 0745 | 490BS | 1st Lt Peter E Newman |
| 8 | 1645 | 11ARS | 2nd Lt Paul S Mixon |
| 9 | 1645 | 490BS | 1st Lt Marray D Backhaus |
| 10 | 1645 | 10BS | 1st Lt Donald E Clark |
| 11 | 1645 | 490BS | 1st Lt Oliver B Pierson |
| 12 | 1645 | 10BS | 1st Lt John D Gray |
| 13 | 1645 | 12BS | 1st Lt Donald J Christensen |
| 14 | 0745 | 11ARS | 1st Lt Harry E Marshall |
| 14 | 1645 | 10BS | 1st Lt Harry D Meehan |
| 15 | 0745 | 12BS | Capt John C Carrillo |
| 15 | 1645 | 490BS | 1st Lt Earnest E Salisbury |
| 16 | 1645 | 12BS | 1st Lt Jessie A Lovell |
| 17 | 1645 | 12BS | Capt George E Nulph |
| 18 | 1645 | 11ARS | 2nd Lt Paul S Mixon |
| 19 | 1645 | WgHq | Capt William J McGee |
| 20 | 1645 | 11ARS | 2nd Lt Charles A Pagliaroli |
| 21 | 0745 | 490BS | Capt Roy E Radcliffe |
| 21 | 1645 | 12BS | 1st Lt James S Kelly |
| 22 | 0745 | 11ARS | 2nd Lt Donald G Bowles |
| 22 | 1645 | 490BS | Capt John M Dowling |
| 23 | 1645 | 11ARS | 2nd Lt Nathan J Smiley |
| 24 | 1645 | 12BS | Capt Willis W Allison |
| 25 | 1645 | 11ARS | 2nd Lt Elliot W Lambert |
| 26 | 1645 | 11ARS | 2nd Lt Ronald S Ashworth |
| 27 | 1645 | 490BS | Capt Edward A Wojcoski |
| 28 | 0745 | WgHq | Capt Clarence D Logan |
| 28 | 1645 | 12BS | Capt Herman Sands |
| 29 | 0745 | 490BS | 1st Lt James W Diggs |
| 29 | 1645 | 11ARS | 2nd Lt William L Stahl |
| 30 | 1645 | 11ARS | 1st Lt Lewis B Fisher |



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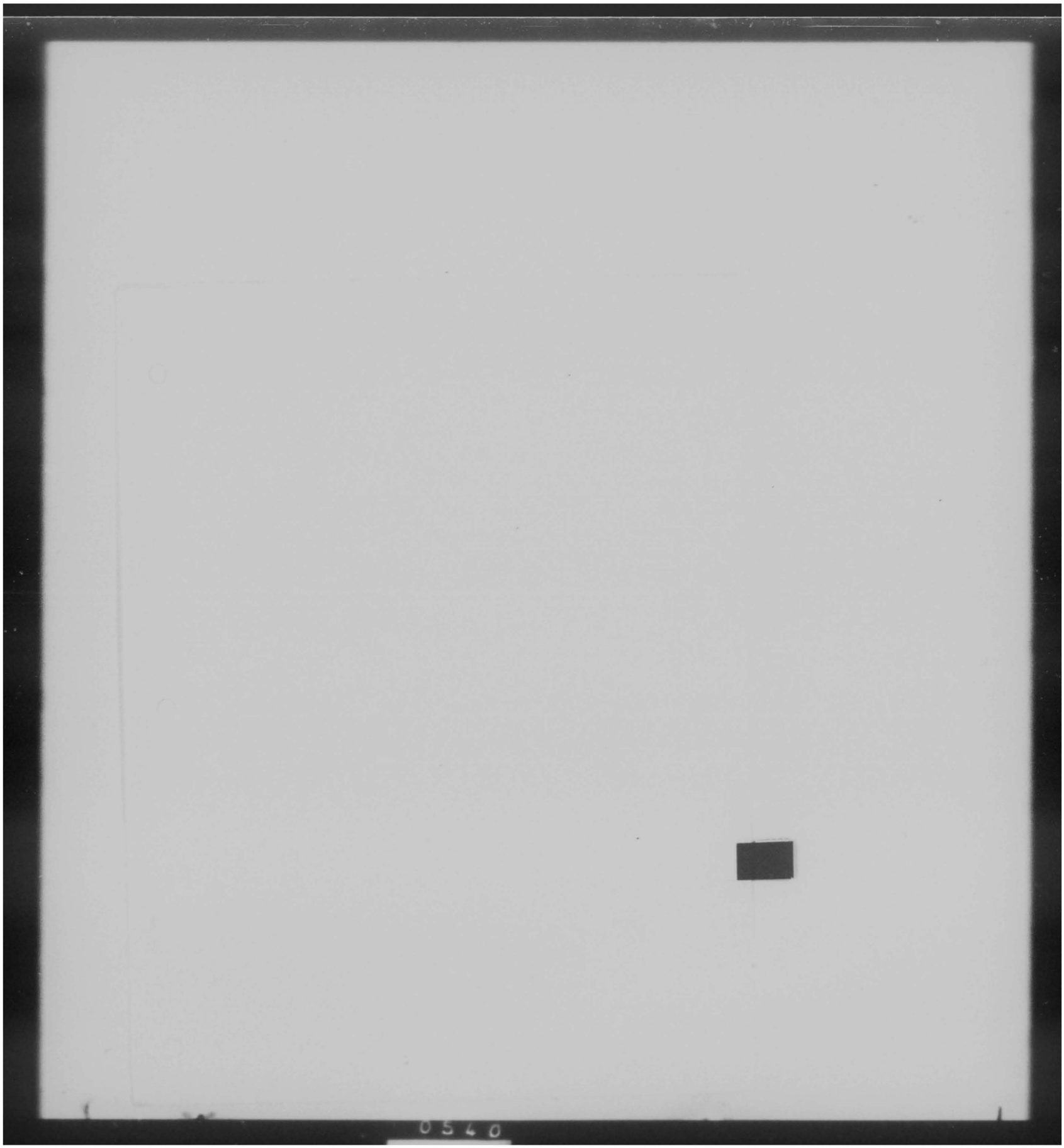


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MONTH SEP 1957

| | 10TH | 12TH | 490TH | WING | 11TH ARS |
|---|---|---|---|---|---|
| RADAR RBS | 85 | 77 | 83 | 245 | |
| VIS [illegible] | 8 | 4 | 12 | 24 | |
| NITE CEL | 15 | 17 | 13 | 45 | 47 |
| GRID LEGS | 18 | 22 | 17 | 57 | |
| MASS NIGHT | 4 | 4 | 4 | 12 | 27 |
| NIGHT MAX GROSS WT | 3 | 1 | 4 | 8 | - |
| OPT D. N. 20 MIN CTC | 3 | 3 | 3 | 9 | - |
| OTHER | 94 | 106 | 98 | 298 | 132 |
| SORT FLOWN | 82 | 85 | 82 | 249 | 129 |
| HOURS FLOWN | 508-:35 | 510:15 | 471:35 | 1490:25 | 864:45 |
| SORT CANX | 12 | 21 | 16 | 49 | 3 |
| GRD ABORTS | | | | | |
| SUBSTITUTIONS | | | | | |
| ADDITIONS | 1 | 0 | 0 | 1 | 0 |
| LATE [illegible]O's | 19 | 14 | 16 | 40 | 10 |
| TRAINING INCOMPLETE | 4 | 6 | 4 | 14 | 2 |
| PROB CREWS | | | | | |
| SES SKED | | | | | |
| SES QUAL | | | | | |
| SES UNQUAL | 1 | 0 | 0 | 1 | - |
| NCR CREWS | 14 | 11 | 11 | 36 | 10 |
| LEAD CREWS | 4 | 5 | 5 | 14 | - |
| SELECT CREWS | 1 | 1 | 1 | 3 | - |
| ADY CREWS | 6 | 7 | 6 | 19 | 22 |

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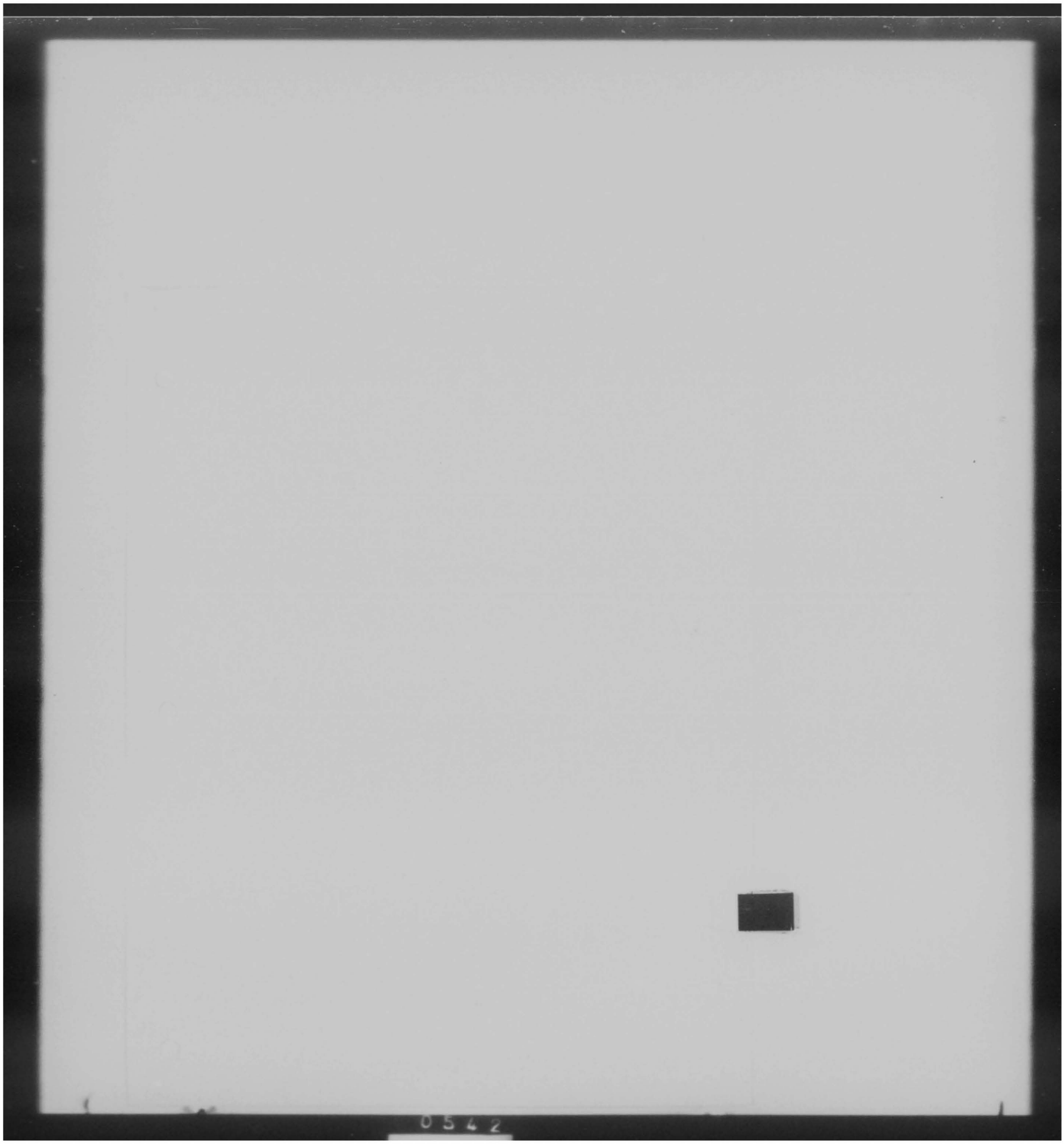


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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

"CREW FLIMSY"

CAMP DOWN

4 SEPT 57

67-2458
A1-504



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TAKE OFF SCHEDULE — CAMP-DOWN — 4 SEPTEMBER 1957

| ACFT NO | ACFT NO | SPIRAL | WX BR B OPS | STA TIME | START ENG | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|
| | | | | ALFA CELL | | | |
| Ritter | 2037 | 44 | 1540 | 1610 | 1840 | 1850 | 1910 |
| Ballard | 2079 | 50 | 1540 | 1611½ | 1841½ | 1851½ | 1911½ |
| Payton | 2376 | 48 | 1540 | 1613 | 1843 | 1853 | 1913 |
| Weeks | 2092 | 52 | 1540 | 1614½ | 1844½ | 1854½ | 1914½ |
| Elzey | 2032 | 72 | 1540 | 1616 | 1846 | 1856 | 1916 |
| Hopwood | 2097 | 80 | 1540 | 1617½ | 1847½ | 1857½ | 1917½ |
| Foor | 2374 | 49 | 1540 | 1619 | 1849 | 1859 | 1919 (Spare) |
| Crehan | 2386 | 47 | 1540 | 1620½ | 1850½ | 1900½ | 1920½ (Spare) |
| | | | | BRAVO CELL | | | |
| Graves | 5249 | 23 | 1730 | 1800 | 2030 | 2040 | 2100 |
| Ligon | 2269 | 15 | 1730 | 1801½ | 2031½ | 2041½ | 2101½ |
| Podbesek | 5234 | 19 | 1730 | 1803 | 2033 | 2043 | 2103 |
| Hull | 2309 | 12 | 1730 | 1804½ | 2034½ | 2044½ | 2104½ |
| Welling | 2044 | 80 | 1730 | 1806 | 2036 | 2046 | 2106 |
| Smith | 2034 | 75 | 1730 | 1807½ | 2037½ | 2047½ | 2107½ |
| McClarnon | 2043 | 81 | 1730 | 1809 | 2039 | 2049 | 2109 (Spare) |
| DeSomer | 2093 | 83 | 1730 | 1810½ | 2040½ | 2050½ | 2110½ (Spare) |

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A. TOURAIDE

1. Wx briefing _____(3+30 prior to T.O.) Base Weather Station.

2. In remarks Section of DD Form 175 enter code name, call name & position.

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____.

6. Taxi at_____.

7. Take off_____.

a. 1½ minutes between aircraft.

b. 1+50 hours between cells.

c. All take-offs with water.

d. Monitor channel #2 for taxi and T.O.

8. After take-off switch to channel 11 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. All aircraft check APN-76 with A&E rendezvous of channel 16, 235.1 mcs.

b. Turn APN-76 to standby after check.

9. North Takeoff - climb on course to Guthrie VOR

a. South Take off - 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position report

| | |
|---|---|
| Abilene Approach Control | Alt |
| Position - Brady (or Guthrie) | ETA Midland, Texas |
| Time_____. | NRP Roswell, N. Mexico |

11. All aircraft climb to an altitude of_____base altitude is 28,000 feet. Check alt measure & altimeter calibration at Midland, Texas.

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12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check in with leader when in position.

| | APP. MACH | ALT |
|---|---|---|
| #1 | .72 | 28 |
| #2 | .81 | 28.5 |
| #3 | .81 | 29 |
| #4 | .81 | 29.5 |
| #5 | .81 | 30 |
| #6 | .81 | 30.5 |

13. Midland, Texas 114.8

a. Position Report

Midland Radio
Midland, Texas
Time_____

Alt_____
ETA Roswell, New Mexico
NRP Iraan, Tex

14. Roswell, New Mexico

a. Position Report

Roswell Radio
Roswell, New Mexico
Time_____.

Alt_____
ETA Iraan, Texas
NRP Cotulla, Tex VOR

b. All A/C turn left, APN 76 on T_____R_____.

15. Abeam Artesia, New Mexico switch to initial contact freq____mcs.

a. Contact tanker lead (Call sign) Walker Helen lead.

Give ETA to Rend Point_____
Descent Range_____from SP_____Tanker orbit 17SW Ozona, Tex.

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq. APN-76 standby except leader, leader makes radar rendezvous.

16. Echelon formation 60° right for refueling formation, Set alt 29.92.

17. Start descent Iraan, Texas, to 15,000 base altitude.

18. Contact tankers, move in for fuel on formation leader signal and on load 12,000 lbs.

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19. Formation speed 200 knots ---End---206 knots.

20. End A/R at Cotulla, Texas VOR, accelerate and climb to 40, base altitude 29m, and proceed to cell break-up of Edinburg, Texas.

21. Cotulla Omni Tex 115.8 Cot.

a. Position report to San Antonio center.

1. Position Cotulla omni
2. Time_____
3. Alt climbing to 29-32M block alt.
4. ETA Edinburg Tex_____
5. NRP 25°34'N 94°00'W

22. Edinburg, Texas

a. Execute standard 6 ship cell break up left hand orbit.

b. Position report to San Antonio center.

1. Position Edinburg
2. Time_____
3. Alt 29-32 block alt
4. ETA 25°34'N 94°00'W
5. NRP 25°00'N 90°00'W
6. Relay to New Orleans ICAO center

23. 25°34'N 94°00'W

a. Position Report

25°34'N 94°00'W
New Orleans Center

Alt_____
ETA 25°00'N 90°00'W
NRP 28°29'N 89°19'W

24. 25°00'N 90°00'W

a. Position Report

25°00'N 90°00'W
New Orleans Center

Alt_____
ETA 28°29'N 89°19'W
NRP Meridian, Miss.

25. 28°29'N 89°19'W

a. Position Report

28°29' 89°19'W
New Orleans Center

Alt_____
ETA Meridian, Miss.
NRP 15NM S El Dorado, Ark.

26. Meridian, Miss.

a. Position Report

Meridian, Miss.
New Orleans Center

Alt_____
ETA 15NM S El Dorado, Ark.
NRP Dennison, Texas

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27. 15NM S El Dorado, Ark.

a. Position Report
15NM S El Dorado, Ark
Memphis Center

Alt_____
ETA Dennison, Texas
NRP Childress, Texas

28. Dennison, Texas

a. Position Report
Dennison, Tex
Ft Worth Center

Alt_____
ETA Childress, Tex
NRP Pyote, Tex

29. Childress, Texas

a. Position Report
Childress, Tex
Ft Worth, Center

Alt_____
ETA Pyote, Tex
NRP Abilene, Tex

30. Pyote, Texas

a. Position Report

Alt_____

Pyote, Texas
El Paso Center

ETA Abilene, Tex
Destination

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF radio will be used for ICA. Reports while flying over-water.

3. No strike reports will be submitted.

4. All aircraft will monitor guard channel and interplane frequency (Ch 11) except when making position report while in formation.

5. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

6. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position number and call sign.

7. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after break-up.

C. REFUELING INFORMATION:

1. Tanker Orbit 17NM SW Ozona, Texas

2. Orbit Altitude 15,00 (Base)

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AJ-5019



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| | | |
|---|---|---|
| 3. | Refueling Altitude | 15,000 (Base) |
| 4. | Refuel Track | 134° TC |
| 5. | Rend Point | 29°42'N 100°31'W |
| 6. | End A/R | Cotulla, Tex VOR |
| 7. | C/R Plan | Alfa Cell, HELEN ZI ALPHA<br>Bravo Cell, HELEN ZI ALPHA |

8. Tanker call sign Walker Helen Leader.

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action.

5. Strip Alert Tankers

Dyess AFB Spiral Control
Call sign Walker Frequency 311.0

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-138 R-452

F. MISSION ACCOMPLISHMENTS:

| | |
|---|---|
| 1 - Mass night refueling | 1 - Gunnery for scheduled crews |
| 1 - Water take off | 1 - Hour combat oxygen |
| 1 - Rendezvous, lead aircraft | 1 - Jet penetration |
| 1 - emergency drill | 1 - GCA |

1

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1 - Nite cell mission

2 - Night celestial or grid celestial as needed with pressure pattern on over-water flight

1 - Landing

1 - Bomber Stream
(Primary Accomp - 1 Mass Nite refueling)

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A1-5019



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SOUTH TAKE OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Brady Texas (Town) | Turn Point |
| CLI | :17 | :31 | 38NM SE Big Spring OMNI,Tex | Level Off |
| 28-__M | :08 | :39 | *Midland, Texas,(Town) | Turn Point |
| 28-31M | :23 | 1:02 | *Roswell, New Mex (Town) | Turn Point |
| 28-31M | :26 | 1:28 | *Iraan, Texas (Town) | Descend |
| Descent | :08 | 1:36 | 30NM S Ozona Tex, (Town) | Level Off |
| 15-18M | :34 | 2:10 | *Cotulla VOR, Texas | Start Climb |
| 29-32M | :21 | 2:31 | 15NM NW Edinburg, Tex (Town) | Level Off |
| 29-32M | :02 | 2:33 | *Edinburg, Texas (Town) | Cell Breakup |
| 29-32M | :07 | 2:40 | 17NM NE Brownsville VOR, Tex | Coast Out |
| 30-33M | :26 | 3:06 | *25-34N 94-00W | Report |
| 32-34M | :26 | 3:32 | *25-00N 90-00W | Turn Point |
| 33-35M | :31 | 4:03 | *28-29N 89-19W | Report |
| 34-36M | :31 | 4:34 | *Meridian, Miss (Town) | Turn Point |
| 35-37M | :12 | 4:46 | Jackson, Miss (Town) | Turn Point |
| 36-38M | :18 | 5:04 | *15NM S El Darado, Ark (Town) | Report |
| 37-39M | :27 | 5:31 | *Dennison, Texas (Town) | Report |
| 37-39M | :38 | 6:09 | *Childress, Texas (Town) | Turn Point |
| 37-39M | :37 | 6:46 | *Pyote, AFB, Texas | Turn Point |
| 37-39M | :23 | 7:09 | *Abilene OMNI, Texas | Let Down |
| | :15 | 7:24 | Dyess AFB, Texas | Land |

NORTH TAKE OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | Guthrie VOR, Tex | Turn Point |
| CLI | :17 | :31 | 18NM SE La Mesa, Tex | Level Off |
| 28-__M | :06 | :37 | Midland, Texas (town) | Turn Point |
| | | | (See Above) | |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :08 | :08 | Coleman, Texas (Town) | Turn Point |
| CLIMB | :23 | :31 | 23NM W Gainesville, Tex | Level Off |
| 28-31M | :06 | :37 | *Ardmore VOR, Okla | Turn Point |
| 28-31M | :21 | :58 | *Texarkana, Tex (Town) | Turn Point |
| 28-31M | :26 | 1:24 | *Madisonville, Tex (Town) | Descend |
| DESCENT | :08 | 1:32 | 9NM SW Brenham, Tex | Level Off |
| 15-18M | :37 | 2:09 | *Alice VOR, Texas | Start Climb |
| 29-32M | :16 | 2:25 | *Edinburg, Tex (Town) | Level Off |
| | | | (See Above) | Turn Point |

* Reporting point

B7-7458
A7-5-M



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## FUEL INFORMATION

Fuel on Board to Proceed at Opt. Altitude

FROM: Edinburg to Abilene with 20,000# Reserve 28,200# - 40K HD Wind (390 KGS

FROM: Jackson Miss to Abilene with 20,000# reserve 30,600#-40K HD Wind (390 GSP

FROM: Childress to Abilene with 15,000# reserve 17,100# no Wind 17,350# with 40K HD Wind (390 GRND SP

FROM: Childress to Roswell with 15,000# reserve 19,500# with 40K HD Wind (390 Grnd Sp

37,000# required in tanks to proceed from Edinburg to Abilene flying a 2 hour Celestial mission enroute and have a 20,000# reserve on arrival

45,000# predicted fuel on board after a missed refueling at end of formation breakup - which should give 1500 N.M. range to a 15,000# reserve at optimum altitude.

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A7-5019



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## MISSION FLIGHT PLAN

O. O. AND NICKNAME: CAMP DOWN | UNIT: 341 BM WG | TYPE ACFT: B-47 | WAVE | CELL CALL SIGN: ALPHA / BRAVO

REMARKS: FUEL COMPUTED FOR #6 LOAD/W WING TANKS

| | POUNDS | | | | LBS |
|---|---|---|---|---|---|
| ACFT BASIC | 82600 | AM | 21900 | | |
| CREW | 1176 | CM | 18200 | BOMBS | |
| OIL | 410 | FM | 18800 | AMMO | 473 |
| ATO | — | AA | 8000 | WATER AUG | 5300 |
| RACK | — | FA | 6300 | STATIC | 184873 |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20000 | | |
| MISCELLANEOUS | 154 | | | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 |
| CHAFF | | | | TAKE-OFF GROSS | 182328 |
| OPERATING | 85900 | TOTAL FUEL | 93200 | | |

| NR FULL ATO REQUIRED | NR EMPTY ATO REQUIRED | ATO FIRING SPEED |
|---|---|---|
| | | |

RUNWAY: PRESSURE ALT 2000' | LENGTH 13,500' | A TEMP 110°F

CRITICAL FIELD LENGTH: 11,400' | CRITICAL AIR TEMP

TAKE-OFF DISTANCE: 9800' | TAKE-OFF SPEED: 155K

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

### PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DYESS AFB, TEX. | | | | | | | | | | | | | | | 90655 | 182328 |
| A | START, TAXI T/O & ACC. | TO | | | | | | | | | | 9 | :03 | 9 | | 2060 | 7360 |
| | | | | | | | | | | | | 9 | :03 | 9 | | 88595 | 174968 |
| B | BRADY, TEX. 31-07N 99-20W | CL | 161 | | | -10 | | | VAR | 390 | | 70 | :11 | 73 | | | |
| | | | | | | | | | | | | 79 | :14 | 82 | | | |
| C | LEVEL OFF 31-38N 101-13W | CL | 296 | | | -10 | | 28-31 | VAR | 390 | | 103 | :17 | 110 | | 10600 | 10600 |
| | | | | | | | | | | | | 182 | :31 | 192 | | 77995 | 164368 |
| D | MIDLAND, TEX 31-58N 102-07W | CR | 296 | | | -11 | | 28-31 | .74 | 430 | | 50 | :08 | 57 | | 1630 | 1630 |
| | | | | | | | | | | | | 232 | :39 | 249 | | 76365 | 162738 |
| E | ROSWELL, N.M. 33-24N 104-32W | CR | 305 | | | -12 | | 28-31 | .74 | 430 | | 152 | :23 | 165 | | 4640 | 4640 |
| | | | | | | | | | | | | 384 | 1:02 | 414 | | 71725 | 158098 |
| F | IRAAN, TEX 30-55N 101-57W | CR | 134 | | | -11 | | 28-31 | .74 | 430 | | 205 | :26 | 186 | | 5060 | 5060 |
| | | | | | | | | | | | | 589 | 1:28 | 600 | | 66665 | 153038 |
| G | LEVEL OFF 30-13N 101-06W | DS | 134 | | | -11 | | | | 460 | | 60 | :08 | 61 | | 700 | 700 |
| | | | | | | | | | | | | 699 | 1:36 | 661 | | 65965 | 152338 |
| H | RENDEVOUS 29-43N 100-31W | RENO | 134 | | | -11 | | 15-18 | | 250 | | 44 | :09 | 37 | | 2030 | 2030 |
| | | | | | | | | | | | | 693 | 1:45 | 698 | | 63935 | 150308 |
| I | END AIR COTULLA VOR 28-27N 99-08W | IFR | 134 | | | -11 | | 15-18 | | 250 | | 104 | :25 | 104 | | 6150 | 6150 |
| | | | | | | | | | | | | 797 | 2:10 | 802 | | 57785 | 144158 |
| J | ON LOAD 12,000# | | | | | | | | | | | | | | | 12000 | 12000 |
| | | | | | | | | | | | | | | | | 69785 | 156158 |
| K | ACCELERATION | ACC | 159 | | | -10 | | 15-18 | | VAR | | 8 | :02 | 8 | | 700 | 700 |
| | | | | | | | | | | | | 805 | 2:12 | 810 | | 69085 | 155458 |
| L | LEVEL OFF 26-32N 98-16W | CL | 159 | | | -10 | | 29-32 | 310 / .72 | 390 | | 124 | :19 | 129 | | 4620 | 4620 |
| | | | | | | | | | | | | 929 | 2:31 | 939 | | 64465 | 150838 |
| M | EDINBURG, TEX. 26-18N 98-10W | CR | 159 | | | -9 | | 29-32 | IAS 250 | 383 | | 16 | :03 | 16 | | 410 | 410 |
| | | | | | | | | | | | | 945 | 2:34 | 950 | | 64055 | 150428 |
| N | ORBIT & CELL BREAKUP | ME | | | | -9 | | 29-32 | IAS 250 | 383 | | | :50 | | | 8300 | 8300 |
| | | | | | | | | | | | | | 3:24 | | | 55755 | 142128 |

SAC FORM 18 APR 54 1a FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FROM: E VBURG, TEX. / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | 55755 | 142128 |
| O | 25-00N 90-00W | CR | 100 | | | -8 | | 32-34 | .74 | 430 | | 450 / 1395 | :59 / 4:23 | 423 / 1373 | | 10300 / 45455 | 10773 / 131355 |
| P | MERIDIAN, MISS. 32-22N 88-43W | CR | 007 | | | -6 | | 34-36 | .74 | 430 | | 440 / 1835 | 1:02 / 5:25 | 445 / 1818 | | 9730 / 35725 | 9730 / 121625 |
| Q | JACKSON, MISS. 32-18N 90-12W | CR | 257 | | | -8 | | 35-37 | .74 | 430 | | 76 / 1911 | :12 / 5:37 | 86 / 1904 | | 1710 / 34015 | 1710 / 119915 |
| R | CHILDRESS, TEX. 34-26N 100-18W | CR | 284 | | | -11 | | 37-39 | .74 | 430 | | 510 / 2421 | 1:23 / 7:00 | 593 / 2497 | | 11400 / 22615 | 11400 / 108515 |
| S | PYOTE AFB, TEX. 31-30N 103-08W | CR | 219 | | | -11 | | 37-39 | .74 | 430 | | 227 / 2648 | :37 / 7:37 | 264 / 2761 | | 4720 / 17895 | 4720 / 103795 |
| T | DYESS AFB, TEX 32-26N 99-51W | CR | 065 | | | -11 | | 37-39 | .74 | 430 | | 176 / 2824 | :23 / 8:00 | 165 / 2926 | | 2880 / 15015 | 2880 / 100915 |
| U | GCA AND LAND | DES | | | | -11 | | | | | | | :15 / 8:15 | | | 3000 / 12015 | 3000 / 97915 |

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SAC FORM 18 APR 55 1b FC: 2720

Air Force-SAC, Offutt O-1050(55)

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL F PRED FUE. REMAINING | T PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NORTH TAKE-OFF | | | | | | | | | | | | |
| Start Taxi | | | | | | | | | | | 9 | :03 | | | | |
| T.O. & Acc | | | | | | | | | | | 9 | :03 | | | | |
| Guthrie VOR | | | | | | | | | | | 72 | :11 | | | | |
| 33-96N 100-19W | CL | 342 | | | -11 | | | | 390 | | 81 | :14 | | | | |
| Level OFF | | | | | | | | | | | 107 | :17 | | | | |
| 32-33N 101-40W | CL | 213 | | | -11 | | | | 390 | | 188 | :31 | | | | |
| Midland, Texas | | | | | | | | | | | 40 | :06 | | | | |
| 31-58N 102-07W | CR | 213 | | | -11 | | | | | | 228 | :37 | | | | |
| | | | | ALTERNATE REFUELING ~~ROUTE~~ | | | | | | | | | | | 70655 | 182328 |
| Start Taxi | | | | | | | | | | | 9 | :03 | | | 2060 | 7560 |
| T.O. & Acc | | | | | | | | | | | 9 | :03 | | | 88595 | 174968 |
| Coleman Tex | | | | | | | | | | | 31 | :05 | | | | |
| 31-50N 99-26W | CL | 143 | | | -10 | | | | 390 | | 40 | :08 | | | | |
| Level OFF | | | | | | | | | | | 142 | :23 | | | 10600 | 10600 |
| 33-39N 97-37W | CL | 035 | | | -10 | | | | 390 | | 182 | :31 | | | 77995 | 164368 |
| Ardmore Okla VOR | | | | | | | | .74 | 430 | | 40 | :06 | | | 1145 | 1145 |
| 34-10N 97-08W | CR | 035 | | | -9 | | | | | | 222 | :37 | | | 76850 | 163223 |
| Texarkana, Tex | | | | | | | | .74 | 430 | | 160 | :21 | | | 4260 | 4260 |
| 33-26N 94-03W | CR | 106 | | | -8 | | | | | | 382 | :58 | | | 72590 | 158963 |
| Madisonville D/S | | | | | | | | .74 | 430 | | 180 | :26 | | | 5100 | 5100 |
| 30-57N 95-55W | CR | 215 | | | -8 | | | | | | 562 | 1:24 | | | 67490 | 153863 |
| Level OFF | | | | | | | | VAR | 460 | | 60 | :08 | | | 700 | 700 |
| 30-05N 96-33W | DS | 210 | | | -9 | | | | | | 622 | 1:32 | | | 66790 | 153163 |
| Hook UP | REND | | | | | | | | | | 44 | :09 | | | 2025 | 2025 |
| 29-26N 96-56W | | 210 | | | -9 | | | | 250 | | 666 | 1:41 | | | 64765 | 151138 |
| End AR | | | | | | | | | | | 110 | :26 | | | 6150 | 6150 |
| 27-50N 98-01W | AR | 210 | | | -9 | | | | 250 | | 776 | 2:07 | | | 58615 | 144988 |
| | | ON | ~~LOAD~~ | 12000 | | | | | | | | | | | 12000 | 12000 |
| | | | | | | | | | | | | | | | 70615 | 156988 |
| ACC Alice VOR | | | | | | | | | | | 8 | :02 | | | 700 | 700 |
| 27-44N 98-02W | ACC | 210 | | | -9 | | | | | | 784 | 2:09 | | | 69915 | 156288 |
| Edinburg, Tex LO | | | | | | | | | | | 87 | :16 | | | 4620 | 4620 |
| 26-18N 98-10W | CR | 185 | | | -9 | | | | 390 | | 871 | 2:25 | | | 65295 | 151668 |

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

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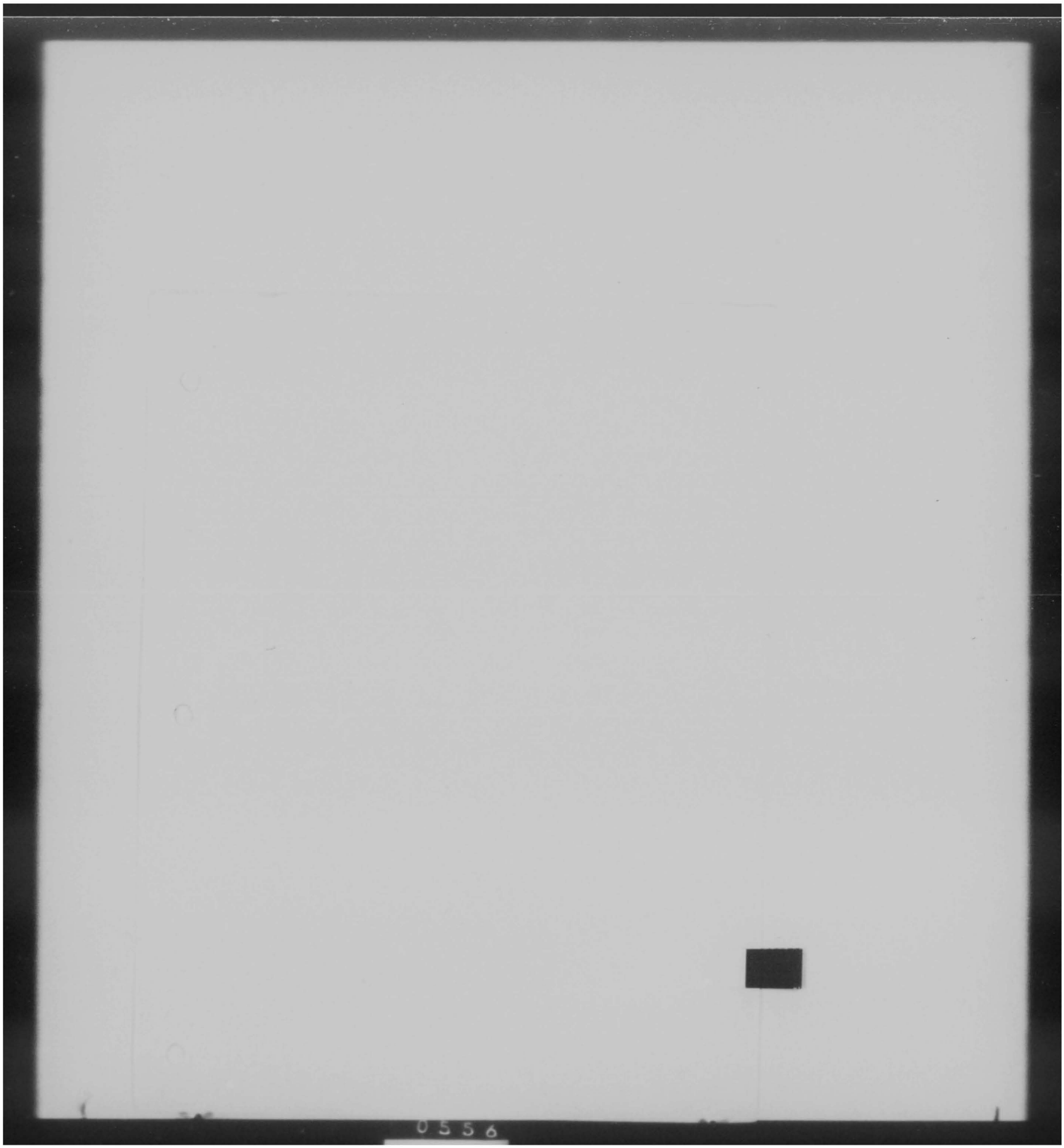


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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
20 September 1957

CREW FLIMSY

"JOLLY BOY"

20 SEPTEMBER 57

Courtesy of 10th Bombardment Squadron, 341st Bomb Wing
Dyess Air Force Base, Texas

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TAKE OFF SCHEDULE "JOLLY BOY" 20 SEPTEMBER 1957

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR B OPS | STATION TIME | START ENG | TAXI TIME | TAKE OFF TIME | PROFILE |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Platner | 2269 | 15 | 2250 | 2320 | 0150 | 0200 | 0220 | LOW |
| 2 | Podbesek | 5234 | 19 | 2300 | 2330 | 0200 | 0210 | 0230 | HIGH |
| 3 | Hull | 2210 | 10 | 2310 | 2340 | 0210 | 0220 | 0240 | LOW |
| 4 | | | | 2320 | 2350 | 0220 | 0230 | 0250 | HIGH |
| 5 | | | | 2330 | 2400 | 0230 | 0240 | 0300 | LOW |
| 6 | Barrett | 2387 | 40 | 2340 | 0010 | 0240 | 0250 | 0310 | HIGH |
| 7 | Foor | 2374 | 49 | 2350 | 0020 | 0250 | 0300 | 0320 | LOW |
| 8 | Creahan | 2079 | 50 | 2400 | 0030 | 0300 | 0310 | 0330 | HIGH |
| 9 | Atkins | 2037 | 44 | 0010 | 0040 | 0310 | 0320 | 0340 | LOW |
| 10 | Krueger | 2092 | 52 | 0020 | 0050 | 0320 | 0330 | 0350 | HIGH |
| 11 | | | | 0030 | 0100 | 0330 | 0340 | 0400 | LOW |
| 12 | Yon | 2034 | 75 | 0040 | 0110 | 0340 | 0350 | 0410 | HIGH |
| 13 | Frey | 2044 | 80 | 0050 | 0120 | 0350 | 0400 | 0420 | LOW |
| 14 | | | | 0100 | 0130 | 0400 | 0410 | 0430 | HIGH |
| 15 | | | | 0110 | 0140 | 0410 | 0420 | 0450 | LOW |

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A. TOURAIDE:

1. All crews will report to Base Operations Flight Planning room for final briefing at_____(3+30 before scheduled take off)

2. Final weather briefing at Base Weather Station____(3+30 before scheduled take off.

3. Enter mission code name "JOLLY BOY" in remarks section of Form DD 175, also Big Photo Random Chaff, Mother Goose_____Z (ETA Alberquerque)

4. Call Spiral control (Channel 12) upon completion of preflight giving aircraft status. If a take off delay is anticipated at any time prior to take off call spiral control for further instructions.

5. Take off interval will be 10 minutes between aircraft. All take offs will be with water.

6. Take Off

a. Final stations_____T/O -45
Start Engines_____T/O -30
Taxi_____T/O -20
Take off _____

b. All aircraft monitor channel #2 for taxi and take off.

7. Climb to level off altitude 29-31M

8. After T.O. lead aircraft notify Fat Chance on Channel 10 of T.O time, interval of separation between aircraft and number of aircraft in bomber stream using tactical call sign. Also ETA over Alberquerque, New Mexico. Request this info be relayed to Mother Goose.

9. Brady or Guthrie (North or South T/O)

a. Position Report
Abilene approach control — Alt climbing to 29-31M
Position_____ — ETA Midland Texas
Time_____ — NRP Cotulla Texas

10. Midland Texas Position Report

Midland Radio — ALT 29-31
Midland, Texas — ETA Cotulla, Tex
Time_____ — NRP Alice, Texas

11. Cotulla Texas Position Report

San Antonio Center — ALT 29-31
Cotulla Tex — ETA Alice Tex
Time_____ — NRP Houston

a. Start climb at Cotulla, Texas to 33-35M

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12. Alice Texas Position Report

| | |
|---|---|
| San Antonio Center<br>Alice, Texas<br>Time_____ | ALT 33-35<br>ETA Houston Texas<br>NRP Paris Texas |

13. Contact Houston RBS (356.8)

14. Houston Texas Position Report

| | |
|---|---|
| Houston Radio<br>Houston Texas<br>Time_____ | ALT 33-35M<br>ETA Paris Texas<br>NRP Okla City |

15. Paris Texas Position Report

| | |
|---|---|
| Fort Worth Center<br>Paris Texas<br>Time_____ | ALT 33-35M<br>ETA Okla City_____<br>NRP 20NM NE Gage, Okla |

16. Contact OKC RBS (273.4)

17. Okla City Position Report

| | |
|---|---|
| Okla City Center<br>Okla City<br>Time_____ | ALT 33-35M<br>ETA 20 NM NE Gage, Okla<br>NRP Larmar, Colo |

18. Position Report

| | |
|---|---|
| Okla City Center<br>20 NM NE Gage, Okla<br>Time_____ | ALT 33-35M<br>ETA Lamar, Colo<br>NRP Denver, Colo |

19. Position Report

| | |
|---|---|
| Denver Center<br>Lamar, Colo<br>Time_____ | ALT 33-35M<br>ETA Denver, Colo<br>NRP Rock Springs, Wym |

20. Contact Denver RBS (356.8)

21. Position Report

| | |
|---|---|
| Denver Center<br>Denver Colo<br>Time_____ | ALT 33-35M<br>ETA Rock Springs, Wym.<br>NRP 10 NM E Hanksville, Utah |

a. Start climb to 35-37M after departing Denver, Colo

22. Position Report

| | |
|---|---|
| Rock Springs Radio<br>Rock Springs Wym<br>TIME_____ | ALT climb to 35-37M<br>ETA 10 NM E Hanksville Utah<br>NRP 33 NM NE Marble Canyon Ariz. |

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23. Position Report

Hanksville Radio (255.4)
10 NM E Hanksville Utah
Time_____

ALT 35-37M
ETA 33 NM NE Marble Canyon Ariz
NRP 6NM SE Albuquerque N.M.

24. Position Report

Hanksville Radio
33NM NE Marble Canyon, Ariz
Time_____

ALT 35-37M
ETA 6NM SE Albuquerque N.M.
NRP 20NM N Hobbs, N.M.

a. At 37-00N, lead aircraft will contact Mother Goose giving Tactical Call sign and ETA over Albuquerque.

b. Monitor APS-54 for Radar Lock on by fighter Aircraft.

25. Expect fighters from 35-40N, 108-20W to 34-09N, 105-13W.

26. Position Report

Albuquerque Center
6NM SE Abluquerque
Time_____

ALT 35-37M
ETA 20NM N Hobbs, N.M.
NRP San Angelo

27. Position Report

Hobbs Radio
20NM N Hobbs, N.M.
Time_____

ALT 35-37M
ETA San Angelo Texas
NRP Abilene

28. Position Report

San Angelo Radio
San Angelo
Time_____

ALT 35-37M
ETA Abilene

29. Contact Abilene Approach control for approach clearance and Dyess TWR for landing instructions.

B. COMMUNICATIONS

1. Normal position reports by first and last aircraft of bomber stream.

2. Aircraft leaving bomber stream will file an individual flight plan.

3. HF Radio checks are PROHIBITED.

4. No strike reports will be submitted.

5. IFF procedures will be in accordance with SACR 55-23.

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6. RBS Channalization: Houston 7/356.8
Okla City 8/273.4
Denver 7/356.8

7. All aircraft will monitor guard channel and interplane frequency (channel 12) whenever possible.

8. Each aircraft will announce his time over each reporting point on (channel 12) this is for aircraft separation timing.

C. ELECTRONIC COUNTER MEASURES (ECM)

1. Each aircraft will carry one (1) carton of RR-39 A/C chaff in left hopper to be used in conjunction with APS-54, to break fighter radar lock ons. Chaff will be dispensed using position "B" of top control box (controls left dispenser) chaff weight 55 lbs.

D. EMERGENCY PROCEDURES.

1. For two way radio failure follow procedures as outlined in AFR 60-16.

2. Engine fire or fire warning light: If an engine is shut down due to visible fire or if a fire warning light remains on; land at nearest SAC Base.

3. A loss of engines - loss of one engine with no emergency, monitor fuel closely, fuel remaining will determine pilots action. Loss of two engines abort mission and land at nearest SAC Base.

a. Emergency bases enroute.

1. Carswell
2. Kelly
3. Altus
4. Lowry
5. Hill
6. Smokey Hill
7. Tinker
8. Walker

4. Strip alert tanker

Altus Air Force Base Call sign: Eyelash Control
Sunfish Channel 12/321.0

E. MISSION ACCOMPLISHMENTS

1. Emergency drill procedures
1. Water injection take off
1. HR Combat Oxygen
1. Bomber stream
1. Celestial Grid
3. RBS Runs (dir or offset radar)
1. Little River
1. Fighter Attack mission

2. Mission briefing will be conducted in 11th ARS briefing room at 1000 hrs on 18 September 1957.

3. Debriefing will be held at 10th Bombardment Squadron briefing room immediately after flight.

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ROUTE SHEET

"JOLLY BOY"

PRIMARY SOUTH TAKE-OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :12 | :15 | *Brady, Texas (City) | Turn Point |
| 29-31 | :14 | :29 | 18W San Angelo (Town) | Level Off |
| 29-31 | :11 | :40 | *Midland, Tex (VOR) | Turn Point |
| 29-31 | :36 | 1:16 | *Cotulla, Tex (VOR) | Turn Point & Cl |
| 33-35 | :07 | 1:23 | 15NW Alice, Tex (City) | Level Off |
| 33-35 | :02 | 1:25 | *Alice, Tex (City) | Turn Point |
| 33-35 | :13 | 1:38 | Palacios, Tex (City) | I.P. |
| 33-35 | :10½ | 1:48½ | *Houston, Tex (City) | Turn Point |
| 33-35 | :31 | 2:19½ | *Paris, Tex (City) | Turn Point |
| 33-35 | :14 | 2:33½ | ADA, Okla (City) | I.P. |
| 33-35 | :09½ | 2:43 | *Oklahoma City, Okla (City) | Turn Point |
| 33-35 | :18 | 3:01 | *20NM NE Gage, Okla (VOR) | Turn Point |
| 33-35 | :26 | 3:27 | *Lamar, Colo (City) | Turn Point |
| 33-35 | :12 | 3:39 | Limon,Colo (City) | I.P. |
| 33-35 | :10 | 3:49 | *Denver, Colo (City) | Turn Point & Cl |
| 35-37 | :12 | 4:01 | *38NM N Kremmling (VOR) Colo. | Level Off |
| 35-37 | :22 | 4:23 | *Rock Springs, Wyo (City) | Turn Point & Cl |
| 35-37 | :28 | 4:51 | * 10E Hanksville, Utah (VOR) | Report |
| 35-37 | :11 | 5:02 | *33 NE Marble Canyon,Ariz | Turn Point |
| 35-37 | :33 | 5:35 | *6SE Albuquerque, New Mex (VOR) | Report |
| 35-37 | :31 | 6:06 | *20 N Hobbs New Mex (VOR) | Report |
| 35-37 | :17 | 6:23 | *San Angelo Tex (City) | Turn Point |
| DESCENT | :08 | 6:31 | *Abilene, Tex (VOR) | Descend |
| | :20 | 6:51 | Dyess AFB | Land |

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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | JOLLY BOY | 341st B.W. | [illegible]7E | | | GO NO GO @ 6000' (128-7) ACCEL @ 4000' ([illegible]7-7) REFUSAL IS [illegible]6900' |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82,600 | AM | 21900 | BOMBS | | | |
| CREW | 1176 | CM | 17900 | AMMO | | | |
| OIL | 410 | FM | 18700 | WATER AUG | 5300 | | |
| ATO | | AA | 7800 | STATIC | 184400 | NR FULL ATO REQUIRED | |
| RACK | | FA | 6300 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20600 | START ENGINES AND TAXI FUEL ALLOWANCE | 30 MIN. 3540 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 154 | | | | | | |
| CHAFF | | TOTAL FUEL | 93200 | TAKE-OFF GROSS | 180860 | ATO FIRING SPEED | |
| OPERATING | 85900 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH | AIR TEMP |
| 2000 | 13500 | 100°F |
| CRITICAL FIELD LENGTH | | CRITICAL AIR TEMP |
| 10700 | | |
| TAKE-OFF DISTANCE | TAKE-OFF SPEED | |
| 9400 | 155K | |

| CRITICAL WIND COMPONENT | | |
|---|---|---|
| 1ST LEG | 2ND LEG | 3D LEG |
| | | |

PRE-FLIGHT PLAN

| FROM DYESS AFB / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL-FLIGHT PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 89660 | 180860 |
| STATAC | | | | | | | | | | | 10 | :03 | 10 | | 2060 | -7360 |
| | | | | | | | | | | | 10 | :03 | 10 | | 87600 | 173500 |
| BRADY, TEXAS 31-08N 99-20W | CL | 161 | | | -11 | | IN CLIMB | | 390 | | 75 | :11 | 72 | | | |
| | | | | | | | | | | | 85 | :14 | 82 | | | |
| LEVEL-OFF 31-25N 100-42W | CL | 291 | | | -11 | | 29-31 | | 390 | | 84 | :14½ | 93 | | 11600 | 11600 |
| | | | | | | | | | | | 169 | :28½ | 175 | | 76000 | 161900 |
| MIDLAND, TEXAS 31-59N 102-06W | CR | 291 | | | -11 | | 29-31 | .74 | 430 | | 76 | :11½ | 94 | | 2800 | 2800 |
| | | | | | | | | | | | 245 | :40 | 269 | | 73200 | 159100 |
| COTULLA VOR 28-28N 99-07W | CR | 140 | | | -10 | | 29-31 | | | | 277 | :36½ | 262 | | 7370 | 7370 |
| | | | | | | | | | | | 522 | 1:16½ | 531 | | 65830 | 151730 |
| ALICE TEX (PIP) 27-45N 98-05W | CR | 129 | | | -9 | | 33-35 | | | | 70 | :09 | 64 | | 1730 | 1730 |
| | | | | | | | | | | | 592 | 1:25½ | 595 | | 64100 | 150000 |
| PALACIOS, TEXAS (IP) 28-42N 96-14W | CR | 055 | | | -9 | | | | | | 102 | :13 | 93 | | 2470 | 2470 |
| | | | | | | | | | | | 694 | 1:38½ | 688 | | 61630 | 147530 |
| HOUSTON TEXAS TGT ALPHA | BR | 035 | | | -8 | | | | | | 80 | :10½ | 75 | | 1950 | 1950 |
| | | | | | | | | | | | 774 | 1:48½ | 763 | | 59680 | 145580 |
| PARIS TEXAS (PIP) 33-39N 95-34W | CR | 356 | | | -8 | | | | | | 222 | :31 | 222 | | 5600 | 5600 |
| | | | | | | | | | | | 996 | 2:19½ | 985 | | 54080 | 139980 |
| ADA, OKLA. (IP) 34-47N 96-43W | CR | 320 | | | -9 | | | | | | 96 | :14 | 100 | | 2430 | 2430 |
| | | | | | | | | | | | 1092 | 2:33½ | 1085 | | 51650 | 137550 |
| OKLAHOMA CITY TGT HOTEL | BR | 316 | | | -9 | | | | | | 60 | :09 | 64 | | 1550 | 1550 |
| | | | | | | | | | | | 1152 | 2:42½ | 1149 | | 50100 | 136000 |
| LAMAR COLO. (PIP) 38-05N 102-38W | CR | 303 | | | -11 | | | | | | 289 | :44 | 315 | | 7200 | 7200 |
| | | | | | | | | | | | 1441 | 3:26½ | 1464 | | 42900 | 128800 |
| LIMON COLO. (IP) 39-14N 103-41W | CR | 327 | | | -13 | | | | | | 81 | :12 | 85 | | 1900 | 1900 |
| | | | | | | | | | | | 1522 | 3:38½ | 1549 | | 41000 | 126900 |
| DENVER, COLO. TGT ECHO | BR | 299 | | | -14 | | | | | | 66 | :10 | 71 | | 1560 | 1560 |
| | | | | | | | | | | | 1588 | 3:48½ | 1620 | | 39440 | 125340 |

SAC FORM 15 APR 56 1a FC: 2720

Air Force SAC Offset O-1049(56)

P 7-5019

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | T ALT | IAS MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FL' PRED FUEL REMAINING | PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOVER COLO. | | | | | | | | | | | | | | | 39440 | 125340 |
| ROCK SPRINGS, WYO. 41-35N 109-15W | CR | 303 | | | -15 | | 35-37 | .74 | 430 | | 224 | :34 | 244 | | 5540 | 5540 |
| T/P 37-08N 111-00W | CR | 196 | | | -16 | | | | | | 1812 | 4:22½ | 1864 | | 33900 | 119800 |
| SAN ANGELO TEXAS 31-28N 100-27W | CR | 122 | | | -13 | | | | | | 288 | :41 | 292 | | 6220 | 6220 |
| DYESS AFB TEXAS 32-26N 99-52W | CR | 021 | | | -10 | | | | | | 2100 | 5:03½ | 2156 | | 27680 | 113580 |
| GCA & LAND | | | | | | | | | | | 627 | 1:21 | 580 | | 11350 | 113580 |
| | | | | | | | | | | | 2727 | 6:24½ | 2736 | | 16330 | 102230 |
| | | | | | | | | | | | 60 | :08 | 57 | | 1080 | 1080 |
| | | | | | | | | | | | 2787 | 6:32½ | 2793 | | 15250 | 101150 |
| | | | | | | | | | | | | :20 | | | 3000 | 3000 |
| | | | | | | | | | | | | 6:52½ | | | 12250 | 98150 |
| | | | NORTH TAKE-OFF | | | | | | | | | | | | | |
| STATAC | | | | | | | | | | | 10 | :03 | 10 | | | |
| GUTHRIE VOR 33-46N 100-20W | CL | 343 | | | -11 | | IN CLIMB | | 390 | | 10 | :03 | 10 | | | |
| L/O 32-49N 101-27W | CL | 214 | | | -11 | | 29-31 | | 390 | | 75 | :12 | 86 | | | |
| MIDLAND TEX 31-59N 102-06W | CR | 214 | | | -11 | | 29-31 | .74 | 430 | | 85 | :15 | 96 | | | |
| | | | | | | | | | | | 84 | :13½ | 97 | | | |
| | | | | | | | | | | | 169 | :28½ | 193 | | | |
| | | | | | | | | | | | 60 | :09 | 64 | | | |
| | | | | | | | | | | | 229 | 37½ | 257 | | | |

SAC FORM 16 APR 55 1b FC: 2720



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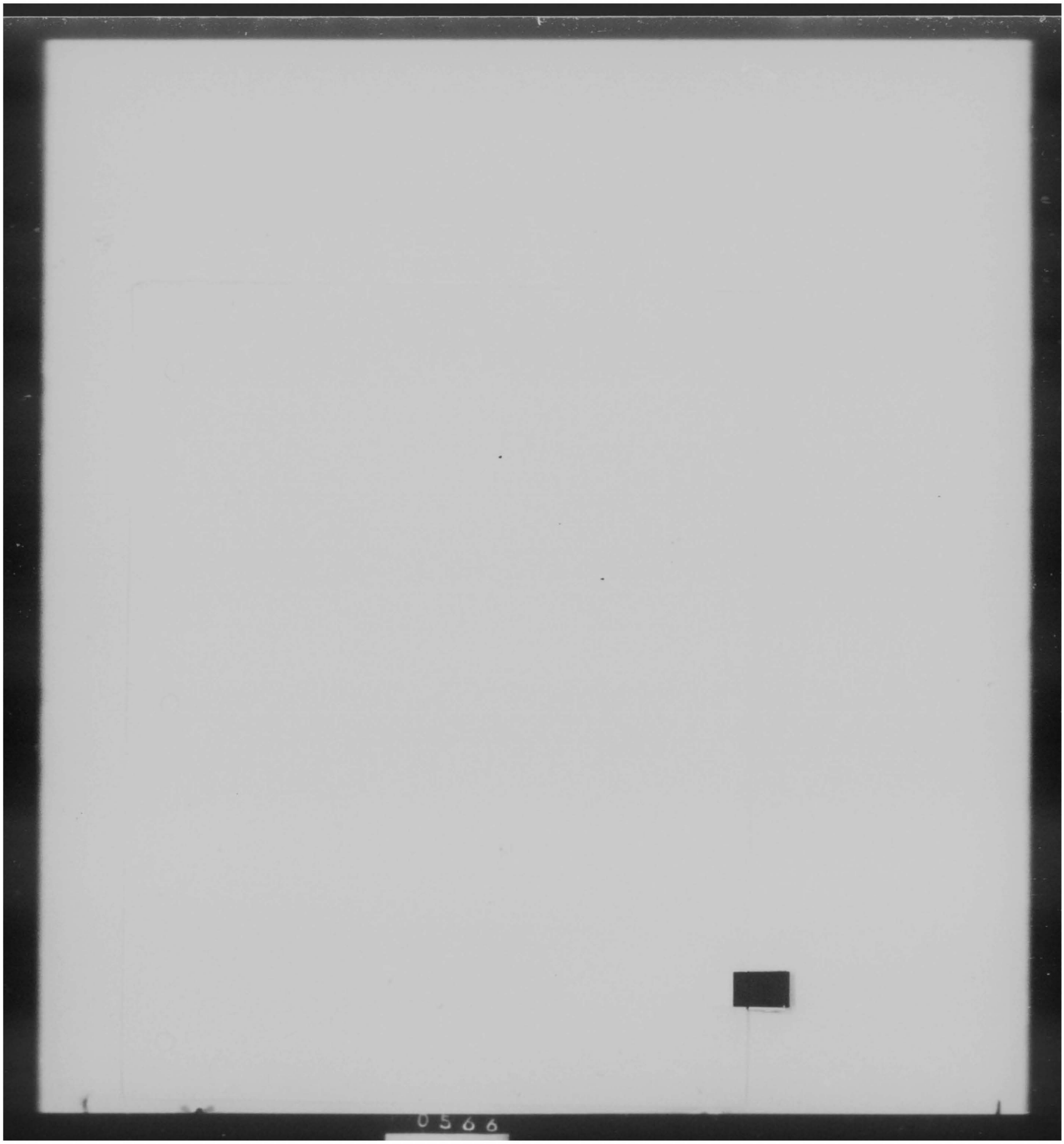


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HEADQUARTERS 341ST BOMBARDMENT WING
Dyess Air Force Base, Texas
23 September 1957

CREW FLIMSY

SCAREFACE

23 SEPT 57

COURTESY OF 490TH BOMBARDMENT SQUADRON, 341ST BOMBARDMENT WING
DYESS AIR FORCE BASE, TEXAS



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TAKE OFF SCHEDULE

'SCAR FACE'

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR B OPS | STA TIME | START ENG | TAXI TIME | TAKEOFF TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | ALPHA CELL | | | | |
| 1 | Ware | 2030 | 71 | 13L0 | 1L10 | 16L0 | 1650 | 1710 |
| 2 | DeSomer | 2035 | 73 | 13L0 | 1L11½ | 16L1½ | 1651½ | 1711½ |
| 3 | Frey | 2076 | 79 | 13L0 | 1L13 | 16L3 | 1653 | 1713 |
| 4 | Boyd | 2100 | 85 | 13L0 | 1L14½ | 16L4½ | 1654½ | 1714½ |
| 5 | Hall | 2388 | 54 | 13L0 | 1L16 | 16L6 | 1656 | 1716 |
| 6 | Jennings | 2291 | 46 | 13L0 | 1L17½ | 16L7½ | 1657½ | 1717½ |
| 7 | | | | 13L0 | 1L19 | 16L9 | 1659 | 1719 (Spare) |
| 8 | | | | 13L0 | 1L20½ | 1650½ | 1700½ | 1720½ (Spare) |
| | | | | BRAVO CELL | | | | |
| 1 | Youngmark | 7070 | 53 | 1530 | 1600 | 1830 | 18L0 | 1900 |
| 2 | Long, W.D. | 2157 | 45 | 1530 | 1601½ | 1831½ | 18L1½ | 1901½ |
| 3 | Pendergast | 5249 | 23 | 1530 | 1603 | 1833 | 18L3 | 1903 |
| 4 | Platner | 5805 | 18 | 1530 | 1604½ | 1834½ | 18L4½ | 1904½ |
| 5 | Warner | 2266 | 1L | 1530 | 1606 | 1836 | 18L6 | 1906 |
| 6 | Hammond | 2027 | 70 | 1530 | 1607½ | 1837½ | 18L7½ | 1907½ |
| 7 | Barrett | 2061 | 55 | 1530 | 1609 | 1839 | 18L9 | 1909 (Spare) |
| 8 | | | | 1530 | 1610½ | 18L0½ | 1850½ | 1910½ (Spare) |



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A. TOURAIDE

1. Wx briefing_____(3+30 prior to T.O.) Base weather Station.

2. In remarks section of DD Form 175 enter code name, call name & postions.

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____T/O - 30

6. Taxi at_____T/O - 20

7. Take Off_____

a. 1½ minutes between aircraft

b. 1+50 hours between cells.

c. All take offs with water

d. Monitor channel #2 for taxi and T.O.

8. After take-off switch to channel 12 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. Immediately after T.O. lead aircraft will contact Fat Chance on Channel #10 giving following information

1. Time of T.O.

2. Number in stream

3. Interval between aircraft

4. ETA over Alberquerque, N.M.

5. Pass information to Mother Goose

b. All aircraft check APN-76 with A&E rendezvous on channel 16, 235.1 mes

c. Turn APN-76 to standby after check.

9. North take off climb on course to Guthrie VOR

a. South take off 2 minutes after start of take off roll turn on course and climb to Brady.

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10. Position Report

Abilene Approach Control
Position Brady(Guthrie 116.2 GTH)
Time_____

ALT_____
ETA Midland, Texas
NRP Roswell, N. Mex

11. All aircraft climb to an altitude of_____base altitude is 28,000 feet. check alt measure & altimeter calibration at Midland, Texas

12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check in with leader when in position.

| | APP MACH | ALT | | APP MACH | ALT |
|---|---|---|---|---|---|
| #1 | .72 | 28 | #4 | .81 | 29.5 |
| #2 | .81 | 28.5 | #5 | .81 | 30 |
| #3 | .81 | 29 | #6 | .81 | 30.5 |

13. Midland, Texas VOR 114.8 MAF

a. Position Report

Midland Radio
Midland, Texas
Time_____

ALT_____
ETA Roswell, N. Mex
NRP Iraan, Texas

14. Roswell, N. Mexico VOR 116.1 ROW

a. Position Report

Roswell Radio
Roswell N. Mex
Time_____.

ALT_____
ETA Iraan, Texas
NRP Cotulla, Texas VOR

b. All aircraft turn left, APN-76 on T_____R_____.

15. Abeam Artesia, New Mexico switch to initial contact Freq_____mcs.

a. Contact tanker lead (call sign) Walker Helen Leader.

Give ETA to Rend Point_____.
Descent Range_____from SP_____Tanker orbit 17 SW Ozona, Tex

b. Inform ATC that tanker will make position report during air refueling

c. Switch to tanker contact freq_____, APN-76 standby except leader. leader makes radar rendezvpus.

16. Echelon formation 60 degrees right for refueling formation, set alt 29.92

17. Start descent Iraan, Texas, to 15,000 base altitude.

18. Contact tankers, move in for fuel on formation leaders signal and on load 12,000 lbs.

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19. Formation speed 200 knots - - End - - 206 knots.

20. End A/R at Cotulla, Texas VOR, accelerate and climb to base altitude 'M, and proceed to cell break-up at Edinburg, Texas.

21. Cotulla, Texas VOR 115.8 COT

a. Position report to San Antonio Center.

Position Cotulla OMNI
Time_____

Alt Climbing to 28-31M block alt
ETA Edinburg Texas
NRP 26-00N, 96-40W

22. Edinburg, Texas

a. Execute standard 6 ship cell break up left hand orbit.

b. Position report to San Antonio Center

Position Edinburg
Time_____

Alt 28-31M block alt
ETA 26-00N, 96-40W
NRP Victoria, Texas

c. Start climb to 33-35M departing Edinburg.

23. 26-00N, 96-40W

a. Position Report to San Antonio Center

Position 26-00N, 96-40W
Time_____

ALT _____
ETA Victoria Texas
NRP Houston, Texas

24. Victoria, Texas VOR (109.6 VCT Training Status)

a. Position Report to San Antonio Center

Position Victoria Texas
Time_____

ALT_____
ETA Houston, Texas
NRP Tyler, Texas RNG

b. Contact Houston RBS (7/356.8)

25. Houston, Texas VOR 115.9 HOU

a. Position Report to San Antonio Center 319.8

Position Houston Texas
Time_____

ALT_____
ETA Tyler, Texas RNG
NRP Paris, Texas



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26. Tyler, Texas RNG 320 KCS TYR

a. Position Report to Fort Worth Center

Position Tyler, Texas
Time_____

Alt_____
ETA Paris, Texas
NRP Oklahoma City

27. Paris, Texas

a. Position report to Ft Worth Center

Position Paris, Texas
Time_____

ALT_____
ETA Oklahoma City
NRP Anthony, Kansas

b. Contact OKC RBS (8/273.4)

28. Oklahoma City VOR 115.0 OKC

a. Position Report to OKC Center

Position OKC
Time_____ /

ALT_____
ETA Anthony Kansas
NRP 60NM NE Dalhart Texas

b. Start Climb to 36-38M departing OKC

29. Anthony, Kansas (VOR 112.5 ANY)

a. Position Report

Position Anthony, Kansas
Time_____

ALT_____
ETA 60NM NE Dalhart Texas
NRP 70NM NW Santa Fe N.Mex

b. Start climb to 37-39 departing Anthony VOR

30. 60NM NE Dalhart Texas (VOR 114.9 DHT)

a. Position Report

Position 60NM NE Dalhart Texas
TIME_____

ALT_____
ETA 70NM NW Santa Fe
NRP 36-30N, 108-00W

31. 70NM NW Santa Fe N. Mex

a. Position Report

Position 70NM NW Santa Fe N. Mex
Time_____

ALT_____
ETA 36-30N, 108-00W
NRP Alburquerque



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32. 36-30N, 108-00W

a. Position Report to Alburquerque Center

Position 36-30N, 108-00W ALT _____
Time_____ ETA Albuquerque, N.Mex
NRP 15NM E Roswell, N.Mex

33. At 36-30N, 108-00W lead aircraft will contact Mother Goose and obtain clearance and confirmation of Little River runs.

34. Expect fighter attacks between 36-30N, 108-00W and Roswell N. Mex.

a. One carton of RR-39A/L in left hopper, weight 55 lbs., will be dispensed on position B of top control box (controls left hopper). Chaff will be dispensed in conjunction with APS-54 to break radar lock ons.

35. Albuquerque, N. Mex VOR 117.5 ABQ

a. Position report to Albuquerque Center

Position Albuquerque, N.M ALT_____
Time_____ ETA 15NM E Roswell N.Mex
NRP Odessa, Texas

36. Roswell, N.M. VOR 116.1 ROW

a. Position Report to Albuquerque Center

Position 15NM E Roswell N.M ALT_____
time_____ ETA Odessa, Texas
NRP Abilene, Texas

37. Odessa, Texas

a. Position Report to Midland ,Radio

Position Odessa, Texas ALT_____
Time_____ ETA Abilene, Texas
Destination

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF Radio checks are prohibited IFF procedures will be in accordance with SACR 55-23.

3. All aircraft will monitor guard channel and interplane frequency (ch 12) except while making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.



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5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position and call sign.

6. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after breakup.

7. RBS Channelization: Houston 7/356.8
Okla City 8/273.4

C. REFUELING INFORMATION

1. Tanker Orbit: 17 NM SW Ozona, Texas

2. Orbit Altitude: 15,500 (Base)

3. Refueling Altitude: 15,000 Base

4. Refueling Track 134 degrees

5. Rend Point: 29-42N, 100-31W

6. End IFR: Cotulla Texas VOR

7. CR Plan Alpha Cell - Helen ZI Alpha
Bravo Cell - Helen ZI Alpha

8. Tanker Call Sign: Walker Helen Leader

EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Byess

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action. Loss of two engines abort mission and land at nearest SAC Base

5. Emergency Bases enroute:

1. Carswell
2. Kelly
3. Altus
4. Lowry
5. Hill
6. Smokey Hill
7. Tinker
8. Walker

6. Strip Alert Tankers

Altus AFB Eyelash Control
Call Sign Subfish Frequency 12/321.0

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E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-209, R-425, R-196, P-207

F. MISSION ACCOMPLISHMENTS:

1 - Mass night refueling
1 - Water take off
1 - Rendezvous, lead aircraft
1 - Fighter Attack
1 - Little River Run
1 - Hour combat ozygen
1 - Emergency procedure
2 - RBS as needed
1 - nite cell mission
1 - Bomber stream
(Primary accomp - 1 mass nite refueling.
1 - nite celestial or grid celestial as needed
1 - jet penetration
1 - GCA
1 - Landing

G. FUEL INFORMATION:

1. Missed refueling - replan mission after Oklahoma City - Tng for bootleg run on Amarillo - come home. fuel on board required to proceed at Optimum.

FROM: 36-30N, 108-00W direct Tucson with 15,000# reserve, 20,500# fuel on board no wind.

FROM: 36-30N, 108-00W direct Roswell with 15000# reserve; 19500# fuel on board required no wind.

FROM: Roswell direct Abilene with 15,000# reserve; 19,200# no wind

FROM: Roswell direct Biggs with 15,000# reserve; 17,500# no wind

FROM: Roswell direct Altus with 15,000# reserve; 19,800# no wind

H. Mission briefing will be conducted in the 11 th Air Refueling Squadron briefing room at 1000 hours on 20 September 1957.

I. Debriefing will be conducted in the 490th Bombardment Squadron briefing room immediately afte r flight.



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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| SCARFACE | 341 BW | B-47E | A & B | | Computed FOR # 6 ACFT WITH WING TAN |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82,600 | FM | 18,700 | BOMBS | — | | |
| CREW | 176 | CM | 17,900 | AMMO | — | | |
| OIL | 410 | AM | 21,900 | WATER AUG | 5300 | | |
| ATO | — | FWD AUX | 6,300 | STATIC | 184455 | NR FULL ATO REQUIRED | |
| RACK | | BB | 20,600 | START ENGINES AND TAXI FUEL ALLOWANCE | 3050 | NR EMPTY ATO REQUIRED | |
| EXT TANKS WEIGHT (Empty) | 1560 | AFT AUX | 7,800 | TAKE-OFF GROSS | 181,405 | ATO FIRING SPEED | |
| MISCELLANEOUS | 154 | | | | | | |
| CHAFF | 55 | TOTAL FUEL | 93,200 | | | | |
| OPERATING | 85,955 | | | | | | |

| RUNWAY PRESSURE ALT | RUNWAY LENGTH | AIR TEMP |
|---|---|---|
| 2000 | 13,500 | 90° F |

| CRITICAL FIELD LENGTH | CRITICAL AIR TEMP |
|---|---|
| 10,800 | |

| TAKE-OFF DISTANCE | TAKE-OFF SPEED |
|---|---|
| 9400 | 155 |

CRITICAL WIND COMPONENT

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| | | |

**PRE-FLIGHT PLAN**

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS ACC | TIME ACC | AIR DIS ACC | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dyess AFB | | | | | | | | | | | | | | | 90,150 | 181,405 |
| | T.O. & Acc. | $A_{CC}$ | | | | | | | | | | 12 | :03 | | | 2,050 | 7,350 |
| | | | | | | | | | | | | 12 | :03 | | | 88100 | 174055 |
| A | South T.O. Brady Texas | CL | 161 | | | -10½ | | ↗ | | 390 | | 85 / 97 | | | | ↓ 10900 | ↓ 10900 |
| B | 31-37N 101-13W L.O. | CL | 295 | | | -10½ | | 28-31 | | 390 | | 115 / 312 | | | | 77200 | 163155 |
| C | 31-58N 102-07W Midland, Texas | CR | 295 | | | -11 | | 28-31 | | 430 | | 51 / 263 | | | | ↓ 6700 | ↓ 6700 |
| D | 33-24N 104-32W Roswell, N. Mex | CR | 305 | | | -12 | | 28-31 | | 430 | | 149 / 412 | | | | 70500 | 156450 |
| E | 30-55N 101-56W Iraan, Tex S/DES | CR | 134 | | | -11½ | | 28-31 | | 430 | | 197 / 609 | | | | 65280 | 151230 |
| F | 30-10N 101-03W L/O | $D_{ES}$ | 134 | | | -10½ | | 15-18 | | 470 | | 63 / 672 | | | | 64580 | 150530 |
| G | 29-42N 100-31W RENDESVOUS | CR | 134 | | | -10½ | | 15-18 | | 250 | | 42 / 714 | | | | 62560 | 147515 |
| H | 28-27N 99-08W Corvalla VOR END A/R | $R_E$ | 134 | | | -10 | | 15-18 | | 250 | | 103 / 817 | | | | 61510 | 142365 |
| | | | | | ON LOAD | | | | | | | | | | | 12000 | 12000 |
| | | | | | | | | | | | | | | | | 68910 | 154365 |
| I | ACCELERATE | $A_{CC}$ | 158 | | | -9½ | | 15-17.5 | | | | 6 / 823 | 01 | | | 400 / 68510 | 400 / 153965 |
| J | 26-34N 98-16W L.O. | CL | 158 | | | -9½ | | 28-31 | | 390 | | 120 / 943 | | | | 4300 / 63710 | 4300 / 149665 |
| K | 26-18N 98-10W EDINBURG, TEX | CR | 158 | | | -9½ | | 28-31 | | 430 | | 18 / 961 | | | | ↓ 8600 | ↓ 8600 |
| | CELL BRKUP | | | | | | | 28-31 | | 430 | | | :50 | | | 55110 | 141065 |

SAC FORM 10 APR 54 1a FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| | M ROUTE | FLT COND | T.C. | WIND D/V DRIFT | T.H. | VAR | M.H. | ALT | IAS MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL PRED FULL REMAINING | HT PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | 55110 | 141065 |
| L | 26-00N 96-40W T/P | CR | 099 | | | -9 | | 33-35 | | 430 | | 82<br>1043 | | | | 1900<br>53210 | 1900<br>139165 |
| M | 28-48N 97-00W VICTORIA, TEX (PIP) | CR | 347 | | | -9 | | 33-35 | | 430 | | 180<br>1223 | | | | 4440<br>48770 | 4440<br>134725 |
| N | 29-11N 96-17W EL CAMPO TEX (IP) | CR | 068 | | | -8½ | | 33-35 | | 430 | | 49<br>1272 | | | | 1180<br>47590 | 1180<br>133545 |
| O | TGT ALPHA HOUSTON RBS | BR | 055 | | | -8½ | | 33-35 | | 430 | | 61<br>1333 | | | | 1320<br>46270 | 1320<br>132225 |
| P | 33-39N 95-33W PARIS TEX (PIP) | CR | 355 | | | -8½ | | 33-35 | | 430 | | 231<br>1564 | | | | 5100<br>41170 | 5100<br>127125 |
| Q | 34-46N 96-42W ADA OKLA (IP) | CR | 319 | | | -8½ | | 33-35 | | 430 | | 89<br>1653 | | | | 2050<br>39120 | 2050<br>125075 |
| R | TGT HOTEL OKLA CITY RBS | BR | 315 | | | -9½ | | 33-35 | | 430 | | 59<br>1712 | | | | 1380<br>37740 | 1380<br>123695 |
| S | 37-08N 98-02W ANTHONY, KAN | CR | 347 | | | -10 | | 36-38 | | 430 | | 106<br>1818 | | | | 2260<br>35480 | 2260<br>121435 |
| T | T/P 36-30N 108-00W | CR | 265 | | | -12 | | 37-39 | | 430 | | 484<br>2302 | | | | 11100<br>24380 | 11100<br>110335 |
| U | 31-51N 102-24W ODESSA TEX | CR | 133 | | | -11½ | | 37-39 | | 430 | | 403<br>2705 | | | | 7200<br>17180 | 7255 *<br>103080 |
| V | 32-24N 99-52W DYESS AFB TEX | CR | 071 | | | -11 | | 37-39 | | 430 | | 136<br>2841 | | | | 2200<br>14980 | 2200<br>100880 |
| | GCA & LAND | DES | - | - | - | - | - | - | - | - | - | - | :15 | | | 3000<br>11980 | 3000<br>97880 |

* Drop CHAFF

SAC FORM 18 APR 61 1b FC: 2720

Air Force-SAC, Offutt O-1050(36)

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## MISSION FLIGHT – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NORTH TAKE OFF | | | | | | | | | | | | |
| Start Taxi T.O. & ACC | | | | | | | | | | | 12 / 12 | | | | | |
| Guthrie VOR 33-46N 100-19W | CL | 342 | | | -11 | | ↗ | | 390 | | 72 / 84 | | | | | |
| LEVEL OFF 32-33N 101-40W | CL | 213 | | | -11 | | 28-31 | | 390 | | 107 / 191 | | | | | |
| Midland, Texas 31-58N 102-07W | CR | 213 | | | -11 | | 28-31 | | 430 | | 40 / 231 | | | | | |
| | | | | ALTERNATE REFUELING ROUTE | | | | | | | | | | | 90150 | 181405 |
| START TAXI T.O. & ACC | ACC | | | | | | | | | | 12 | | | | 2050 | 7350 |
| Brady Tex | CL | 161 | | | -10½ | | ↗ | | 390 | | 12 / 85 / 97 | | | | 88100 / ↓ | 174055 / ↓ |
| 31-37N 101-13W L.O. | CL | 295 | | | -10½ | | 28-31 | | 390 | | 115 / 212 | | | | 10900 / 27200 | 10900 / 163155 |
| Midland Tex | CR | 295 | | | -11 | | 28-31 | | 430 | | 51 / 263 | | | | ↓ | ↓ |
| Wichita Falls VOR | CR | 062 | | | -11 | | 28-31 | | 430 | | 220 / 483 | | | | 8080 / 69120 | 8080 / 155075 |
| Stephenville Tex | CR | 179 | | | -10 | | 28-31 | | 430 | | 110 / 593 | | | | 2940 / 66180 | 2940 / 152135 |
| START DECENT 10 W Hamilton Tex | CR | 193 | | | -10 | | 28-31 | | 430 | | 28 / 621 | | | | 760 / 65420 | 760 / 151375 |
| L.O. 30-48N 98-35W | DES | 193 | | | -10 | | 15-18 | | 470 | | 60 / 681 | | | | 700 / 64720 | 700 / 150675 |
| 30-10N 98-44W | REND | 193 | | | -10 | | 15-18 | | 250 | | 40 / 721 | | | | 2020 / 62700 | 2020 / 148655 |
| END IFR Cottula 28-21N 99-08W VOR | IFR | 193 | | | -10 | | 15-18 | | 250 | | 108 / 829 | | | | 6290 / 56410 | 6290 / 142365 |

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

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SOUTH TAKE OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :16 | :16 | *Brady, Texas (Town) | Turn Point |
| CLIMB | :19 | :35 | 31-37N 101-13W | Level Off |
| 28-31 | :08 | :43 | *Midland, Texas (Town) | Turn Point |
| 28-31 | :22 | 1:05 | *Roswell, New Mex (Town) | Turn Point |
| 28-31 | :27 | 1:32 | *Iraan, Texas (Town) | Descend |
| 15-18 | :08 | 1:40 | 30NM S Ozona, Tex (Town) | Level Off |
| 15-18 | :32 | 02:12 | *Cotulla, Texas VOR | Start Climb |
| 28-31 | :19 | 02:31 | 26-34N 98-16W | Level Off |
| 28-31 | :03 | 02:34 | *Edinburg, Texas (Town) | Cell Break up |
| CLIMB | :02 | 02:36 | 26-14N 97-58W | Level Off |
| 33-35 | :09 | 02:45 | *26-00N 96-40W | Turn Point |
| 33-35 | :26 | 03:11 | *Victoria, Texas (Town) | Turn Point |
| 33-35 | :14 | 03:25 | *Houston, Texas (Town) | Turn Point |
| 33-35 | :22 | 03:47 | *Tyler, Texas RNG | Report Point |
| 33-35 | :10 | 03:57 | *Paris, Texas VOR | Turn Point |
| 33-35 | :22 | 04:19 | *Okla City VOR | Turn Point |
| CLIMB | :02 | 04:21 | 35-44N 97-37W | Level Off |
| 36-38 | :13 | 04:34 | *Anthony Kansas VOR | Turn Point |
| CLIMB | :02 | 04:36 | 37-20N 98-15W | Cl Dep AnthonyVOR |
| 37-39 | :28 | 05:04 | *60NM NE Halhart, Tex VOR | Report Point |
| 37-39 | :30 | 05:34 | *70NM NW Santa Fe, N Mex VOR | Report Point |
| 37-39 | :12 | 05:46 | *36-30N 108-00W | Turn Point |
| 37-39 | :17 | 06:03 | *Albuquerque, N Mex VOR | Report Point |
| 37-39 | :20 | 06:23 | *Roswell, New Mex VOR | Report Point |
| 37-39 | :19 | 06:42 | *Odessa, Texas (Town | Turn Point |
| 37-39 | :18 | 07:00 | *Abilene, Texas VOR | Let Down |
| | :15 | 07:15 | Dyess AFB, Texas | Land |

NORTH TAKE OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Guthrie VOR , Tex | Turn Point |
| CLIMB | :17 | :31 | 18 NM SE La Messa, Tex | Level Off |
| 28-31 | :06 | :37 | *Midland, Texas (Town) | Turn Point |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :16 | :16 | Brady, Texas (Town) | Turn Point |
| " | :19 | :35 | 31-37N 101-13W | Level Off |
| 28-31 | :08 | :43 | Midland, Texas (Town) | Turn Point |
| 28-31 | :29 | 1:12 | Wichita Falls, Tex (Town) | Turn Point |
| 28-31 | :19 | 1:31 | 10NM West Hamilton, Tex | Descent |
| 15-18 | :08 | 1:39 | 30-48N 98-35W | Level Off |
| 15-18 | :33 | 2:12 | Cotulla Tex VOR | Start Climb |

* Reporting Point.

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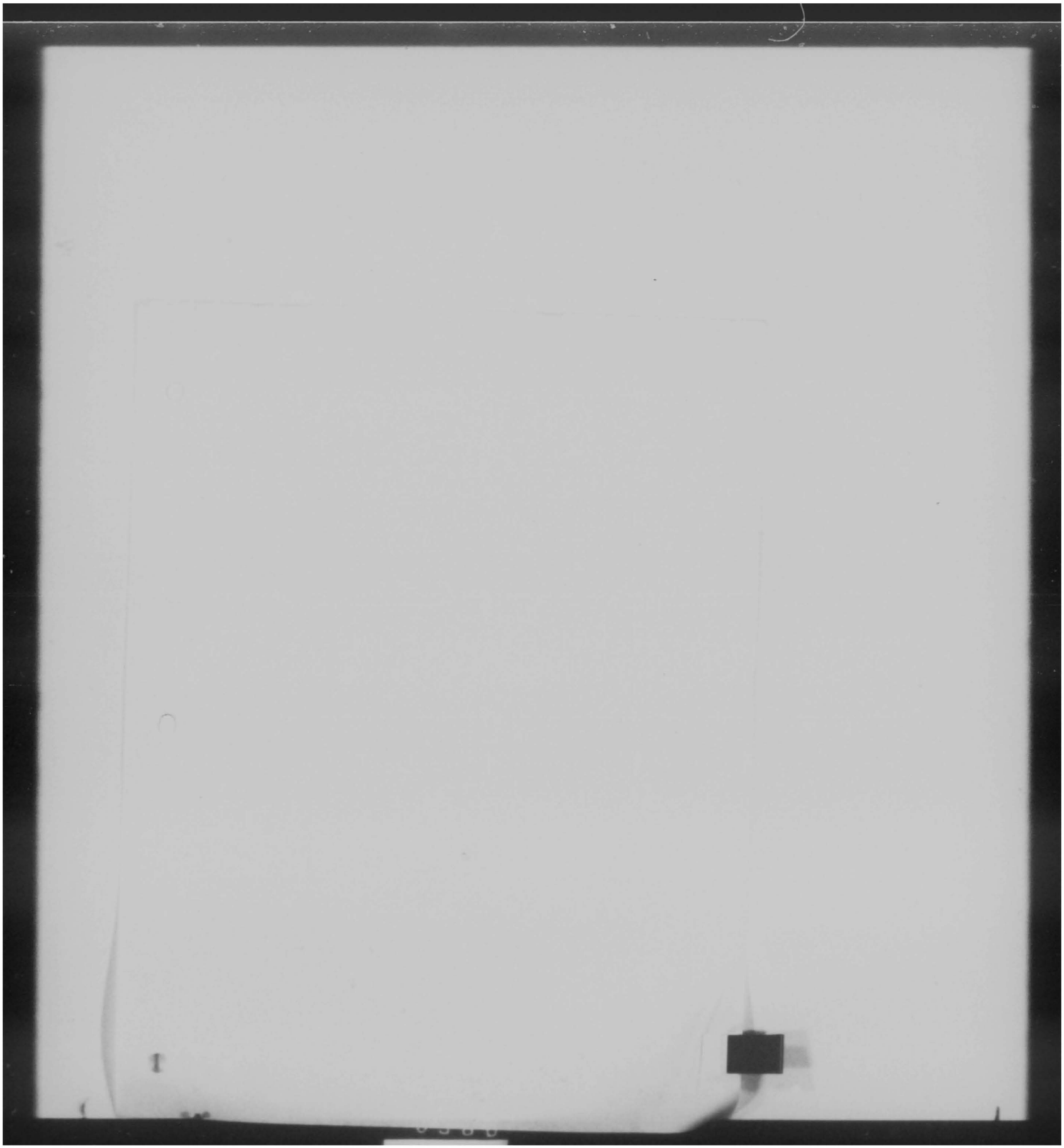

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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

ANNEX "C"

TO

OPERATIONS ORDER

NUMBER 480-57

BLUE RIDGE RED

ANNEX "C"
341st OPS ORD 480-57
1 OCTOBER 1957

B7-2874
A7-4863

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BLUE RIDGE RED

1. In addition to requirements outlined in annexes A and B, this Operations Order, the following requirement is set forth for compliance, reference 15th Air Force messages DOM 72164 (TS), DOOPM 72186 (TS), DOW 4060 (TS), DOP 30657 (TS), DOOPM 72198 (TS), SAC MESSAGE DO 5249 (S), and 8th Air Force Message DO 86048 (TS).

2. MISSION.

a. Place two B-47 aircraft and two B-47 crews on 24 hour alert status.

(1) Aircraft will be in complete EWP configuration for two designated targets.

(2) Crews will be thoroughly briefed and complete target study on these targets.

(3) Aircraft and crews will be capable of take off no later than E+2 hours.

3. CREW REQUIREMENTS.

a. A tour of duty for alert crews will be 48 hours during the week and 72 hours on weekends, with 2 hour overlap.

(1) 0800 Monday to 1000 Wednesday
0800 Wednesday to 1000 Friday
0800 Friday to 1000 Monday

b. Crews will be billeted in Building 7220 during their tour in the following manner:

| CREW | ROOM |
|---|---|
| Flite Crew A | 124 (Phone 8496 & Hot Line) |
| Flite Crew B | 130 |
| Ground Crew A | 122 |
| Ground Crew B | 122 |

c. An additional two rooms, 126 and 128 are provided as lounges.

d. A vehicle will be obtained and kept by the alert crews during their tour of duty. It will be the responsibility of one of the co-pilots to obtain this vehicle but all combat crew members will aquire a Government Drivers License prior to tour of duty. This may be done by presenting a valid Civilian License and passing a rudimentary examination at the Base Motor Pool.

ANNEX "C"
341ST OPS ORD 480-57
1 OCTOBER 1957

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4. CREW SCHEDULE (DURING WEEK)

a. First Day

0800: Report to designated aircraft with personal equipment (complete EWP with RS-6 radio) and perform pre-flite.

1000: Aircraft commanders pick up EWP kits at Wing Intelligence. A flite plan will be completed using wind information from a weather chit obtained from the Wing Control Room.

1300: Attend EWP target study at Wing Intelligence

1630: Check Wing Control Room for any change in WX or EWP. Make 175 and Form F current.

b. Second Day

0800: Pre-flite assigned aircraft.

1000: EWP study at Wing Intelligence, rework flite plan if necessary make 175 and Form F current.

c. Third Day

0930: Report to assigned aircraft pick up personal equipment, sign over aircraft and associated equipment to relief crew.

1000: Report to Wing Intelligence and turn in EWP kit.

Report to respective squadron for briefing and planning for flying on the following flying day.

5. CREW SCHEDULE (WEEKENDS)

a. Friday

First day schedule

b. Saturday and Sunday

0800: Pre-flite assigned aircraft.

1000: Rework flite plan if necessary, make 175 and Form F Current

1630: Rework flite plan if necessary, make 175 and Form F Current



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c. Monday

Third day schedule.

6. CYCLING OF AIRCRAFT:

a. Both alert aircraft will be parked in the Special Security Area, A-1 and B-1 (Spare C-1) for 9 day periods between cycles. Duty crews will check with maintenance control to determine whether an aircraft exchange will occur during their tour. In the event of a cycle the crew will report to the area to transfer personal equipment and accept the new aircraft.

b. On days that aircraft cycle, preflite will be performed in the squadron area on the aircraft scheduled to replace alert aircraft.

7. CREW CONDUCT.

a. The Wing Control Room, phone 238 or 239 is the Command Post for this operation, and will be advised of the crew whereabouts at all times. Crews will remain together except where the schedule directs otherwise.

b. Meals will be eaten in Dining Hall #5, Flying clothing will be worn at all times, and when not actually engaged in scheduled duties, the crew will confine themselves to assigned quarters.

c. Full security measures will be in force throughout operation "BLUE RIDGE RED", and discussion with other than authorized persons on a need-to-know basis only, is prohibited.

d. Blue Ridge Red personnel and vehicle passes and instructions for use will be obtained at Wing Control Room. No maintenance work can be accomplished without a crew member or the crew chief present. Crew member with pass may vouch for personnel desiring access to aircraft.

8. SPECIAL INSTRUCTIONS:

a. In accordance with Vol 7, AFM 67-1, an appointed Bomb Control Officer will inspect and accept all special weapons loaded on "Blue Ridge Red" aircraft. The aircraft commanders will not sign for the weapon. Designated Bomb Control Officers of the 31st Bombardment Wing are:

| | |
|---|---|
| Capt C. A. Stanley | Capt A. G. Mire |
| Capt C. Ketchie | Lt B. H. Chavez |

b. In accordance with AFR 205-2 (CONF), and SACR 205-2, dated 1 May 1957, eight thermite destructor grenades will be placed aboard alert aircraft at the time special weapons are loaded. The grenades will be stowed on the edge stand to the left and aft of the copilot's position. A display of this grenade and specific instructions in its use will be accomplished at EWP Briefing

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c. Ammunition will be torqued into the guns (not chambered) of Blue Ridge Red aircraft at all times in the security parking area. As an added precaution against accidental firing, the fire control power fuse will be removed from the A-5 control panel. The fuse will be taped in plain sight on the indicator control to the left of the scope and in front of the circuit breaker bank. The fuse will only be placed in the system after becoming airborne on an actual war plan mission.

d. A spare aircraft will be provided in full EWP configuration. Crew responsibility and time of pre-flite will be assigned by Job Control thru the Control Room daily.

9. OCTOBER DUTY ROSTER.

a. The following crew duty roster will be in effect for the month of October. Changes and/or substitutions will not be effected except on approval of the Wing Director of Operations. (In event of emergency during off duty hours, Senior Supervisor will assume the responsibility)

| TIME | DATE | TO | TIME | DATE | 10TH | 12TH | 490TH |
|---|---|---|---|---|---|---|---|
| 1800 | 30 Sep | | 1000 | 2 Oct | Brechel | Barrett | |
| 0800 | 2 Oct | | 1000 | 4 Oct | Routh | Barrett | |
| 0800 | 4 Oct | | 1000 | 7 Oct | Podbesek | Ritter | |
| 0800 | 7 Oct | | 1000 | 9 Oct | Platner | Weeks | |
| 0800 | 9 Oct | | 1000 | 11 Oct | Hammond | Krueger | |
| 0800 | 11 Oct | | 1000 | 14 Oct | Hull | | Smith |
| 0800 | 14 Oct | | 1000 | 16 Oct | Brechel | | McClarnon |
| 0800 | 16 Oct | | 1000 | 18 Oct | Flowers | | Griffis |
| 0800 | 18 Oct | | 1000 | 21 Oct | Ligon | | Hopwood |
| 0800 | 21 Oct | | 1000 | 23 Oct | | Long | Boyd |
| 0800 | 23 Oct | | 1000 | 25 Oct | | Jennings | Frey |
| 0800 | 25 Oct | | 1000 | 28 Oct | | Youngmark | Welling |
| 0800 | 28 Oct | | 1000 | 30 Oct | | Long | DeSomer |
| 0800 | 30 Oct | | 1000 | 1 Nov | | Hall | Guzowski |

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ANNEX "C"
341ST OPS ORD 480-57
1 October 1957

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ANNEX C
TO
OPERATIONS PLAN ARC-57

BLUE RIDGE RED

Maintenance and logistics

PART I: GENERAL

a. This Maintenance plan presents the flying and maintenance schedule of the Blue Ridge Red aircraft for the month of October 1957.

b. The code name "Blue Ridge Red" is assigned those aircraft equipped and maintained as "ready alert" each day.

c. Job Control will make all assignments of Blue Ridge Red aircraft.

d. Aircraft assigned to Blue Ridge Red will normally have two (2) work days on the ground following each flight. The aircraft will be cleared of all write ups and will be built up as per schedule in appendix II prior to going on alert at 1400 hours on the day scheduled.

e. Aircraft standing Blue Ridge Red will not be downloaded until the aircraft scheduled to take its place is completely in-commission and properly loaded.

f. Blue Ridge Red aircraft that are scheduled to fly on a normal scheduled training mission will have special weapons, ammo, A & E components, ATO bottles and ATO racks completely removed unless called for in SAC Weekly 364. External Wing Tanks will be defueled to booster pump level and the aircraft will be fueled in accordance with requirements of the SAC Weekly 364.

g. Aircraft assigned to "Blue Ridge Red" will be built up within the Squadron area and be towed to the alert parking spot on A-5, B-5, and C-5.

h. A guard will be assigned to the aircraft while in the squadron area. The guard will be requested through the radio vehicle from Job Control. Job Control will contact Central Security Control and request a guard be dispatched to the appropriate parking spot.

i. Point guards will be provided by Central Security Control for aircraft parked in alert spots A-5, B-5, and C-5.

j. ECM compartment panels will not be removed for any maintenance by anyone until the ECM Top Secret control personnel have removed the ECM controls. This item is classified as TOP SECRET. Any violation of this paragraph constitutes a security violation of the provisions of Air Force Regulation 205-1 as amended and supplemented.

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PART II:

Tasks for Tactical Units

10th Bombardment Squadron

12th Bombardment Squadron

490th Bombardment Squadron

1. Provide the aircraft scheduled in Appendix I in the configuration listed in Appendix II.

2. Provide a crew chief during normal duty hours who will be with the aircraft or be able to report to the aircraft within thirty (30) minutes of the sounding of an alert.

3. Establish a crew chief roster which will provide a crew chief for all off duty hours on primary Blue Ridge Red aircraft.

a. Crew Chiefs on this roster will:

(1) Perform tour of duty:

(a) Monday through Friday 1700 - 0800.

(b) Weekend and holiday 0800 Saturday until 0800 Monday. (Crew Chief of Aircraft)

(2) Report to the Senior Aircraft Commander of the Blue Ridge Red aircraft at Building 7220 in room 122 at time indicated on duty roster.

(3) Standby in building 7220 during tour of duty. Provisions have been made for sleeping and recreation. (Room 122 - Crew Chief Room)

(4) Eat at normal hours in dinning hall # 5 . Crew Chief will not go to dining hall without clearance from the Senior Aircraft Commander.

(5) Not remove ECM compartment panels for any maintenance until the ECM Top Secret control personnel have removed the ECM controls. This item is classified as TOP SECRET. Any violation of this paragraph constitutes a security violation of the provisions of Air Force Regulation 205-1 as amended and supplemented.

4. Insure crew chiefs assigned to Blue Ridge Red aircraft perform the following duties:

a. Pre-flight aircraft (0600 - 0800 Build-up day 0800 - daily thereafter).

b. Service Water/Alcohol daily at 0930 and top off prior to flight.

c. Check Liquid Oxygen and air bottles - service if necessary every twelve (12) hours (0800 and 2000).



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d. Perform minor maintenance or request specialist assistance as necessary.

e. Advise Job Control on any work performed on the aircraft. (It is imperative that Job Control know the exact status of the aircraft at all times).

f. Request a guard from Job Control through the radio vehicle when ready to load the special weapon and/or ECM controls.

5. Tow the aircraft every day of the ready alert period to exercise the landing gear struts. The aircraft tires will be marked prior to towing to indicate the tire surface which is in contact with the surface. When the aircraft is repark[ed] care will be taken to insure that the tire surface that was in contact with the parking surface has been rotated at least 90°.

PART III:

-Task for 341st Armament and Electronics Squadron, 341st Field Maintenance Squadron.

1. Provide necessary personnel tools and equipment to support "Blue Ridge Red" aircraft build-up, in accordance with schedule in appendix II.

2. Provide necessary personnel tools and Equipment for daily support of "Blue Ridge Red" aircraft.

3. Establish a roster of personnel in each branch and/or shop to provide [per]sonnel during non-duty hours for support of alert aircraft. This roster [will] insure availability of personnel within thirty (30) minutes of sounding of alert or request for support.

4. Insure that specialists report to the aircraft at the time scheduled on the work order. If a situation arises which prevents them from working or completing their work on schedule, they will not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

5. Insure that specialists do not leave the aircraft until proper entries are made in the Form 781-2, or without informing the Crew Chief and/or Job Control through the radio vehicle of the status of the work order reasons for departure and estimated time of return if applicable.



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APPENDIX I BLUE RIDGE RED AIRCRAFT SCHEDULE OCTOBER 1957

| 10TH B.S. | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5234 | | | F | | | | | A | A | A | A | A | A | A | A | F | | | | | | | | | | | | | | | |
| 5228 | | | | | | | | | | | | | | | | | | | | | | | | F | | | | | A | A | A |
| 2027 | A | A | A | A | A | A | A | A | F | | | | | | | | | | | | | | | | | | | | | | |
| 2254 | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | | | | | | | | |
| 12TH B.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2079 | | | F | | | | | A | A | A | A | A | A | A | A | | | | | | | | | | | | | | | | |
| 2374 | | | | | | | | | | | | | | | | | | | | | | | | F | | | | | A | A | A |
| 2157 | A | A | A | A | A | A | A | A | F | | | | | | | | | | | | | | | | | | | | | | |
| 2061 | | | | | | | | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | |
| 2385 | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | | | | | | | | |
| 490TH B.S. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2043 | | | F | | | | | A | A | A | A | A | A | A | A | F | | | | | | | | | | | | | | | |
| 2077 | | | | | | | | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | |
| 2030 | | | | | | | | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | |
| 2076 | A | A | A | A | A | A | A | A | F | | | | | | | | | | | | | | | | | | | | | | |
| 2033 | | | | | | | | | | | | | | | | | | | | | | | F | | | | | | A | A | A |
| 2038 | | | | | | | | | | F | | | | | A | A | A | A | A | A | A | A | F | | | | | | | | |

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APPENDIX II

| UENCE NO. 1 & 2 | INDIVIDUAL AIRCRAFT SERVICING CONTROL SHEET | AIRCRAFT BLUE RIDGE RED |
|---|---|---|

| LOCAL TIME | 0600 | 0800 | 1000 | 1200 | 1400 | 1600 |
|---|---|---|---|---|---|---|
| FUEL | Prior to 0600 | | | | | |
| WATER ALCOHOL | | | | | | |
| LIQUID OXYGEN | | | | | | |
| ATO RACKS | | | | | | |
| ATO BOTTLES AND IGNITERS | | | | | | |
| ECM | | | | | | |
| CHAFF | | | | | | |
| CAMERAS | | | | | | |
| BOMB LOADING | | | | | | |
| AMMO LOADING | | | | | | |
| PRE FLIGHT | | GROUND | AIR CREW | | | |
| TOW | TO ALERT PARKING AREA (A-1 OR B-1 ) | | | | | |
| WR WRING OUT | NOTE: ACCOMPLISH IF NOT CURRENT | | | | | |

FUEL LOAD BLUE RIDGE RED AIRCRAFT

| | |
|---|---|
| FWD MAIN | 12,680 lbs |
| CENTER MAIN | FULL |
| AFT MAIN | 11,600 lbs |
| LT & RT WING TANKS | FULL |
| AFT AUX | FULL |
| BOMB BAY | FULL |

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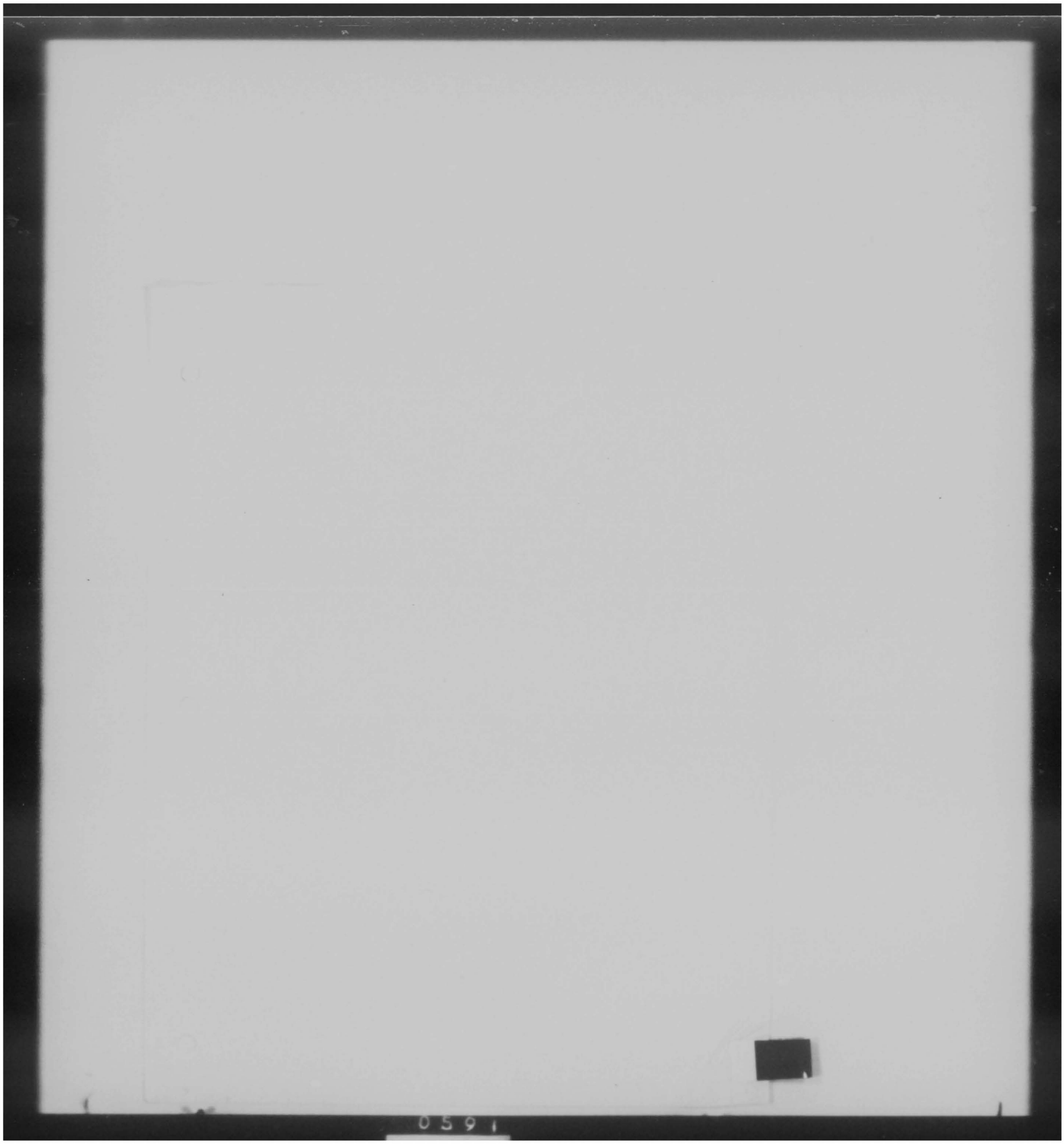


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HQ 34.ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

GENERAL

COMMUNICATIONS FLIMSEY

SEPTEMBER 1957

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LETTER OF PROMULGATION

The 341st Bombardment Wing (M) Communications Flimsey is both informative and directive in nature If any of the contents conflict with directives from higher authority, request that this directorate be advised immediately.

A copy of this document will be carried on each peace time mission conducted by elements of this wing.

This Flimsey is effective upon receipt. Subsequent revisions will be effective on the date of the revision.

GEORGE M. LOCKHART, Col., USAF
Director of Operations

DISTRIBUTION: (100 cys)

| | |
|---|---|
| 1 | C |
| 1 | DO |
| 1 | 341C |
| 1 | 341DO |
| 1 | 341DOT |
| 1 | 341DOTO |
| 1 | 341DOTCM |
| 1 | 341DOS |
| 50 | 341DOC (1 per crew folder) |
| 2 | 10BS |
| 2 | 12BS |
| 2 | 490BS |
| 26 | 11ARS |
| 2 | 4SSS |
| 1 | 341DM |
| 1 | 341AES |
| 1 | 96DO |
| 1 | 96DOC |
| 1 | 96DOT |
| 1 | EDO |
| 1 | OSCOM |
| 1 | AACS |

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1. COMMUNICATIONS SECURITY: The security of our forces is dependent, to a large measure, on how well disciplined we are in communications. This means strict adherence to prescribed procedures in the tactical doctrine, and radiotelephone air/ground and air/air procedures outlined in such publications as ACP's, Radio Facility Charts, and Supplemental Information documents. For security reasons, air/air and air/ground communications by and with SAC aircraft will normally be conducted on VHF/UHF radio frequencies. HF radio frequencies will be used only in the following instances: /U/

a. Emergency and then only after having determined that contact cannot be established on VHF/UHF. /U/

b. For inter-aircraft reporting when aircraft are in a wave or stream and contact cannot be established or maintained on VHF/UHF or by radar. /U/

c. To submit strike reports when submission of strike reports is specifically directed in governing operations orders. Normally, strike reports will not be made during peace time operations. /U/

d. For communication with RBS sites, SAC operated ECM simulators, and bomb-gunneey ranges when a lack of VHF/UHF communications may prevent accomplishment of scheduled activities. /U/

e. For mandatory reporting to civil ATC agencies. /U/

f. For cross-band operations with civil or military air traffic control facilities when necessary. /U/

g. For submission of special SAC operations normal reports. (See paragraph 26 for details). /U/

2. RECOGNITION: Recognition procedures within Air Defense Identification Zones (ADIZ) are required for all four or more engine aircraft. Air Defense Command uses flight plans, KAC-1 with DF when DF is available, and recognition on interception to identify aircraft. A challenge of SAC aircraft will be considered accomplished when interceptor aircraft of ADC fly a steady course abreast of the challenged aircraft. Recognition of B-47 aircraft will be accomplished on UHF channel 10, 364.2 or GUARD 243.0 megacycles using voice and the Joint Operations Code (KAC-1) authentication table. Recognition of KC-97 aircraft will be accomplished by flashing the appropriate identifying letter by Aldis lamp utilizing the correct color filter. The interceptor aircraft will receipt and acknowledge recognition signals by rocking its wings. /C/



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4. USE OF EMERGENCY FREQUENCIES: Crews and ground personnel are requested to use discretion when channelized on the emergency frequencies, 8364 kcs, 121.5 mcs and 243.0 mcs. Under no circumstance will any of these frequencies be used for routine operations, tactical or otherwise. Unusual conditions may make it necessary to use an emergency frequency to establish contact but use for this purpose requires that the frequency be monitored to ascertain that emergency traffic is not in progress. Once contact has been established, the only authorized transmission is a request for a frequency change common to both users. Unauthorized or lengthy transmissions on any of the emergency frequencies will be reported as a SAFETY VIOLATION and an Operational Hazard Report will be prepared in accordance with AFR 62-7. /U/

5. TACTICAL AIR/GROUND COMMUNICATIONS FACILITIES: Both in the ZI and overseas, SAC control room UHF air/ground facilities will be used as the primary means of conducting tactical operations. Any AACS control tower located on a SAC base or on a base supporting a SAC tenant unit may be used as an emergency back-up station. For security reasons, HF radios will not be used except in the instances described in paragraph 1 above./U/

a. SAC Control Room Air/Ground Facilities: SAC aircraft not certain of their position or acquainted with the current call sign of the nearest SAC control room will use the general call sign "SKYBIRD CONTROL" to establish initial contact using channel 11/311.0 or 12/321.0. Control rooms hearing this call will answer with their current call sign. SAC control room facilities commonly used by aircraft of this wing follow: /C/

| BASE | UNIT | CALL SIGN | CHANNEL |
|---|---|---|---|
| DYESS | 341BW | SPIRAL CONTROL | 12 |
| | 96 BW | EYELASH CONTROL | 11 |
| ALTUS | 96ARS | SUNFISH CONTROL | 11 |
| BARKSDALE | 301BW | STORMCLOUD CONTROL | 11 |
| | 376BW | SAFEWAY CONTROL | 12 |
| BIGGS | 95 BW | MIDNIGHT CONTROL | 11 |
| | 97 BW | AJAX CONTROL | 12 |
| CARSWELL | 7BW | CANTEEN CONTROL | 11 |
| | 11BW | FROGMAN CONTROL | 12 |
| DAVIS-MONTHAN | | | |
| | 43BW | ARCHIE CONTROL | 11 |
| | 303BW | HORNET CONTROL | 12 |
| LAUGHLIN | 4080SRW | BLUEPRINT CONTROL | 12 |





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| BASE | UNIT | CALL SIGN | CHANNEL |
|---|---|---|---|
| FORBES | 55SRW | FAMOUS CONTROL | 11 |
| | 90SRW | OUTCOME CONTROL | 12 |
| LAKE CHARLES | 44BW | SHAMROCK CONTROL | 11 |
| | 68BW | OCTANE CONTROL | 12 |
| LITTLE ROCK | 70SRW | WINGLASS CONTROL | 11 |
| | 384BW | BOWLEGS CONTROL | 12 |
| SCHILLING | 40BW | BULLDOG CONTROL | 11 |
| | 310BW | HEPCAT CONTROL | 12 |
| WALKER | BW | NIMROD CONTROL | 11 |
| | 509BW | BINBROOK CONTROL | 12 |

b. USAF HF Air/Ground Stations: USAF HF Air/Ground stations, world-wide, will be used for the submission of Operations Normal Reports as outlined in paragraph 26 below, and when authorized for reporting by tactical aircraft in accordance with instructions contained in SAC Manuals 55-8, 55-8B, 55-8M, and 55-8T. HF tactical reporting will always be made via one of the USAF HF Air/Ground stations listed on the current flip card dated Sep 57. Only these HF stations are acquainted with SACAD's (SAC Tactical Addresses). /U/

6. AIR/AIR COMMUNICATIONS: Air/air communications will be conducted on channel 11/311.0 primarily during cell or wave manuevers. Channel 12/321.0 will be used secondarily and channel 16/235.1 will be used as an alternate. During refuelings the appropriate frequency listed in SAC Manual 100-1 will be used. Channels 11, 12 and 16 when used for other than refueling area on a non-interference basis. KC-97 aircraft will use VHF channel E/148.86 or channel F/138.42 for inter-plane work when experiencing interference on UHF. B-47 aircraft may use HF channel 6/5710.5 for inter-plane reporting when aircraft are in a wave or stream and contact cannot be established or maintained on UHF or by radar. /U/

7. UHF COMMUNICATIONS WITH ARTC CENTERS: Radio Facility Charts list several UHF air/ground frequencies for each ARTC center. Heavy usage of 301.4 megacycles frequently causes delay in obtaining flight plans and submission of position reports; therefore, use of other frequencies, known as discrete UHF assignments, is encouraged. Extended UHF range to ARTC centers is often possible on these discrete frequencies because the radio stations are remotely located. For example: /U/

| CENTER | LOCATION OF RADIO EQUIPMENT | FREQUENCY |
|---|---|---|
| Albuerque | Amarillo | 319.8 mcs |
| Denver | Rapid City | 338.2 |
| Denver | Cheyenne | 290.8 |
| Denver | Black Forest | 360.6 |
| Seattle | Boise | 295.4 |
| Seattle | Portland | 307.9 |
| Salt Lake | Las Vegas | 362.2 |



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8. ICAO PROCEDURES: ICAO procedures are contained in the Supplemental Flight Information Document. In addition to the information contained in the SFID, aircraft flying three (3) miles off the coast line are required to file and ICAO (International Civil Aviation Organization) clearance. Clearances (DD 175) for flights within the meaning of the above will include the following in the "Remarks". ICAO Flight Plan and the name of the Oceanic Control Center (s) to be used for position reports. /U/

9. AIR DEFENSE IDENTIFICATON (ADIZ) PROCEDURES (ZI): Issuance of IFR radius clearances by CAA does not abrogate the requirement for penetration reporting prior to operating within an Air Defense Identification Zone. If a flight originates or operates extensively within an ADIZ, the lack of position reports renders radar virtually impossible and intercepts are required for identification. Ground filing of flight plans and proper penetration reporting are required prior to conducting operations within an ADIZ regardless of the type of IFR clearance obtained. If the submission of normal position reports to CAA each 200 miles is not possible, pilots are advised to contact ADC radar stations in the vicinity of ADIZ penetration points on channel 10/364.2 or Guard 243.0 mcs to insure against intercept and possible violation action. If the GCI station call is not known, the general call "STAR GAZER" will be used. A GCI station hearing this call will answer with their appropriate call sign. Along the US/Canadian border, call "RADAR ADVISORY" prior to entry of a CADIZ or SIZ. /U/

10. CROSS-BAND OPERATIONS: Aircraft may be required to cross areas where the lack of UHF air/ground facilities restricts ATC communications to cross-band operations. Aircraft not equipped with VHF must resort to HF. Because HF radio sets are primarily channelized to USAF HF air/ground frequencies, the high frequency 3023.5 kcs, channel 1, will normally be used to transmit to ATC air/ground stations. Ground stations will be requested to reply on the OMNI frequency or other VHF frequency. If the ground station is not equipped to transmit on VHF, MF/LF frequencies will be used in conjunction with the radio compass. When necessary, any type of cross-band operation within the capability of the aircraft is authorized. The lower frequencies and particularly HF will have the lowest priority. /U/

11. SURVIVAL COMMUNICATIONS: Survival radio set, RS-6 or CRT-3 will be carried on all flights outside the continental limits of the United States and on flights over mountainous or desolate areas. Radio set URC-4 will be carried on all flights by B-47 and KC-97 aircraft. RS-6 radios because of the limited quantity on hand are centrally located and controlled by the Personnel Equipment Officer of the 12th Bombardment Squadron. Each RS-6 radio is supplied with a crystal for operation on the Emergency frequency 8364 kcs. Crews ditching or crash landing may use the RS-6 on this frequency to establish communications with Air Rescue units. Air Rescue units on the North American Continent follow: /C/

| LOCATION | CW CALL | VOICE CALL |
|---|---|---|
| Hamilton | FASA | Hamilton Rescue |
| Westover | LRWA | Westover Rescue |



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| LOCATION | CW CALL | VOICE CALL |
|---|---|---|
| Eglin | LR9C | Eglin Rescue |
| Ernest Harmon | RJ2D | Window |
| Goose | RJ2D | Hardship |
| Sresd | 53ZA thru 53ZZ | |
| Elmendorf | AKA50 | Elmendorf Rescue |
| Ladd | AKC37 | Ladd Rescue |

12. VHF/UHF/DF PROFICIENCY: In order to keep ground VHF/DF and UHF/DF facilities operational, B-47 crews are instructed to use UHF/DF whenever practicable and KC-97 crews are requested to do the same using both VHF/DF and UHF/DF stations. These stations are manned and operated by control tower personnel. Aircraft equipped with the airborne homing adapter, AN/ARA-25 will use this equipment to check the validity of steers given by tower personnel. This later equipment may be used, also for an assist during the rendezvous phase of air refuelings. Its use for both purposes is encouraged. Detailed direction finding procedures are on pages 31 and 32 of the Supplemental Flight Information Document of the North American area. /U/

13. TIME HACKS: A time hack may be obtained direct from WWV by dialing 675. This service is also available at base operations and the wing control room. When these latter facilities are used, aircrews are requested to accept the time given to them from the chronometer. Chronometers are checked four times daily for accuracy with WWV. /U/

14. AIRBORNE COMMUNICATIONS EQUIPMENT CHECKS: To insure crew confidence in communications equipment and provide A&E maintenance personnel with the data needed to keep this equipment in 'Tip-Top' condition, all communications equipment listed in subsequent sub-paragraphs will be checked for satisfactory operation on each sortie including test, transition, and standardization flights. /U/

a. Rendezvous and IFF: All rendezvous equipment, AFN-12, AFN-69, and AFN-76, in addition to the IFF set, APX-6, will be checked with the A&E Rendezvous Tower on channel 16/235.1 mcs in accordance with Wing Regulation 137-1. /U/

b. Radio Set AN/ARC-21 and AN/ART-13: Radio checks of the HF radio set, AN/ARC-21 and AN/ART-13 either ground or airborne are PROHIBITED. Receiver checks may be made by monitoring WWV. SAC has established a Special Operations Normal reporting procedure in order to insure crew confidence in their HF equipment. This procedure is covered in paragraph 26 below.

c. UHF RADIO SET AN/ARC-27: Since this equipment will be used as the primary means of air/air and air/ground communications, its use with A&E Rendezvous to check out rendezvous and IFF equipment abrogates the requirement for additional radio checks. B-47 aircraft will abort when UHF equipment fails to perform within satisfactory tolerances. Pre-flight of this equipment to the extent of checking channelization is required. If ground or airborne radio checks of this equipment is made, the following table of numerical



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designators will be used in exchanging signal strength and readibility:

| NUMERICAL DESIGNATOR | MEANING |
|---|---|
| 1 | Unreadable |
| 2 | Readable now and then |
| 3 | Readable but with difficulty |
| 4 | Readable |
| 5 | Perfectly readable |

d. VHF RADIO AN/ARC-3: The same instructions apply to radio checks of radio set AN/ARC-3 as those for UHF equipment except that this equipment will be checked with the control tower or GCA since the A&E Rendezvous Tower is not equipped to receive or transmit on VHF. Tactical VHF frequencies will be checked between aircraft. /U/

e. UHF/DF RADIO SET AN/ARA-25: This equipment will be checked in accordance with paragraph 12 above. /U/

f. EMERGENCY KEYER AN/ARA-26: The Emergency Keyer, AN/ARA-26, will not be checked by aircrews. /U/

15. VOICE CALL SIGNS: Voice call signs are assigned by SAC to identify in plain language, key personnel, units, all SAC tactical aircraft collectively, bases and geographical locations of interest to SAC and other special purposes. /U/

a. Unit Call Signs: Call signs for units based at Dyess follow:

| UNIT | CALL SIGN |
|---|---|
| 813AD | COMPARISON |
| 96BW | EYELASH |
| 341BW | SPIRAL |
| 11ARS | WALKER |
| 4SSS | DIZZY |

b. TACTICAL AIRCRAFT CALL SIGNS: All bombardment, tanker and cargo (C-124) aircraft assigned to SAC tactical and support squadrons are defined as tactical aircraft. Tactical aircraft call signs consist of the unit call sign suffixed by two digits. See attachment #1 for the tactical aircraft call signs of aircraft based at Dyess. Tactical call signs are unclassified when used individually or in groups up to and including an an entire wing. EXCEPTION: Squadrons assigned separate basic call signs will be treated in the same manner as a wing in determining proper classification. A consolidated or partial list of call signs for two or more wings is CONFIDENTIAL. Both tactical call sign and the aircraft serial number will be entered in appropriate blocks on flight plans. When required, color codes to denote task forces, waves, or squadrons may be added to the tactical aircraft call; e.g., "SPIRAL 10 RED". /U/

c. Aircraft Collective Call Sign: The call sign "SKYKING" is used to collectively call all SAC aircraft and means: "All SAC aircraft copy this transmission." /U/

d. Control Rooms: Strategic units of SAC authorized to man



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and operate control rooms will use their respective unit call sign suffixed with the word "CONTROL" to identify their control room within the zone of interior. At overseas locations, the base call sign is used. The call sign of control rooms commonly used by crews of this organization are listed in paragraph 5a. Aircraft not certain of their position or acquainted with the current call sign of the nearest SAC control room will use the general call sign "SKYBIRD." /C/

e. Base and Geographical Locations: Voice call signs are assigned to all SAC bases and geographical locations of interest to SAC. The call sign of local alternate weather bases and Dyess follow: /C/

| BASE | CALL SIGN |
|---|---|
| Dyess | OVATION |
| Altus | REPAY |
| Barksdale | WOODCUTTER |
| Carswell | JUGULAR |
| Davis-Monthan | REVOLT |
| Forbes | AZURE |
| Lake Charles | BRANDISH |
| Laughlin | CAMBLER |
| Little Rock | LEOPARD |
| Tinker | BOHEMIAN |
| Walker | TIMBERLAND |

NOTE: Special purpose call signs have been assigned locally for those weather alternates not given a voice call by Hq SAC.

f. Special Purpose Call Signs: Special purpose call signs are used as recall words in peace time operations plans and orders and for such other special purposes as may be required; e.g., refueling areas. Special purpose call signs authorized for use by elements of this wing have been assigned the meaning indicated below: /C/

| SPECIAL PURPOSE CALL SIGN | MEANING |
|---|---|
| GLADIOLA ECHO | This is a practice recall message; continue your mission as planned. |
| GLADIOLA HOTEL | This is a recall message; return to Dyess AFB via the most direct route. |
| GLADIOLA HOTEL GOLF | Divert to alternate weather base - Grey AFB - and land. |
| GLADIOLA HOTEL MIKE | Divert to alternate weather base - McConnell - and land. |
| GLADIOLA HOTEL TANGO | Divert to alternate weather base - TULSA - and land. |
| GLADIOLA HOTEL WISKEY | Divert to alternate weather base - WEBB - and land. |
| GLADIOLA HOTEL REPAY (etc) | Divert to alternate weather base - ALTUS (or as appropriate according to the base call sign) |



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used to suffix the recall word)
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NOTE: Special purpose call signs for local air refueling areas are in attachment #2.

g. SAC Address Designators (SACADS): These call signs will be used for addressing air/ground messages intended for SAC control rooms and SAC tack force commanders. Air/ground messages intended for the 341st wing control room will be addressed to "JACKRABBIT RED." Tactical air/ground report required by SAC Manual 55-8 series will be addressed in accordance with the mission operations order. SAC Special Operations Normal Reports will be addressed to "BACKFIELD RED JACKRABBIT RED". as outlined in paragraph 26.

h. RBS and Bomb and Gunnery Ranges: RBS detachments will use the name of the nearest city or town plus the words "BOMB PLOT" as a call sign Bomb and gunnery ranges will be the geographical location plus the word "RANGE" as a call sign. For a list of Bomb Plots and Ranges with their respective frequencies, refer to 341BW flip card, dated May 57.

i. EW/GCI: (See attachment #3 for the call signs of EW/GCI sites).

16. USE OF MISSION NICKNAME WITH CALL SIGNS: Mission nicknames are assigned to identify mass movements or other special missions. They will not be used as part of the call sign; instead they will constitute the first words of the message text; e.g., "Abilene Radio, this is SPIRAL ONE ZERO - CRACKPOT MISSION - over Sweetwater at three-five - over." /U/

17. ABBREVIATED CALL SIGNS: Call signs will be abbreviated to the maximum extent possible after contact has been established and there is no possibility of confusion. Initial call-ups should be made on the basis that communications are good. Words should not be repeated twice unless requested. Once contact has been established, call signs may be reduced to the last two digits. /U/

18. PLAIN LANGUAGE TRANSMISSION OF AIRCRAFT TYPE: When circumstances warrant, tactical aircraft may transmit in plain language the type aircraft involved; e.g., in an emergency, or when required by GCA procedures, contact with control towers or in-flight change of flight plans. /U/

19. SACSUBS: SACSUBS (Strategic Air Command Special Unit Brevity System), are designed to conceal the identity of SAC units. They will be used to request ADC radar stations to forward ECM training scores to the aircrafts parent unit or other designated addressees. They will be used by aircraft to request "Bomb Plot's" to relay RBS and ECM training scores to the parent unit or other designated addressees, as well. SACSUBS will never be transmitted in the clear; rather, they will be encoded from the SYLLABARY CODE on page 14 of the current issue of the KAC-1. The SACSUB for units based at Dyess are: /C/

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| UNIT | SACSUB |
|---|---|
| 819AD | BY |
| 341BW | GR |
| 96BW | VA |
| 11ARS | LY |
| 4SSS | TA |

20. FREQUENCY MONITOR RESPONSIBILITIES: The frequencies listed below will be monitored in accordance with associated instructions. EXCEPTIONS: During air refueling operations and frequencies specified in SAC Manual 100-1 for the communications/rendezvous plan in use will be monitored. /U/

a. UHF Frequencies:

| | |
|---|---|
| GO/243.0 mcs | All aircraft at all times |
| 10/364.2 | Number 3 aircraft in cell. Individual aircraft when traversing Canada. |
| 11/311.0 | When requested by flight leader. |
| 12/321.0 | Primary monitor and inter-plane frequency. |
| 16/235.1 | When requested by flight leader. |

b. VHF Frequencies:

| | |
|---|---|
| OMNI | As appropriate. |
| 121.5 mcs | On all overwater flights. |
| 148.86 | When requested by KC-97 flight commander. |
| 138.42 | When requested by KC-97 flight command |

c. HF Frequencies:

| | |
|---|---|
| 10/8364 kcs | On all overwater flights. |
| 6/5710.5 | Lead aircraft when in cell. |
| 14/6738.0 | All individual aircraft in accordance with Monitor Procedure Alfa. No.3. aircraft in cell. |
| 4/3144.0 | Number 2 aircraft in cell. |
| 7/4724.5 | Number 4 aircraft in cell. |
| 18/11228.0 | Number 5 aircraft in cell. |
| 19/15016.0 | Number 6 aircraft in cell. |
| 2/3067.0 | Number 7 aircraft in cell. |

21. MONITOR PROCEDURE "ALFA". This procedure has been established by headquarters SAC in order to insure contact with SAC aircraft in case of alert, disaster, or other reasons. It prescribes that each tactical aircraft will be assigned a high frequency which must be monitored during the periods:

:05 to :08
:25 to :28
:45 to :48 minutes after each hour



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Individual sorties of this wing are instructed to monitor channel 14/6738.0 megacycles during the above times. Aircraft flying in a cell, wave, or formation will monitor those HF frequencies specified in paragraph 21 above./U/

22. FOXTROT BROADCAST: A "FOXTROT" broadcast is a general broadcast for which receipt or acknowledgement is not required. Its use is intended to provide security for airborne forces. It can be recognized by the first words of the message text - DO NOT ANSWER - DO NOT ANSWER. Foxtrot type broadcasts will be used during the conduct of wing missions and when radio silence is directed. The collective call sign "SKYKING" will be used whenever the "FOXTROT" method of radio communications is instituted by any SAC organization including headquarters SAC. /C/

23. ROGER BROADCAST: A "ROGER" broadcast will be used when receipt or acknowledgement of an air/ground message is desired and when security of the airborne force is not of paramount importance. "ROGER" messages will be addressed to an individual aircraft using the correct aircraft tactical call sign. The mission nickname will not be used. USAF air/ground stations calling SAC aircraft will authenticate initial contact calls. If the authenticator used is erroneous, the aircraft being called will not answer. This method of communicating with aircraft will be used during routine training missions involving individual aircraft. /U/

24. RECALL PROCEDURES: Recall procedures are established to provide SAC commanders with a means of recalling or diverting all or part of their forces as dictated by the situation and at the same time provide for the security of these forces. The 'Key' to effecting recall lies in the crews understanding use of the collective call sign "SKYKING", the recall word "GLADIOLA HOTEL", and Monitor Procedure "ALFA." A recall message will always be transmitted as a "FOXTROT" broadcast; whereas, a diversion message may be either a "FOXTROT" or "ROGER" broadcast, (see paragraphs 21 and 22). The recall word standing alone means "Return to Dyess via the most direct route." When this word is suffixed with the name of a base or geographical area, it means "Proceed to the base or area via the most direct route." If the call sign of the end destination is not known, clear language will be used. The call sign for alternate weather bases may be found in paragraph 15d and 15f. /C/

25. SIMULATED RECALL: For the purpose of testing recall procedures and training air and ground personnel in these procedures, the practice recall word "GLADIOLA ECHO" will be used. An air/ground message transmitted as a "Foxtrot" or "Roger" type message and containing the words "GLADIOLA ECHO" will be logged on AF Form 35 and turned into wing control alone with the accomplishment form. "GLADIOLA ECHO" means "This is a practice recall message; continue your mission as planned."./C/

26. SAC OPERATIONS NORMAL PROCEDURE: In order to guarantee a high degree of proficiency in the use of HF airborne equipment by SAC crew members, SAC tactical aircraft operating in the ZI are authorized on the days specified to submit one operations normal report per mission



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to any ZI HF air/ground station. Reports will be limited to initial call followed by the words "Operations Normal", the time in ZULU, and the SACADS "BACKFIELD RED JACKRABBIT RED." Use of this procedure extends from 0001 to 2400Z on the days specified by the wing controller and 11th AREFS communications officer. /C/

SAMPLE:

Aircraft: ANDREWS - - -SPIRAL 19 - - - OVER

Andrews: SPIRAL 19 - - - ANDREWS - - - OVER

Aircraft: 19 - - - OPERATIONS NORMAL 1921ZULU BACKFIELD RED JACKRABBIT RED- - - OVER

Andrews: (Andrews reads back) - - OVER

Aircraft: 19 - - - THAT IS CORRECT - - - OUT

NOTE: The words "Pass To" or "Relay To" are intentionally omitted since the addressees (SACADS) are part of the message text. ZI USAF HF air/ground stations will automatically relay the Operations Normal Report to proper addressees.



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AIRCRAFT CALL SIGNS

10th Bomb Sqdn

| CALL | AIRCRAFT |
|---|---|
| 10 | 52-210 |
| 11 | 52-218 |
| 12 | 52-309 |
| 13 | 52-222 |
| 14 | 52-266 |
| 15 | 52-269 |
| 16 | 52-278 |
| 17 | 52-254 |
| 18 | 51-15805 |
| 19 | 51-5234 |
| 20 | 51-5228 |
| 21 | 51-5233 |
| 23 | 51-5249 |
| 24 | 51-17375 |
| 70 | 52-027 |

12th Bomb Sqdn

| | |
|---|---|
| 40 | 51-2387 |
| 41 | 51-2385 |
| 42 | 52-249 |
| 43 | 52-031 |
| 44 | 52-037 |
| 45 | 52-157 |
| 46 | 52-291 |
| 47 | 51-2386 |
| 48 | 51-2376 |
| 49 | 51-2374 |
| 50 | 52-079 |
| 51 | 51-5227 |
| 52 | 52-092 |
| 53 | 51-7070 |
| 54 | 51-2388 |
| 55 | 52-061 |

490th Bomb Sqdn

| CALL | AIRCRAFT |
|---|---|
| 71 | 52-030 |
| 72 | 52-032 |
| 73 | 52-035 |
| 74 | 52-033 |
| 75 | 52-034 |
| 76 | 52-038 |
| 77 | 52-041 |
| 78 | 52-073 |
| 79 | 52-076 |
| 80 | 52-044 |
| 81 | 52-043 |
| 82 | 52-077 |
| 83 | 52-093 |
| 84 | 52-097 |
| 85 | 52-100 |

4th SSS

| | |
|---|---|
| 10 | 52-974 |
| 11 | 52-975 |
| 12 | 52-976 |
| 13 | 52-977 |
| 14 | 52-978 |
| 15 | 52-979 |
| 16 | 52-984 |
| 17 | 52-985 |
| 18 | 52-986 |
| 19 | 52-987 |
| 20 | 52-988 |
| 21 | 52-989 |
| 22 | 52-1016 |

11th Air Ref Sqdn

| CALL | AIRCRAFT |
|---|---|
| 10 | 53-310 |
| 11 | 53-311 |
| 12 | 53-312 |
| 13 | 53-313 |
| 14 | 53-314 |
| 15 | 53-315 |
| 16 | 53-316 |
| 17 | 53-317 |
| 18 | 53-318 |
| 19 | 53-319 |
| 20 | 53-320 |
| 21 | 53-321 |
| 22 | 53-322 |
| 23 | 53-323 |
| 24 | 53-324 |
| 25 | 52-325 |
| 26 | 53-326 |
| 28 | 53-306 |
| 29 | 53-307 |
| 30 | 53-308 |
| 31 | 53-309 |

Base Aircraft

| TYPE | SERIAL |
|---|---|
| B-25 | 28875 |
| B-25 | 30251 |
| B-25 | 30023 |
| C-45 | 10659 |
| C-45 | 10771 |
| C-45 | 10774 |
| C-45 | 10776 |
| C-47 | 9205 |
| C-47 | 9785 |
| C-47 | 76457 |

NOTE: Tactical aircraft, B-47's, KC-97's and C-124's, will use their unit call sign suffixed by the two-digit call corresponding to the tail number of the aircraft as shown above as a tactical call sign. EXAMPLE: Aircraft 52-210 of the 10th Bomb Sqdn will use "SPIRAL 10" as a tactical call sign; whereas, aircraft 53-310 of the 11th Air Ref Sqdn will use "WALKER 10" as its tactical call sign. Aircraft assigned to the 4th SSS will use the call sign "DIZZY 10", etc.



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AIR REFUELING AREA
(Effective 1 Oct 57)

| NICKNAME | ORBIT POINT | REND POINT | END REFUELING | TRACK | COMMUNICATIONS PLAN |
|---|---|---|---|---|---|
| CONVERGE GOLF | 3238N 10015W | 3127N 10015W | 2928N 10017W | 180 | ZI ALPHA BETTY |
| | 3238N 9939W | 3127N 9940W | 2928N 9943W | 180 | ZI ALPHA ANN |
| | 3238N 9904W | 3127N 9906W | 2928N 9911W | 180 | ZI ALPHA CORA |
| CONVERGE HOTEL | 3242N 10056W | 3132N 10058W | 2952N 10100W | 180 | ZI ALPHA ANN |
| | 3242N 10132W | 3132N 10133W | 2952N 10134W | 180 | ZI ALPHA BETTY |
| | 3242N 10021W | 3132N 10023W | 2952N 10026W | 180 | ZI ALPHA CORA |
| CONVERGE INDIA | 3151N 10130W | 3221N 10015W | 3110N 9804W | 065 | ZI ALPHA ANN |
| | 3123N 10114W | 3152N 10000W | 3241N 9744W | 065 | ZI ALPHA BETTY |
| | 3219N 10146W | 3249N 10030W | 3338N 9818W | 065 | ZI ALPHA CORA |
| CONVERGE JULIET | 3431N 10147W | 3337N 10053W | 3204N 9920W | 139 | ZI ALPHA ANN |
| | 3411N 10216W | 3318N 10121W | 3145N 9949W | 139 | ZI ALPHA BETTY |
| | 3451N 10119W | 3357N 10025W | 3223N 9854W | 139 | ZI ALPHA CORA |
| CONVERGE KILO | 3354N 10221W | 3312N 10112W | 3201N 9918W | 125 | ZI ALPHA ANN |
| | 3328N 10242W | 3248N 10133W | 3137N 9940W | 125 | ZI ALPHA BETTY |
| | 3419N 10159W | 3338N 10051W | 3226N 9850W | 125 | ZI ALPHA CORA |
| CONVERGE LIMA | 3141N 9628W | 3040N 9545W | 2920N 9446W | 147 | ZI ALPHA ANN |
| | 3157N 9600W | 3057N 9516W | 2936N 9417W | 147 | ZI ALPHA CORA |

NOTE: See monthly operations order for detailed information on air refueling sorties.

NOTE: CAUTION: Rendezvous equipment, AN/APN-76, will be turned "OFF" whenever aircraft are within 200NM of Holloman, Patrick and Eglin AFB.

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ATTACHMENT #2

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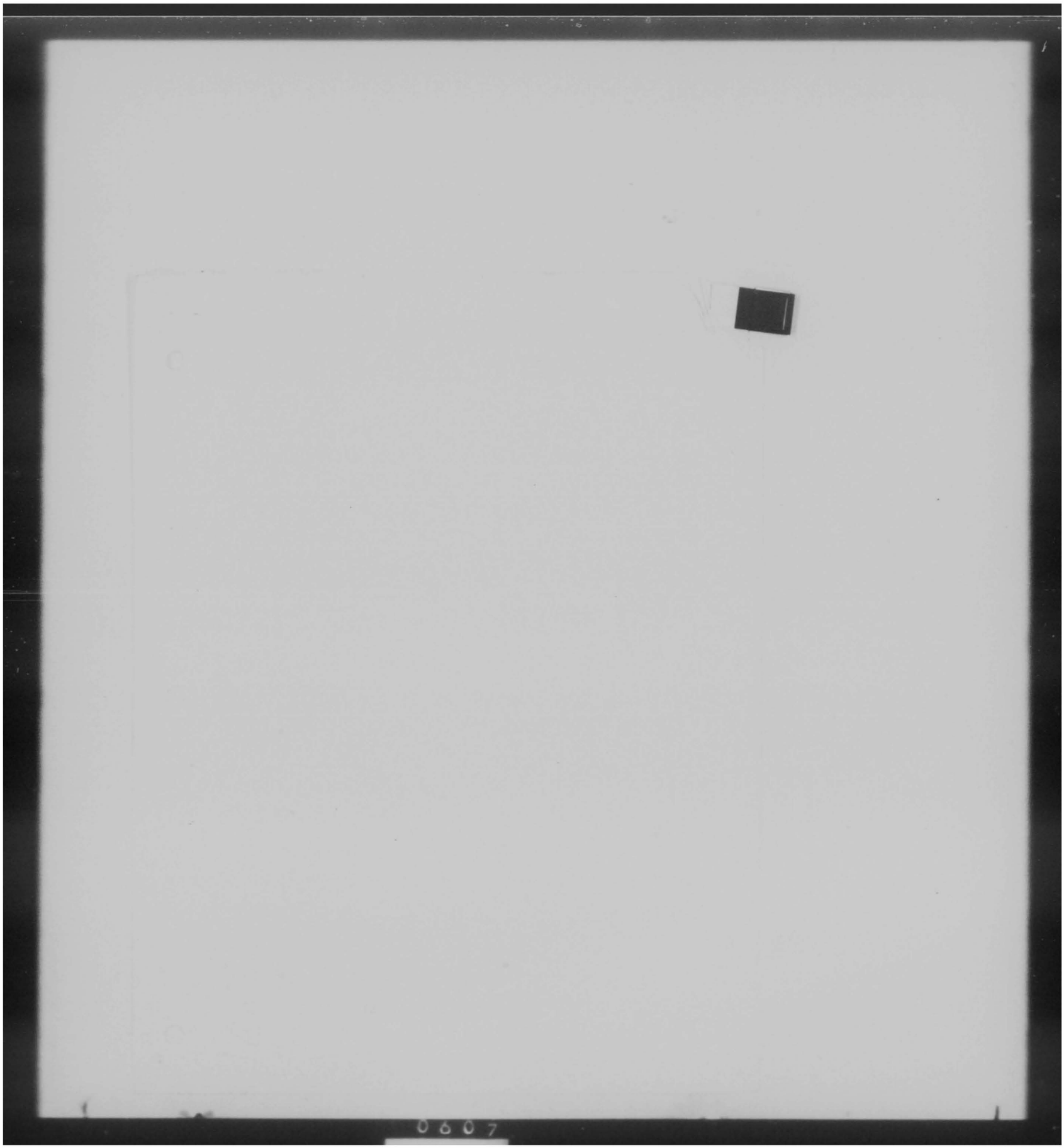


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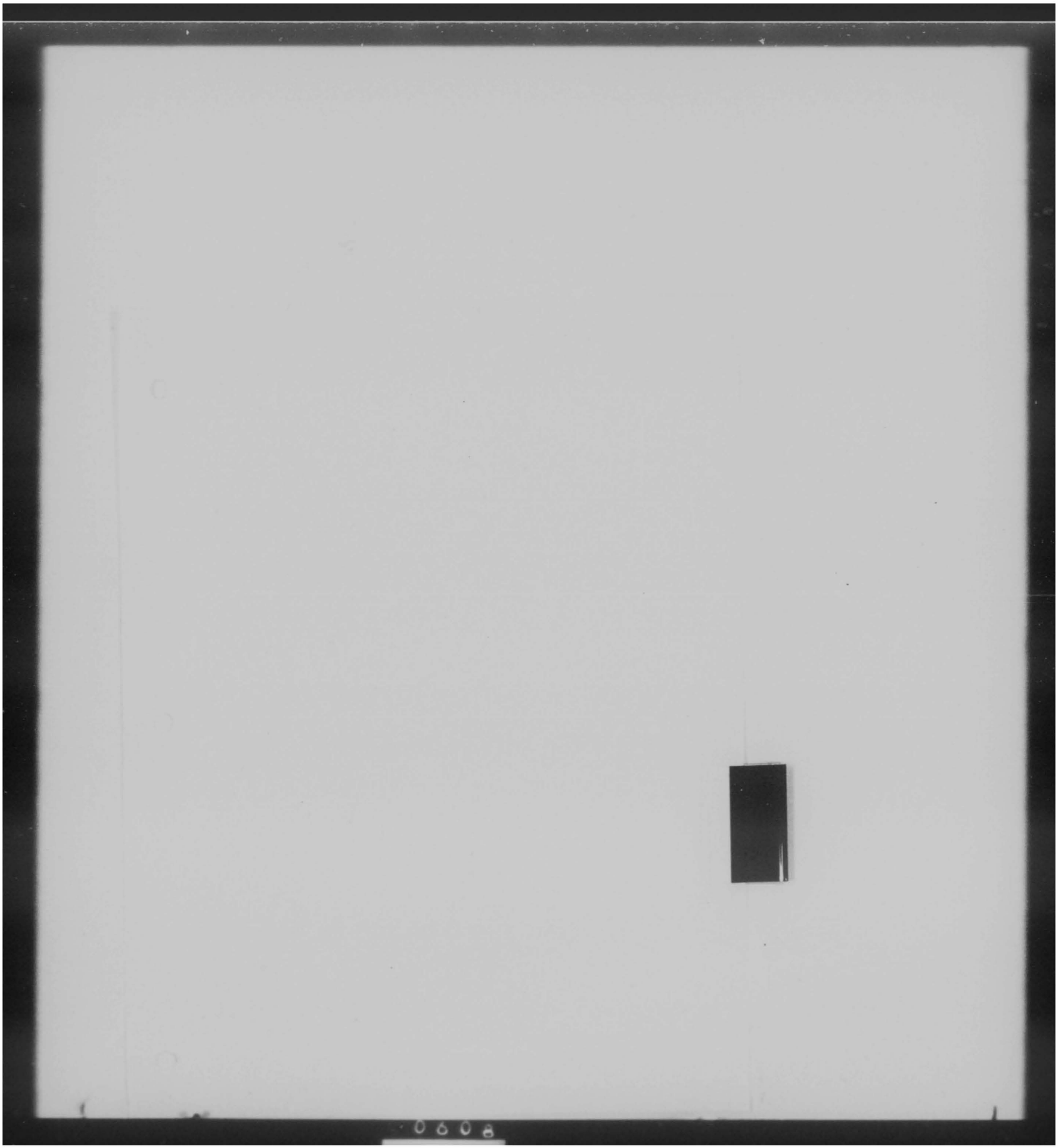


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SUPPORTING DATA

In order to clarify the statements made concerning crowded maintenance conditions within the 3/1st Field Maintenance Squadron, pictures were taken of some of the problems that existed.

Exhibit A. This picture was taken in the Jet Engine Build-Up Shop. The engines were crowded together to the extent that the person trying to work on them had little, if any room to do his particular phase of the work.

Exhibit B. This picture was taken in the Sheet Metal Shop. Personnel working with large pieces of sheet metal would not be able to handle it properly thus constituting a safety hazard and inconveniencing personnel working on other machines. This shop and the Machine Shop proper were located in one of the two main hangars, located on the flight line apron.

Exhibit C. This illustrates the crowded condition of the Machine Shop. There were five lathes and fifteen people to operate the lathes. In order for the required jobs to be done, it was necessary to divide the work load into three shifts, which, in turn, hampered the maintenance of the aircraft where parts from this section were needed. Lighting fixtures were very inadequate for the entire shop and no immediate solution to the problem was in sight.

Exhibit D. 51/ This picture was taken in the Paint and Dope

---

51. In reference to Exhibit D. The picture is in focus. The paint spray that was generated by the operator was between the photographer and the person operating the sprayer.



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Shop. Paint spray, along with the paint vapor, did not dissipate. The paint mixture as it was sprayed, mixed with air, became very volatile and a mere spark of any type could ignite the vapor. Some ventilation was present but inadequate.

Exhibit E. This illustration shows the number of battery chargers available for approximately 90 aircraft of the 341st Bombardment Wing and the 96th Bombardment Wing. This shop also serviced the 11th Air Refueling Squadron and the 4th SSS. The equipment was capable of charging fourteen batteries at one time. With two batteries in each B-47 aircraft, and it takes four to five days to properly charge a set of batteries, this means that every four or five days seven more aircraft would be able to see action. With continuous maintenance being done on each aircraft, the batteries were constantly being run down.

The room used for recharging was very small in size and adequate ventilation was not available. The gas that was given off from the charging batteries was very dangerous and the personnal working around them were subjected to possible internal injuries from breathing the fumes. The gas was also very volatile creating more areas of danger.



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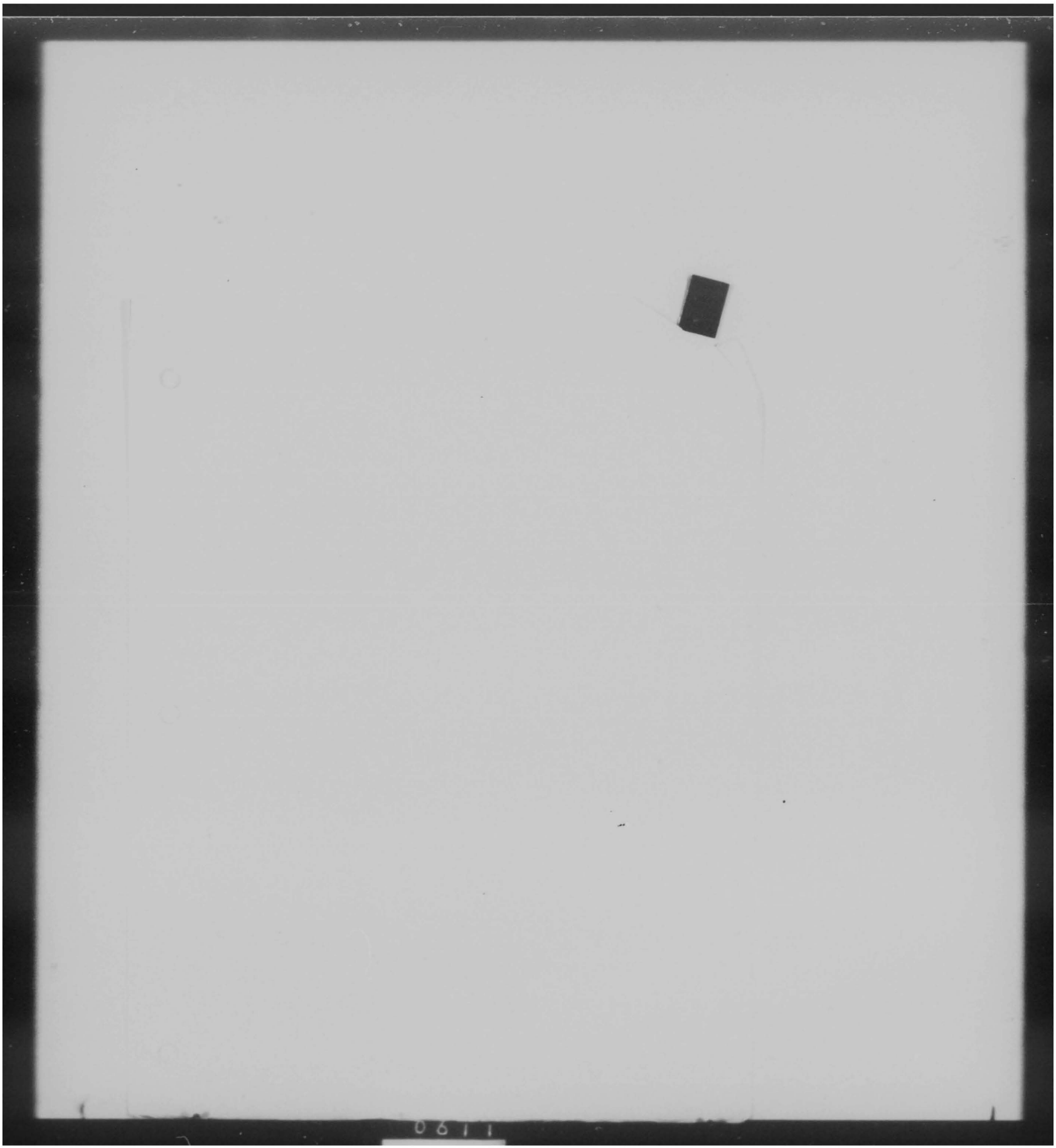


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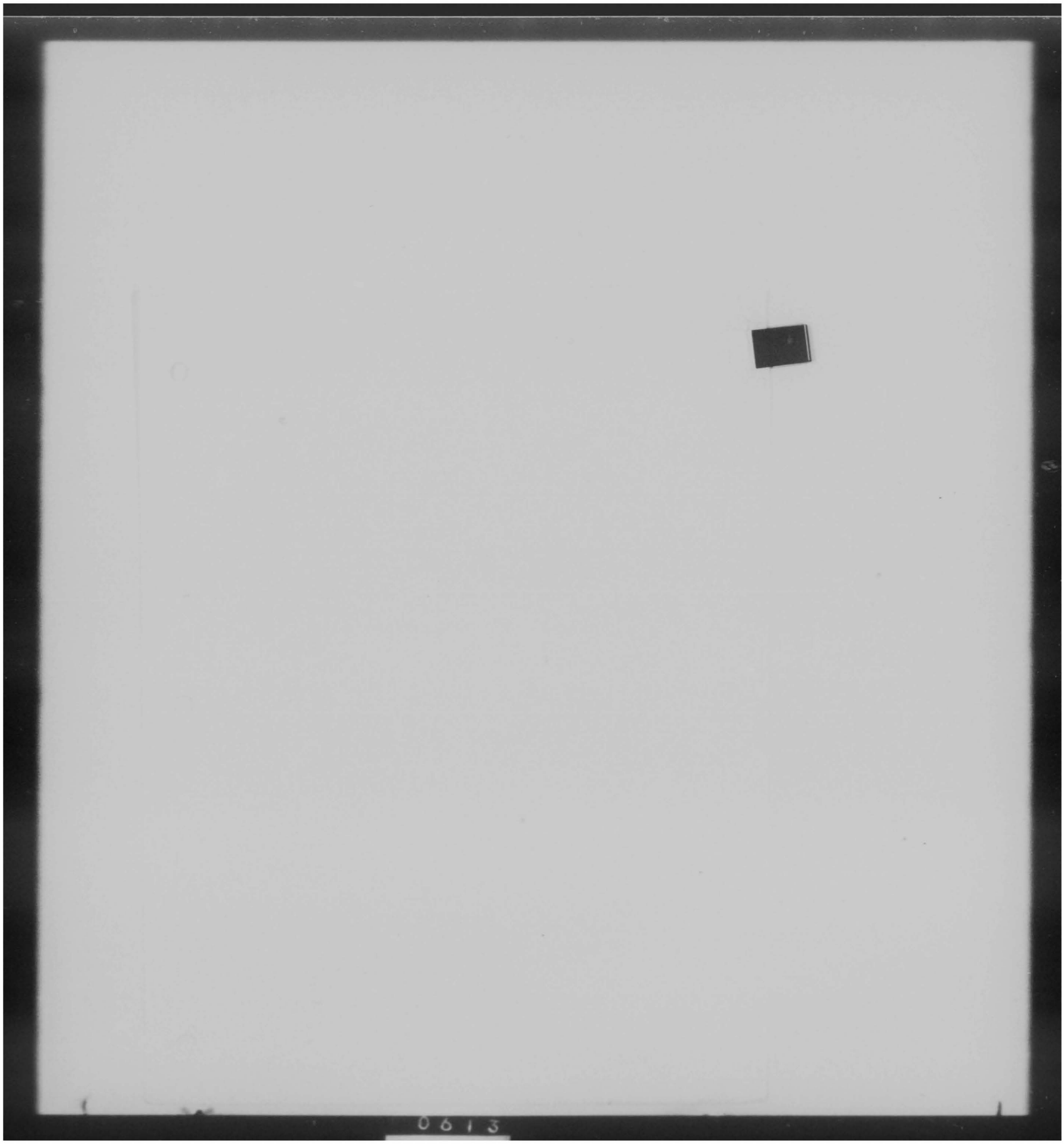


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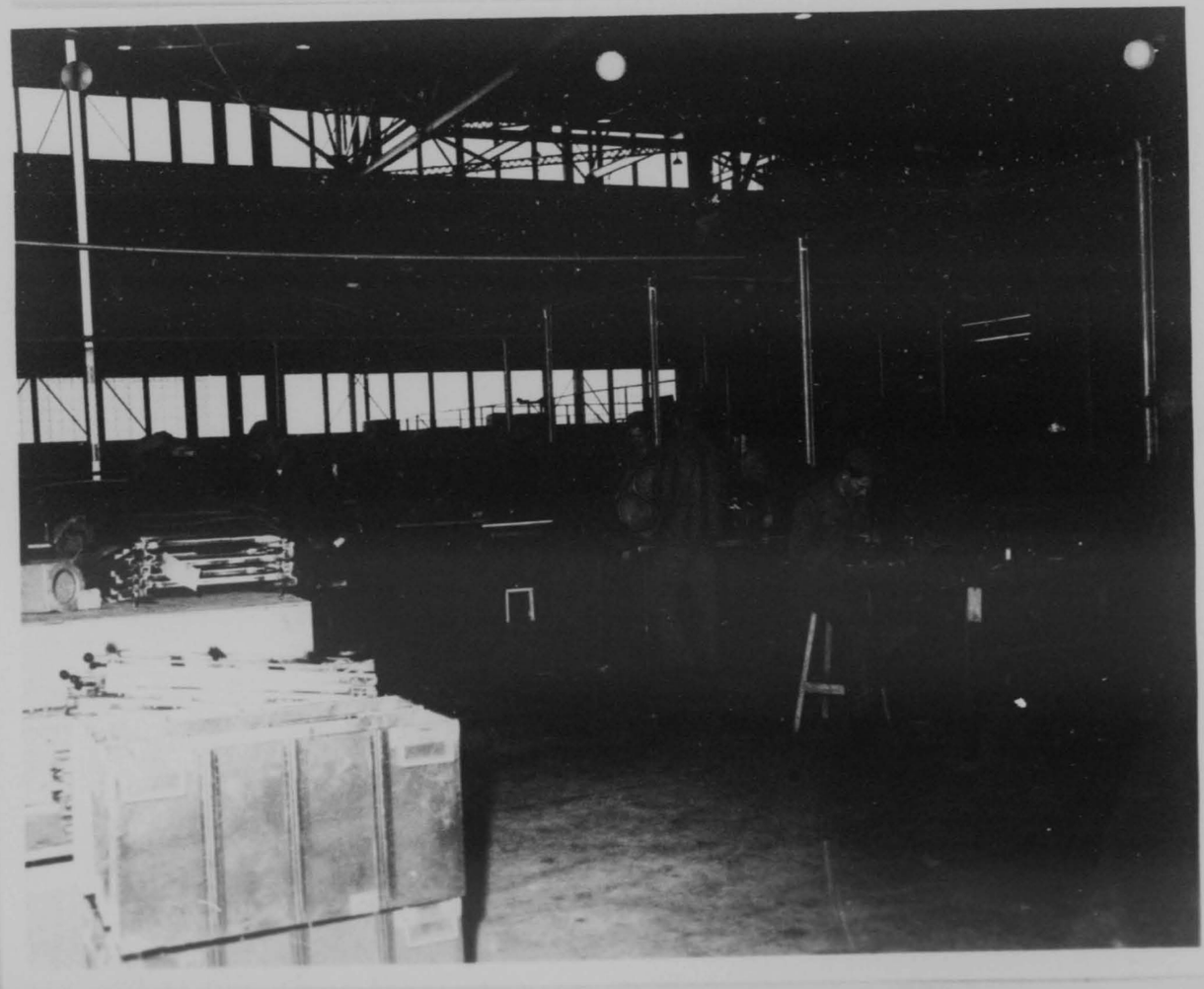

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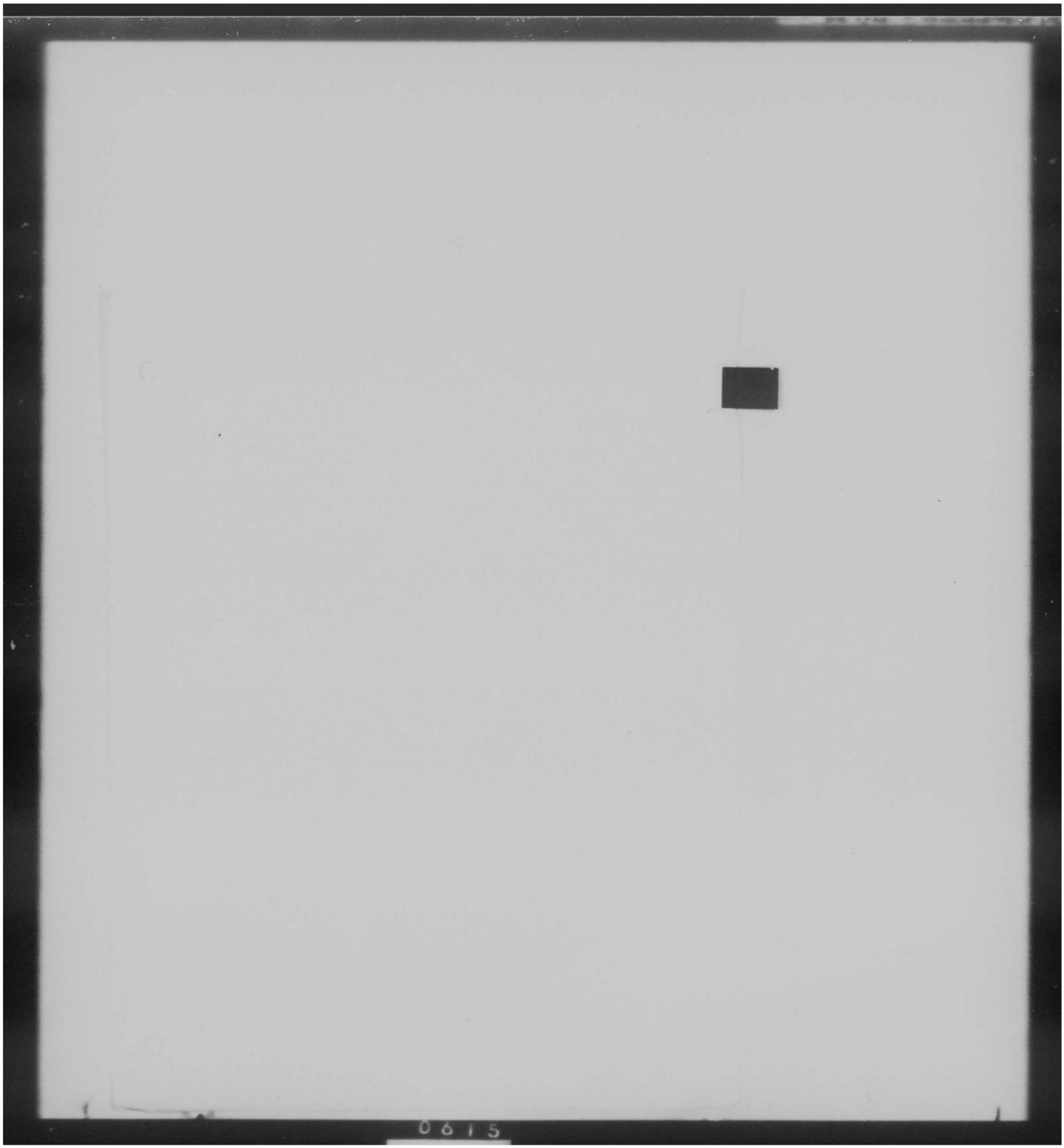


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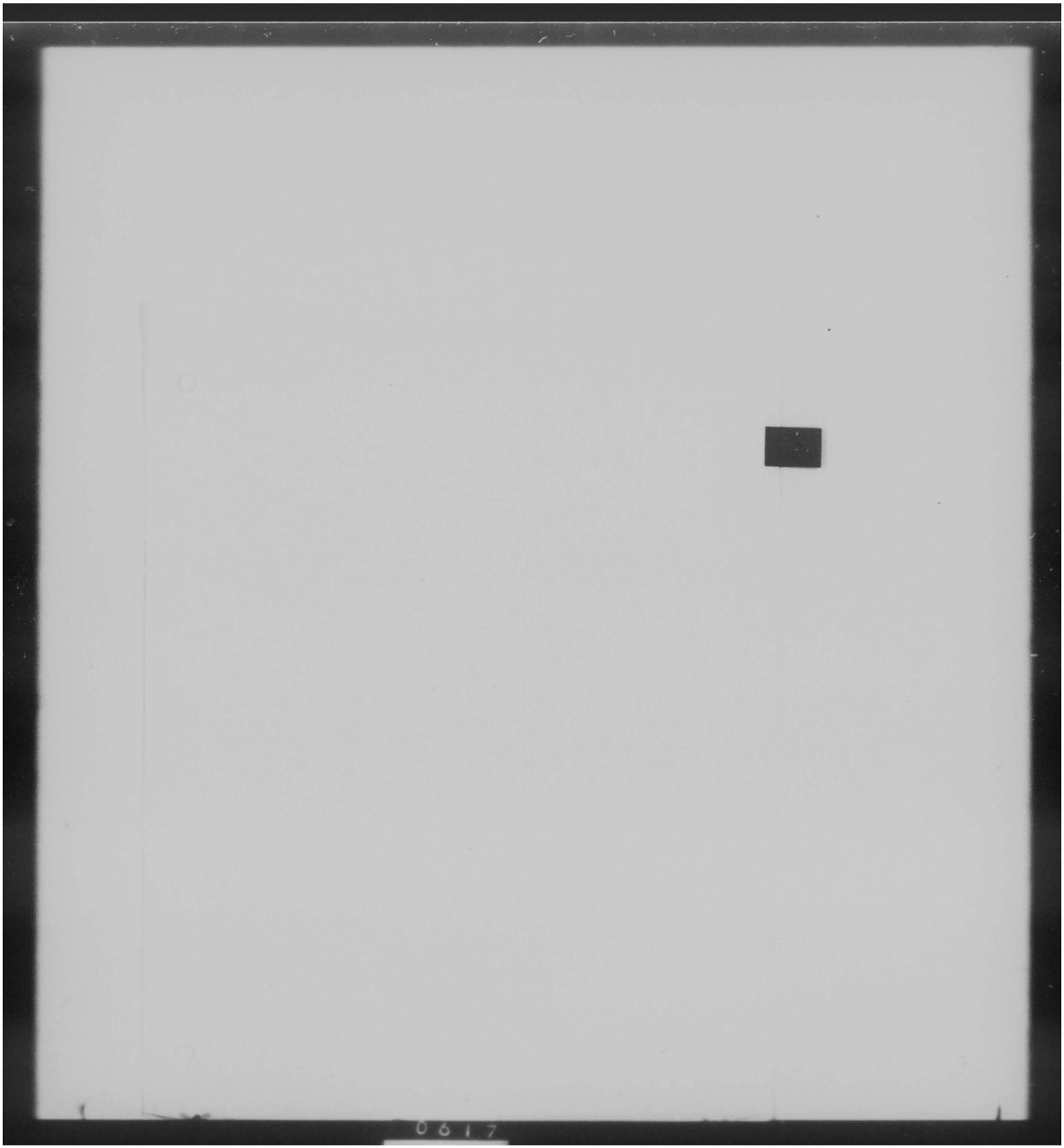



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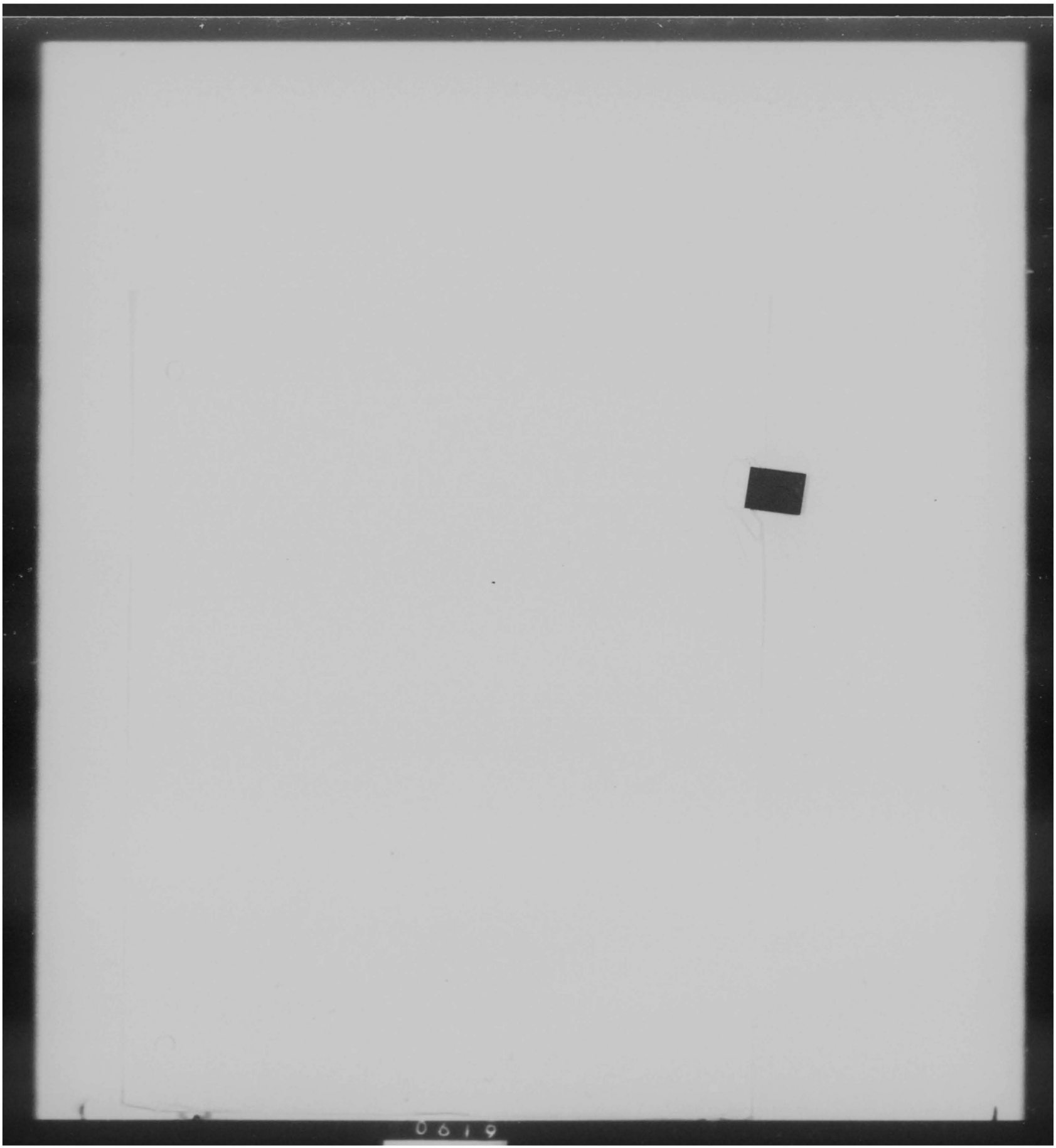



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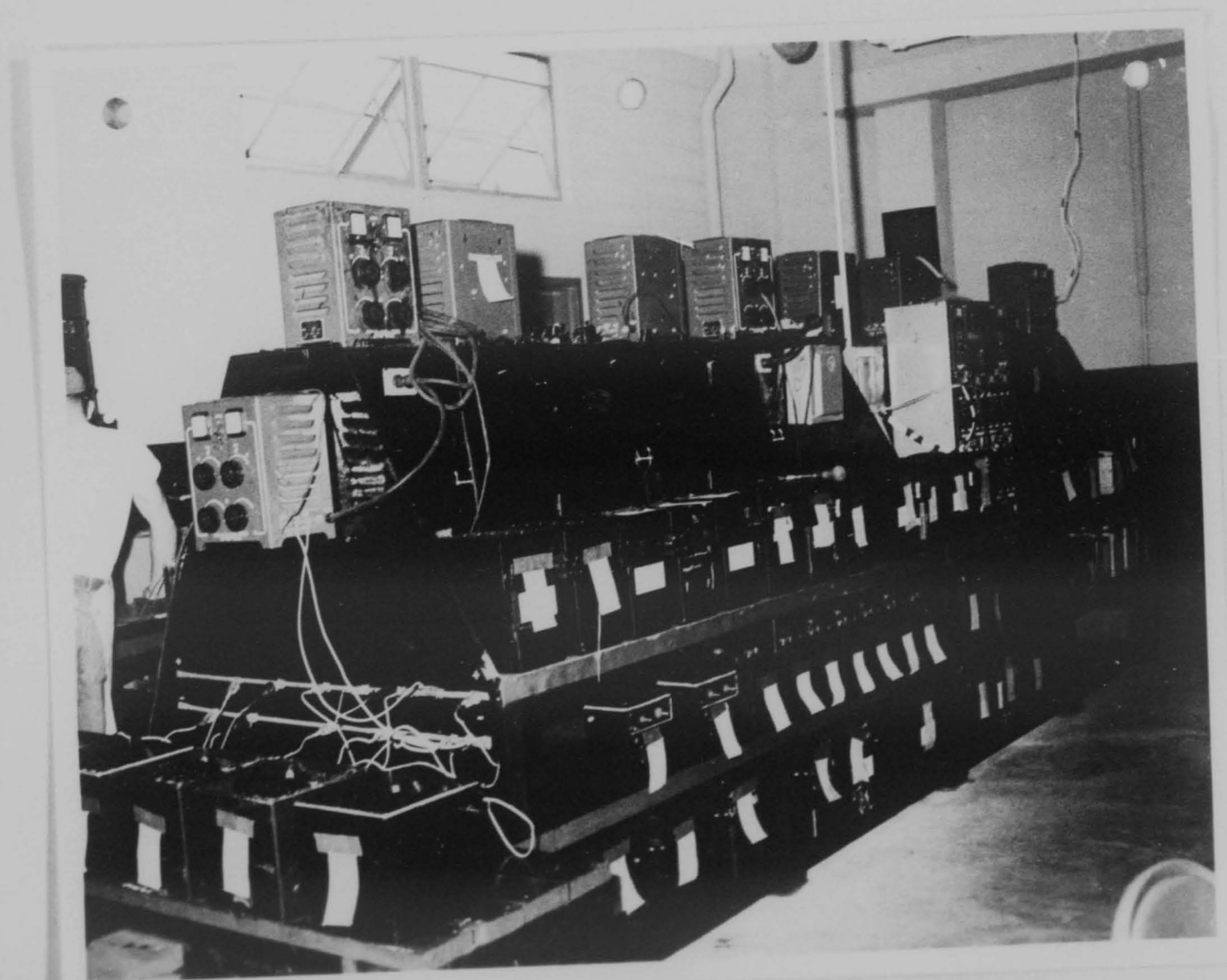

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DYESS AIR FORCE BASE

HISTORY OF THE 341ST BOMBARDMENT WING (MEDIUM)

ASSIGNED TO

THE FIFTEENTH AIR FORCE

STRATEGIC AIR COMMAND

AND STATIONED AT

DYESS AIR FORCE BASE, ABILENE, TEXAS

1 OCTOBER - 31 OCTOBER 1957

Frank P. Sturdivant

FRANK P. STURDIVANT
COLONEL, USAF
341ST BOMB WING COMMANDER

THIS DOCUMENT WAS PREPARED BY A/2C DONALD H. MASTERS, 341ST BOMBARDMENT WING HISTORIAN, UNDER THE DIRECTION OF MAJOR HOWARD W. PENNEBAKER, HISTORICAL OFFICER.

THIS HISTORY IS CLASSIFIED SECRET IN ACCORDANCE WITH PARAGRAPH 30B, AFR 205-1, 3 JANUARY, 1956. IT CONTAINS SUPPORTING DOCUMENTS CLASSIFIED SECRET BY AGENCIES OTHER THAN THE HISTORICAL SECTION, AS WELL AS NARRATIVE COMMENTARY AND EXTRACTIONS FROM THESE DOCUMENTS.

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KEY PERSONNEL

SECRET

341ST BOMBARDMENT WING (MEDIUM)

| | | |
|---|---|---|
| COMMANDER | COLONEL | FRANK P. STURDIVANT |
| DEPUTY COMMANDER | COLONEL | ERNEST C. EDDY |
| DIRECTOR OF MATERIEL | COLONEL | CALVIN E. PEELER |
| DIRECTOR OF OPERATIONS | COLONEL | GEORGE M. LOCKHART |
| DIRECTOR OF PERSONNEL | LT. COLONEL | PAUL C. KENDALL |
| CHIEF OF INTELLIGENCE | LT. COLONEL | JOSE CASTRO |
| ADJUTANT | CAPTAIN | JAMES E. REAVLEY |
| DIRECTOR OF SAFETY | CAPTAIN | LEO G. MILLER |
| MANAGEMENT & ANALYSIS OFFICER | CAPTAIN | WILLIAM R. BONE, JR. |

341st BOMBARDMENT WING, SQUADRON COMMANDERS

| | | | |
|---|---|---|---|
| 10TH | BOMBARDMENT SQUADRON | LT. COLONEL | SAMUEL R. SMITH |
| 12TH | BOMBARDMENT SQUADRON | LT. COLONEL | RAYMOND E. HAMLYN |
| 490TH | BOMBARDMENT SQUADRON | LT. COLONEL | CAMPBELL PALFREY |
| 341ST | PERIODIC MAINTENANCE SQUADRON | LT. COLONEL | ROBERT L. CANNON |
| 341ST | FIELD MAINTENANCE SQUADRON | LT. COLONEL | SHERRILL L. POWELL, JR. |
| 341ST | ARMAMENT & ELECTRONICS SQUADRON | LT. COLONEL | CHARLES J. STEVENS |
| 11TH | AIR REFUELING SQUADRON | LT. COLONEL | CHARLES M. HUNTER |
| 341ST | HEADQUARTERS SQUADRON SECTION | LT. COLONEL | GREGORY Q. STANLEY |

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WING CLASSIFIED FILES

OPERATIONS CLASSIFIED FILES

SQUADRON AND STAFF SECTION REPORTS

PERSONAL INTERVIEWS

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## GLOSSARY

| | |
|---|---|
| T.O. | TECHNICAL ORDER |
| UHF | ULTRA HIGH FREQUENCY |
| COMM/NAV | COMMUNICATIONS & NAVIGATION |
| SES | SAC EVALUATION SQUADRON |
| "CORN FIELD" | CODE NAME FOR LOCAL UNIT MISSION |
| "DRY MARTINI" | SAC REFUELING MISSION |
| "CONEY ISLAND" | CODE NAME FOR LOCAL UNIT MISSION |
| "SHORT CIRCUIT" | SAC DIRECTED MISSION |
| "SOUND WAVE" | 819TH AIR DIVISION DIRECTED MISSION |
| "IRON BAR" | CODE NAME FOR SAC ROTATION |
| P-2 | PERSONAL HISTORY IDENTIFICATION CARD |
| "BLUE RIDGE RED" | CODE NAME FOR LOCAL ALERT AIRCRAFT |
| P-3A | B-25 TRAINER |
| T-1A | A-5 GUNNERY TRAINER |
| T-2A | ULTRASONIC BOMB-NAVIGATION TRAINER |
| T-3 | ULTRASONIC BOMB-NAVIGATION TRAINER |
| UDT | UNIVERSAL DELIVERY TRAINER |

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## CHRONOLOGY

| EVENT | DATE |
|---|---|
| Citation Awarded Lt. Colonel Charles M. Hunter, Commander of the 11th ARS | 26 October 1957 |
| Operation "Corn Field". Local Unit Mission Flown. | 7 October 1957 |
| Operation "Dry Martini", SAC Refueling Mission | 10 October 1957 |
| Operation "Dry Martini", SAC Refueling Mission | 17 October 1957 |
| Operation "Short Circuit", Mission for Visiting Military Attaches. | 24 October 1957 |
| "Soundwave", 819th Air Division Directed Mission Flown as a Practice for Operation "Iron Bar" | 31 October 1957 |
| Intelligence Digest Received Directly in Wing Control Room Through 21PPO Channels | 14 October 1957 |
| Practice Alert Held, 819th Air Division Personnel Participated | 28 October 1957 |

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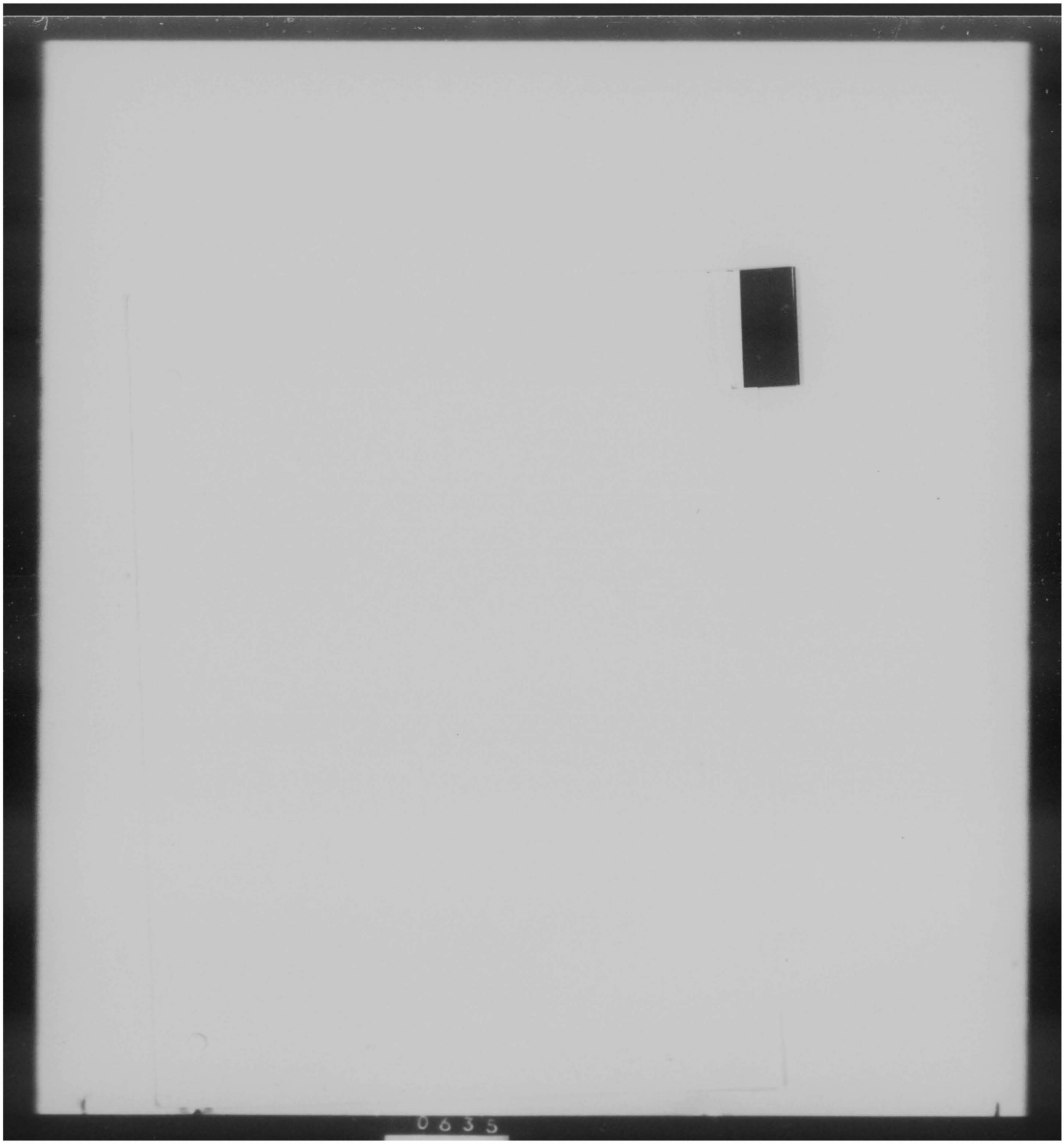


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CHAPTER I

ORGANIZATION AND MISSION

ORGANIZATION:

THE 341ST BOMBARDMENT WING (MEDIUM), UNDER THE COMMAND OF COLONEL FRANK P. STURDIVANT, WAS A UNIT OF THE 819TH AIR DIVISION OF THE FIFTEENTH AIR FORCE OF THE STRATEGIC AIR COMMAND, DURING THE MONTH OF OCTOBER. THE ORGANIZATION WAS LOCATED AT DYESS AIR FORCE BASE, ABILENE, TEXAS.

THE 341ST BOMBARDMENT WING CONSISTED OF THREE BOMB SQUADRONS: THE 10TH, 12TH AND THE 490TH. THE 11TH AIR REFUELING SQUADRON WAS ALSO A PART OF THE WING.

THERE WERE THREE MAINTENANCE SQUADRONS IN THE WING: THE 341ST PERIODIC MAINTENANCE SQUADRON, THE 341ST FIELD MAINTENANCE SQUADRON, AND THE 341ST ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON.

OTHER UNITS OF THE WING WERE THE 341ST TACTICAL HOSPITAL AND HEADQUARTERS SECTION, 341ST BOMBARDMENT WING. 1./

MISSION:

THE MISSION OF THE 341ST BOMBARDMENT WING (MEDIUM) WAS TO MAN, TRAIN AND EQUIP ASSIGNED UNITS FOR THE PRIMARY PURPOSE OF CONDUCTING LONG-RANGE BOMBARDMENT OPERATIONS USING EITHER NUCLEAR OR CONVENTIONAL WEAPONS. DEVELOP AND MAINTAIN THE CAPABILITY TO ENGAGE IN EFFECTIVE AIR REFUELING OPERATIONS. DEVELOP A MOBILITY CAPABILITY AND TRAIN SUBORDINATE UNITS TO THE DEGREE REQUIRED TO PERMIT OVERSEAS DEPLOYMENT AND ESTABLISHMENT OF OPERATIONS ON SHORT NOTICE IN ANY PART OF THE WORLD AS DIRECTED BY HIGHER HEADQUARTERS. 2./

1. GO 58, Hq. SAC, 8 AUG 1955

2. 15 AFR 20-14. 7 OCT 1955. AF ORGANIZATION FOR CONDUCT OF THE DEPARTMENT OF DEFENSE STANDARDIZATION PROGRAM.



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MISSION DEVELOPMENTS:

THE WING WAS ALSO PREPARED TO PERFORM TASKS ASSIGNED IN THE CURRENT EMERGENCY WAR PLAN 3./ AND RELATED OPERATIONS ORDERS. 4./

ADJUTANTS SECTION:

AN EXCHANGE OF DEPUTY COMMANDERS OF THE 341ST BOMBARDMENT WING AND THE 96TH BOMBARDMENT WING TOOK PLACE DURING THE MONTH OF OCTOBER. COLONEL ERNEST C. EDDY, DEPUTY COMMANDER OF THE 96TH BOMB WING WAS ASSIGNED AS DEPUTY COMMANDER OF THE 341ST BOMB WING. 5./, 6./. AT THE SAME TIME COLONEL HOWARD B. WALSH, DEPUTY COMMANDER OF THE 341ST BOMBARDMENT WING, WAS ASSIGNED AS THE DEPUTY COMMANDER OF THE 96TH BOMBARDMENT WING. 7./. THESE CHANGES WERE THE ONLY MAJOR PERSONNEL CHANGES THAT TOOK PLACE WITHIN THE MONTH OF OCTOBER IN THE 341ST BOMBARDMENT WING.

NCO ADVISORY COUNCIL:

THE WING COMMANDER'S NCO ADVISORY COUNCIL SUGGESTED THAT WITH A VIEW TO PROMOTING HARMONY BETWEEN SECTIONS OF THE SQUADRONS A REPRESENTATIVE FROM THE VARIOUS SECTIONS BE PREPARED TO MAKE A PRESENTATION OF THE OPERATIONS OF HIS SECTION. THIS WOULD GIVE PERSONNEL A BETTER KNOWLEDGE OF THE PROBLEMS THAT OTHER SECTIONS ENCOUNTER AND

---

3. 341ST BOMB WING OPS PLAN 40-58 AND 50-59 (TOP SECRET) ON FILE 341ST DOP, DYESS AFB, TEXAS
4. 341ST BOMB WING OPS PLAN 10-58 (TOP SECRET) ON FILE 341ST DOP, DAFB, TEXAS.
5. PHOTO: PORTRAIT OF COLONEL ERNEST C. EDDY. EXHIBIT #1.
6. SO 237, HQ 819 AD, 27 SEPT 1957, PAR 22 EXHIBIT #2.
7. IBID EXHIBIT #2.



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WOULD ALSO GIVE THEM AN UNDERSTANDING OF WHAT TO EXPECT OF A STAFF AGENCY WHEN REQUESTING SUPPLIES, SERVICES OR HELP ON OTHER PROBLEMS THAT MAY BE ENCOUNTERED 8./

ADMINISTRATIVE:

REENLISTMENT QUESTIONNAIRES SUBMITTED BY PERSONNEL WHO WERE RELEASED FROM ACTIVE DUTY RECENTLY REVEALED THE CHIEF COMPLAINT AS BEING TOO LITTLE COUNSELLING AND NOT ENOUGH HELP. SQUADRON COMMANDERS WERE URGED TO TAKE STEPS TO INSURE THAT COUNSELLING WAS GIVEN AND THAT ALL HELP WAS OFFERED WHERE IT WAS NECESSARY. THE COUNSELLING MENTIONED PERTAINED NOT ONLY TO THE WORKING CONDITIONS BUT TO THE PERSONAL PROBLEMS AS WELL. 9./, 10/.

COLONEL E. BRUCE DAILY, 819TH AIR DIVISION DIRECTOR OF PERSONNEL COMMENDED THE 341ST BOMB WING ON THEIR OJT STATUS. THE WING HAD ACHIEVED A RATING OF 94% AS COMPARED TO 46% FOR THE 96TH BOMB WING AND 25% FOR THE AIR BASE GROUP. 11./

AERONAUTICAL ORDERS:

THE FOLLOWING AERONAUTICAL RATINGS WERE AWARDED MEMBERS OF THIS COMMAND:

COLONEL GEORGE M. LOCKHART, 11386A COMMAND PILOT 12/

---

8. NCO ADVISORY COUNCIL MINUTES EXHIBIT #3

9. STAFF MEETING MINUTES DTD. 11 OCT 1957, EXHIBIT #4

10. SAMPLE EXIT QUESTIONNAIRE EXHIBIT #5

11. IBID

12. AERONAUTICAL ORDERS NUMBER 44 EXHIBIT #6



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| | | | |
|---|---|---|---|
| Major Robert E. Carswell, Jr., | AO 664969 | Command Pilot | 13./ |
| Major Willis L. Warner, | AO 517805 | Command Pilot | 14./ |
| Captain Richard D. Mahoney, | AO 749029 | Senior Pilot | 15./ |
| Captain Carl E. Pearson, | AO 743266 | Senior Pilot | 16./ |

AWARDS AND DECORATIONS:

The Air Force Outstanding Unit Award was awarded the 11th Air Refueling Squadron for the outstanding performance throughout the period of combat readiness from 1 September 1956 to 1 April 1957. During this period seven higher headquarters directed missions which were completed and letters of appreciation and commendation were received for each mission.

A Division parade and review was held during the month of October in honor of the major change that took place within the Division Command. Lt. Colonel Charles M. Hunter, Commander of the 11th Air Refueling Squadron accepted the award for his unit. 17./ It was at this parade and review that the following citation was read lauding the unit's achievement.

---

13. Aeronautical Orders Number 42 Exhibit #7
14. Aeronautical Orders Number 42 Exhibit #7
15. Aeronautical Orders Number 41 Exhibit #8
16. Aeronautical Orders Number 42 Exhibit #7
17. Photo: Lt Colonel Charles M. Hunter receiving the citation and congratulations from Brigadier General Charles B. Westover. Exhibit #9



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THE CITATION

"QUOTE" THE 11TH AIR REFUELING SQUADRON, STRATEGIC AIR COMMAND, DISTINGUISHED ITSELF BY EXCEPTIONALLY MERITORIOUS SERVICE FROM 1 SEPTEMBER 1956 TO 11 APRIL 1957 IN SUPPORT OF AIR-TO-AIR REFUELING OPERATIONS OF INTERNATIONAL IMPORTANCE. DESPITE ORGANIZATIONAL PROBLEMS AND A SHORTAGE OF SKILLED PERSONNEL, THE OUTSTANDING INITIATIVE AND DEVOTION TO DUTY WERE CONSISTENTLY DISPLAYED BY ALL MEMBERS OF THE 11TH AIR REFUELING SQUADRON WERE INSTRUMENTAL FACTORS IN CONTRIBUTING TO THE SUCCESSFUL ACCOMPLISHMENT OF THE UNIT'S ASSIGNED MISSION. DURING THIS PERIOD THE ORGANIZATION RECEIVED LAUDITORY COMMENDATIONS ATTESTING TO THE PROFESSIONAL COMPETENCE AND ESPIRIT DE CORPS EVIDENCED BY THESE CREWS AND MAINTENANCE PERSONNEL AND ITS ABILITY TO EXECUTE DIFFICULT MISSIONS UNDER ADVERSE CONDITIONS THE 11TH AIR REFUELING SQUADRON HAS REFLECTED GREAT CREDIT UPON ITSELF AND THE UNITED STATES AIR FORCE. "UNQUOTE".

GOOD CONDUCT AWARDS

THE 341ST BOMB WING PERSONNEL SECTION REVIEWED RECORDS AND SUBMITTED NAMES OF ELIGIBLE PERSONS FOR THE AWARD OF THE GOOD CONDUCT MEDAL. ORDERS WERE PUBLISHED AND FORM LETTERS WERE PROCESSED FOR THE COMMANDER'S SIGNATURE. MEDALS,RIBBONS AND LETTERS WITH ATTACHED WERE DISTRIBUTED TO ORGANIZATIONS FOR AWARDS TO INDIVIDUALS. A TOTAL OF SEVENTY-EIGHT AIRMEN WERE AWARDED THE GOOD CONDUCT MEDAL FOR THE MONTH OF OCTOBER. 18./

---

18. ORDERS CITING INDIVIDUALS TO RECEIVE GOOD CONDUCT MEDALS. EXHIBIT #10.



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PUBLICATIONS:

A SUPPLEMENT TO SAC REGULATION 62-8, "FLYING SUPERVISION AND ADVISORY ASSISTANCE", WAS INITIATED AND COMPLETED BY THE 341ST BOMB WING. THIS SUPPLEMENT ESTABLISHES THE DUTIES OF THE FLYING SUPERVISOR. 19./

19. COPY OF SUPPLEMENT 62-8. EXHIBIT #11



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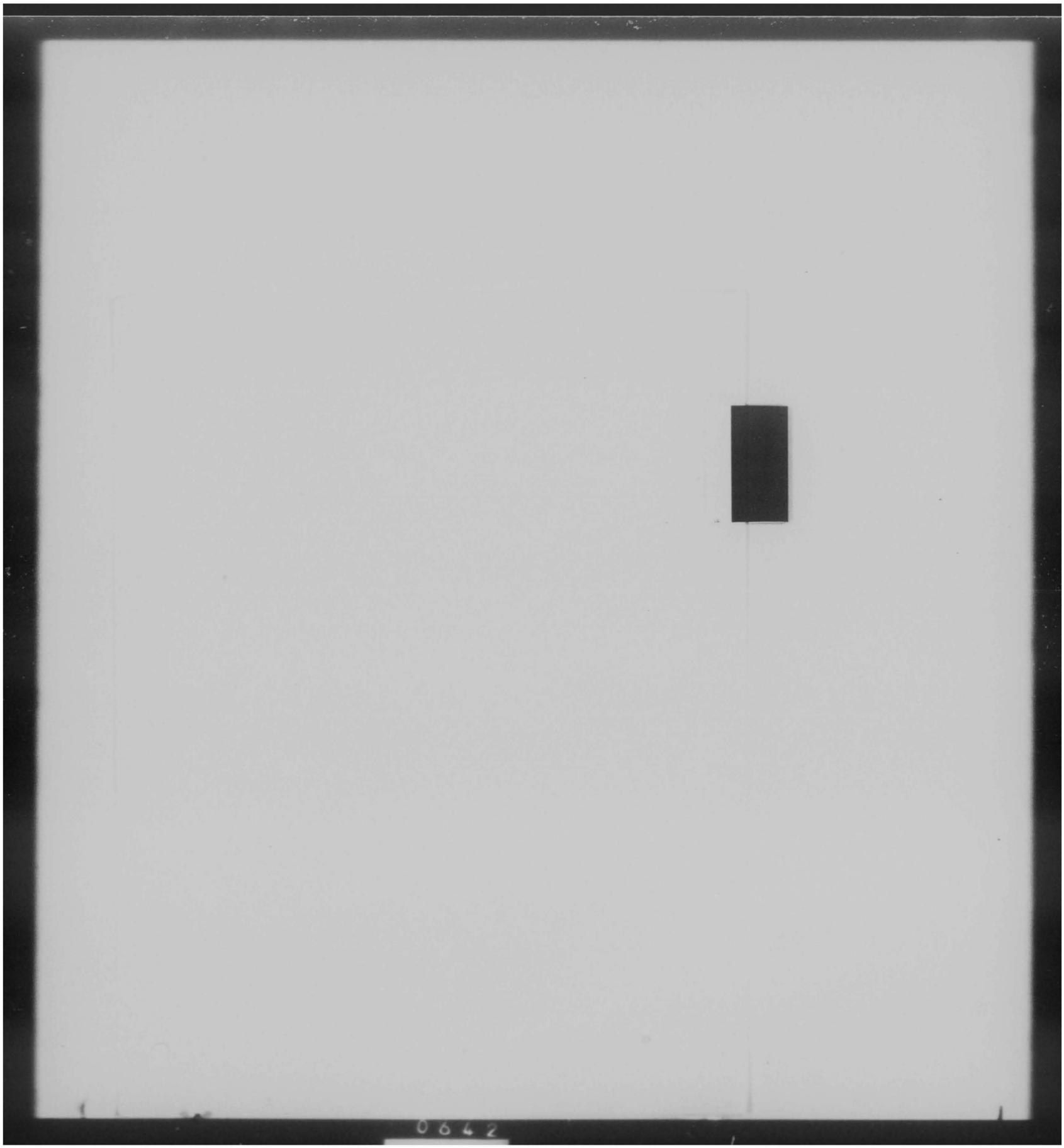


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CHAPTER II

PERSONNEL

STRENGTH:

Following was the strength of all Wing Squadrons as of October 31, 1957, reflecting changes in squadron strengths due to normal attrition rates: Wing Headquarters Squadron; officers authorized, 61, assigned 62; airmen authorized, 142, assigned 155; civilians authorized 4, assigned3: 10th Bomb Squadron; officers authorized, 71, assigned, 81; airmen authorized 93, assigned 113; civilians authorized and assigned, none: 12th Bomb Squadron; officers authorized, 71, assigned 87; airmen authorized, 93, assigned 110; civilians authorized and assigned, none: 490th Bomb Squadron; officers authorized, 71, assigned 75, airmen authorized, 93, assigned, 115; civilians authorized and assigned, none: 11th Air Refueling Squadron, officers authorized, 97, assigned 120; airmen authorized, 189, assigned 195, civilians authorized and assigned, none; 341st Periodic Maintenance Squadron; officers authorized, 3, assigned 4, airmen authorized, 106, assigned, 104, civilians authorized and assigned, none: 341st Field Maintenance Squadron; officers authorized, 8, assigned, 7, airmen authorized, 413, assigned 403, civilians authorized, 30, assigned 17: 341st Armament and Electronics Maintenance Squadron; officers authorized, 10, assigned, 9, airmen authorized, 323, assigned, 346, civilians authorized and assigned, none: 341st Tactical Hospital; officers authorized, 25, assigned, 21, airmen authorized, 82, assigned, 79, civilians authorized and assigned, none. 20./

20. 341st Monthly Roster of Officers Exhibit #12



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COMBAT CREW RESOURCES BRANCH:

THE FOLLOWING WAS THE NUMBER OF COMBAT-READY AND NON-COMBAT READY CREWS ASSIGNED PER SQUADRON AS OF 31 OCTOBER, 1957:

| | | |
|---|---|---|
| 10TH BOMBARDMENT SQDN. | READY 11, | NON-READY 10: |
| 12TH BOMBARDMENT SQDN. | READY 13, | NON-READY 7: |
| 490TH BOMBARDMENT SQDN. | READY 12, | NON-READY 10: |
| 11TH ARS SQUADRON | READY 22, | NON-READY 10. 21/ |

OFFICERS RECORD BRANCH

FIVE OFFICERS WERE PLACED ON TEMPORARY DUTY DURING THE MONTH OF OCTOBER AND ATTENDED THE FOLLOWING COURSES: ONE OFFICER ATTENDED THE DECIBLE RADAR PREDICTION AND SIMULATION COURSE #SS2044-3, THREE OFFICERS ATTENDED THE NUCLEAR WEAPONS DELIVERY OPERATIONS REFRESHER COURSE #120008, AND ONE OFFICER ATTENDED ECM MAINTENANCE TRAINING COURSE #SS3054-1.

EARLY RELEASE PROGRAM:

THIRTY-FIVE DOS TYPE OFFICERS WERE DETERMINED TO BE ELIGIBLE FOR SEPARATION UNDER THE EARLY RELEASE PROGRAM PUT INTO EFFECT BY THE DEPARTMENT OF DEFENSE. EACH OFFICER WAS SENT A LETTER REQUESTING HIS INTENTION TO SEPARATE OR REMAIN ON ACTIVE DUTY. THE FOLLOWING IS A BREAKDOWN OF OFFICERS AFFECTED BY THE PROGRAM AND THEIR INDICATED INTENTIONS. 22./

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21. 341ST MONTHLY COMBAT CREW ROSTER EXHIBIT #13

22. COPY OF LETTER SUBMITTED TO PERSONNEL AFFECTED BY THE SEPARATION MOVE. EXHIBIT #14.



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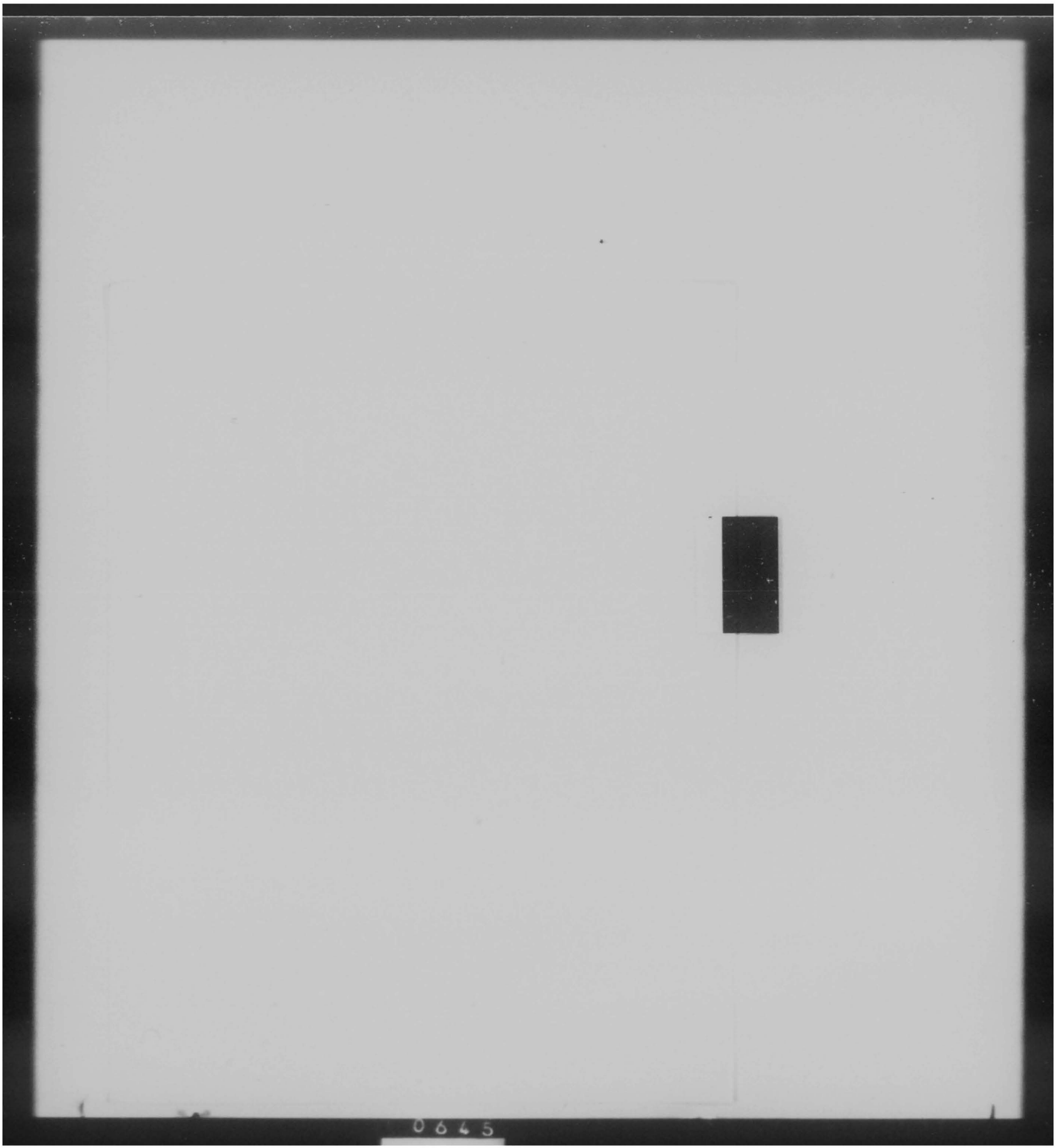



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# CHAPTER III

## OPERATIONS AND TRAINING

GENERAL:

PRIMARY EMPHASIS DURING OCTOBER WAS PLACED ON THE COMPLETION OF SAC REGULATION 51-26 TRAINING BY ALL CREWS. 23./ AS OF OCTOBER 31, 1957, THE WING STANDS AT 85% COMPLETE. THE TWO SELECTED CREWS CONTINUED PRE-BOMBING COMPETITION PRACTICE UNTIL 28 OCTOBER AT WHICH TIME THEY DEPARTED FOR PINECASTLE AIR FORCE BASE TO PARTICIPATE IN THE ANNUAL COMPETITION.

FLYING TRAINING ACCOMPLISHMENTS BY SQUADRONS WERE AS INDICATED IN THE FLYING TRAINING SUMMARY. 24./

BOMBARDMENT - NAVIGATION:

MAJOR NORMAN L. GOOTEE WAS ON TDY FOR FOUR DAYS TO WESTOVER AIR FORCE BASE, MASSACHUSETTS FOR COORDINATION AND PLANNING OF MISSION "IRON BAR" 25./ TO BE FLOWN IN NOVEMBER. MAJOR SMITH ATTENDED A CONFERENCE AT HEADQUARTERS FIFTEENTH AIR FORCE, MARCH AIR FORCE BASE, CALIFORNIA ON THE 22ND AND 23RD OF OCTOBER IN WHICH FUTURE TRAINING REQUIREMENTS ON OPERATION "POP UP" WERE DISCUSSED. MAJOR GOOTEE AND CAPTAIN HILL DEPARTED ON THE 26TH OF OCTOBER FOR PINECASTLE AIR FORCE BASE, CLORIDA AS PROJECT OFFICER AND UMPIRE FOR THE SAC BOMBING-NAVIGATION COMPETITION.

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23. OPERATIONS ORDER 480-57, OCTOBER 1957 EXHIBIT #15
24. FLYING TRAINING SUMMARY, OCTOBER 1957 EXHIBIT #16
25. 819TH AD, OPS ORDER #39-57, DTD. 31 OCT 1957 (SCRET) ON FILE 819TH AIR DIVISION HQ DYESS AFB, TEXAS

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A CHECK OF ALL EWP FLIGHT PLANS AND BALLISTICS IN THE PLANS SECTION WAS COMPLETED DURING OCTOBER.

ON THE 7TH OF OCTOBER A BOMBER STREAM MISSION WAS PLANNED AND BRIEFED BY THE 10TH BOMB SQUADRON. 26./

A REQUIREMENT WAS MADE BY FIFTEENTH AIR FORCE TO FLY TWO MISSIONS KNOWN AS "DRY MARTINI". THESE MISSIONS WERE PLANNED AND BRIEFED BY THE BOMBARDMENT NAVIGATION SECTION. EACH MISSION CONSISTED OF A MAXIMUM HEAVY WEIGHT REFUELING AND TWO CELESTIAL NAVIGATION LEGS. ONE MISSION WAS FLOWN DURING DAYLIGHT ON THE 10TH OF OCTOBER, 27./ AND ONE MISSION DURING DARKNESS ON THE 17TH OF OCTOBER, 28./.

A BOMBER STREAM MISSION WAS PLANNED AND BRIEFED BY THE 12TH BOMB SQUADRON TO BE FLOWN ON THE 21ST OF OCTOBER 29./ BUT WAS CANCELLED AT MISSION TIME DUE TO THE WEATHER.

ON THE 24TH OF OCTOBER OPERATION "SHORT CIRCUIT", 30./ WAS FLOWN FOR VISITING MILITARY ATTACHES. 31./

ON THE 30TH AND 31ST OF OCTOBER, MISSION "SOUND WAVE" 32./ WAS BRIEFED AND FLOWN AS A PRACTICE FOR "IRON BAR" 33./. THIRTY AIRCRAFT WERE FLOWN IN THREE WAVES AND ACCOMPLISHED A TOTAL OF 53 RBS RUNS AND 20 NAVIGATION LEGS.

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26. CREW FLIMSY FOR "CORN FIELD", EXHIBIT #17
27. CREW FLIMSY FOR "DRY MARTINI", EXHIBIT #18
28. CREW FLIMSY FOR "DRY MARTINI", EXHIBIT #19
29. CREW FLIMSY FOR "CONEY ISLAND", EXHIBIT #20
30. CREW FLIMSY FOR "SHORT CIRCUIT", EXHIBIT #21
31. 819TH AIR DIVISION OPS PLAN 410-57, DTD, 16 OCT 1957 (CONFIDENTIAL) ON FILE 819TH AIR DIVISION, DYESS AFB, TEXAS.
32. CREW FLIMSY FOR "SOUND WAVE", EXHIBIT #22
33. IBID

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CONTROL ROOM:

DURING THE MONTH OF OCTOBER 1957, PERSONNEL STATUS WITHIN THE 341ST BOMB WING CONTROL ROOM REMAINED UNCHANGED. THE CONTROL ROOM EFFECTED NECESSARY COORDINATION WITH FORT WORTH ARTC AND CARF FOR FOUR UNIT MISSIONS AND ONE HIGHER HEADQUARTERS DIRECTED MISSION. THE MISSIONS WERE GIVEN CODE NAMES OF "CORN FIELD", "DRY MARTINI", "CONEY ISLAND", "SHORT CIRCUIT", AND "SOUND WAVE". ALL MISSIONS ARE FLOWN AS DIRECTED WITH THE EXCEPTION OF "CONEY ISLAND" WHICH WAS CANCELLED DUE TO ADVERSE WEATHER CONDITIONS THROUGHOUT THE REFUELING AREAS. "CONEY ISLAND" WAS PROJECTED FOR 6 NOVEMBER 1957.

THE OIC OF THE CONTROL ROOM AND SERGEANT BREESE WROTE THE REPORTS APPENDIX TO THE 341ST BOMB WING OPERATIONS ORDER 37-57. ON 26 OCTOBER 1957, THE OIC LECTURED ON COMBAT REPORTS PROCEDURES TO COMBAT CREWS OF THE 341ST BOMB WING.

DURING THE MONTH OF OCTOBER SEVERAL ITEMS HAD BEEN ADDED TO THE CONTROL ROOM TO IMPROVE WORKING CONDITIONS AND INCREASE EFFICIENCY. TWO ELECTRIC CLOCKS HAD BEEN INSTALLED; ONE FOR CENTRAL STANDARD TIME, THE OTHER ZULU TIME. WHEN THESE CLOCKS WERE SYNCHRONIZED AND HACKED, THEY MAINTAINED MUCH BETTER ACCURACY THEN THE MASTER NAVIGATION WATCHES PREVIOUSLY USED FOR TIME HACKS. A NEW CONTROLLER'S BOARD WAS CONSTRUCTED AND INSTALLED BEHIND THE CONTROLLER'S DESK. THIS NEW BOARD CONSOLIDATED THE WEATHER OFFICER, TOWER OFFICER, SENIOR SUPERVISOR, ETC., INTO ONE BOARD, THUS PERMITTING THE CONTROL ROOM PERSONNEL TO MAINTAIN PERTINENT INFORMATION CONCERNING BLUE RIDGE RED 34./ CREWS WAS MAINTAINED ON THE NEW BOARD. THIS ENABLED

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34. OPS ORDER 460-57. APPENDIX 1 OF ANNEX A OPS PLAN 460-57, 341ST BOMB WING HISTORY DTD. MAY 1957, INCLUDED IN 341ST BW HISTORY.



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IMMEDIATE CONTACT TO BE MADE WITH CREWS IF NECESSARY. THE MONITORING OF THE BLUE RIDGE RED CREWS AND THEIR ACTIVITIES SHOWED CONSIDERABLE IMPROVEMENT DURING THE MONTH. THIS IMPROVEMENT WAS DUE LARGELY TO THE CORRECTIVE ACTION INITIATED BY MAJOR CONN, WHO WAS RECENTLY ASSIGNED AS BLUE RIDGE RED PROJECT OFFICER.

AIR REFUELING OPERATIONS:

DURING THE MONTH OF OCTOBER A TOTAL OF 97 AIR REFUELING SORTIES WERE ALLOCATED THE 341ST BOMB WING FROM RESOURCES OF THE TWO TANKS UNITS. (A) 11TH AIR REFUELING SQUADRON, DYESS AFB, TEXAS - 92 SORTIES. (B) 3510TH AIR BASE GROUP, RANDOLPH AFB, TEXAS - 5 SORTIES. ONE REFUELING SORTIE WAS UTILIZED AS STRIP ALERT FROM THE 70TH AIR REFUELING SQUADRON AT LITTLE ROCK, ARKANSAS.

OF THE 97 SORTIES, 88 WERE EFFECTIVE AND 10 NON-EFFECTIVE FOR A TOTAL OF 97% EFFECTIVE. OF THE 10 NON-EFFECTIVE, TWO WERE TANKS CANCELLATIONS, TWO RECEIVER ABORTS, 6 WEATHER IN REFUELING AREA.

MASS NIGHT REFUELING MISSIONS WERE SUCCESSFULLY COMPLETED ON 7 OCTOBER. A MASS NIGHT REFUELING MISSION WAS SCHEDULED ON 21 OCTOBER AND WAS NOT SUCCESSFUL DUE TO WEATHER IN THE REFUELING AREA. OPERATION "DRY MARTINI" 35./ REFUELING MISSIONS WERE FLOWN ON 10 AND 23 OCTOBER.

THERE WERE NO MAJOR PROBLEMS IN AIR REFUELING DURING THE MONTH OF OCTOBER EXCEPT IN THE DIFFICULTY IN SERVICING.

COMBAT CREW PROGRESS B-47:

OCTOBER MARKED THE END OF THE SECOND MONTH OF THE CURRENT 51-26 QUARTER. 50-8 WAS WAIVED THIS QUARTER DUE TO THIS WING'S BEING IN THE CREW UPGRADING PROGRAM.

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A TOTAL OF TWO HUNDRED SIXTY-EIGHT SORTIES FOR ONE THOUSAND FOUR HUNDRED FIFTY-EIGHT WERE SCHEDULED IN THE MONTHLY 60-9 MEETING 36./. THIS UNIT FLEW TWO HUNDRED TWENTY SORTIES FOR A TOTAL OF ONE THOUSAND FOUR HUNDRED SEVEN HOURS AND FIVE MINUTES.

A TOTAL OF THIRTY-NINE LATE TAKEOFFS AND FIFTY-TWO SCHEDULE DEVIATIONS WERE RECORDED DURING THE MONTH. THE DEVIATIONS WERE BROKEN DOWN AS FOLLOWS: TWO ADDITIONS, ONE CANCELLED FOR BLUE RIDGE, FIVE DUE TO EXCESSIVE MAINTENANCE, ONE DUE TO NUMBER FOUR ENGINE GENERATOR MALFUNCTION, ONE DUE TO BOOST MALFUNCTION, ONE DUE TO AOCP FOR WINDSHIELD, THREE DUE TO UHF INOPERATIVE, ONE DUE TO EGT NUMBER 6 ENGINE AND LEFT WING TANK'S BEING LOOSE, ONE DUE TO PCU CHANGE AND HYDRAULIC LEAK, THREE DUE TO N-1 COMPASS INOPERATIVE AND AWAITING FLUX VALVE, ONE DUE TO SCAVENGER PUMP MALFUNCTION, ONE DUE TO HYDRAULIC MALFUNCTION, ONE DUE TO AOCP RETRACTION SCREEN, ONE DUE TO FLAPERON AND RADIO MALFUNCTION, ONE DUE TO MAIN INVERTER MALFUNCTION, ONE DUE TO GROUND POWER FAILURE AND ENGINE FAILURE, ONE DUE TO RADAR MALFUNCTION, TWO DUE TO AOCP FUEL HOSE, ONE DUE TO AIRCRAFT'S NOT BEING AVAILABLE FOR PRE-FLIGHT, ONE DUE TO LEAKING BOOST PUMP, ONE DUE TO WINDSHIELD BEING REPLACED, ONE DUE TO AOCP FUEL MANIFOLD, ONE DUE RETRACTION TEST, ONE DUE TO AOCP SHIELDING FOR WIRING DIRECTIONAL GYRO, ONE DUE TO FORWARD MAIN TANK TRANSFER VALVE AND MOTOR MALFUNCTION, ONE DUE TEST FLIGHT, ONE DUE TO BOMBARDMENT NAVIGATION REPAIR, ONE DUE TO POWER SUPPLY AND BRAKE ASSEMBLY, FOURTEEN DUE TO WEATHER.

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36. 5 SAC T-12 TRAINING REPORT, OCTOBER 57, PART I.

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DURING THE MONTH OF OCTOBER 1957, THIS UNIT SUCCESSFULLY PARTICIPATED IN TWO HIGHER HEADQUARTERS-ORDERED MISSIONS, "DRY MARTINI" AND "SOUND WAVE".

FOREIGN DIGNITARIES WERE HIGHLY IMPRESSED WITH OPERATION "SOUND WAVE" AND COMMENTED ON THE EFFICIENCY WITH WHICH IT WAS CONDUCTED.

DURING OPERATION "DRY MARTINI" THIRTEEN SORTIES WERE FLOWN FOR A TOTAL OF NINETY-THREE HOURS AND TWENTY MINUTES. THERE WERE NO CANCELLATIONS, HOWEVER, THERE WERE TWO LATE TAKEOFFS. ONE WAS ATTRIBUTED TO A FUEL LEAK IN NUMBER FOUR ENGINE, AND ONE DUE TO MAINTENANCE ON THE NAVIGATOR'S TABLE LAMP.

TWO CREWS TDY SES FLEW THREE SORTIES FOR A TOTAL OF NINETEEN HOURS AND TWENTY-FIVE MINUTES.

DURING THE MONTH OF OCTOBER 1957, THERE WERE TWO LEAD CREWS UPGRADED TO SELECT CREWS, AND THREE READY CREWS UPGRADED TO LEAD STATUS 37./. ON THE TWO CREWS THAT WERE UPGRADED TO SELECT STATUS, BOTH THE AIRCRAFT COMMANDER AND THE OBSERVER RECEIVED SPOT PROMOTIONS.

THIS UNIT WAS PRESENTLY ENGAGED IN CHANGING THE METHOD OF SUBMISSION OF THE AF FORM 5 FROM MONTHLY TO QUARTERLY AS DIRECTED BY CINCSAC MESSAGE/UNCLAS/ EFTO/DOOPF 35945.

THERE WERE NO AREAS OF WEAKNESS IN SAC REGULATION 51-26 CREW TRAINING DURING THE MONTH OF OCTOBER.

COMBAT CREW PROGRESS KC-97:

OCTOBER MARKED THE END OF THE SECOND MONTH OF THE CURRENT TRAINING QUARTER FOR THE 11TH AIR REFUELING SQUADRON. SAC REGULATION 50-8 TRAINING REQUIREMENTS WERE NOT APPLICABLE FOR THIS PERIOD AS THIS UNIT IS ENGAGED IN THE NEW BUILD-UP PROGRAM.

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37. WING COMMANDER'S REMARKS, 5 SAC T-12, OCTOBER 57, PART IV.



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ONE HUNDRED THIRTY-THREE SORTIES WERE SCHEDULED FOR SEVEN HUNDRED NINETY HOURS; ONE HUNDRED TWENTY SORTIES FOR SIX HUNDRED SIXTY ONE HOURS AND FIVE MINUTES FLOWN. 38./ THERE WERE 7 LATE TAKE-OFFS AND 18 SCHEDULE DEVIATIONS. THIS UNIT PARTICIPATED IN ONE HIGHER HEADQUARTERS-DIRECTED MISSION, "DRY MARTINI" IN WHICH TWENTY SORTIES FOR FORTY-NINE HOURS AND FORTY-FIVE MINUTES WERE FLOWN.

FOR THE MONTH OF OCTOBER THIS UNIT ACCOMPLISHED THE FOLLOWING ITEMS: 65 TOTAL REFUELINGS, 16 NIGHT REFUELINGS, 65 TOTAL RENDEZVOUS, 24 MULTIPLE PATTERN RENDEZVOUS 33 APN 12/76 RENDEZVOUS, 4 DAY CELESTIAL LEGS, 11 NIGHT CELESTIAL LEGS, 39 RADAR GRID LEGS, 17 CELESTIAL MISSIONS 39./.

THIS UNIT UPGRADED ONE CREW TO "T" STATUS, AND TWO NEW CREWS WERE FORMED DURING THE MONTH OF OCTOBER.

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38. 9 SAC T-12 TRAINING REPORT, OCTOBER 57, PART I.

39. 9 SAC T-12 TRAINING REPORT, OCTOBER 57, PART I.

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OPERATIONAL PLANS

THE 819TH AIR DIVISION OPSORD 39-57 DIRECTED THAT THE 341ST BOMBARDMENT WING CONDUCT A UNIT SIMULATED COMBAT MISSION INCLUDING A SPECIAL WEAPONS MANEUVER. THIS 341ST BOMB WING SIMULATED COMBAT MISSION WILL INCLUDE FLYING 36 B-47 AIRCRAFT FROM DYESS AIR FORCE BASE, TEXAS, TO THE ROYAL AIR FORCE STATION, CHELVESTON, ENGLAND.

"E" DAY WILL BE 25 NOVEMBER 1957 WITH "E" HOUR BEING 1400Z, WITH A B-47 TIMING FOR A MASS LAUNCHING OF THE B-47'S AT "E" + 72.

THE UNCLASSIFIED NICKNAME OF THIS OPERATION IS "IRON BAR".

THE 341ST BOMBARDMENT WING PLANS DIVISION WAS ASSIGNED THE RESPONSIBILITY OF WRITING THE 819TH AIR DIVISION OPSORD 39-57 40./ (IRON BAR). CONSIDERABLE HARDSHIP WAS ENCOUNTERED BY THE 341ST WING PLANS DIVISION IN WRITING THIS OPERATIONS ORDER DUE TO A VERY HEAVY "WAR PLAN" WORKLOAD.

COMBAT CREW TARGET STUDY ACCOMPLISHED DURING OCTOBER 1957:

DURING THE MONTH OF OCTOBER THE COMBAT CREWS OF THE 341ST BOMBARDMENT WING ACCOMPLISHED 772 CREW MAN-HOURS OF STUDY ON ASSIGNED PRIMARY AND ALTERNATE COMBAT TARGETS.

THE FOLLOWING IS A BREAKDOWN BY SQUADRON OF THE MANHOURS DEVOTED TO COMBAT ASSIGNED TARGET STUDY: 10TH BOMBARDMENT SQUADRON - 247 MANHOURS; 12TH BOMBARDMENT SQUADRON - 291 MANHOURS; 490TH BOMBARDMENT SQUADRON - 234 MANHOURS; 11TH AIR REFUELING SQUADRON - 158 MANHOURS.

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40. 819TH AIR DIVISION OPSORD 39-57 ON FILE AT THE 819TH AIR DIVISION, DYESS AIR FORCE BASE, TEXAS

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341ST BOMBARDMENT WING "OVERSEAS" ROTATION:

THE 341ST BOMBARDMENT WING WAS SCHEDULED BY FIFTEENTH AIR FORCE AND STRATEGIC AIR COMMAND TO ROTATE (FOR THREE MONTHS) TO ANDERSEN AIR FORCE BASE, GUAM, ON OR ABOUT 1 JANUARY 1958 41./.

IN VIEW OF THIS IMPENDING ROTATION UNDER THE CODE NAME OF BLOCK-HOUSE, 42./ THE 341ST BOMBARDMENT WING WAS REQUIRED TO SEND TWO REPRESENTATIVES FROM THE 341ST WING PLANS DIVISION TO FIFTEENTH AIR FORCE HEADQUARTERS ON 7 OCTOBER 1957 TO RECEIVE AN OPERATIONAL BRIEFING COVERING THE THIRD AIR DIVISION OPERATIONS ORDER 50-58. 43./

THE 341ST PLANS DIVISION IS PRESENTLY RE-WORKING B-47 FLIGHT PLANS AND TARGET MATERIALS TO SUPPORT THE THIRD AIR DIVISION EMERGENCY WAR PLAN.

CONSIDERABLE TARGET AND COMBAT TACTICS CHANGES HAVE BEEN MADE TO THE THIRD AIR DIVISION OPSORD 50-58 WHICH WILL RESULT IN APPROXIMATELY 2100 COMBAT CREW MANHOURS OF STUDY TO EFFECTIVELY COVER THIS EMERGENCY WAR PLAN WHILE ON OVERSEAS DUTY. THIS WORKLOAD COUPLED WITH CURRENT OPERATIONAL MISSIONS OF A ROUTINE NATURE WERE IMPOSING AN EVER-INCREASING AMOUNT OF OVERTIME FOR ALL PERSONNEL OF THE 341ST BOMBARDMENT WING.

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41. 15AF OPERATIONS SCHEDULE (PEACETIME), 28 MAY 1957.

42. 15AF OPS PLAN 76-57, 8 OCT 57.

43. THIRD AIR DIVISION OPSORD 50-58 ON FILE THIRD AIR DIVISION, ANDERSEN AIR FORCE BASE, GUAM.

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## INTELLIGENCE

During the reporting period the Intelligence Division witnessed the completion of various projects which had been developed since the last Inspector General Team Inspection in April.

Among these worthy of mention are: the publication of a series of standard operating procedures for the division, the nature of which served to simplify and standardize the procedures followed in the operation of the Intelligence Division.

Another project which has taken about three months to develop and compile is the Management Guide for all supervisors as required by SAC Regulation 25-2. As of this writing, all that remains to be done was the actual typing of the required information.

A request for a motion picture production depicting enemy tactics employed by Soviet and/or Chinese fighter pilots was prepared and forwarded to Headquarters, USAF, through channels. If this request is approved, a very convenient visual aid will be on hand to brief combat crews.

Another project completed during the reporting period was a staff study prepared by the Chief, DOI, to determine the best procedures in inventorying classified material in the possession of the Wing.

Two additional staff studies were in preparation by the end of the reporting period. One study deals with the necessity of further expansion of the Intelligence-Plans Building to enable the Wing to have its own briefing room and to permit the Intelligence and Plans Divisions to have additional space that could be used to store critical items of supply and equipment and the required mobility boxes for TDY movements.

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THE OTHER STUDY, PRESUMABLY, WILL JUSTIFY THE FEASIBILITY AND DESIRABILITY OF HAVING A BASE-WIDE COMMERCIAL TYPE INCINERATOR FOR THE ECONOMICAL DESTRUCTION OF CLASSIFIED MATERIALS, ESPECIALLY MAPS, CHARTS, AND MISCELLANEOUS TARGET MATERIALS AND WAR PLANS WHICH NORMALLY ACCUMULATE IN THE INTELLIGENCE-PLANS DIVISIONS. THESE STUDIES ARE EXPECTED TO BE READY FOR SUBMISSION BY THE END OF THE NEXT REPORTING PERIOD.

BY THE END OF OCTOBER THERE WERE NO MAJOR PROBLEMS ENCOUNTERED, AND ALL PERSONNEL WERE ALREADY PLANNING THE REQUIRED SUPPORT FOR THE IMPENDING DEPLOYMENT OF THE WING 44./. COMBAT AND PLANNING MISSION FOLDERS AS WELL AS THE RADAR PLATES FOR THE EWP COMMITMENT DURING THE TDY PERIOD WERE PROCURED AND WERE IN THE PROCESS OF RECONSTRUCTION AND/OR IMPROVEMENT. COMPLIANCE WITH THE NEW FIFTEENTH AIR FORCE REGULATION 200-5 WAS FULLY IMPLEMENTED EFFECTIVE 31 OCTOBER 1957.

OPERATIONAL INTELLIGENCE:

DURING OCTOBER INTELLIGENCE REQUIREMENTS IN SUPPORT OF "ALERT FORCE" WERE DEFINED. 45./ SOP'S COVERING DETAILED INTELLIGENCE FUNCTIONS BY THE OPERATIONAL INTELLIGENCE AND TARGET INTELLIGENCE BRANCHES WERE PUBLISHED DURING THE MONTH, AND NO PARTICULAR PROBLEM AREAS WITH RESPECT TO INTELLIGENCE SUPPORT DEVELOPED AS THESE REQUIREMENTS WERE IMPLEMENTED. NEW BRIEFING AIDS WERE PREPARED FOR EACH SORTIE INVOLVED FOR CLEARER PRESENTATION OF THE INTELLIGENCE PICTURE TO AIRCREWS. TWO COMPLETE

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44. OPERATION BLOCKHOUSE. IBID

45. FIFTEENTH AIR FORCE MESSAGE, DI 5217, 8 OCTOBER 1957.

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SETS OF COMBAT MISSION FOLDERS AND EVASION AND ESCAPE AIDS WERE PACKAGED FOR USE BY ALERT FORCE CREWS. IN THIS MANNER, DURING THE TWO-HOUR OVERLAPPING PERIOD OF DUTY BY THE DUTY CREWS AND THE RELIEF CREWS, THE RELIEF CREWS DO NOT HAVE TO WAIT UNTIL THESE MATERIALS ARE TURNED IN BY THE DUTY CREW BEFORE THEY CAN BE DRAWN. ONCE ISSUED, THESE MATERIALS ARE KEPT IN A SECURE STORAGE FACILITY IN THE WING CONTROL ROOM WITH ACCESS POSSIBLE ONLY BY ASSIGNED CREWS AND THE TARGET MATERIALS OFFICER. SHOULD THE ALERT PLAN BE EXECUTED, THE CREWS ON DUTY HAVE IMMEDIATE ACCESS TO ALL MATERIALS DRAWN FROM THE INTELLIGENCE DIVISION, REGARDLESS OF THE HOUR AT WHICH AN ALERT MAY BE CALLED.

BEGINNING 14 OCTOBER, THE SAC CURRENT INTELLIGENCE DIGEST WAS RECEIVED DIRECTLY IN THE WING CONTROL ROOM THROUGH ZIPPO CHANNELS. THIS METHOD OF DISTRIBUTION MARKED A NOTICEABLE IMPROVEMENT IN SHORTENING THE TIME LAG BETWEEN ORIGINAL RECEIPT ON STATION AND REPRODUCTION AND DISTRIBUTION TO WING INTELLIGENCE OF CURRENT INTELLIGENCE REPORTS. UNDER PREVIOUS PROCEDURES MOST INFORMATION CONTAINED IN THE CID HAD LOST ITS CURRENCY BY THE TIME IT WAS RECEIVED BY INTERESTED PERSONNEL. IT IS FELT THAT EVERY EFFORT SHOULD BE MADE TO CONTINUE DISTRIBUTION OF THIS PUBLICATION ON THE BASIS TO INSURE THAT DISSEMINATED INTELLIGENCE ITEMS ARE AS TIMELY AS POSSIBLE.

THE MISSION SUPPORT SECTION PREPARED BRIEFING AIDS (ROUTE MAPS ON TRANSPARENCIES) FOR THE FOLLOWING WING MISSIONS: "CORN FIELD", 46./ 4 OCTOBER; "DRY MARTINI I," 8 OCTOBER; "DRY MARTINI II," 15 OCTOBER;

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"Coney Island," 18 October; and "Sound Wave", 25 October. Intelligence Debriefing Teams were furnished for those missions which had scheduled fighter attacks coordinated with ADC units.

2/Lt Eckard Von Estorff, the Wing E & E Officer, returned on 16 October after attendance at the Advanced Survival School, Course #140000, Stead Air Force Base, Nevada. 47/

In preparation for the assumption of rotational target responsibility, the contents for the rotational E & E belts were assembled. The rotational belts will contain the following: Blood Chits (Far East); Characteristics Handbook of the Far East USSR; Characteristics Handbook of Mongolia, Manchuria and North China; Cloth Charts 306-307, 206-207, and 104-105; and Pointee-Talkees for Chinese and Mongolian. Cloth Chart 204-205 and Russian Pointee-Talkee PT-7 will be inserted at a later date.

A General Information Flimsy containing all information pertinent to EWP targets and routes was compiled and reproduced for inclusion into the Target Planning Folders maintained by the Wing. 48/

In preparation for the general briefings to be given combat crews during the coming months, the Mission Support Section wrote lectures covering enemy order of battle information and pertinent facts on evasion geography in the Wing's rotational targets area responsibility.

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47. Letter Order 1709, Headquarters, 819th Air Division, 12 Sep 1957

48. Fifteenth Air Force Regulation 200-5, Para 10C(7), 7 Aug 1957



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In the practice alert held on 28 October, normal operational intelligence support was provided. Crews were given last minute intelligence items at initial EWP briefings and E & E belts were issued at the final weather briefing for those crews involved in the 819th Air Division EWP inspection. The collection of personal effects and issuances of EWP LOTP's and crystals were simulated. 49./

A special briefing was held on 26 October for two new crews just assuming a target responsibility in the Wing's EWP. Mission Support presented general information on enemy order of battle and recovery procedures.

TARGET INTELLIGENCE:

A review of all types of domestic target materials in the section was completed during October. All domestic material was included in folders similar to those distributed by Fifteenth Air Force under the Domestic Target Materials Program.

Combat Mission Folders prepared by the 43rd Bomb Wing for rotation assignments were transferred to the 341st Bombardment Wing under the provisions of Fifteenth Air Force Regulation 200-5. Target Planning Folders were received from the 9th Bombardment Wing, also under the provisions of Fifteenth Air Force Regulation 200-5. The Combat Mission Folders received under this exchange will be of limited value to this wing because of a difference in assignments of the two wings and also because of numerous target changes. Target changes also made it necessary to conduct additional research on all Target Planning Folders to determine whether all available target materials were on hand.

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49. SAC Regulation 100-3, Para 5(b), 5 July 1956



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On 1 October 1957, Major Williar went TDY to Mountain Home Air Force Base, Idaho, to pick up 45 rotational target plates and mission folders. 50./

During the month the following was accomplished by the Prediction and Interpretation Section: 1 Modification was made on a rotational plate; 3 new EWP target plates were constructed and 9 predictions were made for modification on rotational plates; numerous navigational logs on domestic target runs were score.

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50. Fifteenth Air Force Message, DISP 48114, 17 September 1957

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GUNNERY:

NINE CO-PILOTS ATTENDED THE O. Q. RANGE AT DAVIS MONTHAN AIR FORCE BASE, ARIZONA FOR SAC REGULATION 51-19 CHECKOUTS AND/OR 51-24 ANNUAL REQUIREMENTS DURING THE MONTH OF OCTOBER.

SEVENTEEN GUNNERY MISSIONS WERE FLOWN IN OCTOBER. THE FIREOUT RATE WAS 87.5%. COMPARISONS FOR THE PAST THREE MONTHS ARE AS INDICATED:

| | SORTIES OVER 75% | SORTIES UNDER 75% | FIREOUT PERCENTAGE | EFFECTIVE-NESS |
|---|---|---|---|---|
| AUGUST | 14 | 5 | 87% | 73.2% |
| SEPTEMBER | 30 | 0 | 96.6% | 100% |
| OCTOBER | 15 | 3 | 92.6% | 83.3% |

T-1A TRAINER STATUS BOARDS HAVE BEEN FABRICATED AND PLACED IN THE SQUADRONS. THESE CHARTS INDICATE WHERE EACH PILOT STANDS IN HIS T-1A LESSONS. THEY ARE MONITORED BY THE SQUADRON GUNNERY AND GROUND TRAINING OFFICERS AND ARE VERY HELPFUL WHEN SCHEDULING THE COMING MONTH'S T-1A ACTIVITIES.



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ECM:

ECM ACTIVITY WAS SCHEDULED ON ALL WING BOMBER STREAM MISSIONS DURING THE MONTH OF OCTOBER. EVEN THOUGH EXTENSIVE COORDINATION WAS EFFECTED WITH APPLICABLE ADC UNITS, FIGHTER SUPPORT WAS VERY POOR ON ALL MISSIONS.

THE WING'S OPERATIONAL ECM EQUIPMENT CAPABILITY IS SUCH THAT ONLY THOSE ACTIVITIES INVOLVING CHAFF AND THE APS-54 CAN BE ACCOMPLISHED. THE MAJOR COMPONENTS OF THE AUTHORIZED NUMBER OF ECM SYSTEMS HAVE BEEN RECEIVED BUT DUE TO NON-AVAILABILITY OF SEVERAL MINOR ITEMS, THE SYSTEMS CANNOT BE USED.

THE CREW ECM BRIEFINGS ON THE SAC EXAM HAVE BEEN COMPLETED, AND THE TESTS GRADED.

THE ECM PORTIONS TO OPERATIONS ORDER COVERING "IRON BAR" 51/ HAS BEEN COMPLETED. THE ECM PORTION OF OPERATIONS ORDER COVERING ROTATIONAL TARGETS HAS BEEN COMPLETED AND CREW BRIEFINGS SCHEDULED.

IN THE HOPES OF INCREASING THE SCHEDULING OF ECM ACTIVITY BY THE SQUADRONS, THEY HAVE BEEN INFORMED BY DISPOSITION FORM OF THE ECM ACTIVITY THAT IS AVAILABLE WITHIN THE GENERAL AREA OF EACH RBS SITE COMMONLY USED BY THIS WING.

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GROUND TRAINING:

A VAST IMPROVEMENT WAS NOTED IN ACCOMPLISHMENTS IN THOSE AREAS OF WEAKNESS WHERE THE WING HAD BEEN NON-CURRENT DURING PAST MONTHS. GREATER EFFORTS WERE MADE TO COMPLETE OBSERVER IFM AND PHYSICAL CONDITIONING; HOWEVER, LOCAL SURVIVAL EXERCISE WAS STILL SLIGHTLY BEHIND PROGRAMMED SCHEDULE.

DURING OCTOBER, 170 HOURS OF TRAINING WERE ACCOMPLISHED BY THE WING ON THE C-11 JET INSTRUMENT TRAINER; 73 HOURS ON THE P-3A CONVENTIONAL INSTRUMENT TRAINER. SEVENTY-FIVE HOURS WERE ACCOMPLISHED ON THE T-1A GUNNERY TRAINER; 46 HOURS ON THE T-2A AND 26:15 HOURS ON THE T-3A ULTRASONIC RADAR TRAINERS. THE T-3A TRAINER IS PRESENTLY EQUIPPED WITH A K SYSTEM AND DOES NOT CONFORM TO OUR AIRCRAFT WHICH ARE EQUIPPED WITH MA-7A; THEREFORE, UTILIZATION OF THIS UNIT BY OUR PERSONNEL WILL BE FOR EMERGENCY TRAINING ONLY. A TOTAL OF 96 HOURS WERE ACCOMPLISHED ON THE B-47 FLIGHT SIMULATOR. THESE FIGURES OF TIME UTILIZED, OF ALL SYNTHETIC TRAINERS ASSIGNED, REPRESENTED A UTILIZATION OF 86.4% OF THE TIME AVAILABLE. OUR B-47 FLIGHT SIMULATOR CONTINUED TO OPERATE ON A NINE-HOUR DAY BASIS THROUGH OCTOBER BECAUSE OF THE SHORTAGE OF INSTRUCTOR PERSONNEL; HOWEVER, ADEQUATE TIME WAS AVAILABLE TO MEET SAC REGULATION 51-19 AND 50-24 TRAINING REQUIREMENTS AND OUR ANNUAL STANDARDIZATION CHECKS. NO KC-97 SIMULATOR QUOTAS WERE REQUIRED DURING OCTOBER.

THE TOTAL MANHOUR UTILIZATION FOR THE B-47 MECHANICAL MTD WAS 2253 HOURS AND FOR THE B-47 ELECTRONICS MTD WAS 1236 MANHOURS. THIS REPRESENTS A TOTAL INCREASE FOR THE TWO UNITS OF 23% OVER SEPTEMBER'S UTILIZATION.



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NINE CO-PILOTS COMPLETED O. Q. GUNNERY EXERCISE AT DAVIS MONTHAN AIR FORCE BASE, ARIZONA, AND TWO OBSERVERS COMPLETED THE INFLIGHT MAINTENANCE COURSE AT MATHER FIELD, CALIFORNIA. SEVEN STUDENTS ATTENDED INITIAL ALTITUDE CHAMBER AT CARSWELL AIR FORCE BASE, TEXAS, AND FIVE OFFICERS ATTENDED REFRESHER ALTITUDE CHAMBER TRAINING AT DAVIS MONTHAN AIR FORCE BASE, ARIZONA.

TWENTY-SIX B-47 AIRCREW MEMBERS COMPLETED SAC REGULATION 50-24 BLOCK TRAINING; 27 AIRCREW MEMBERS COMPLETED LOCAL SURVIVAL EXERCISE; 70 COMPLETED INITIAL HANDGUN OR REFRESHER HANDGUN QUALIFICATION; 30 STUDENTS COMPLETED AQUATIC SURVIVAL TRAINING.

THREE HUNDRED THIRTY-FIVE (335) INDIVIDUALS ATTENDED NON-COMBAT CREW BLOCK TRAINING AND TWO HUNDRED NINETY-THREE (293) COMPLETED ARMS QUALIFICATION. ADVANCE CBR ACADEMIC AND EXERCISE WERE BEING CONDUCTED FOR CREW CHIEF AND DECONTAMINATION CREWS OF OUR MAINTENANCE SQUADRONS.

ALL OTHER ACCOMPLISHMENTS WERE AS OUTLINED IN APPENDIX VII TO ANNEX B, 341ST OPERATIONS ORDER NUMBER 480-57 DATED 1 OCTOBER 1957. 52./

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52. OPERATIONS ORDER 480-57, OCTOBER EXHIBIT #15.

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SPECIAL WEAPONS:

DURING THE MONTH OF OCTOBER 1957, THE SPECIAL WEAPONS SECTION OF THE 341ST BOMBARDMENT WING HAD THE FOLLOWING PERSONNEL PRESENT FOR DUTY: CAPTAIN CHESTER A. STANLEY, CAPTAIN ALBERT G. MIRE, CAPTAIN CHARLES KETCHIE AND 1/LT BENJAMIN H. CHAVEZ. CAPTAIN STANLEY WAS HOSPITALIZED FOR FOUR DAYS DURING THE FIRST WEEK AND WAS TDY TO RANDOLPH AIR FORCE BASE FOR A SPECIAL WEAPONS REFRESHER COURSE DURING THE THIRD WEEK. LT CHAVEZ ALSO ATTENDED THE REFRESHER COURSE DURING THE THIRD WEEK. CAPT KETCHIE ATTENDED THE REFRESHER COURSE DURING THE FOURTH WEEK.

SPECIAL WEAPONS TRAINING FOR THE MONTH WAS AS FOLLOWS:

| | |
|---|---|
| CLASSROOM INSTRUCTION | 696 MANHOURS |
| UNIVERSAL DELIVERY TRAINER | 93 MANHOURS |
| AIR WEAPONS MISSIONS | 20 CREWS |
| LINE EXERCISES | 22 CREWS |
| CAPSULE HANDLING PROCEDURES | 38 MANHOURS |
| STANDARDIZATION CHECKS | 4 CREWS |

THE OCTOBER OPLAN SCHEDULED 15 FLIGHT CREWS FOR THE SPECIAL WEAPONS SCHOOL. EIGHT CREWS COMPLETED THE COURSE AND FIVE CREWS WERE INCOMPLETE. NO CLASSES WERE CONDUCTED DURING THE LAST WEEK DUE TO OPERATION "SOUND WAVE."

DURING OPERATION "SOUND WAVE", 53./ CAPT STANLEY, CAPT MIRE AND LT CHAVEZ CONDUCTED SPECIAL WEAPONS LOADING INSPECTIONS AND EVALUATIONS. EIGHT LOADING CREWS OF THE 42ND ADS WERE MONITORED THROUGHOUT THE COM-

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PLETE LOADING OPERATION, AND A REPORT WAS FORWARDED TO THE 819TH DIRECTOR OF OPERATIONS. A TOTAL OF 17 AIRCRAFT WERE INSPECTED, AND DISCREPANCIES WERE NOTED AND REPORTED.

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STANDARDIZATION:

THREE B-47 STANDARDIZATION CREWS ATTENDED THE ANNUAL SAC COMBING COMPETITION DURING THE MONTH OF OCTOBER; CREWS S-42 AND L-38 WERE PARTICIPANTS AND CREW L-18 WERE STAFF OBSERVERS. PRIOR TO DEPARTURE TO COMPETITION, CREW S-42 FLEW FIVE BOMB COMPETITION TRAINING MISSIONS, CREW L-38 FLEW FOUR MISSIONS AND CREW L-18, A TOTAL OF TWO.

FLYING ACTIVITY FOR THE STANDARDIZATION CREWS DURING OCTOBER INCLUDED A TOTAL OF TWENTY-NINE SAC MANUAL 51-4 CHECK MISSIONS AND SEVEN SAC REGULATION 51-19 MISSIONS. IN ADDITION TO THE ABOVE, A TOTAL OF FIFTEEN COMBAT CREW TRAINING MISSIONS WERE ALSO FLOWN.

GROUND ACTIVITY DURING THE MONTH INCLUDED THE ATTENDING OF A STANDARDIZATION REVIEW PANEL ON 18 OCTOBER 57 AND THE COMPLETION OF TWO CREWS OF THE BASE BLOCK TRAINING SCHOOL.

SEVEN NON-COMBAT READY CREWS BEGAN THEIR PRE-SOLO CHECKOUT PHASE, TWO OF WHICH WERE COMPLETED DURING OCTOBER.

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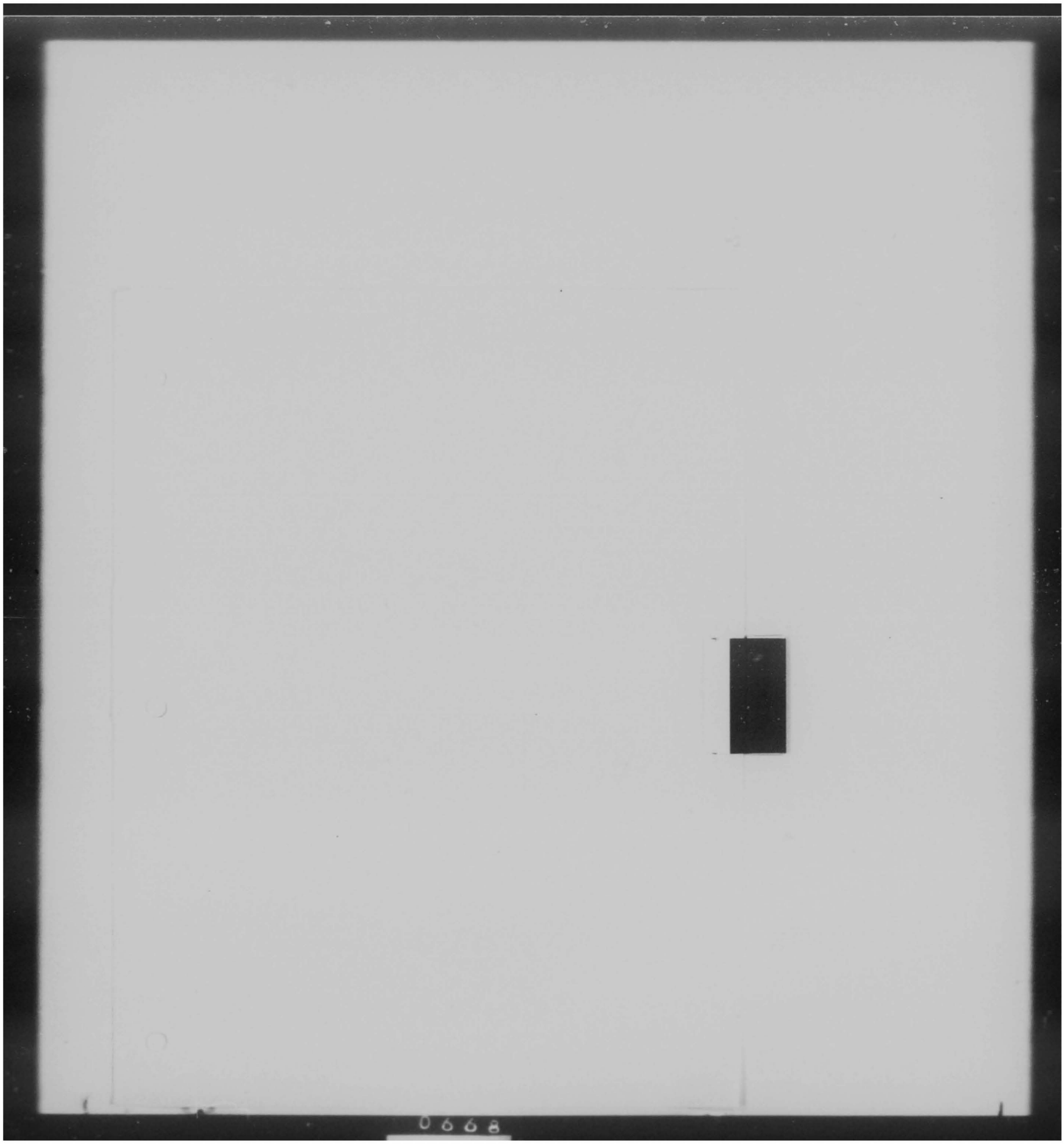



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# CHAPTER IV

## MATERIEL

### AIRCRAFT FLYING TIME:

THE OPERATIONAL REQUIREMENT FOR OCTOBER WAS 1458 HOURS B-47 TIME AND 720 HOURS FOR THE KC-97's. STAND-UP BRIEFINGS ATTENDED BY ALL TACTICAL SUPPORT SQUADRONS REPRESENTATIONS IN THE WING WERE HELD DAILY TO DETERMINE THE CAUSE OF LATE TAKE-OFFS AND CANCELLATIONS.

| | SEPTEMBER | OCTOBER |
|---|---|---|
| 10TH BOMB SQUADRON | 508:35 | 408:10 |
| 12TH BOMB SQUADRON | 510:15 | 502:15 |
| 490TH BOMB SQUADRON | 471:35 | 471:35 |
| TOTAL B-47 TIME | 1490:25 | 1400:05 |
| 11TH AIR REFUELING SQUADRON | 684:45 | 661:05 |

### MANHOUR ACCOUNTING:

MANHOUR COSTS FOR OCTOBER WERE UNAVAILABLE AT THIS TIME BECAUSE OF THE TIME LAG BETWEEN PERFORMANCE AND PUBLICATION OF SUMMARIES BY ELECTRICAL ACCOUNTING MACHINES. THE MANHOURS OF OVERTIME WENT UP SLIGHTLY BY ONLY A NEGLIGIBLE AMOUNT.

FORTY-ONE ITEMS WERE CANNIBALIZED DURING OCTOBER:

CANNIBALIZATION

| | No. OF ITEMS AUGUST | SEPTEMBER | OCTOBER |
|---|---|---|---|
| 10TH BOMB SQUADRON | 6 | 8 | 7 |
| 12TH BOMB SQUADRON | 7 | 23 | 13 |
| 490TH BOMB SQUADRON | 5 | 13 | 21 |
| | 18 | 44 | 21 |
| 11TH AIR REFUELING SQUADRON | 5 | 1 | 11 |



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TECHNICAL ORDER COMPLIANCE:

THE FOLLOWING IS SUBMITTED FOR ENTRY IN THE COMMANDER'S REMARKS SECTION OF THE 5-SAC-T12 REPORT AS OF 30 OCTOBER 1957. THE STATUS OF THE TECHNICAL ORDER COMPLIANCE AS OF 30 OCTOBER 1957 IS AS FOLLOWS:

| TYPE | CONDITION | MANHOURS BACK LOG |
|---|---|---|
| B-47 | OUTSTANDING | 3,037 |
| B-47 | ROUTINE | 4,526 |
| KC-97 | OUTSTANDING | 217 |
| KC-97 | ROUTINE | 140 |
| | KITS NOT ON HAND | |
| B-47 | MANHOUR BACKLOG | 2,632 |
| KC-97 | MANHOUR BACKLOG | 2,436 |

FIVE T.O.'S WERE RECEIVED FOR B-47 AIRCRAFT DURING THE MONTH OF OCTOBER FOR WHICH KITS WERE NOT YET AVAILABLE. THESE T.O.'S COMPRISE AN INCREASE OF 402 MANHOURS AND 195 COMPLIANCES. AN INCREASE IN OUTSTANDING T.O.'S IN OCTOBER, AS COMPARED TO SEPTEMBER, WAS CAUSED BY FIVE T.O.'S MOVING FROM ROUTINE ACTION TO OUTSTANDING. THIS THUS RESULTED IN AN INCREASE OF 1,683 MANHOURS PLUS A NORMAL BACKLOG IN OUTSTANDING T.O.C. OF 1,354 MANHOURS FOR A TOTAL OF 3,037 MANHOURS.

ONE T.O. FOR KC-97 AIRCRAFT IS OUTSTANDING FOR WHICH NO KITS ARE AVAILABLE. THIS RESULTED IN A 2,100 MANHOUR BACKLOG AND 21 COMPLIANCES. ONE T.O. ON KC-97 AIRCRAFT WAS RECEIVED DURING OCTOBER FOR WHICH KITS ALSO ARE NOT AVAILABLE. THE INCREASE IN MANHOUR BACKLOG, FOR KC-97 AIRCRAFT, IN OCTOBER, AS COMPARED TO SEPTEMBER, WAS CAUSED BY THE ONE T.O. BECOMING OUTSTANDING.



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MAINTENANCE SUPPLY ACTIONS:

THE FOLLOWING TABLE RECORDS AOCP AND ANFE DATA:

| | AUGUST | SEPTEMBER | OCTOBER |
|---|---|---|---|
| **AOCP DATA** | | | |
| B-47E | 1.1 | 0 | 1.2 |
| KC-97G | .1 | .2 | 0.6 |
| **ANFE DATA** | | | |
| B-47E | 3 | .7 | 1.6 |
| KC-97G | 0 | 1.2 | 7.2 |



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ALERTS:

On 24 October 1957 a "simulated" alert was held for visiting dignitaries to exhibit the readiness of Dyess Air Force Base. The "alert" whistle sounded at 1600 and at 1630 the aircraft began to take off. Twelve B-47 and five KC-97 aircraft took off at forty-five second intervals 54./.

On 28 October 1957, at 0600, operation "Sound Wave" went into effect. Thirty aircraft were involved.

LOGISTICS:

Personnel from this section participated in operation "Sound Wave" on 28-29 October 1957 55./.

All logistical matter pertaining to operation "Iron Bar" 56./ was completed by this office on 31 October 1957.

M/Sgt Arthur E. Auttelet gave eight mobility lectures to personnel in the Base Theater. Average groups were comprised of approximately one hundred personnel. Lectures were given as part of the day long Block Training for personnel of all organizations.

MAINTENANCE STANDARDIZATION BRANCH OPERATIONS:

Two representatives from the Solar Manufacturing Company conducted classes on the maintenance and operation of the recently installed gas turbine APU Units in the KC-97 aircraft.

The school was started in 7 October 1957 and approximately 200 persons had attended the classes. The classes were held 2 hours a day for 5 days.

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CREW CHIEFS, MAINTENANCE PERSONNEL AND OTHER PERSONS CONNECTED WITH THE OPERATION AND MAINTENANCE ATTENDED THESE CLASSES.

A SPECIAL SCHOOL SET UP FOR ALL CREW CHIEFS FOR CBR TRAINING AS ORDERED BY HEADQUARTERS FIFTEENTH AIR FORCE WAS CARRIED OVER FROM SEPTEMBER AND HAS BEEN RESCHEDULED. THIS TRAINING WAS ON THE DECONTAMINATION OF CONTAMINATED AIRCRAFT.

MAINTENANCE SQUADRONS:

DURING THE MONTH OF OCTOBER THE 341ST A & E SQUADRON WAS REQUIRED TO TRANSFER FIFTY PERSONNEL TO THE 96TH BOMB WING, ARMAMENT AND ELECTRONICS SQUADRON.

THE FLIGHT LINE SECTION SUPPORTED OPERATIONS BOTH HERE AT DYESS AIR FORCE BASE AND DAVIS-MONTHAN AIR FORCE BASE. THE AIRCRAFT AND PERSONNEL AT DAVIS-MONTHAN WERE PARTICIPATING IN THE SES PROGRAM. THE ONLY ABNORMAL SITUATION TO ARISE FROM THE FLIGHT LINE WAS THAT CAUSED BY THE SHORTAGE OF UHF ANTENNAS. THE SHORTAGE OF THESE ANTENNAS PLACES A BURDEN ON THE COMM/NAV SECTION AND NO RELIEF WAS SEEN FOR AT LEAST 60 TO 90 DAYS.

THE FIELD MAINTENANCE SECTION PROCESSED APPROXIMATELY 900 UNITS THROUGH THE SHOPS. THIS NUMBER OF UNITS BEING PROCESSED CONSTITUTES A NORMAL MONTH'S FLOW OF WORK. HOWEVER, THE FIELD SHOPS DID HAVE SOME SUPPLY DIFFICULTIES WHICH HINDERED THE FLOW OF GOOD QUALITY MAINTENANCE. THE GUN CLEANING SHOP HAD TO CLOSE DOWN FOR TEN DAYS DUE TO THE NON-AVAILABILITY OF GUN CLEANING SOLVENT. THE LACK OF THE CLEANING SOLVENT COULD HAVE CAUSED GUNS TO BECOME DEFECTIVE AND EVENTUALLY AFFECT THE COMBAT CAPABILITY OF THE GUNNERY SYSTEMS.



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ANOTHER PROBLEM WHICH CAUSED AND WAS CAUSING LACK OF TEST EQUIPMENT WAS THE SHORTAGE OF DRY CELL BATTERIES. THESE BATTERIES WERE USED IN THE TS-352 MULTIMETERS AND SOME HAVE BEEN ON ORDER WITH BASE SUPPLY FOR AS LONG AS 90 DAYS.



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Exhibit # 1. Photo: Portrait of Colonel Ernest C. Eddy

Exhibit # 2. S.O. 237, Hq. 819 AD, 27 Sept 1957, Par 22

Exhibit # 3. NCO Advisory Council Minutes

Exhibit # 4. Staff Meeting Minutes dtd. 11 Oct 1957

Exhibit # 5. Sample Exit Questionnaire

Exhibit # 6. Aeronautical Orders Number 44

Exhibit # 7. Aeronautical Orders Number 42

Exhibit # 8. Aeronautical Orders Number 41

Exhibit # 9. Photo: Lt Colonel Charles M. Hunter receiving the citation and congratulations from Brigadier General Charles B. Westover

Exhibit # 10. Orders citing individuals to receive Good Conduct Medals.

Exhibit # 11. Copy of Supplement 62-8

Exhibit # 12. 341st Monthly Roster of officers

Exhibit # 13. 341st Monthly Combat Crew Roster

Exhibit # 14. Copy of letter submitted to personnel affected by the separation movement

Exhibit $ 15. Operations Order 480-57, October 1957

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Exhibit # 19. Crew Flimsy for "Dry Martini"

Exhibit # 20. Crew Flimsy for "Coney Island"

Exhibit # 21. Crew Flimsy for "Short Circuit"

Exhibit # 22. Crew Flimsy for "Sound Wave"




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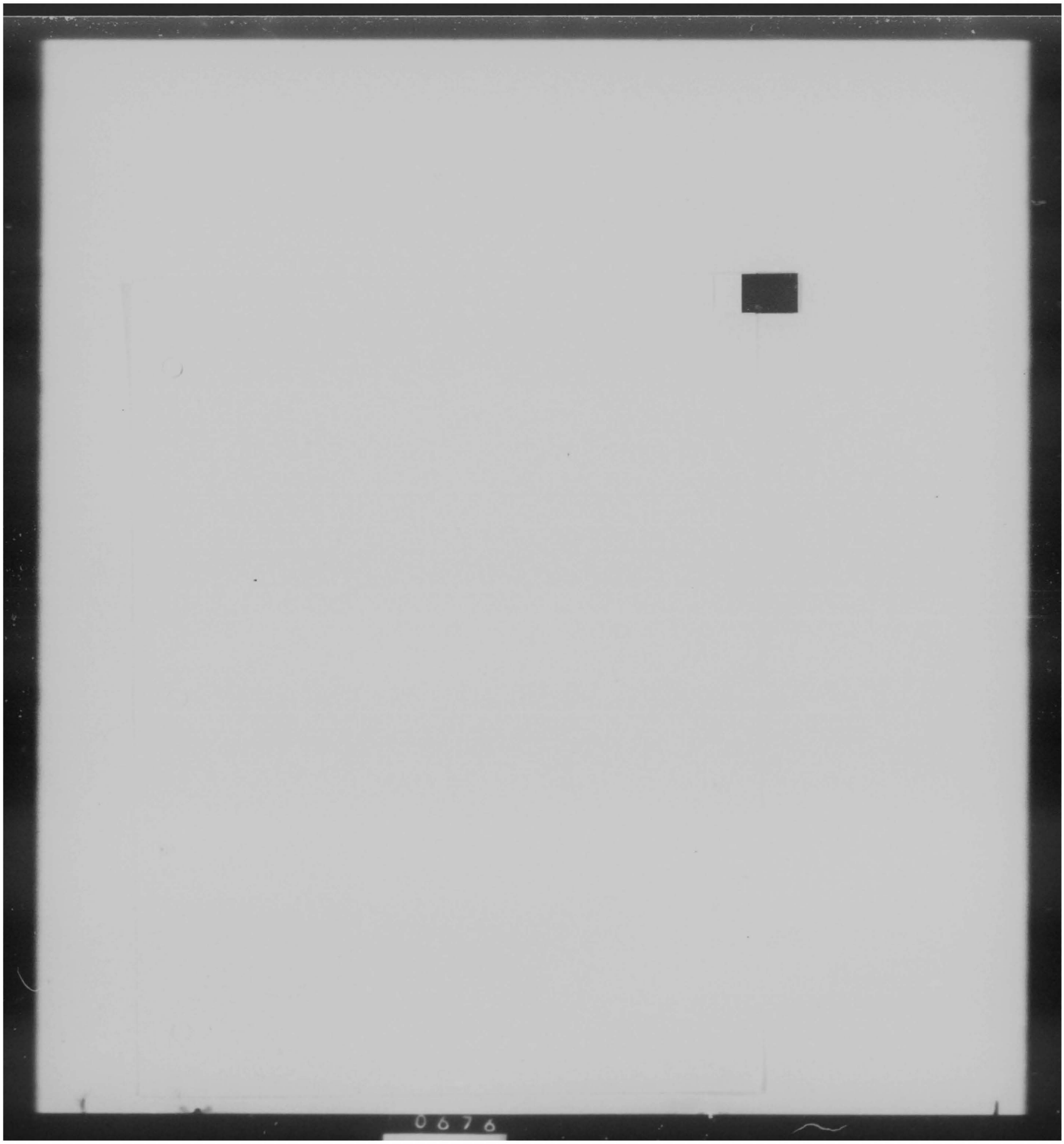



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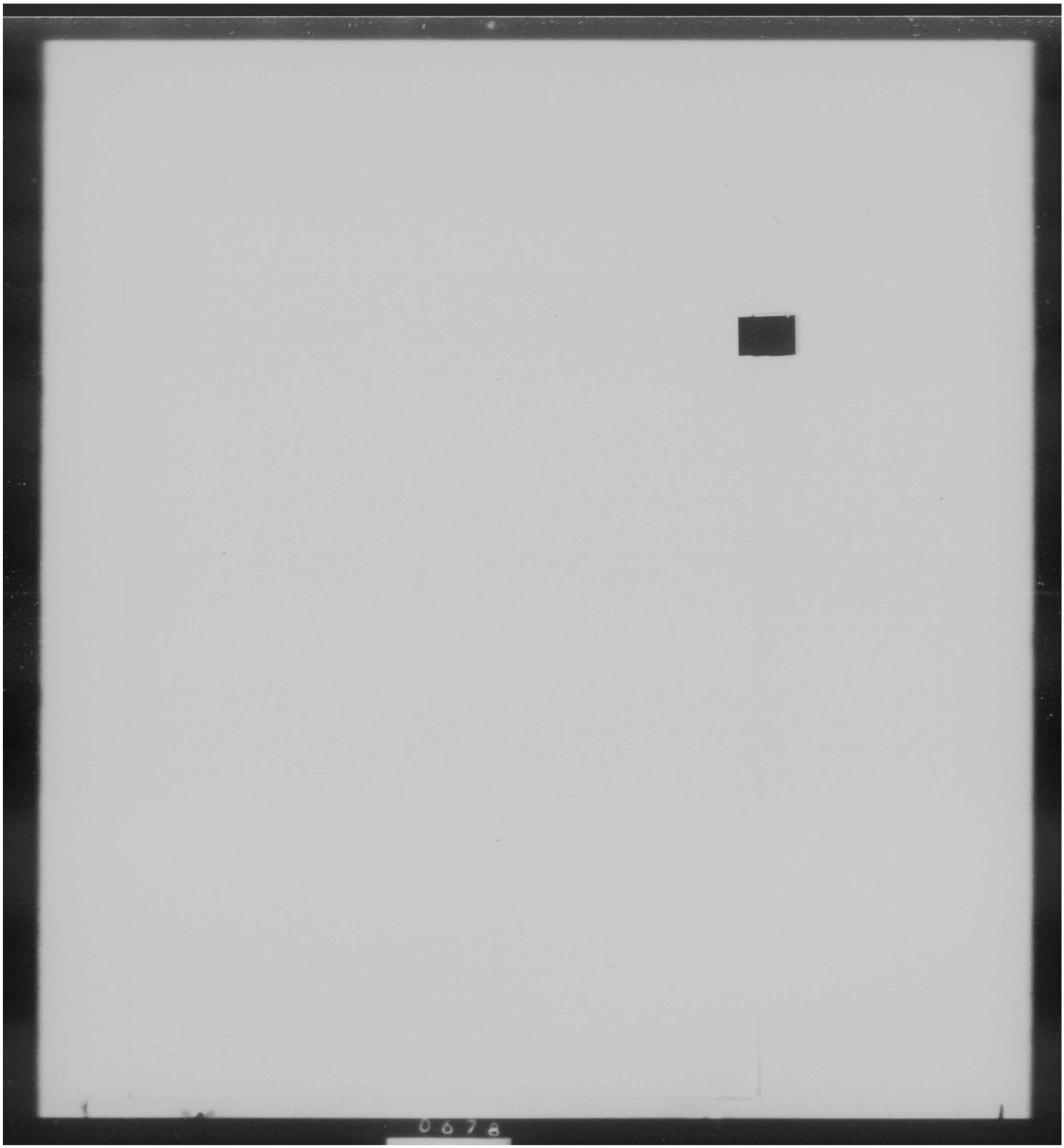


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HEADQUARTERS
819TH AIR DIVISION (SAC)
United States Air Force
Dyess Air Force Base, Texas

27 September 1957

SPECIAL ORDERS)
NUMBER 237) E X T R A C T

* * * * * *

21. COL HOWARD B WALSH, 7857A, is REL from ASG HQ 3hlst BOMWG, this STA; ASG HQ 96th BOMWG, this STA, REPT NLT 1 OCT 57. PCA. NTI. EDCSA - 1 OCT 57. AUTH: AFM 35-11.

22. COL ERNEST C EDDY, 7449A, is REL from ASG HQ 96th BOMWG, this STA; ASG HQ 3hlst BOMWG, this STA, REPT NLT 1 OCT 57. PCA. NTI. EDCSA- 1 OCT 57. AUTH: AFM 35-11.

* * * * * *

FOR THE COMMANDER:

DISTRIBUTION:
B, F, K-4

/s/t/DOUGLAS S ADAMS
Captain, USAF
Assistant Adjutant

A TRUE COPY:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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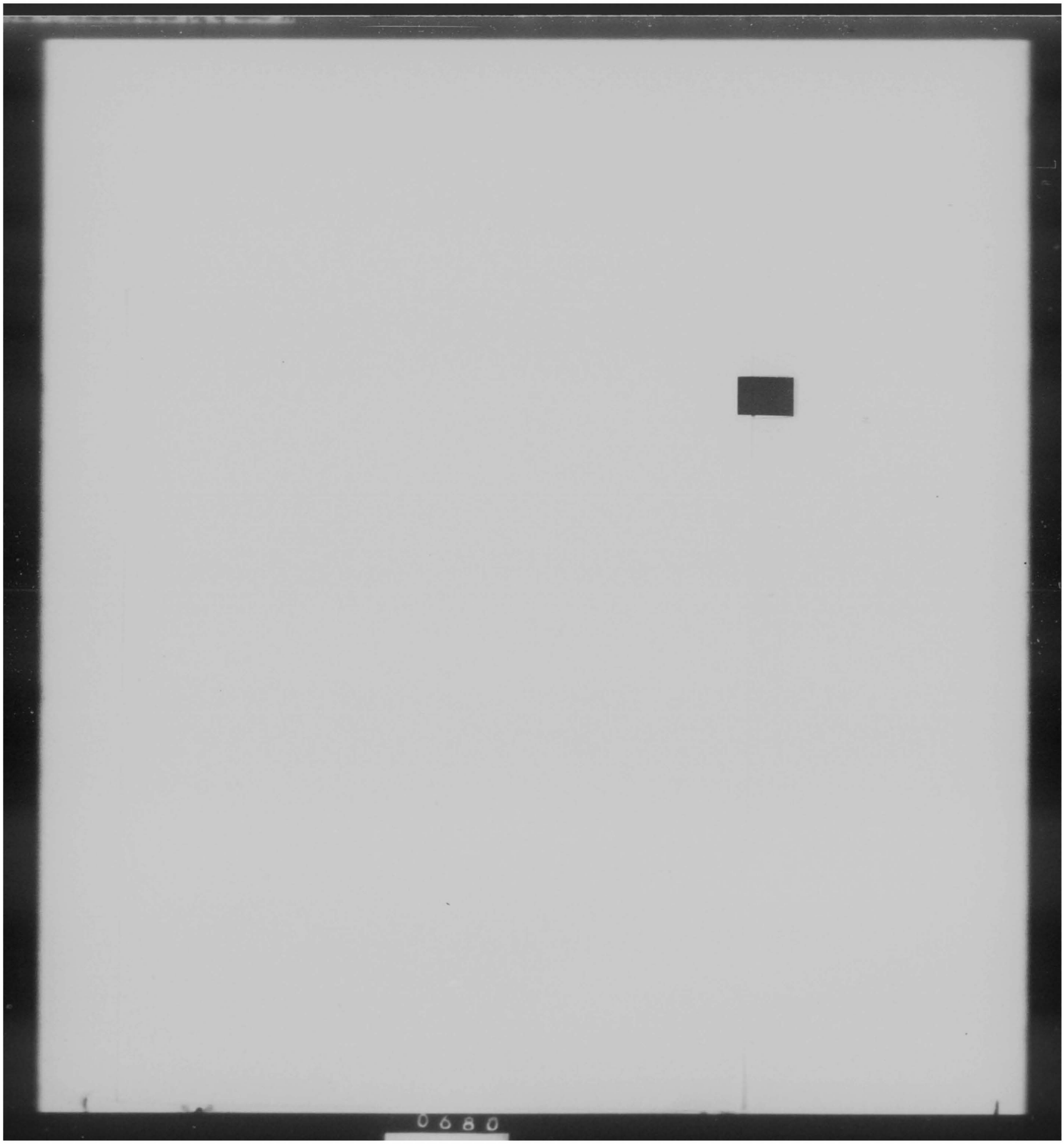


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HEADQUARTERS
3141ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

24 October 1957

MINUTES OF COMMANDER'S NCO ADVISORY COUNCIL

1. The meeting was called to order at 1100 hours. The Wing Commander was present for the meeting.

2. The following Wing Organizations were represented as indicated below:

| | |
|---|---|
| This headquarters | M/SGT Paul H. Stueve |
| 341st HEDRON | M/SGT Dewitt Odom |
| 10th BOMRON | M/SGT Edward Ward |
| 11th AREFS | M/SGT Ivan E. Ruble |
| 341st PMS | M/SGT William J. Hamblin |
| 341st FMS | M/SGT Robert C. Kelley |

3. Clothing Sales Store: It was brought up that the clothing sales store has a very poor selection of mandatory items. Colonel Sturdivant directed Master Sergeant Paul H. Stueve to prepare a letter for his signature to be forwarded to the Base Commander requesting action to be taken to correct this situation.

4. Automobile Accidents: Colonel Sturdivant discussed the auto mishaps of last weekend that killed three airmen and one civilian, and injured two airmen and one civilian. He pointed out that he felt this was not one of those things that just happen, but that we must have fallen down somewhere. He specifically stated that counselling and leadership have their shortcomings in this respect, and that supervisors should consistantly instruct their people in the importance of safety.

5. Retention: Colonel Sturdivant emphasized that retention continues to be a problem. He asked for recommendations to assist in alleviating this situation. It was suggested that airmen be encouraged to take leave in advance of their date of separation to give them a chance to check on the situation at home. It is felt that this would assist individuals in making up their minds as to whether to reenlist or not. He further stated that it is his desire that supervisor s talk advantages of the service to their personnel.

6. Relations with Sections: With a view to promote harmony between sections, it was suggested that at Commander's Calls in the squadrons, a representative from the various sections make a presentation of the operation of these sections. This would give individuals a better knowledge of the problems others encounter and also give them a better understanding of what to expect of a section or staff agency when requesting supplies, services, or what have you.

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7. A discussion arose concerning the difficulty experienced in defueling of KC-97's. This is primarily due to the more heavily utilization of facilities since the 96th Bombardment Wing arrived. No immediate solution was arrived at.

8. The meeting adjourned at 1220, 23 October 1957.

9. The next meeting will be held at 1045 hours, 20 November 1957.



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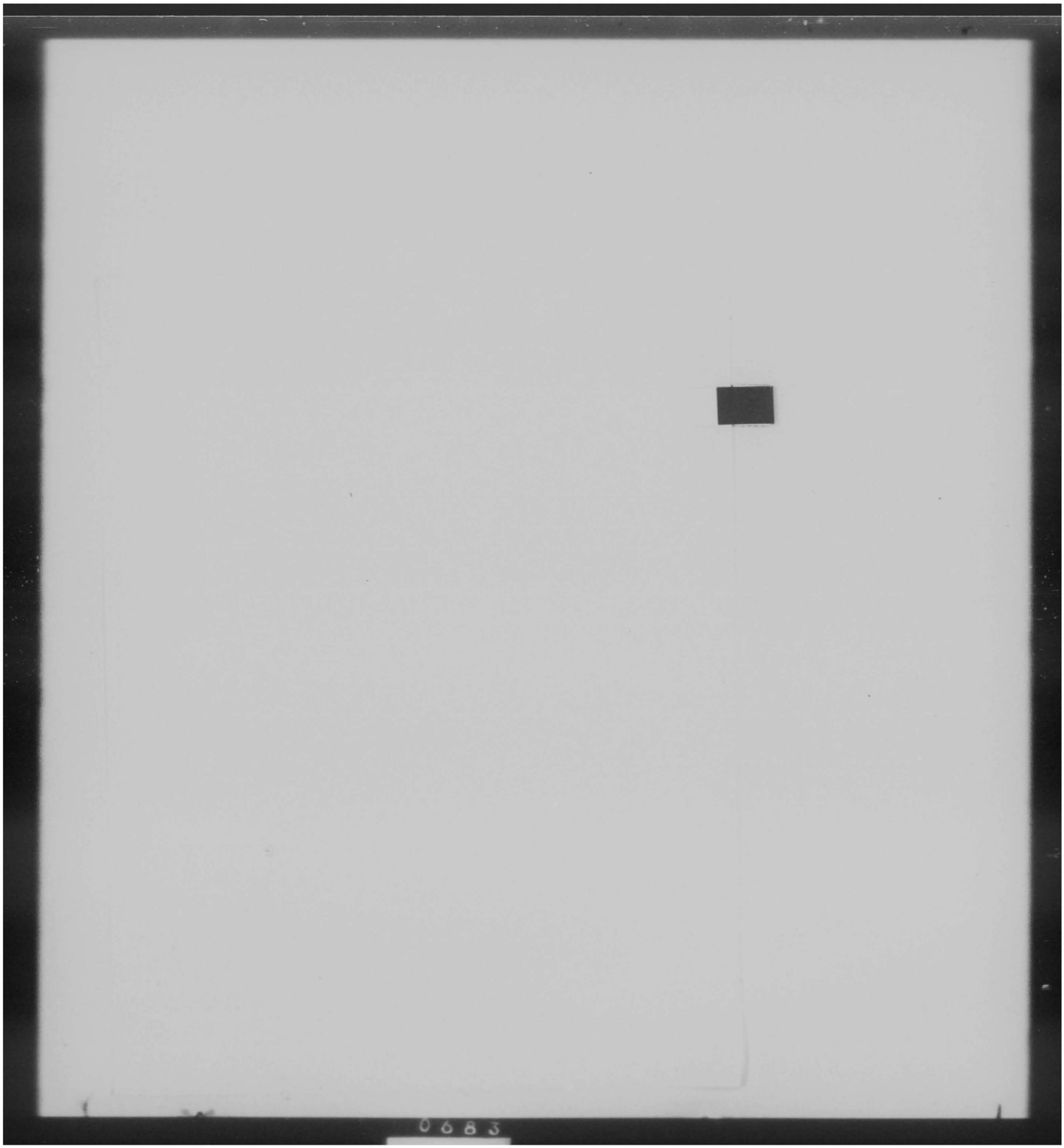



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

11 October 1957

STAFF MEETING MINUTES

1. The Staff Meeting convened at 1610 hours, 10 October 1957

2. Major Gordon, Base United Fund Project Officer: Briefed the staff on the progress of the United Fund Drive to date. Attention was called to directives from higher headquarters which emphasized that no coercion of any type must be used in soliciting funds. It was stated that the drive is behind its expected goal at the present goal at the present time, but that with increased efforts on the part of all project officers and Non-commissioned officers, the final goal will be reached. To attain the amount desired will require an average contribution of $3.00 per man.

3. Major J. P. Brown, Wing Supply Officer: Briefed the staff on the status of the 30 September 1957 UAL Inventory as directed by Headquarters, Strategic Air Command.

4. Colonel Ernest C. Eddy, Wing Deputy Commander: Inquired as to the effectiveness of the flight line pass system. A general discussion followed in which various problems were brought out and while it was obvious that the main problem was insufficient passes, indications are that there will be no relief in this regard at least for the present. The main reason for this is that the present system is a test and a complete evaluation of the system has not been made and will not be made until it has been tested under E W P conditions. One problem, concerning the availability of personnel gates being kept open after 1700 hours daily and on Saturdays and Sundays, will be investigated and an attempt made to have these gates kept open at all times. Colonel Eddy discussed a letter received from Brigadier General Westover regarding the rating of the 341st Bombardment Wing in the SAC Management Control statement for the period ending July 1957. The rating indicated weaknesses in several items and it was brought out that continued emphasis must be placed on these items to effect an improvement in the overall rating. It was brought out that the 341st Bombardment Wing was not being rated during the current upgrading program. However, it is expected that the Wing will continue to operate as though it were being rated and that preparations should begin to prepare an operational briefing to Brigadier General Westover to explain existing problem areas and action action contemplated for corrections of these areas. Colonel Eddy spoke about reenlistment exit questionaires submitted by personnel that have been released from the service in recent weeks. Two questions appearing on questionaires require some immediate corrective action. Departing personnel have indicated that they have received very little counselling



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and not enough help. It is requested that all Squadron Commanders take steps to insure that counselling is given and that all possible help be offered where necessary. Colonel Eddy then read a letter from Brigadier General Westover in which the 341st Bombardment Wing was commended by Major General Old for the improvement in the Wing reenlistment rate for the last three months. Colonel Eddy then spoke about the Wing's shortage of refueling sorties for the period ending in July 1957. Tactical Squadrons are urged to closely monitor flying schedules in order to fully utilize all possible refueling sorties. This situation is being closely monitored by Headquarters, Fifteenth Air Force, and it will be incumbent on this Wing to utilize all refueling sorties and immediately inform Headquarters, Fifteenth Air Force of any sorties that can not be used.

5. Colonel George Lockhart, Director of Operations: Informed the staff that the Division walk-through scheduled for the 28th of October 1957, would require an E W P build up of 30 aircraft. He advised all sections to insure that alert and recall plans are up to date.

6. Major Bumgardner, Director of Personnel: Advised the staff that the Wing was highly commended by Colonel Daily, the Division Director of Personnel, for its excellent O J T rate of 94%, as compared with 46% for the 96th Bombardment Wing, and 25% for the 819th Air Base Group. Major Bumgardner also stated that continued efforts would be required along these lines to keep the score high for the entire quarter. He also reminded the staff that a large share of the points were gained for testing and up-grading. While it is desirable to test as many people as possible, it is more important that people not be tested until the supervisors and individuals concerned can insure that they are ready for testing. It was suggested that where possible personnel to be tested be given a brief pre-test in order to determine their readiness.

7. Captain James Reavley, Wing Adjutant: Requested that all units determine now their needs for individual identification tags, and DD Form 520 (Locator Card) in order to insure an adequate supply prior to deployment of the Wing.

8. The Staff Meeting adjourned at 1700 hours, 10 October 1957.

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant



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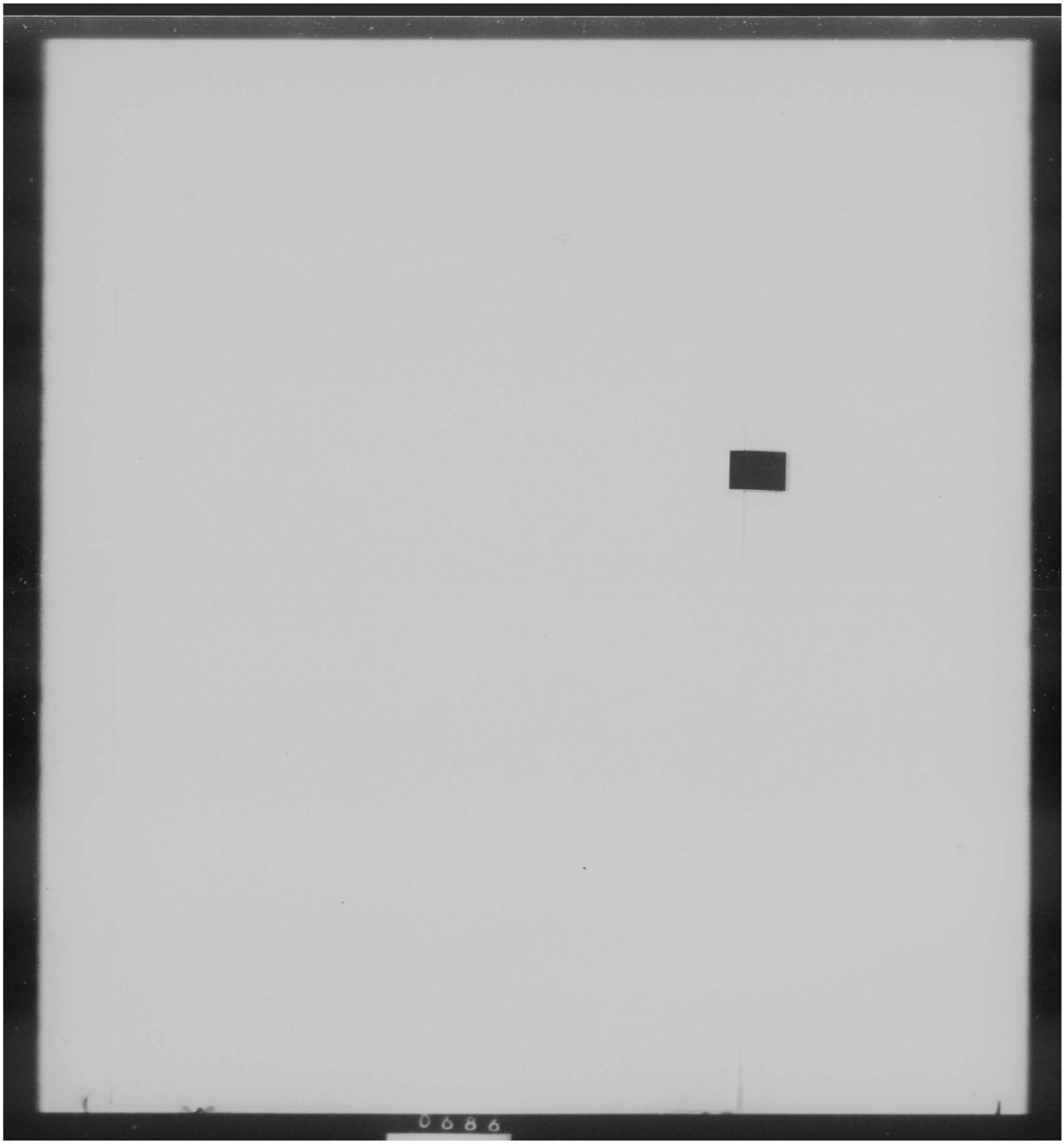


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Attachment to AF Form 1321

1. Were you interviewed by your squadron commander or representative during the anniversary month of each year of your enlistment (except the last year) ? Yes_____No_____.

2. Did you receive a reenlistment interview 90 days before separation by your squadron commander ? Yes_____No_____.

3. Was the brochure "Facts About Reenlistment" presented to you by your squadron commander during the 90 day reenlistment interview ? No_____Yes____.

4. Were you interviewed by the base reenlistment officer 30 days before separation ? Yes_____No_____.

5. Please select one choice of the three in answer to the following statement: "If I had the option of reenlisting for a period of two (2) years I would:"

a. "Be more apt to reenlist."

b. "Would reenlist."

c. "It would not change my plans to return to civilian life."



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# EXIT QUESTIONNAIRE

INSTRUCTIONS

1. This form is to be filled out by all airmen who are not planning to reenlist immediately in the same organization from which discharged.
2. The following types of airmen are required to complete this form:
   a. Those who are planning on immediately reenlisting, but not in the same organization from which discharged.
   b. Those who plan to reenlist but not immediately.
   c. Those who are undecided about reenlisting.
   d. Those who are not planning to reenlist.
3. This form has been devised to detect Air Force deficiencies in order that steps may be taken to improve the attractiveness of an Air Force career and to provide information concerning the future plans of airmen who are not immediately reenlisting in the same organization from which discharged.
4. Your cooperation in carefully answering each question is requested.
5. It is not necessary that you identify yourself on the form.

| 1. SERVICE NUMBER *(last two digits)* | 2. YOUR CURRENT GRADE | 3. TOTAL TIME SERVED IN YOUR PRESENT GRADE | |
|---|---|---|---|
| | | YEARS | MONTHS |

| 4. MONTH AND YEAR WHEN YOU FIRST ENLISTED IN THE AIR FORCE OR ARMY AIR FORCE OR ARMY AIR CORPS | 5. IS THIS YOUR FIRST AIR FORCE ENLISTMENT? | | 6. AGE ON YOUR LAST BIRTHDAY |
|---|---|---|---|
| | YES | NO | |

7. EDUCATION BEFORE YOUR FIRST AIR FORCE ENLISTMENT AND PRESENT EDUCATION *(check both columns)*

See attachement on reverse side

EGE DEGREE *(BS, BA or equivalent)*
ERS DEGREE *(including law degree)*
DRATE DEGREE

8. MARITAL STATUS BEFORE YOUR FIRST AIR FORCE ENLISTMENT AND PRESENT STATUS *(check both columns)*

| BEFORE | NOW | | BEFORE | NOW | |
|---|---|---|---|---|---|
| | | NEVER MARRIED | | | SEPARATED |
| | | MARRIED | | | WIDOWED |
| | | DIVORCED | | | |

9. NUMBER OF DEPENDENT CHILDREN

10. PERSONAL STATUS IN THE SEVERAL MONTHS BEFORE YOU WENT INTO THE AIR FORCE

| | | |
|---|---|---|
| STUDENT | STUDENT AND EMPLOYED PART-TIME | EMPLOYED FULL-TIME ON JOB |
| EMPLOYED PART-TIME ON JOB | UNEMPLOYED | SELF-EMPLOYED |

11. AVERAGE MONTHLY INCOME IF YOU WERE EMPLOYED OR SELF-EMPLOYED FULL OR PART-TIME PRIOR TO ENTERING THE AIR FORCE

| | | |
|---|---|---|
| LESS THAN $100.00 PER MONTH | $100.00 TO $149.00 | $150.00 TO $199.00 |
| $200.00 TO $249.00 | $250.00 TO $299.00 | $300.00 OR MORE PER MONTH |

12. NUMBER OF DIFFERENT STATIONS OR BASES DURING LAST ENLISTMENT. *(Do not include basic or technical training stations, temporary duty assignments, or processing assignments during movements to and from overseas)*

| 13. SERVED OVERSEAS DURING LAST ENLISTMENT | | | 14. IF "YES" OVERSEAS AREA WHERE YOU SERVED | 15. WHEN YOU RETURNED FROM OVERSEAS DID YOU RECEIVE AN ASSIGNMENT TO THE ZI BASE OR AREA THAT YOU ASKED FOR? | | |
|---|---|---|---|---|---|---|
| YES | | NO | | YES | | NO |

16. YOUR MOST IMPORTANT REASON FOR ENLISTING IN THE AIR FORCE *(check one)*

- TRAVEL AND ADVENTURE
- PROVIDED BETTER TRAINING AND EXPERIENCE FOR A LATER CIVILIAN JOB
- PATRIOTIC FEELINGS AND A DESIRE TO AID IN THE NATIONAL DEFENSE
- FRIENDS OR RELATIVES RECOMMENDED THE AIR FORCE
- INTERESTED IN AVIATION AND FLYING
- JOINED IN PREFERENCE TO BEING DRAFTED
- FINANCIAL REASON

AF FORM 1321 FEB 57 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

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17. YOUR PRIMARY AFSC

17A. YOUR CONTROL AFSC

18. PRESENT FEELINGS OF YOUR IMMEDIATE FAMILY ABOUT YOUR INTENTION NOT TO IMMEDIATELY REENLIST

- [ ] FAVOR MY REENLISTING
- [ ] FAVOR MY SEPARATING
- [ ] NEITHER FOR NOR AGAINST MY REENLISTING

19. WHICH OF THE FOLLOWING BEST DESCRIBES YOUR FEELINGS REGARDING NOT REENLISTING?

- [ ] NO SIGNIFICANT DISSATISFACTION WITH THE AIR FORCE AND NO CIVILIAN JOB PROSPECTS
- [ ] NO SIGNIFICANT DISSATISFACTION WITH THE AIR FORCE AND FAIR CIVILIAN JOB PROSPECTS
- [ ] NO SIGNIFICANT DISSATISFACTION WITH THE AIR FORCE AND GOOD CIVILIAN JOB PROSPECTS
- [ ] SOME DISSATISFACTION WITH THE AIR FORCE AND NO CIVILIAN JOB PROSPECTS
- [ ] SOME DISSATISFACTION WITH THE AIR FORCE AND FAIR CIVILIAN JOB PROSPECTS
- [ ] SOME DISSATISFACTION WITH THE AIR FORCE AND GOOD CIVILIAN JOB PROSPECTS
- [ ] GREAT DISSATISFACTION WITH THE AIR FORCE AND NO CIVILIAN JOB PROSPECTS
- [ ] GREAT DISSATISFACTION WITH THE AIR FORCE AND FAIR CIVILIAN JOB PROSPECTS
- [ ] GREAT DISSATISFACTION WITH THE AIR FORCE AND GOOD CIVILIAN JOB PROSPECTS

20. ACTIONS OTHER THAN A PAY RAISE THAT YOU THINK WOULD MAKE AN AIR FORCE CAREER MORE ATTRACTIVE *(Select the three most important to you.)*

- [ ] BETTER SINGLE QUARTERS
- [ ] MORE NOTICE PRIOR TO PCS
- [ ] MORE ON-BASE FAMILY HOUSING
- [ ] OPPORTUNITY FOR VOLUNTARY PCS
- [ ] PROVIDE MORE PRESTIGE WITH RANK
- [ ] INCREASED AVAILABILITY OF DEPENDENT MEDICAL CARE
- [ ] BETTER RECREATIONAL FACILITIES
- [ ] MORE PERSONAL CHOICE OF AN AIR FORCE CAREER FIELD
- [ ] FAIRER PROMOTIONS
- [ ] MORE TRAINING FOR SUPERVISOR
- [ ] BETTER METHOD OF JOB ASSIGNMENTS
- [ ] IMPROVE WORKING CONDITIONS
- [ ] BETTER TRAINING AND EDUCATIONAL OPPORTUNITIES
- [ ] MORE PERSONAL FREEDOM
- [ ] STATION ALLOWANCES FOR ISOLATED ZI BASES OR STATIONS
- [ ] OTHER *(Explain)*

21. CHECK ANY OF THE FOLLOWING CONDITIONS WHICH GREATLY INFLUENCED YOUR DECISION NOT TO IMMEDIATELY REENLIST

- [ ] NONE
- [ ] DISLIKED BASE OF ASSIGNMENT
- [ ] INSUFFICIENT MEDICAL CARE FOR DEPENDENTS
- [ ] UNSATISFACTORY LIVING CONDITIONS
- [ ] INSUFFICIENT ON-THE-JOB GUIDANCE FROM NCO SUPERVISOR
- [ ] LACK OF ADVANCEMENT OPPORTUNITIES
- [ ] LACK OF RECREATIONAL FACILITIES ON BASE
- [ ] LACK OF RECREATIONAL FACILITIES OFF BASE
- [ ] WAS MALASSIGNED ON THE JOB
- [ ] OTHER *(Explain)*

22. TYPE OF HOUSING YOU ARE OCCUPYING AT YOUR PRESENT PERMANENT DUTY STATION

- [ ] PURCHASED OWN HOME
- [ ] SINGLE AIRMAN'S BARRACKS
- [ ] ON BASE FAMILY QUARTERS
- [ ] WHERRY HOUSING
- [ ] OFF BASE CIVILIAN HOUSING
- [ ] TRAILER
- [ ] FHA HOUSING

23. YOUR OPINION OF THE HOUSING

- [ ] IT IS SATISFACTORY
- [ ] SUBSTANDARD CONSTRUCTION
- [ ] TOO FAR FROM PLACE OF DUTY
- [ ] RENT WAS EXORBITANT
- [ ] BETTER HOUSING WAS AVAILABLE BUT I DID NOT WANT TO PAY HIGHER RENT

24. AFTER SEPARATION I EXPECT MY SITUATION IN RESPECT TO HOUSING WILL BE:

- [ ] ABOUT THE SAME
- [ ] IMPROVED
- [ ] NOT QUITE SO GOOD
- [ ] DO NOT KNOW

25. YOUR OPINION OF YOUR LAST JOB ASSIGNMENT

- [ ] I WAS TRAINED FOR IT AND LIKED IT
- [ ] I WAS NOT TRAINED FOR IT AND LIKED THE WORK
- [ ] I WAS TRAINED FOR IT BUT WOULD HAVE PREFERRED ANOTHER TYPE JOB
- [ ] I WAS NOT TRAINED FOR THE WORK BUT WOULD HAVE PREFERRED TO STAY IN IT ANYWAY
- [ ] I WAS NOT TRAINED FOR IT AND WOULD HAVE PREFERRED ANOTHER TYPE JOB

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26. WAS MEDICAL CARE AVAILABLE FOR YOUR DEPENDENTS WHEN NEEDED?

| | | |
|---|---|---|
| YES | NO | NONE NEEDED |

27. IF 'NO' IN ITEM 26, AMOUNT OF MONEY SPENT FOR DEPENDENT MEDICAL CARE DURING THE PAST 12 MONTHS DUE TO ITS UNAVAILABILITY

| | | |
|---|---|---|
| NONE | $1.00 TO $10.00 | $11.00 TO $50.00 |
| $51.00 TO $80.00 | $81.00 TO $100.00 | $101 OR OVER |

28. AVERAGE MONTHLY EXPENDITURE FOR QUARTERS OCCUPIED OFF BASE DURING THE PAST YEAR *(include utility expenditures)*

29. PLANS DURING YOUR FIRST CIVILIAN YEAR

- ATTEND SCHOOL FULL-TIME
- GO TO SCHOOL AND WORK
- GET A JOB SIMILAR TO MY AIR FORCE BACKGROUND
- GET A JOB DIFFERENT FROM MY AIR FORCE BACKGROUND
- RETURN TO MY OLD JOB WHICH IS SIMILAR TO MY AIR FORCE BACKGROUND
- GO INTO BUSINESS FOR MYSELF
- HAVE NO PLANS

30. PLANS IF THE FIRST ONE OR TWO CIVILIAN JOBS OBTAINED AFTER LEAVING THE SERVICE ARE NOT ENTIRELY TO YOUR SATISFACTION

- CONTINUE TO SEARCH FOR A MORE SATISFACTORY CIVILIAN JOB
- REENLIST WITHIN 90 DAYS TO RETAIN REENLISTMENT BENEFITS
- ENLIST AGAIN *(more than 90 days after ETS)*

31. EXPECTED AVERAGE MONTHLY EARNINGS DURING THE FIRST SIX MONTHS IN CIVILIAN LIFE IF YOU ARE GOING INTO FULL-TIME WORK OR FULL-TIME SELF EMPLOYMENT *(do not count overtime earnings)*

32. I INTEND TO REENLIST WITHIN 90 DAYS

| | | |
|---|---|---|
| YES | NO | UNDECIDED |

33. I PLAN TO REENLIST WITHIN 90 DAYS

- IN SAME ZI BASE - SAME COMMAND
- IN SAME ZI BASE - DIFFERENT COMMAND
- IN DIFFERENT ZI BASE - SAME COMMAND
- IN DIFFERENT ZI BASE - DIFFERENT COMMAND
- OVERSEA - SAME COMMAND

34. ON THE AVERAGE, HOW ADEQUATE WAS COUNSELLING GIVEN BY SUPERVISORS AND COMMANDERS IN CONSIDERING CHOICE OF A JOB, OR SEEKING ADVICE ON AIR FORCE PROBLEMS WHICH CONCERNED YOU, ADVICE ON AIR FORCE CAREER BENEFITS, AID IN SOLVING AIR FORCE CONNECTED PROBLEMS?

- MOST OF THEM WENT OUT OF THEIR WAY TO COUNSEL ME
- SOME OF THEM COUNSELLED ME
- I RECEIVED VERY LITTLE COUNSELLING
- I RECEIVED NO COUNSELLING

35. ON THE AVERAGE, HOW ADEQUATE WAS HELP GIVEN YOU BY SUPERVISORS IN LEARNING YOUR JOB AND IN PREPARING YOU FOR A BETTER JOB *(same career field)*?

- MOST OF THEM WENT OUT OF THEIR WAY TO HELP ME
- SOME OF THEM HELPED ME
- I RECEIVED VERY LITTLE HELP
- I RECEIVED NO HELP

36. WERE YOUR PERSONAL DESIRES GIVEN CONSIDERATION WHEN YOUR FIRST CAREER FIELD OR AREA OF TRAINING WAS BEING DETERMINED?

| | | |
|---|---|---|
| YES | NO | DO NOT KNOW |

*(LIST ON REVERSE ANY OTHER INFORMATION NOT INDICATED ABOVE, INCLUDING ANY SPECIFIC ITEM OR EXPERIENCE YOU CONSIDER PRIMARILY RESPONSIBLE FOR YOUR DECISION NOT TO REENLIST FOR YOUR OWN VACANCY)*

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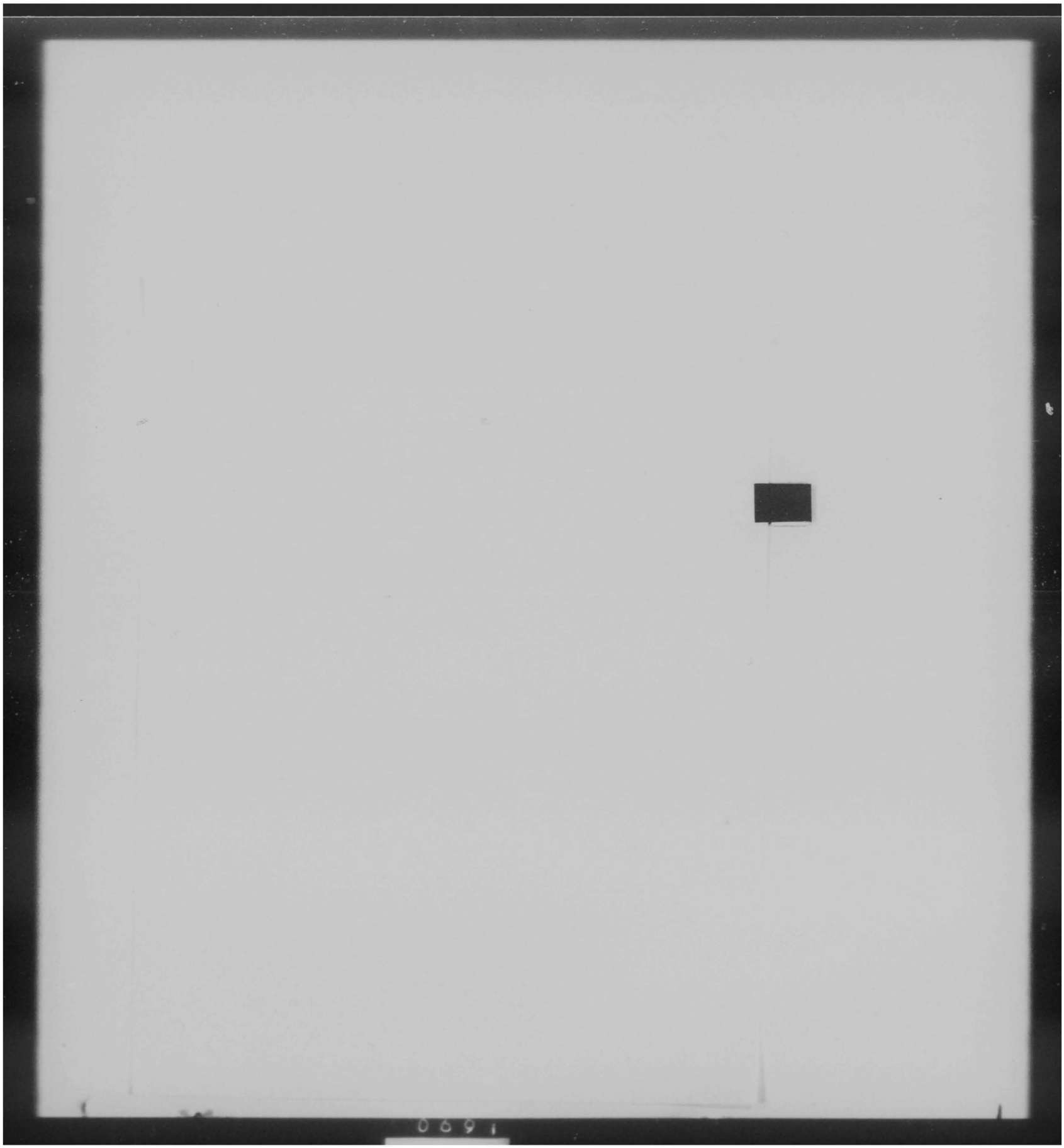

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

AERNAUTICAL ORDERS)
NUMBER 44)

25 October 1957

1. SMOP 2, AO 40, 1 OCT 57, this HQ, as pertains to AMN required to participate frequently and regularly in Aerial Flights for PD of 1 OCT 57 thru 31 OCT 57 in (B-47 type ACFT), IATD "A/2C T. J. GITSHAM, AF14589400, 490TH BOMRON, this STA" and IATR "A/2C T. J. HUNTSINGER, AF14589400, 490TH BOMRON, this STA."

2. SMOP 2, AO 40, 1 OCT 57, this HQ, as pertains to AMN required to participate frequently and regularly in Aerial Flights for PD of 1 OCT 57 thru 31 OCT 57 in (B-47 type ACFT, IATA "A/2C LARRY K. GOETSCH, AF17439617, 490TH BOMRON, this STA."

3. COLONEL GEORGE M LOCKHART, 11386A, 341ST BOMWG, this STA, is granted the Aero Rating of Command Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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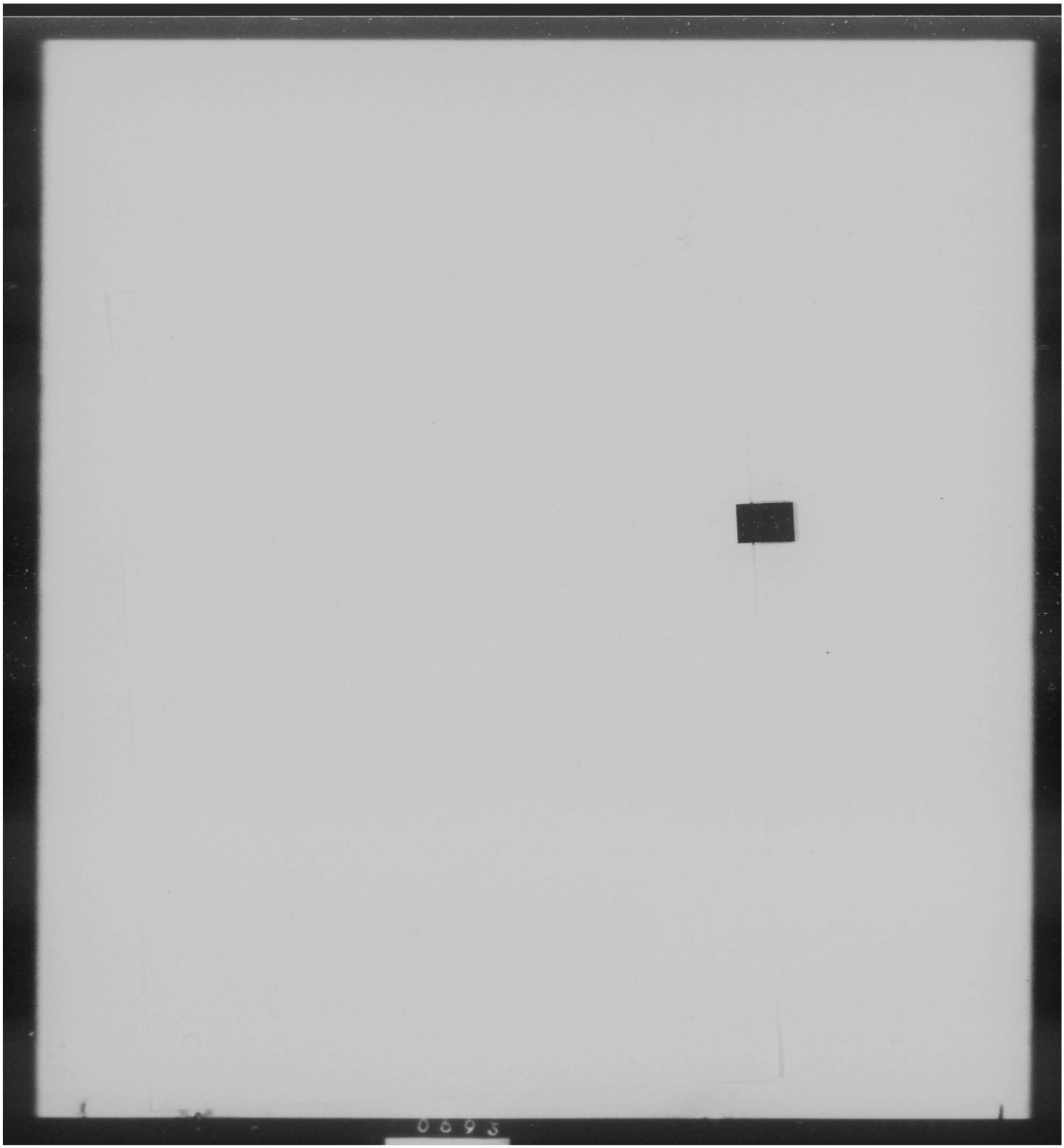


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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS) 10 October 1957
NUMBER 42)

1. MAJOR WILLIS L WARNER, A0517805, 10TH BOMRON, SAC, this STA, is granted the Aero Rating of Command Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

2. SMOP 1, AO 40, this HQ, DTD 1 OCT 57, as pertains to Non-Crew Members for KC-97 type ACFT, is amended to include A/1C NICKLAS A. GRANOSKI, AF19536587, 11AREFS, SAC, this STA.

3. VOC,8 OCT 57, affecting the following is hereby confirmed. ESPWO: PARA 1 AO 40, this HQ, DTD 1 OCT 57, as pertains to requiring AMN to participate frequently and regularly in Aerial Flights, IATA T/SGT ROBERT J SADLER, AF16233672, 11AREFS, SAC, this STA, for period of 7 OCT 57 through 31 OCT 57.

4. SMOP 1 AO 33, this HQ, DTD 1 SEP 57, as pertains to Non-Crew Members for KC-97 type ACFT, is amended to include A/1C GENE A BROACH, AF14563472, 341ST ARMT&ELECTMAINTRON, SAC, this STA, for period of 1 SEP 57 through 30 SEP 57.

5. SMOP 1 AO 33, this HQ, DTD 1 SEP 57, as pertains to Non-Crew Members for KC-97 type ACFT, is amended to include A/1C DARRELL BUTCHER, AF17415036, 341ST ARMT&ELECTMAINTRON, SAC, this STA, for period of 1 SEP 57 through 30 SEP 57.

6. MAJOR ROBERT E. CARSWELL JR, A0664969, 11TH AREFS, SAC, this STA, is granted the Aero Rating of Command Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

7. CAPTAIN CARL E. PEARSON, A0743266, 11TH AREFS, SAC, this STA, is granted the Aero Rating of Senior Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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1 CY AAS, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.

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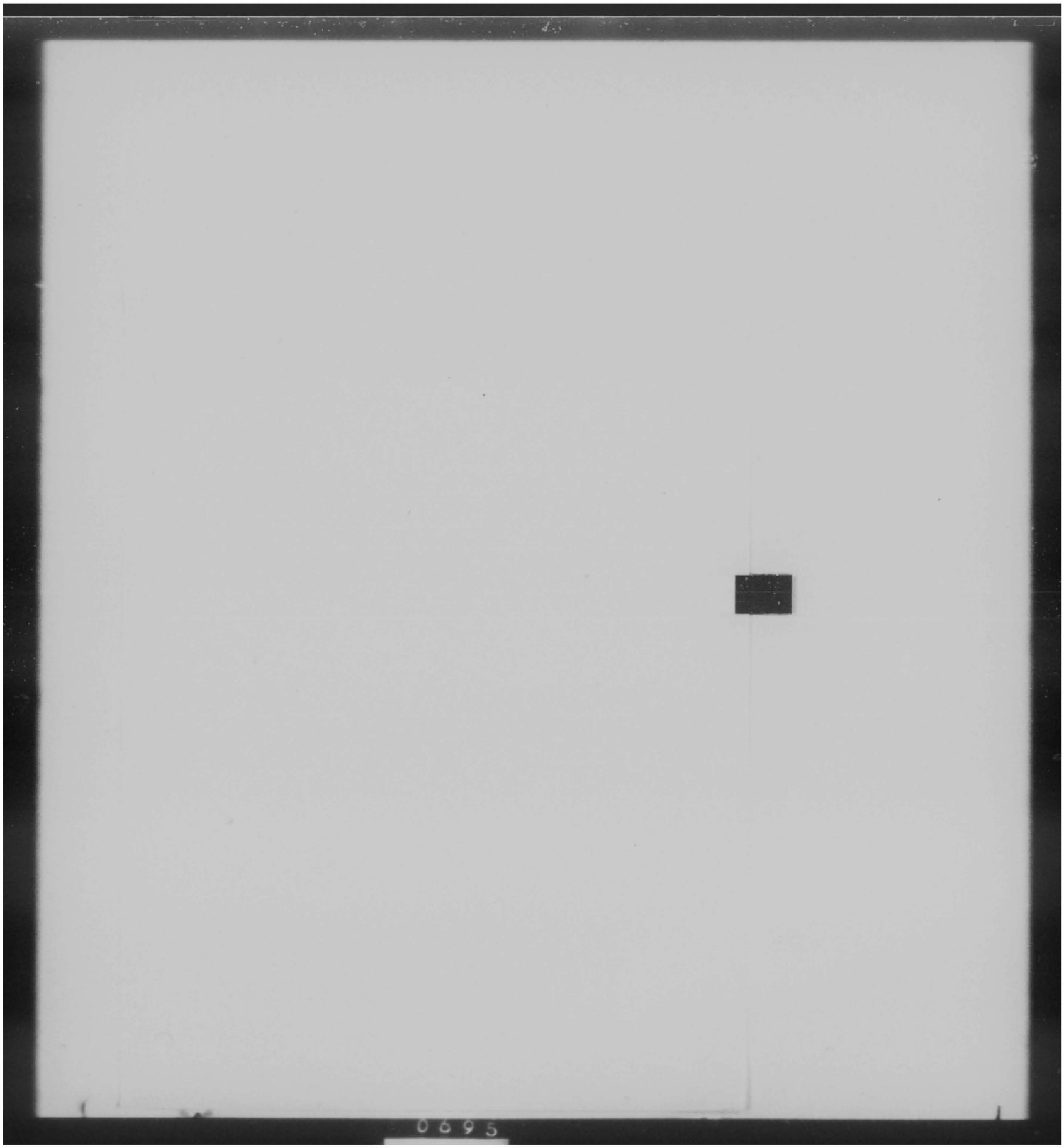



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

3 October 1957

AERONAUTICAL ORDERS)
NUMBER 41)

CAPTAIN RICHARD D. MAHONEY, AO749029, 11AREFS, SAC, this STA, is granted the Aero Rating of Senior Pilot under the PROV of AFR 50-7.
AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

James E Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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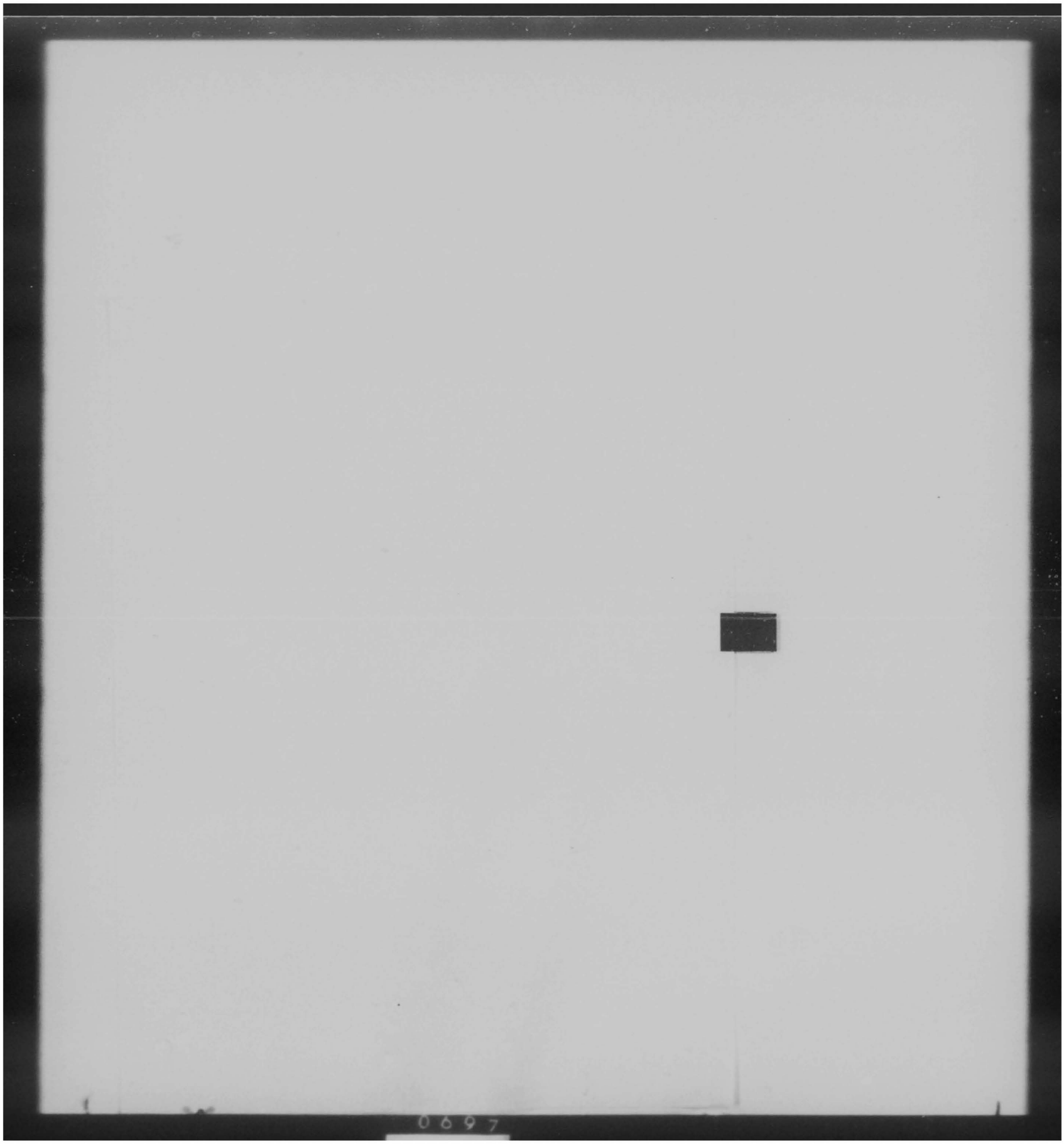



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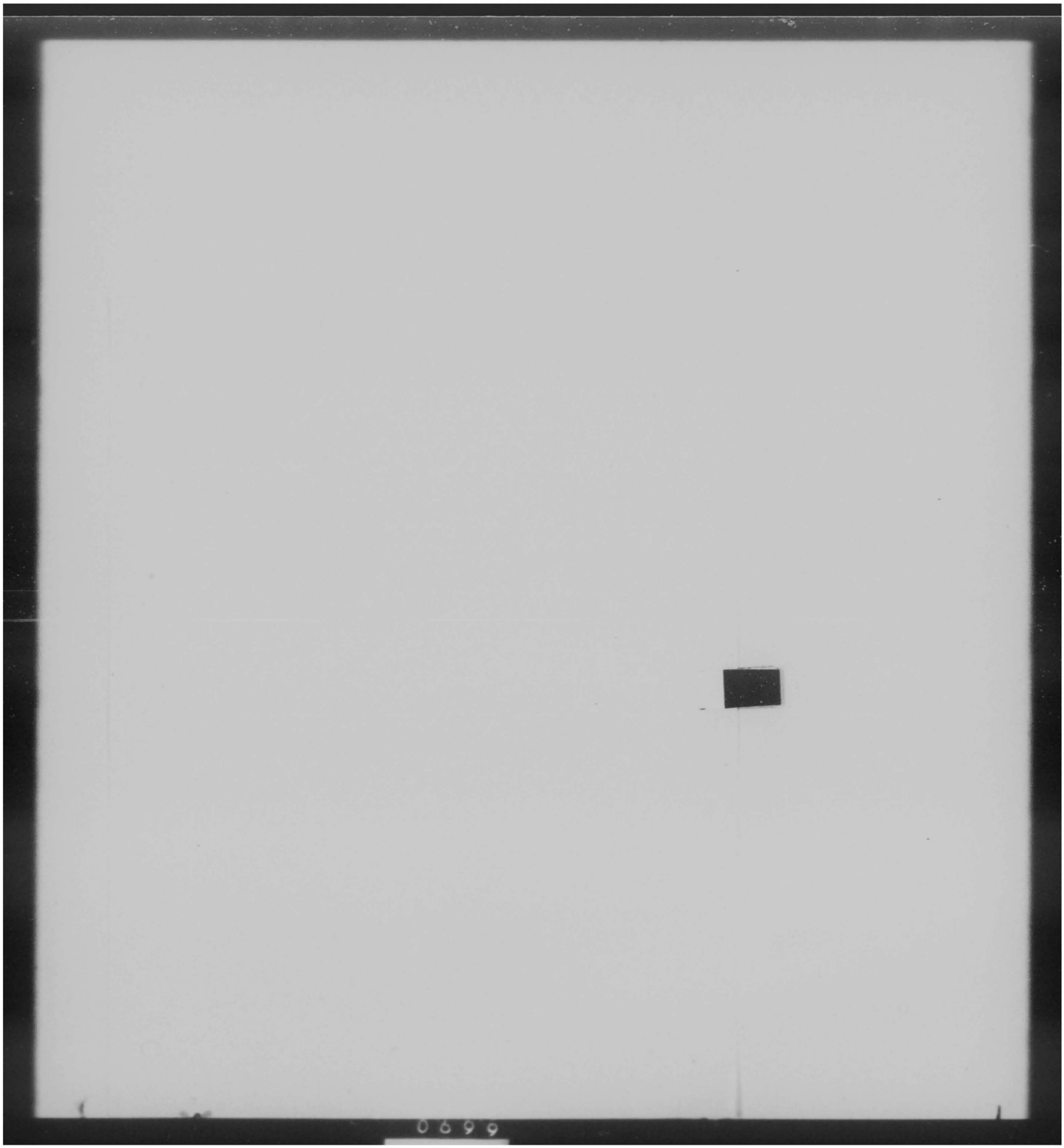


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HEADQUARTERS
3141ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

C O N S O L I D A T E D

This Consolidated Special Orders consists of paragraphs 1 thru 27 inclusive, excluding classified paragraphs: None.

FOR THE COMMANDER:

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

E-X-T-R-A-C-T

1. FNA, 341ST HEDRON, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| A/1C DINESHIOUS COUSERT, AF16474330 | 10 AUG 54 to 9 AUG 57 |
| A/1C CARL V PROFATER, AF13503186 | 7 SEP 54 to 6 SEP 57 |
| A/1C EDWARD C COLOMA, AF19502601 | 13 JUL 54 to 12 JUL 57 |
| A/1C DOYCE L POTTER, AF18446931 | 13 SEP 54 to 12 SEP 57 |
| A/1C RONALD J FLEMING, AF19518512 | 20 SEP 54 to 19 SEP 57 |
| A/1C ROBERT J DINSMORE, AF11282007 | 28 SEP 54 to 27 SEP 57 |

2. FNA, 341ST HEDRON, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT SIDNEY A BREESE, AF19415608 | 27 APR 54 to 26 APR 57 |
| SSGT RICHARD L VINER, AF11208791 | 19 SEP 53 to 18 SEP 56 |
| SSGT DALE B SHUGART, AF18410748 | 24 AUG 54 to 23 AUG 57 |
| SSGT LEE R STOUT, AF38781303 | 5 AUG 54 to 3 AUG 57 |
| MSGT CLARENCE C POWELL, AF19066378 | 16 OCT 51 to 15 OCT 54 |
| MSGT EARL L MILLER, AF37228823 | 11 DEC 52 to 10 DEC 55 |

3. FNA, 341ST HEDRON, this STA, are AWD GCMDL (Bronze with 3 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT ROBERT E EASON, AF17101617 | 27 FEB 54 to 26 FEB 57 |
| MSGT CLARENCE C POWELL, AF19066378 | 16 OCT 54 to 15 OCT 57 |
| TSGT EDWARD H SEWELL, AF18081763 | 4 MAY 53 to 3 MAY 56 |
| TSGT CARLETON A CHRISTOPHERSON, AF19277973 | 4 DEC 52 to 3 DEC 55 |
| TSGT CHARLES C BALLEW, AF6358715 | 31 MAR 52 to 30 MAR 55 |
| SSGT BOBBY BREWER, AF34613778 | 19 DEC 52 to 18 DEC 55 |
| SSGT LEWIS K DICKINSON, AF15410018 | 16 JUL 54 to 15 JUL 57 |

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SO 75, HQ 341ST BOMWG (S.C), Dyess AFB, TEX, 22 October 1957

4. FNA, 341ST HEDRON, this STA, are AWD GCMDL (Bronze with 4 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT JAMES R JONES, AF6984830 | 9 SEP 54 to 8 SEP 57 |
| MSGT COLUMBUS P CALVERT, AF6965511 | 2 JAN 53 to 1 JAN 56 |

FOR THE COMMANDER:

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDER)
NUMBER 75)

22 October 1957

E-X-T-R-A-C-T

5. FNA, 341ST ARMT&ELCTMAINTRON, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT HAROLD L BACHER, AF18405778 | 27 SEP 54 to 26 SEP 57 |
| SSGT BILLY D VEULEMAN, AF25529049 | 3 FEB 54 to 2 FEB 57 |

6. FNA, 341ST ARMT&ELCTMAINTRON, this STA, are AWD GCMDL (Bronze with 4 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| TSGT ELMER E RAMSEY, AF6913466 | 7 DEC 48 to 6 DEC 51 |
| TSGT NORMAN S EASLEY, AF6357363 | 5 OCT 54 to 4 OCT 57 |

7. TECHNICAL SERGEANT NORMAN S EASLEY, AF6357363, 341ST ARMT&-ELCTMAINTRON, this STA, is AWD GCMDL (Bronze with 3 loops) for his demonstration of Honor, Efficiency, and Fidelity during 5 OCT 51 to 4 OCT 57. AUTH: AFR 35-50.

8. TECHNICAL SERGEANT ELMER E RAMSEY, AF6913466, 341ST ARMT&ELCT-MAINTRON, this STA, is AWD GCMDL (Bronze with 5 loops) for his demonstration of Honor, Efficiency, and Fidelity during 7 DEC 51 to 6 DEC 54. AUTH: AFR 35-50.

9. FNA, 341ST ARMT&ELCTMAINTRON, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| TSGT DALE D CARTER, AF17273615 | 18 MAR 54 to 17 MAR 57 |
| TSGT JOHN D BRAY, AF17231287 | 7 JAN 54 to 6 JAN 57 |
| TSGT LEROY E KOEPSELL, AF17154754 | 28 MAY 54 to 27 MAY 57 |
| TSGT WINFORD R PENNINGTON, AF15337676 | 3 AUG 52 to 2 AUG 55 |
| SSGT KENNETH R BRAY, AF14330043 | 14 APR 53 to 13 APR 56 |
| SSGT GUY H WALKER, AF14522608 | 12 JAN 54 to 11 JAN 57 |
| SSGT BILLY J BROCKS, AF16478187 | 25 AUG 54 to 23 AUG 57 |
| SSGT DON C HARRIS, AF18465374 | 24 AUG 54 to 23 AUG 57 |
| SSGT ARTHUR B LASYONE, AF18451991 | 27 MAY 54 to 26 MAY 57 |
| SSGT BILLY D VEULEMAN, AF25529049 | 3 FEB 51 to 2 FEB 54 |



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SO 75, HQ 341ST BOMWG (SAC), Dyess AFB, TEX, 22 October 1957

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT THOMAS J BURNETT, AF18467396 | 12 AUG 54 to 11 AUG 57 |
| SSGT HERMAN L GLEMONS, AF13347961 | 20 JUL 54 to 19 JUL 57 |
| A/1C MAX A BALDRIDGE, AF16456728 | 8 DEC 53 to 7 DEC 56 |
| A/1C FLOYD S BARKER, AF19486286 | 19 MAY 54 to 18 MAY 57 |
| A/1C GEORGE W BILLMYRE, AF13489742 | 7 JUL 54 to 6 JUL 57 |
| A/1C LEALEN B BREEDEN, AF17395938 | 8 JAN 54 to 7 JAN 57 |
| A/1C PHILIP A TRAHAN, AF11274727 | 25 JUN 54 to 24 JUN 57 |
| A/1C GEORGE W STOVER, AF13505945 | 10 SEP 54 to 9 SEP 57 |
| A/1C JOHN H STEED, AF12465454 | 23 SEP 54 to 22 SEP 57 |
| A/1C LOUIS W SMALLWOOD, AF14529292 | 3 JUN 54 to 2 JUN 57 |
| A/1C PAUL A RIMSKY, AF13510444 | 27 SEP 54 to 26 SEP 57 |
| A/1C MARION L RATLIFF, AF14521977 | 20 AUG 54 to 19 AUG 57 |
| A/1C LEONARD H PAYNE, AF16460354 | 22 MAR 54 to 21 MAR 57 |
| A/1C BOBBY E MORTON, AF25202227 | 5 AUG 54 to 4 AUG 57 |
| A/1C CHARLES R MORRISON, AF19506038 | 6 JUL 54 to 5 JUL 57 |
| A/1C GILBERT MARTINEZ, AF19507288 | 17 AUG 54 to 16 AUG 57 |
| A/1C ROBERT C LEADER, AF13514799 | 30 SEP 54 to 29 SEP 57 |
| A/1C EDWARD G KOSUT, AF13502998 | 23 AUG 54 to 22 AUG 57 |
| A/1C JOSEPH R KNAUBER, AF15524382 | 23 AUG 54 to 22 AUG 57 |
| A/1C MILTON O KIDDY, JR. AF13505567 | 29 JUL 54 to 28 JUL 57 |
| A/1C THOMAS J JACKSON, AF18456016 | 5 MAY 54 to 4 MAY 57 |
| A/1C VINCENT T HIGGINS,, JR. AF14536334 | 21 JUL 54 to 20 JUL 57 |
| A/1C FRED HENDERICKS, JR. AF27709022 | 4 MAY 54 to 3 MAY 57 |
| A/1C GEORGE W HECKER, AF12465329 | 21 SEP 54 to 20 SEP 57 |
| A/1C CHARLEY E FORTUNE, AF18446649 | 18 MAY 54 to 17 MAY 57 |
| A/1C ROBERT J DAVEY, JR, AF13510424 | 27 SEP 54 to 26 SEP 57 |
| A/1C GEORGE W CROSBY, JR. AF18447844 | 29 SEP 54 to 28 SEP 57 |
| A/1C RICHARD V COLLINS, AF16480104 | 14 SEP 54 to 13 SEP 57 |
| A/1C DARRELL L BUTCHER, AF17415036 | 11 AUG 54 to 10 AUG 57 |
| SSGT LLOYD D ADAMS, AF14497448 | 1 DEC 53 to 30 NOV 56 |
| SSGT HAROLD L BACHER, AF18405778 | 27 SEP 54 to 26 SEP 57 |
| SSGT KENNETH R BRAY, AF14330043 | 14 APR 53 to 13 APR 56 |
| SSGT GUY H WALKER, AF14522608 | 12 JAN 54 to 11 JAN 57 |
| SSGT BILLY J BROOKS, AF18478187 | 25 AUG 54 to 24 AUG 57 |
| SSGT DON C HARRIS, AF18465374 | 24 AUG 54 to 23 AUG 57 |
| SSGT ARTHUR B LASYONE, AF18451991 | 27 MAY 54 to 26 MAY 57 |
| SSGT BILLY D VEULEMAN, AF25529049 | 3 FEB 51 to 2 FEB 54 |
| A/1C RONALD E HAMPTON, AF15524450 | 1 SEP 54 to 31 SEP 57 |

FOR THE COMMANDER:

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

E-X-T-R-A-C-T

10. FNA, 341ST PERIODICMAINTRON, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT DAVID L WELLS, AF19504585 | 13 AUG 54 to 12 AUG 57 |
| A/1C DICK E FINCH, AF28650591 | 26 FEB 54 to 25 FEB 57 |
| A/1C KENT L LEPAGE, AF17414061 | 28 SEP 54 to 27 SEP 57 |
| A/1C ROBERT L HEALEY, AF19518583 | 20 SEP 54 to 19 SEP 57 |

11. FNA, 341ST PERIODICMAINTRON, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT WILTON J. H. WILHITE, AF19370624 | 25 OCT 53 to 24 OCT 56 |
| MSGT CARL E BOWDEN, AF14394057 | 9 JAN 54 to 8 JAN 57 |
| TSGT EARL R BEADLE, AF19371584 | 5 OCT 54 to 4 OCT 57 |

FOR THE COMMANDER:

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
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United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

E-X-T-R-A-C-T

12. AIRMAN FIRST CLASS CHARLES L BATTO JR, AF18466876, 10TH BOMRON, this STA, is AWD GCMDL for his demonstration of Honor, Efficiency, and Fidelity during PD 7 SEP 54 to 6 SEP 57. AUTH: AFR 35-50.

13. FNA, 10TH BOMRON, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC, AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT DALE FORTSON, AF6962702 | 29 JAN 54 to 28 JAN 57 |
| TSGT HILLIARD S SHIPLEY JR, AF19382875 | 10 OCT 53 to 9 OCT 56 |
| SSGT ROY E WILSON, AF14[illegible]25 | 28 AUG 54 to 27 AUG 57 |
| SSGT JAMES E DUCK, AF18277595 | 11 JUN 51 to 10 JUN 54 |

14. STAFF SERGEANT JAMES E DUCK, 10TH BOMRON, this STA, is AWD GCMDL (Bronze with 3 loops) for his demonstration of Honor, Efficiency, and Fidelity during PD 11 JUN 54 to 10 JUN 57. AUTH: AFR 35-30.

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
3141ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

15. FNA, 11TH AREFS, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT RONALD L FLINT, AF13422306 | 21 OCT 51 to 20 OCT 54 |
| MSGT EVERETT F GREEN, AF19253702 | 25 FEB 53 to 24 FEB 56 |
| MSGT ROBERT J GILMER, AF20803877 | 22 DEC 52 to 21 DEC 55 |
| MSGT GEORGE S RHODES, AF33599955 | 23 MAY 54 to 22 MAY 57 |
| MSGT LYLE G MYERS, AF17091012 | 3 FEB 54 to 2 FEB 57 |

16. MASTER SERGEANT ARTHUR W ANDERSON, 11TH AREFS, this STA, is AWD GCMDL (Silver loop) for his demonstration of Honor, Efficiency, and Fidelity during PD 18 JAN 53 to 17 JAN 56. AUTH: AFR 35-50.

17. FNA, 11TH AREFS, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT BRUCE E ALLEN, AF18055940 | 17 FEB 54 to 16 FEB 57 |
| TSGT RICHARD G FARROW, AF13371990 | 3 JAN 54 to 2 JAN 57 |
| SSGT TOM F BENNET, AF17232523 | 19 DEC 53 to 18 DEC 56 |
| SSGT RONALD L FLINT, AF13422306 | 21 OCT 54 to 20 OCT 57 |
| TSGT BILL J GRENSHAW, AF19344881 | 29 JUN 54 to 28 JUN 57 |
| SSGT MACK BODDIE, AF14348629 | 27 JUN 53 to 26 JUN 56 |

18. FNA, 11TH AREFS, this STA, are AWD GCMDL (Bronze with 3 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| TSGT OSCAR G LAYTON JR, AF18105282 | 5 JUL 54 to 4 JUL 57 |
| MSGT MARION E FRYMAN, AF16018765 | 3 JAN 54 to 2 JAN 57 |
| MSGT JOHN A HUNT, AF6994832 | 2 AUG 53 to 1 AUG 56 |
| TSGT DAVID MASON, AF18277482 | 3 JUN 54 to 2 JUN 57 |
| TSGT ARVEL R LAND, AF6288206 | 2 SEP 53 to 1 SEP 56 |
| TSGT LUVERNE W JACOBS, AF17067750 | 9 DEC 53 to 8 DEC 56 |



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SO 75, HQ 341ST BOMWG, Dyess AFB, TEX, 22 October 1957

19. FNA, 11TH AREFS, this STA, are AWD GCMDL (Bronze with 4 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT CALVIN J CLARK, AF18124494 | 25 JUN 52 to 24 JUN 55 |
| MSGT BILLY MOORE, AF38389595 | 27 SEP 54 to 26 SEP 57 |
| MSGT DONALD E WOOD, AF6561864 | 1 JAN 53 to 31 DEC 55 |
| SSGT JOSEPH GOEZ, AF20616164 | 19 APR 54 to 18 APR 57 |

20. FNA, 11TH AREFS, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT BILL D MORIN, AF18382524 | 29 DEC 53 to 28 DEC 56 |
| SSGT PAUL KUSENBERGER, AF18223175 | 17 APR 53 to 16 APR 56 |
| SSGT JAMES F MCCLELLAN, AF14311927 | 5 APR 52 to 4 APR 55 |
| SSGT MAX ROGERS, AF14413673 | 1 DEC 51 to 30 NOV 54 |
| SSGT ROBERT L WILLIAMS, AF18427122 | 2 JUN 52 to 1 JUN 55 |
| TSGT CECIL E CLARK, AF18306512 | 9 JUN 52 to 8 JUN 55 |
| SSGT JAMES A BURKE, AF19504092 | 1 JUN 54 to 31 MAY 57 |
| SSGT CHARLES W GEURIN, AF19427867 | 27 JUN 54 to 26 JUN 57 |
| A/1C ROBERT H WILSON, AF18466551 | 22 JUL 54 to 21 JUL 57 |
| A/1C FREDERICK DAVIS, AF19504828 | 21 SEP 54 to 20 SEP 57 |
| A/1C FRIDICH K BAUMGARDT, AF12453048 | 12 FEB 54 to 11 FEB 57 |
| A/1C RONALD L JOHNSON, AF19518942 | 30 SEP 54 to 29 SEP 57 |
| A/2C GORDON LINK, AF12453741 | 27 JUL 54 to 26 JUL 57 |
| A/2C LOREN D PARHAM, AF19496972 | 8 JUN 54 to 7 JUN 57 |

FOR THE COMMANDER:

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 75)

22 October 1957

E-X-T-R-A-C-T

21. STAFF SERGEANT ROBERT R THOMPSON, AF18443246, 12TH BOMRON, this STA, is AWD GCMDL for his demonstration of Honor, Efficiency, and Fidelity during PD 10 APR 53 to 9 APR 56. AUTH: AFR 35-50.

22. FNA, 12TH BOMRON, this STA, are AWD GCMDL ( Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| MSGT LADDIE ONDRACEK, AF17200783 | 2 AUG 49 to 1 AUG 52 |
| TSGT FLOYD J OLTZ, AF17323913 | 30 AUG 54 to 29 AUG 57 |
| TSGT MORRIS F GUEST, AF32750954 | 20 AUG 54 to 19 AUG 57 |

23. STAFF SERGEANT ROBERT R THOMPSON, AF18443246, 12TH BOMRON, this STA, is AWD GCMDL (Bronze with 3 loops) for his demonstration of Honor, Efficiency, and Fidelity during PD 2 AUG 52 to 1 AUG 55. AUTH: AFR 35-50.

FOR THE COMMANDER:

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
Adjutant

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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

SPECIAL ORDERS)
NUMBERS 75)

22 October 1957

E-X-T-R-A-C-T

24. FNA, 490TH BOMRON, this STA, are AWD GCMDL for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| SSGT CLYDE T GRIBBLE, AF19469830 | 26 FEB 49 to 25 FEB 52 - |
| A/1C JOHN E MORRIS, AF16471970 | 27 SEP 54 to 26 SEP 57 - |
| A/1C BILLY D HUNTER, AF18457298 | 22 JUN 54 to 21 JUN 57 - |

25. FNA, 490TH BOMRON, this STA, are AWD GCMDL (Bronze with 2 loops) for their demonstration of Honor, Efficiency, and Fidelity during PD INDC. AUTH: AFR 35-50.

| GR, NAME, AFSN | PERIOD |
|---|---|
| TSGT THOMAS N NARRAMORE, AF18378976 | 5 DEC 53 to 4 DEC 56 |
| SSGT CLYDE T GIBBLE, AF19469830 | 26 FEB 52 to 25 FEB 55 |

26. MASTER SERGEANT JOHN T MOORE, AF6283856, 490TH BOMRON, this STA, is AWD GCMDL (Bronze with 5 loops) for his demonstration of Honor, Efficiency, and Fidelity during PD 13 MAY 53 to 12 MAY 56. AUTH: AFR 35-50.

27. TECHNICAL SERGEANT EDWIN B SMITH, AF18375710, 490TH BOMRON, this STA, is AWD GCMDL (Bronze with 3 loops) for his demonstration of Honor, Efficiency, and Fidelity during PD 5 DEC 53 to 4 DEC 56. AUTH: AFR 35-50.

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

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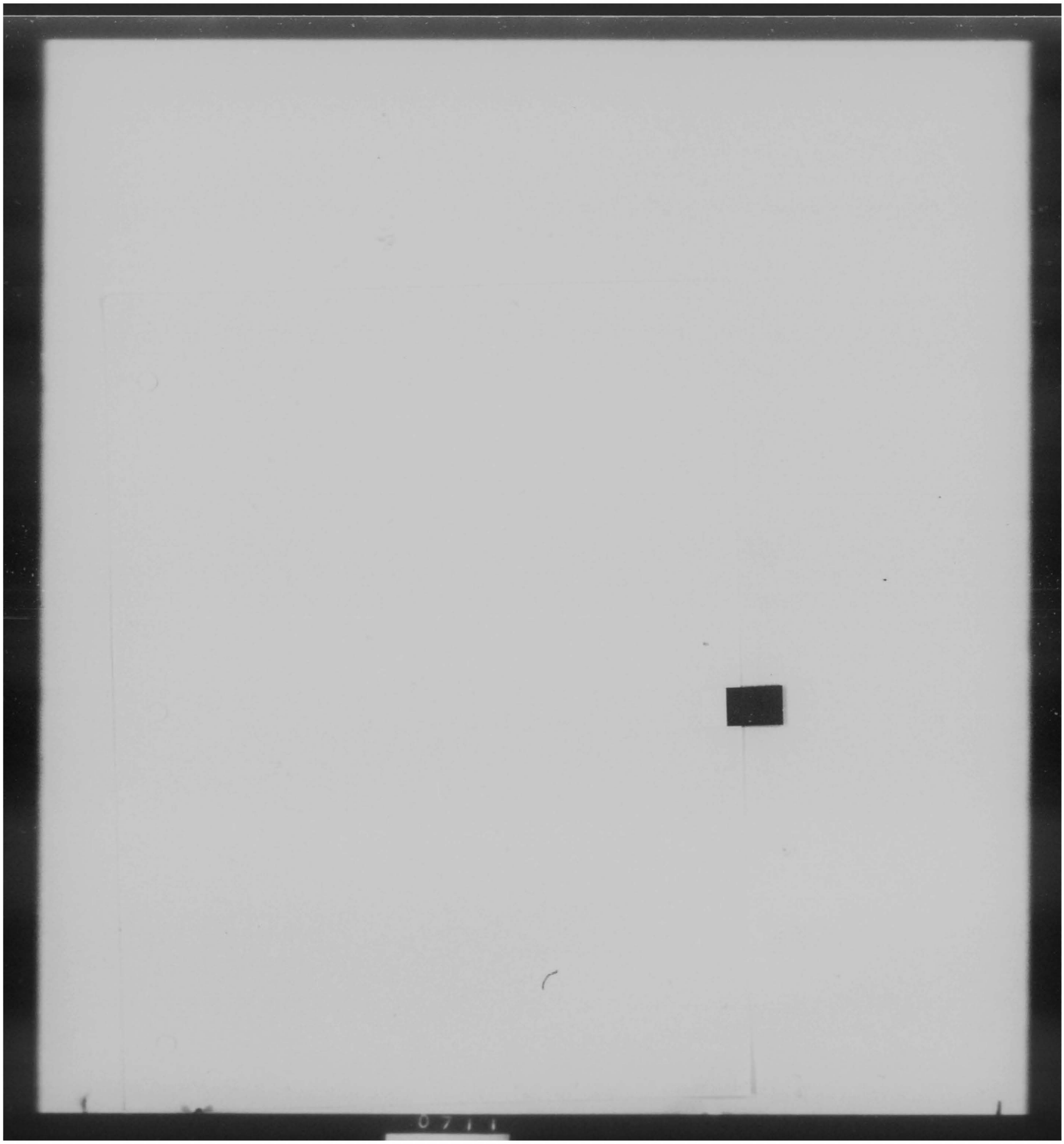

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*SACR 62-8/341BWSUP-1

341BW SUPPLEMENT 1)
TO SACR 62-8

HQ 341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE
Texas
25 October 1957
341DS

FLYING SAFETY

Flying Supervision and Advisory Assistance

NOTE: File in front of SACR 62-8, 4 May 57.

See Paragraph 2e.

(6) (Added) Attend the daily clearance meeting in the Wing Conference Room for briefing.

(7) (Added) Keep Wing Control informed of his location at all times.

(8) (Added) Monitor all emergency landings during non-duty hours.

(9) (Added) Keep Wing Commander informed on completed action executed by him upon being notified of adverse weather conditions, aircraft incidents, and aircraft emergencies.

(10) (Added) Periodically monitor the pre-flight progress and in conjunction with the Maintenance Officer of the Day check the following:

(a) Security of aircraft, equipment hangars and docks.

(b) Aircrew de-briefings.

(c) Aircraft status for the following days schedule.

(d) Flight line for cleanliness and proper placement of equipment in accordance with MIL #26 and #45.

6. (Added) TOUR OF DUTY: The tour of duty will be for a 24 hour period beginning 0800 daily. The Flying Supervisor will be physically present in the organization immediately available to the control room during all periods of flying activity for assigned aircraft. During periods of non-flying activity, he may be on call at his home residence, but will be present in the Control Room in sufficient time to monitor preparations for the first scheduled take-off or landing. Room 108 is available in BOQ #1 for the use of the Flying Supervisor. The Flying

* This Supplement Supercedes 341BWSUP-1 to SACR 62-8, 19 July 1957.

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Supervisor will be expected to report to the Director of Operations at 0830 hours the following duty day to report on the events during the tour of duty.

7. (Added) TRANSPORTATION: A radio control vehicle will be furnished the flying supervisor for use during his tour of duty. This vehicle will be returned to the 341st Wing Headquarters Building no later than 0745 hours at the end of tour of duty.

8. (Added) REPORTS: A ledger type log will be kept to record activities during each tour of duty. The Director of Operations will maintain custody of this log and issue it to each Supervisor when he reports for duty. No classified information will be entered in this log.

9. (Added) RECORDS DISPOSITION: At the end of each calendar year a new log will be initiated. The completed log will be destroyed one year subsequent to the date of the last entry.

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant





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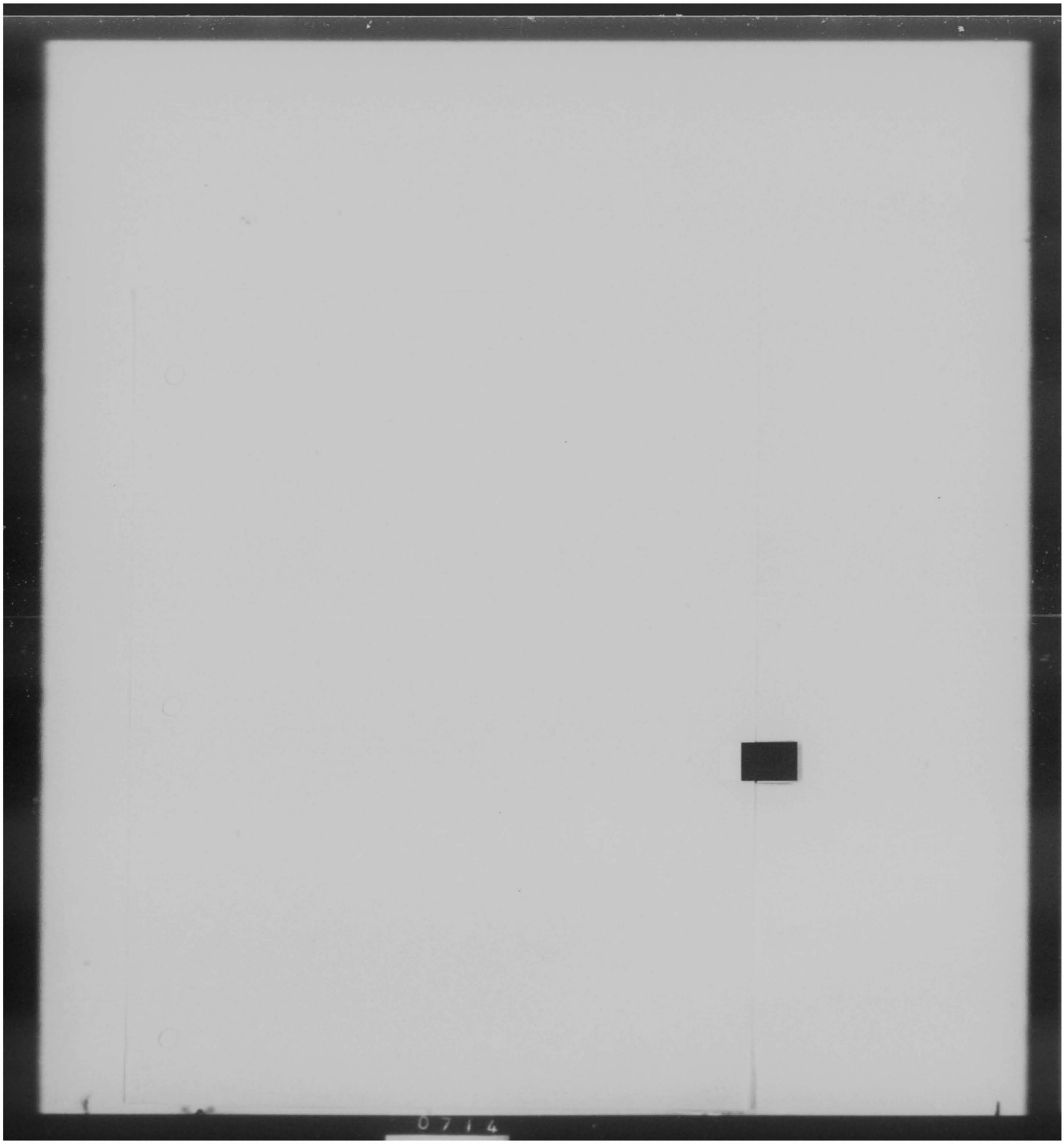


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HEADQUARTERS
341ST BOMBARDMENT WING MEDIUM (SAC)
United States Air Force
Lyess Air Force Base, Texas

ROSTER OF OFFICERS RCS: 15-F27
31 October 1957

1. Number of items within grade

2. Maritial Status

3. Name (last, first, MI)

4. AFSN or ASN

5. Date of rank in grade

6. Aircrew data-Aeronautical rating

P-1--Fighter Pilot, Jet
P-2--Fighter Pilot, Single Engine
P-3--Pilot, Single Engine (Other)
P-4--Pilot, AOB
P-5--Pilot, KB-29
P-6--Pilot, B-36 and RB-36
P-7--Pilot, B-50
P-8--Pilot, Four Engine (Other)
P-9--Pilot, Twin Engine (Other)
P-10-RB/B-47
P-11-Pilot, B-52
P-12-Pilot,Holicopter

6. Aircrew Data-Aeronautical Rating (Cont)
E--Aircraft Performance Engineer
R--A/C, Radar Operator
N--A/C, Navigator
B--A/C, Bombardier
NBR--A/C Navigator-Bombardier
ECM--A/C, ECM Officer
W--Weapons Officer
F--Flight Surgeon
AOM--Aircraft Observer, Medical

7. Date of Separation

8. Duty Assignment Title

9. Organization to which assigned

10. Primary AFSC

11. Foreign Service Selection Date

12. Date assigned present installation

13. Office Phone

14. Home Address

15. Home Phone

In the event of errors or changes to the information contained on this roster call Ext 470, Officer Personnel (Wing)

0715

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COLONELS | | | | | | | | | | | | | | |
| 1 | S-EDDY, Earnest C. | 7449A | 1Dec51 | CP-10 | R-AF | DepWgComdr | HQ341BOMWG | 0066C | 0651 | 10Oct57 | 252 | 112 Washington | | OR38909 |
| 2 | M-LOCKHART, George M. | 11386A | 10Apr57 | SP-10 | R-AF | D/Oper | HQ341BOMWG | 0036C | 0552 | 1Jul56 | 291 | 106 Washington Rd. | | OR35803 |
| 3 | S-PEELER, Calvin I. | 1525A | 26Apr44 | CP-8 | R-AF | Dir/Mat | HQ341BOMWG | 0066F | 0656 | 24Jul56 | 431 | 126 Washington Rd. | | OR36794 |
| 4 | M-STURDIVANT, Frank P. | 1421A | 7Aug45 | CP-10 | R-AF | WingComdr | HQ341BOMWG | 0066C | 1155 | 25Nov55 | 251 | 321 Louisiana Rd. | | OR35725 |
| LIEUTENANT COLONELS | | | | | | | | | | | | | | |
| 1 | M-BELK, Claudius E. | 12692A | 16Apr57 | SA/C | R-AF | ChTngDiv | HQ341BOMWG | 1416 | 0953 | 21Feb56 | 325 | 1909 Ivanhoe | | OR43618 |
| 2 | M-BOOTH, Leo H. | A0571039 | 15Apr53 | None | Indef | MaintStaffOff | HQ341BOMWG | 0016E | 0957 | 10Oct57 | 467 | 1201 Greene St. | | |
| 3 | M-CANNON, Robert L. | A0519554 | 24Jan56 | None | Indef | SqComdr | 341FMS | 6416 | 0555 | 10May57 | 256 | 103 Rhode Island | | OR35167 |
| 4 | M-CASTRO, Jose | A0359446 | 14Apr54 | None | Indef | ChIntelDir | HQ341BOMWG | 2016 | 0856 | 10Oct56 | 241 | 228 Texas Dr. | | OR40148 |
| 5 | M-HAMLYN, Raymond E. | 9956A | 1Dec51 | SP-10 | R-AF | Sq Comdr | 12BOMRON | 0066A | 0355 | 16Mar56 | 513 | 318 Louisiana Rd. | | OR25164 |
| 6 | M-HUNTER, Charles M. Jr. | A0797542 | 23Feb56 | SP-8 | Indef | SqComdr | 11AREFS | 0066A | 0546 | 12Apr56 | 282 | 306 Louisiana Rd. | | OR37038 |
| 7 | M-KENDALL, Paul C. | 8044A | 1Dec51 | CP-8 | R-AF | D/Pers | HQ341BOMRON | 7016 | 0855 | 2Aug55 | 577 | 120 Texas Dr. | | OR34410 |
| 8 | M-LOWELL, Charles L. | 13928A | 1Jun52 | CP-10 | R-AF | DepD/Ops | HQ341BOMWG | 0036C | 0749 | 1Nov55 | 292 | 809 Willis St. | | OR26612 |
| 9 | M-MARTIN, William M. | A0728895 | 10Oct52 | SP-8 | Indef | KC-97 A/C | 11AREFS | 7216 | 0156 | 3Mar56 | 318 | 2225 S. 25th St. | | OR36824 |
| 10 | M-PALFREY, Campbell Jr. | 8892A | 1Aug51 | SP-10 | R-AF | SqComdr | 490BOMRON | 0061A | 0645 | 10Jun57 | 433 | 320 Louisiana Rd. | | OR32292 |
| 11 | M-POWELL, Sherill L, Jr. | 9692A | 14Apr54 | CP-10 | R-AF | SqComdr | 341F.M. | 4816 | 0452 | 1Sep55 | 645 | 324 Louisiana Rd. | | OR31394 |
| 12 | M-RITTER, Henry W. | 13847A | 14May57 | SP-10 | R-AF | ChWgStand | 12BOMRON | 1245A | 1249 | 1Jan56 | 446 | 130 Texas Dr. | | OR43266 |
| 13 | M-SMITH, Samuel R. | A0406487 | 4Feb57 | CP-10 | Indef | SqCOMDR | 10BOMRON | 0066A | 1044 | 16Nov55 | 261 | 1526 Vegas Rd. | | OR21385 |



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| LIEUTENANT COLONELS (CONT) | | | | | | | | | | | | | | |
| 14 M-STANLEY, Gregory Q. | 6821A | 31Jan57 | SP-8 | R-AF | Sq Comdr | HQ341BOMWG | 7016 | 1053 | 2Jul56 | 321 | 219 Alabama Rd. | OR3382 |
| 15 M-STEVENS, Charles J. | A0409907 | 11Apr54 | NBR-A/O | Indef | Sq Comdr | 341A&E | 1525B | 0945 | 24Nov55 | 425 | 1625 Willis | OR31969 |
| 16 M-SUTHERLAND, Lawrence R. | 19265A | 8Apr55 | F | R-AF | HospComdr | 341TacHosp | 9356C | 0356 | 4May56 | 8155 | 316 Louisiana Rd. | OR37744 |
| 17 M-TREXLER, Troy L. | A0754817 | 14May57 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 0651 | 3Jan56 | 466 | 651 Glendale | OR37669 |
| MAJORS | | | | | | | | | | | | |
| 1 M-ABBOTT, Walter L. | A0737692 | 20Jun52 | SP-10 | Indef | FltTestOff | HQ341BOMWG | 4334 | 0551 | 15Oct57 | 343 | 3358 Green Acres | OR25389 |
| 2 M-ANDREWS, Everette V. | A0727958 | 28Jan55 | SP-8 | Indef | KC-97A/C | 11AREFS | 1234C | 1255 | 15Aug55 | 236 | 3343 Park Crest | OR23357 |
| 3 M-AUSTIN, Wallace M. | A0745029 | 15Feb51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1055 | 6Aug55 | 236 | 1265 Westview | OR37046 |
| 4 M-BADGER, Harold W. | A0562445 | 18Jan57 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 0853 | 14Sep55 | 513 | 212 Alabama Rd. | OR31243 |
| 5 M-BALLARD, Dempsey E. | 16503 | 15Feb51 | SP-10 | R-AF | B-47 A/C | 12BOMRON | 1245A | 1047 | 8Sep55 | 512 | 117 Washington St. | OR29040 |
| 6 M-BARRETT, Pleasant W. | A0792093 | 12Jan55 | SP-4 | Indef | B-47 A/C | 12BOMRON | 1245A | 1054 | 25Jul56 | 404 | 1414 Beechwood | OR21812 |
| 7 M-BAUMGARDNER, Haynes M. | 14897A | 1Sep51 | SP-10 | R-AF | B-47 A/C | 490BOMRON | 7516 | 0647 | 20Mar57 | 433 | 133 Rhode Island | OR43816 |
| 8 M-BOCKMON, Leverne | A0418656 | 1Sep51 | N-A/O | Indef | Fred&Interp Off | HQ341BOMWG | 1521A | 0644 | 8Mar56 | 276 | 1810 Willis St. | OR34550 |
| 9 M-BRIDGES, Wilbur A. | A0790787 | 15Mar51 | CP-10 | Indef | SqOpsOff | 490BOMRON | 1245A | 0553 | 4Jun56 | 582 | 307 Louisiana Rd. | OR36521 |
| 10 M-BROOKS, William C. Jr. | 12663A | 8Feb51 | NBR | R-AF | B-47 Nav | 10BOMRON | 1525B | 0846 | 25Jul56 | 573 | 1470 Beechwood | OR31854 |
| 11 M-BROWN, James B. | A01644488 | 13May54 | None | Indef | SupStaffOff | HQ341BOMWG | 6416 | 0357 | 1Apr55 | 475 | 3181 S. 21st St. | OR49949 |
| 12 M-CARSWELL, Robert E. Jr. | A0664969 | 1Apr53 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0452 | 3Jan56 | 384 | 826 Westridge | OR37265 |
| 13 M-CLARK, Don O. | 14147A | 15Dec51 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 1234C | 0446 | 19Dec55 | 8201 | 122 Nebraska Rd. | OR36183 |

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| MAJORS (CONT) | | | | | | | | | | | | | | |
| 14 | S-CONN, Chester L. | A0801938 | 12Apr56 | SP-8 | Indef | ChContUnit | HQ341BOMWG | 3254 | 0452 | 10Apr57 | 239 | 4047 S. 7th St. | OR43864 | |
| 15 | M-CUNNINGHAM, Lonal B. | 13761A | 15Dec51 | SP-10 | R-AF | MaintSupv | 341F.M. | 0026A | 0152 | 11May57 | 262 | 109 Washington St. | | |
| 16 | M-DAFFERN, Troy | 1504A | 1Sep51 | SP-10 | R-AF | B-47 A/C | HQ341BOMWG | 1416 | 0453 | 22Feb57 | 530 | 117 Rhode Island | OR43093 | |
| 17 | M-DAUTIEL, Donat F. | 13809A | 1Jun52 | SP-10 | R-AF | B-47 A/C | 10BOMRON | 7016 | 0356 | 8Nov56 | 262 | 136 Texas Dr. | Or37156 | |
| 18 | M-DELL, Ollie I. | 14608A | 16Aug51 | SP-10 | R-AF | AcftPerEng | 10BOMRON | 1416 | 1151 | 2Jul57 | 527 | 1656 Beechwood | OR33022 | |
| 19 | M-DOUGLAS, James D. Jr. | 11688A | 1Jun52 | SP-10 | R-AF | ChPlansDiv | HQ341BOMWG | 1416 | 0343 | 1Nov55 | 231 | 111 Virginia | OR48435 | |
| 20 | M-ELZEY, Norman J. | A01909281 | 14May57 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1234B | 1242 | 26Jul56 | 582 | 216 Alabama Rd. | OR34902 | |
| 21 | M-EMEIGH, Luther E. | A0817909 | 1Jun52 | SP-8 | Indef | KC-97 A/C | 11ARefS | 1234C | 0851 | 2Sep55 | 284 | 204 Texas Dr. | OR36180 | |
| 22 | M-FISHER, Robert L. | 12138A | 15Feb51 | SP-10 | R-AF | B-47 A/C | 12BOMRON | 1416 | 0257 | 1Apr57 | 404 | BOQ #1 | OR36180 | |
| 23 | M-FOOR, Harold L. | A0783949 | 8Feb51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1234B | 0948 | 25Jul56 | 513 | 309 Texas | OR31091 | |
| 24 | M-FULWIDER, Richard B. | A0937148 | 12Oct53 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 0846 | 1May57 | 408 | 1628 N. Willis | OR46890 | |
| 25 | M-GAUL, Norman W. | A0568260 | 8Feb51 | None | Indef | AcftMaintOff | 341PMS | 4316 | 1055 | 1Dec55 | 256 | 305 Louisiana Rd. | OR28874 | |
| 26 | M-GOOD, William H. | A0805905 | 15Dec51 | SP-10 | Indef | WgMaintCont Off | HQ341BOMWG | 1435 | 0449 | 21Jul56 | 467 | 105 Georiga Rd. | OR29149 | |
| 27 | M-GOOTEE, Norman L. | A0697844 | 1Feb55 | NBR | Indef | Nav | HQ341BOMWG | 1525B | 0351 | 16Nov55 | 405 | 4101 Monticello | OR33326 | |
| 28 | M-GRACE, Gerald J. | 14940A | 1Sep51 | SP-10 | R-AF | B-47 A/C | 12BOMRON | 1435 | 1153 | 4Dec56 | 513 | 4034 S. 7th | OR35243 | |
| 29 | M-GRAY, David F. | 12678A | 24Mar51 | SP-8 | R-AF | SqOpsOff | 11AREFS | 1234C | 0652 | 22Sep55 | 384 | 107 Rhode Island | OR34796 | |
| 30 | M-GRIFFITH, Ralph L. | A0793615 | 11Jan56 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1435 | 0757 | 25Aug57 | 390 | 5238 Lamesa | None | |
| 31 | M-HALL, EDGAR L. | A0799554 | 17Jan55 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1255 | 53ep55 | 8201 | 1200 Westview Dr. | OR49861 | |



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| MAJORS (CONT) | | | | | | | | | | | | | | |
| 32 | M-HASTIN, James D. | A0676788 | 29Dec55 | P-10 | Indef | B-47 Plt | 12BOMRON | 1231B | 0551 | 16MAY56 | 404 | 775 Redwood Dr. | OR37169 | |
| 33 | M-HISLOP, James S. | 10979A | 1Jun52 | None | R-AF | DepDirPers | HQ341BOMWG | 7316 | 0956 | 25Sep57 | 577 | 2774 Pine St. | OR31500 | |
| 34 | S-HUDSON, Robert F. | A02056798 | 1Feb55 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1146 | 25Jul56 | 364 | BOQ #2 | 254 | |
| 35 | M-JACY, Alexander | A0665032 | 1Jul55 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0353 | 25Jul57 | 390 | 3191 S. 22nd St. | None | |
| 36 | M-JENKINS, George H. Jr. | A0805477 | 15Apr54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 1251 | 14Nov55 | 541 | 122 Washington St. | OR35328 | |
| 37 | M-LIGON, Vernon P. Jr. | A0745428 | 5Mar57 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 0152 | 22Jan56 | 365 | 1448 Westview Dr. | OR43973 | |
| 38 | S-LONGMIRE, Evelyn G. | AN726059 | 1Apr53 | None | Indef | Ch Nurse | 341TacHosp | 9744 | 0257 | 23Apr57 | 8127 | 125 Virginia St. | OR43973 | |
| 39 | M-MARDEY, Robert L. | A0431757 | 18Feb52 | NBR | Indef | Maint Supv | 341A&E | 3216 | 0351 | 10Nov55 | 594 | 401 Glenhaven | OR33006 | |
| 40 | M-MARTIN, Kemp F. | A0411265 | 12Mar51 | NBR | Indef | SupLiaisonOff | H-341BOMWG | 1534P | 0756 | 18Aug56 | 345 | 228 Alabama Rd. | OR33268 | |
| 41 | M-MUNDAY, Herbert A. | A0673865 | 28Jan55 | None | Indef | IntStaffOff | H-341BOMWG | 2016 | 0556 | 19Jun56 | 315 | 103 Georgia | OR35208 | |
| 42 | M-PARTRIDGE, Robert J. | 12107A | 1Sep51 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 7316 | 0751 | 2Jul56 | 390 | 115 Washington | OR36772 | |
| 43 | M-PENDERGAST, Wilbert M. | A0675281 | 1Apr53 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1046 | 25Jul56 | 364 | 146 Texas Dr. | OR25509 | |
| 44 | M-PETERSON, Leonard U. | A0679168 | 1Jun52 | NBR | Indef | Sq Obsr | 12BOMRON | 1525B | 0551 | 1Dec55 | 584 | 122 Texas Dr. | OR49[illegible] | |
| 45 | M-PLASCAK, Nick | 11966A | 15Feb51 | NBR | R-AF | Sq Obsr | 490BOMRON | 1416 | 0551 | 10Nov55 | 8135 | 115 Nebraska | OR49480 | |
| 46 | M-PLATNER, Lyle P. | A0822800 | 11Jun54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0150 | 24Mar56 | 569 | 213 Texas Dr. | OR21151 | |
| 47 | S-RAMIREZ, Rafael | A0660902 | 14Mar51 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1152 | 15Nov55 | 530 | BOQ #2 | 517 | |
| 48 | M-REYNOLDS, Doyle F. | A0533030 | 4Feb55 | SP-10 | Indef | ChFlyTngBr | HQ341BOMWG | 1245A | 0349 | 25Jul55 | 247 | 123 Nebraska | OR35582 | |
| 49 | M-ROUTH, Ralph O. | A0838844 | 13Dec56 | SP-10 | Indef | B-47 Nav | 10BOMRON | 1234B | 0953 | 8Mar56 | 262 | 1802 S. Willis | OR22954 | |



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| MAJORS (CONT) | | | | | | | | | | | | | | |
| 50 | M-SANTORE, Frank B. | | A0932933 | 14May | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0147 | 26Jul56 | 582 | 3900 State St. | OR47971 |
| 51 | M-SCHLABS, Frank W. | | 11832A | 15Feb51 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 1411 | 1151 | 2Jul57 | 236 | 1817 Ivanhoe | OR34524 |
| 52 | M-SCURO, Vito M. | | 13170A | 1Apr53 | SP-8 | R-AF | KC-97 A/C | 11AREFS | 1234C | 0156 | 3Jan56 | 390 | BOQ #3 | 8345 |
| 53 | M-SHAW, Warren | | A0857678 | 1Jun52 | None | Indef | CommStaffOff | HQ341BOMWG | 3016 | 0553 | 1Nov55 | 347 | 222Alabama Rd. | OR28832 |
| 54 | M-SILLBLCK, Lloyd W. | | A0837061 | 22Feb55 | P-8 | Indef | KC-97 A/C | 11AREFS | 6736 | 0652 | 4Mar57 | 281 | 125 Washington | OR35653 |
| 54 | M-SJOGREN, Merle E. | | A03042995 | 22Mar57 | F | 0658 | ChProfSvs | 341TacHosp | 9356 | 1241 | 10Sep55 | 8127 | 1317 Pioneer | OR49809 |
| 55 | M-SKARTVEDT, Paul S. | | 23782A | 1Apr53 | SP-10 | R-AF | SqOpsOff | 10BOMRON | 1245A | 0652 | 24Mar56 | 568 | 304 Louisiana | OR35594 |
| 56 | M-SMITH, Oscar L. | | A0690730 | 30Dec50 | Nav | Indef | B-47 Nav | HQ341BOMWG | 1525B | 0645 | 6Jul57 | 405 | 3963 N. 9th St. | OR37445 |
| 57 | M-STEVENS, Bernard H. | | A0926907 | 13Mar54 | SP-10 | Indef | SqOpsOff | 12BOMRON | 1245A | 1250 | 23Dec55 | 513 | 322 Louisiana Rd. | OR33197 |
| 58 | M-STEVENS, Virgil H. | | A01699345 | 16Jun53 | SP-10 | Indef | Maint Off | HQ341BOMWG | 1234B | 0445 | 5Jan56 | 247 | BOQ #3 | 419 |
| 59 | M-SULLIVAN, Richard D. | | 13686A | 15Feb51 | SP-4 | R-AF | OICMaintStan Tm | HQ341BOMWG | 1245A | 1045 | 16Nov55 | 433 | 302 Grah[illegible] | OR25594 |
| 60 | M-TODD, Francis M. | | A0560414 | 28Jan55 | None | Indef | AcftMaintOff | HQ341BOMWG | 4311 | 0155 | 8Aug56 | 564 | 202 Texas Dr. | OR49413 |
| 61 | M-WARNER, Willis L. | | A0517805 | 14May57 | SP-10 | Indef | B-47A/CStam Tm | 10BOMRON | 1245A | 0350 | 3Jan56 | 492 | 3650 Tale | OR37569 |
| 62 | M-WATSON, Wallace R | | 16561A | 14May57 | NBR | R-AF | B-47NavStam Tm | 12BOMRON | 1525B | 0250 | 1Jan56 | 466 | 833 Peake St. | OR31725 |
| 63 | M-WHITE, Clayton T. | | A0819370 | 1Jun52 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0649 | 2Jul57 | 213 | 809 N. Willis | OR43046 |
| 64 | M-WHITE, Morris D. | | 14320A | 15Dec51 | SP-10 | R-AF | B-47 A/C | 490BOMRON | 7016 | 1251 | 13Oct56 | 582 | 3275 S. 20th St. | OR45206 |
| 65 | M-WILLLR, Donald D. | | A0687799 | 1Sep51 | NBR | Indef | ChPredBrD/I | HQ341BOMWG | 1525B | 0649 | 10Nov55 | 461 | 209 Texas | OR26422 |
| 66 | M-WRIGHT, William E. | | A0660087 | 19Jan55 | SP-10 | Indef | B-47 A/C | 490BOMRON | 4344 | 0952 | 1Mar57 | 404 | 307 Texas Dr. | OR33863 |



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| CAPTAINS | | | | | | | | | | | | | | |
| 1 | M-ALLISON, Willis W. | A02091753 | 1Sep51 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 0853 | 10Sep55 | 504 | 741 Glenhaven | | OR31395 |
| 2 | M-ALSOBROOK, Thomas W. | A01910303 | 120ct55 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1241A | 1055 | 22Aug56 | 582 | 104 Indiana St. | | OR38508 |
| 3 | M-ASHER, John R. | A0736939 | 310ct50 | SP-8 | Indef | KC-97 Plt | 11AREFS | 6011 | 0657 | 8Aug57 | 390 | 843 Amherst Dr. | | OR38462 |
| 4 | M-ATCHEY, Robert L. | A02087370 | 17Jan55 | P-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1255 | 1Sep55 | 236 | 139 Nebraska Rd. | | OR36221 |
| 5 | M-ATKINS, Robert L. | A01911252 | 4Apr56 | P-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0253 | 9Nov55 | 404 | 1125 Blain St. | | OR36382 |
| 6 | S-BARGER, Maud V. | AN3075819 | 24Nov56 | None | 1158 | NurseOpnm | 341TacHosp | 9734 | 1241 | 24Nov56 | 8151 | 223 Texas Dr. | | OR36735 |
| 7 | M-BEEBE, Charles L. | A0781176 | 9Aug51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0355 | 20Mar56 | 488 | 3358 Parkcrest | | OR46535 |
| 8 | M-BENNETT, Alexander G. | A02060432 | 7Jan55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 0356 | 2Jul57 | 364 | 60 Harvard Bl. | | OR35717 |
| 9 | M-BENTLEY, Max H. | A01909024 | 14May57 | P-10 | Indef | B-47 Plt | 490BOMRON | 1245A | 0242 | 26Jul56 | 582 | 1366 Westview | | OR31617 |
| 10 | M-BITTNER, Howard A. | A01853289 | 5Apr57 | N-A/O | Indef | WgGunneryOff | HQ341BOMWG | 3244 | 1253 | 15Sep55 | 404 | 111 Utah St. | | OR31558 |
| 11 | M-BLACKBURN, Robert L. | A02080594 | 13May54 | P-10 | Indef | B-47 A/C | 10BOMRON | 1124Q | 0554 | 20May57 | 568 | 1216 Glenhaven | | OR34758 |
| 12 | M-BONE, William R. Jr. | A0876510 | 1Apr53 | None | Indef | OICMgmt | HQ341BOMWG | 6746 | 0855 | 8Sep55 | 336 | Rtl, Clyde, Tex | | 9148Clyde |
| 13 | M-BOYCE, William R. | A0590176 | 1Jun52 | None | Indef | Sq Adj | 341 F.M. | 7324 | 0855 | 10Sep55 | 411 | 3102 S. 18th St. | | OR344 |
| 14 | M-BOYD, Ross I. | A02064811 | 23Oct52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0348 | 26Jul56 | 582 | 3990 State St. | | OR22912 |
| 15 | M-BRANDES, Harry E. | A0774501 | 13Jan51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1155 | 1Aug55 | 8201 | 1351 Westview | | OR37488 |
| 16 | M-BRECHEL, Laurence E. | A0731804 | 8Feb46 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0450 | 30Oct55 | 568 | 318 Glenhaven | | OR26319 |
| 17 | S-BRIGGS, John F. | A080646 | 310ct50 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1234C | 1153 | 15Sep53 | 582 | BOQ #1 | | 385 |
| 18 | M-BUFLAT, Leroy A. | A02062435 | 14Apr51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0646 | 1Jan56 | 488 | 3318 Parkcrest | | OR31818 |



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| 19 | M-BRZOZOWSKI, John A. | A0706687 | 1Apr53 | NBC | Indef | B-47Nav-Bom | 10BOMRON | 1525B | 0753 | 15Oct55 | 364 | 114 Utah St. | OR33530 |
| 20 | M-BUCKLEY, Edward C. | A0696685 | 17Feb55 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 0755 | 24Mar56 | 404 | 205 California Rd. | OR22497 |
| 21 | M-BUEHLER, Roger G. | 15736A | 19Dec50 | P-10 | R-AF | B-47 Plt | 490BOMRON | 7024 | 0755 | 7Apr56 | 582 | 1350 Pioneer Dr. | OR26037 |
| 22 | M-BULOW, Charles W. | A02083379 | 15Feb51 | SP-10 | Indef | ChPlnsBrD/O | HQ341BOMWG | 1241A | 0647 | 11Jun56 | 395 | 204 California Rd. | OR36140 |
| 23 | M-CAHMAN, Kenneth R. | A0938456 | 2Jan57 | P-9 | Indef | B-47 Plt | 12BOMRON | 1124Q | 1052 | 15Jan57 | 364 | 118 Colorado St. | OR43095 |
| 24 | M-CARRILLO, John C. | A0703447 | 1Apr53 | NBC | Indef | AONav-Bomb | 12BOMRON | 1525B | 0654 | 10Sep55 | 520 | 138 Nebraska Rd. | OR31884 |
| 24 | M-CASSELL, William I. | A0452897 | 31Oct50 | SP-8 | Indef | KC-97 Plt | 11AMEFS | 8224 | 1054 | 10Mar56 | 281 | 3341 Rosedale | OR34117 |
| 25 | M-CHARLES, Eliot B. | A0667140 | 1Apr53 | Nav | Indef | B-47 Nav | 490BOMRON | 1521B | 1156 | 2Jul57 | 8135 | 805 Marsalis Dr. | OR36664 |
| 26 | S-CHISHOLM, Robert R. | A02085378 | 1Jun52 | SP-4 | Indef | PltAOB | HQ341BOMWG | 1245A | 0650 | 10Oct55 | 364 | BOQ #2 | 534 |
| 27 | S-CLENDENIN, Thomas M. | A03074750 | 14Jun57 | None | 0660 | PreventMed | 341TacHosp | 9326 | 1241 | 14Jul57 | 217 | BOQ #2 | 385 |
| 28 | M-COCHRAN, Robert D. | A0700600 | 1Apr53 | SP-8 | Indef | AcftMaintOff | 11AMEFS | 4344 | 0655 | 20Jan55 | 263 | 308 Texas Dr. | OR31220 |
| 29 | S-COLE, Darrell V. Jr. | A0782177 | 19Jan55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0453 | 15Nov55 | 568 | 473 Saddlewood | OR36505 |
| 7 | M-COUCH, Clarence M. | A02080658 | 5Dec56 | NBC | Indef | B-47 Nav | 12BOMRON | 1525B | 0143 | 26Jul56 | 466 | 117 Colorado St. | OR26110 |
| 31 | M-CREAHAN, James K. | A01911009 | 27Dec55 | P-10 | Indef | B-47 A/C | 12BOMRON | 1234B | 0442 | 14Jan56 | 404 | 134 Alabama Rd. | OR36518 |
| 32 | M-DAVIDSON, Charles A. | 20158A | 9Nov55 | P-10 | R-AF | B-47 Plt | 10BOMRON | 1031 | 0256 | 10Oct56 | 364 | 135 Texas Dr. | OR39402 |
| 33 | M-DAVIES, William S. | A0784402 | 4Feb55 | P-8 | Indef | KC-97 A/C | 11AMEFS | 6874 | 0656 | 21Aug56 | 380 | 138 Texas Dr. | OR49968 |
| 34 | M-DAVIS, Thomas W. | A0503885 | 19Nov50 | SP-8 | Indef | KC-97 A/C | 11AMEFS | 1435 | 0355 | 12Mar57 | 236 | 1300 Beechwood | OR37963 |
| 35 | M-DESOMER, Richard J. | A01850627 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0355 | 15Nov55 | 433 | 3250 S. 7th St, | OR27634 |



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| CAPTAINS (CONT) | | | | | | | | | | | | | | |
| 36 | M-DILLENSNYDER, Arthur F. | A0690384 | 14Feb55 | NBR | Indef | StaffA/ONav | HQ341BOMWG | 1521B | 0554 | 4Sep55 | 356 | 401 Woodlawn | OR33930 |
| 37 | M-DOBYNS, Thurman L. | A01911338 | 90ct56 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 1246 | 25Jul56 | 513 | 136 Nebraska Rd. | OR36925 |
| 38 | M-DOLLARD, Oakley J. | A02221931 | 3Jan57 | P-4 | Indef | AsstOptAnal Off | HQ341BOMWG | 1245A | 0353 | 25Oct55 | 544 | 731 Amherst Dr. | OR22755 |
| 39 | M-DONALDSON, Merle D. | A0591328 | 21Oct55 | P-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0946A | 26Jul56 | 404 | 1478 Glenhaven | OR24451 |
| 40 | M-DOWLING, John M. | 25833A | 10Jan55 | NBR | R-AF | B-47 Nav | 490BOMRON | 1521B | 0752 | 1May57 | 6135 | 108 Arizona | OR32748 |
| 41 | M-DUGGER, Jimmy | A0837908 | 23Dec55 | P-8 | Indef | DyWithBase Opns | 11AREFS | 1231C | 1056 | 1Dec56 | 515 | BOQ #2 | 517 |
| 42 | M-DUMONT, Alvan L. | A0786004 | 16Jan51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0347 | 26Jul56 | 582 | 221 California Rd. | OR37056 |
| 43 | M-ELLING, Harvey G. | A0727428 | 6Sep51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1124Q | 1152 | 8Feb57 | 530 | 115 Utah St. | OR33248 |
| 44 | M-FEENEY, Robert E. | A0184730 | 18Nov55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0642 | 25Oct55 | 262 | 118 Indiana St. | OR35278 |
| 45 | M-FLEMING, John G. Jr. | A0780914 | 21Feb57 | P-10 | Indef | B-47 A/C | 10BOMRON | 1124Q | 1241 | 7Apr57 | 364 | 1649 Glenhaven Dr. | OR38961 |
| 46 | M-FLOWERS, Idus R. | A0675190 | 15Feb51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1142 | 26Jul56 | 364 | 211 California Rd. | OR23461 |
| 47 | M-FRASER, Hiram B. | A0937883 | 1Apr53 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1124Q | 0550 | 15Jun57 | 364 | 109 Utah St. | OR36955 |
| 48 | M-FREY, James W. | A0733866 | 24Jun52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1245 | 70ct55 | 433 | 104 Maine Rd. | OR274 |
| 49 | M-FUNK, George E. Jr. | A0760184 | 15Mar54 | P-10 | Indef | B-47 Plt | 490BOMRON | 1245A | 0755 | 24Mar56 | 582 | 214 Texas Dr. | OR37438 |
| 50 | M-GALLIGAN, Edward J. | A01544394 | 18Jun50 | None | Indef | MedSupOff | 341TacHosp | 9034 | 0556 | 9Jun56 | 8145 | 104 Nebraska Rd. | OR32664 |
| 51 | M-GEMMELL, Charles J. | A0522700 | 8Mar51 | SP-10 | Indef | SqAcftMaint | 341 P.M. | 4334 | 0255 | 25Nov55 | 266 | 237 Texas | OR35045 |
| 52 | M-GERMANO, Ernest | A0555010 | 15Dec51 | P-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1155 | 21Mar56 | 489 | 2110 Ballanger | OR26276 |
| 53 | M-GILLEN, George B. | A00674298 | 15Feb51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1044B | 0830 | 6May56 | 236 | 1826 Ivanhoe | OR36538 |



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| CAPTAINS (CONT) | | | | | | | | | | | | | | |
| 54 | S-GOGEL, Ella C. | AN760127 | 1Apr53 | N | Indef | AsstChNurse | 341TacHosp | 9711 | 0754 | 1Aug57 | 8127 | Century Lodge Motel Rm 46 | UNKNOWN | |
| 55 | M-GRAVES, James M. | A02009137 | 15Feb51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0852 | 8Sep55 | 466 | 1734 Wychwood | OR24427 | |
| 56 | M-GRENLA, Clifton E. | A03076077 | 20Jun57 | None | 0659 | DentOffGen | 341TacHosp | 9826 | 1241 | 1Aug57 | 338 | 833 Cockrell Dr. | UNKNOWN | |
| 57 | M-GREER, George T. | A03045132 | 8Jun57 | None | 0758 | DentalOff | 341TacHosp | 9826 | 1241 | 22Jul56 | 388 | 216 Texas Dr. | OR35403 | |
| 58 | M-GRIFFIS, Lester T. | A0816710 | 15Apr54 | P-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 07[illegible] | 7Feb56 | 582 | 107 Indiana St. | OR36018 | |
| 59 | M-GROSSART, James J. | A0767530 | 15Apr54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1044P | 0945 | 10Mar57 | 530 | 113 Rhode Island | OR43208 | |
| 60 | M-GUZOWSKI, Daniel F. | A0942593 | 1Sep51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1250 | 240ct55 | 582 | 418 Glenhaven | OR29979 | |
| 61 | M-HAILEY, James K. | A02061694 | 15Apr54 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0746 | 14Jan56 | 488 | 3317 Parkcrest | OR26868 | |
| 62 | M-HALL, Robert C. | A0782731 | 21Mar51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0246 | 2Nov55 | 420 | 3350 Parkcrest | OR44704 | |
| 63 | M-HALLAM, Edward J. Jr. | A0549224 | 31May52 | P-6 | Indef | KC-97 A/C | 11AREFS | 1321A | 1054 | 250ct56 | 384 | 130 Rhode Island | OR43860 | |
| 64 | M-HAMM, John R. | A02090458 | 18Jan56 | P-8 | Indef | KC-97 Plt | 11AREFS | 1054A | 1156 | 21Dec56 | 236 | 238 Texas Dr. | OR37724 | |
| 65 | M-HARRELL, William M. | A02249265 | 240ct56 | E | Indef | BerForEng KC-97 | 11AREFS | 4324 | 0951 | 15Jun57 | | 140 Maryland Rd. | OR43063 | |
| 66 | S-HELD, Rutherford R. | A0681089 | 1Apr53 | None | Indef | B-47 A/C | 12BOMRON | 7344 | 0655 | 1Mar56 | 582 | 520 Leggett Dr. | OR33022 | |
| 67 | M-HERMAN, Joseph J. | A0839020 | 13May54 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0755 | 24Mar56 | 365 | 137 Nebraska Rd. | OR29552 | |
| 68 | M-HIBBITS, Turner W. | A0686473 | 16Jan51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1053 | 9Apr56 | 384 | 1383 Westview | OR25007 | |
| 69 | M-HILL, Harry M. | A6073A | 31Oct50 | NBR | R-AF | Nav D/O | HQ341BOMWG | 1525B | 1145 | 1May57 | 405 | 302 Texas Dr. | OR34537 | |
| 70 | M-HILLERUD, Robert T. | A02227205 | 14May57 | P-10 | Indef | StanSecB-47 | 12BOMRON | 1234B | 0342 | 1Jan56 | 466 | 222 Texas Dr. | OR35745 | |
| 71 | HOLIK, Frederic A. | A01848023 | | | Indef | | 341A&E | 6424 | | 10Oct57 | | | | |



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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 72 | M-HOPWOOD, David P. | A0780958 | 1Sep51 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0751 | 14Dec55 | 433 | 3125 S. 21st St. | OR36217 |
| 73 | M-HULL, Robert L. | A0944923 | Nov55 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 1053 | 15Jan56 | 568 | 3359 Parkcrest | OR24156 |
| 74 | M-JACKSON, Sterling M. | A0775909 | 19Dec50 | SP-10 | Indef | Intel Off | HQ341BOMWG | 1435 | 0556 | 22Jan56 | 205 | 103 Nebraska Rd. | OR37443 |
| 75 | M-KETCHIE, Charles | A0726036 | 1Apr53 | NBR | Indef | SqWpnsOff | HQ341BOMWG | 1521A | 0554 | 15Dec55 | 508 | 3309 Parkcrest | OR25111 |
| 76 | M-KILD, Donald W. | A0688706 | 31Jan53 | NBR | Indef | WgGndTng | HQ341BOMWG | 1411 | 0851 | 21Oct55 | 527 | 1318 Glenhaven | OR33320 |
| 77 | M-KILMER, Harold F. | A0935097 | 28Jan55 | NBR | Indef | AONav-Bmbr | 490BOMRON | 1585B | 0851 | 10ct55 | 8135 | 130 Nebraska Rd. | OR34363 |
| 78 | M-KRUEGER, William E. | A0819544 | 31Oct50 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 1253 | 26Jul56 | 364 | 213 California Rd. | OR28639 |
| 79 | M-KYLE, Charles M. | A0786131 | 1Jun52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1241A | 1252 | 1Nov56 | 582 | 114 Maine | OR38600 |
| 80 | M-LEBUEF, Leo A. | A0805938 | 11Jan51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1255 | 10Aug55 | 318 | 1401 Westview Dr. | OR36165 |
| 81 | S-LEE, Robert H. | A02231774 | 1Mar57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1224F | 1253 | 15Nov55 | 489 | 304 Texas Dr. | OR24775 |
| 82 | M-LOGAN, Clarence D. | A02098664 | 11Jan55 | NBR | Indef | Obsr D/O | HQ341BOMWG | 1525B | 0643 | 16Feb56 | 405 | 142 Rhode Island | OR37416 |
| 83 | M-LONG, William D. | A01340906 | 15Mar54 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0851 | 7Feb56 | 530 | 1809 Ivanhoe | OR34700 |
| 84 | M-LONG, William E. | A0190310 | 1Apr53 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0252 | 1Dec55 | 530 | 1166 Westridge | OR246 |
| 85 | M-LONGLEY, Neil B. | A03045960 | 4Jun57 | None | 0659 | Stu Off | 341TacHosp | 9326 | 1241 | 8Jul57 | | TDY Gunner AFB, Ala | |
| 86 | M-MAHONEY, Richard D. | A0749029 | 4Jan51 | P-8 | Indef | KC-97 A/C | 11AREFS | 7324 | 0356 | 14Dec55 | 318 | 131 Rhode Island | OR29573 |
| 87 | M-MANNING, Jack E. | A02083665 | 28Jan55 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0454 | 14Dec55 | 582 | 1710 S. Willis | OR46521 |
| 88 | M-MAXWELL, Joseph B. | A02084365 | 1Sep51 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0652 | 9Nov55 | 433 | 132 Nebraska Rd. | OR31297 |
| 89 | M-McCLARNON, Marshall H. | A01908705 | 15Apr54 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1251 | 1Jan56 | 582 | 1833 Chesnut | OR36246 |



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| 90 | M-McGEE, William J. | | A01849140 | 1Feb55 | N-A/O | Indef | WgECMOff | HQ341BOMWG | 3024 | 0355 | 11Apr56 | 347 | 111 Rhode Island | OR37736 |
| 91 | M-McCOY, Donald G. | | A0932210 | 10Dec56 | P-10 | Indef | B-47 Flt | Hq341BOMWG | 1245A | 0553 | 5Aug57 | 408 | 410 Westview Dr. | OR35880 |
| 92 | M-McCOY, Merle D. | | A01855087 | 27Mar56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0754 | 1Jan56 | 433 | 1917 Ivanhoe | OR36620 |
| 93 | M-McKNIGHT, Max L. | | A0674845 | 16Jan51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1234B | 0652 | 18Sep55 | 668 | 1201 Glenhaven | OR36910 |
| 94 | M-MEGARGLE, Russell J. | | A0686261 | 14Oct55 | SP-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0355 | 2Nov55 | 568 | 207 Alabama Rd. | OR21187 |
| 95 | M-MILLER, Leo G. | | A0802771 | 16Jan51 | SP-10 | Indef | WgDir of Safety | HQ341BOMWG | 1444 | 1252 | 12Jul55 | 571 | 518 LaSalle Dr. | OR34031 |
| 96 | M-MIRE, Albert G. | | A0834264 | 1Jun52 | P-10 | Indef | Spec Wpns | HQ341BOMWG | 1435 | 1050 | 10Jun56 | 508 | 2148 Mockingbird | OR34031 |
| 97 | M-MOHAN, Bernard J. | | A0705759 | 1Apr53 | P-10 | Indef | B-47 Flt | 10BOMRON | 1324E | 0755 | 1Aug57 | 582 | 1301 Grand | OR47382 |
| 98 | M-MONGE, Raymond A. | | A02062264 | 3Nov52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1231B | 0447 | 9Feb57 | 582 | 111 Arizona | OR43915 |
| 99 | M-MOREAU, Rosaire A. | | A02089683 | 1Sep51 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0554 | 23Oct55 | 8135 | 310 Woodlawn | OR31582 |
| 100 | M-MORRIS, Troy J. | | A0537994 | 19Dec50 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0350 | 7Oct50 | 420 | 3625 Yale | OR36398 |
| 101 | M-MOUNTS, Lawrence J. | | A01860796 | 29Nov56 | None | Indef | AcftMaintOff | 341F.M. | 4344 | 0654 | 8Nov55 | 214 | 217 Texas Dr. | OR46143 |
| 1 | M-MULLINS, Bernie C. | | A02101653 | 1Sep51 | SP-10 | Indef | B-47 Flt | 12BOMRON | 7354 | 0357 | 19Oct57 | 404 | BOQ #2 | |
| 103 | M-MYERS, Thomas H. | | A0837253 | 28Feb57 | P-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 1241 | 8Sep55 | 533 | 502 Glenhaven | OR27429 |
| 104 | M-NELSON, James J. | | A02221780 | 12Dec56 | P-10 | Indef | B-47 A/C | 10BOMRON | 1231B | 1241 | 10Mar57 | 364 | 942 Amarillo St. | OR32112 |
| 105 | M-NULPH, George E. | | A0808125 | 15Feb51 | A/O | Indef | B-47 Nav | 12BOMRON | 1521A | 0544 | 14Sep55 | 447 | 1202 Sayles Blvd | OR31168 |
| 106 | M-O'CONNOR, Robert J. | | A01554061 | 31Oct50 | None | Indef | FltLineMaint Off | 341A&E | 3234B | 0654 | 10Nov55 | 243 | 223 Alabama Rd. | OR24670 |
| 107 | M-OSMAN, Edward H. | | A0714152 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1231B | 0453 | 14Mar57 | 582 | 3525 N. 9th | OR44987 |



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| 108 | M-PARKER, Marion H. | A02067557 | 24Jan55 | SP-10 | Indef | JobContOff | HQ341BOMWG | 3234B | 0854 | 15Oct55 | 456 | 217 Alabama Rd. | OR34500 |
| 109 | M-PACE, Ralph V. | A01848448 | 15Mar57 | None | Indef | Plan&SchedOff | HQ341BOMWG | 4344 | 0452 | 7Nov55 | 456 | 741 E. N. 12th St. | OR34539 |
| 110 | M-PAYTON, William D. | A0776013 | 17Jan53 | P-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0446 | 15Nov55 | 584 | 972 N. State St. | OR44540 |
| 111 | M-PERSON, Carl E. | A0743266 | 17Jan52 | SP-8 | Indef | KC-97 A/C | 11AREFS | 8224 | 0554 | 5Dec55 | 236 | 926 Burger | OR34555 |
| 112 | M-PI..ONT, Walter J. | A0718927 | 31Mar56 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1224P | 0752 | 5Apr57 | 404 | 1220 Beechwood | OR34965 |
| 113 | M-PODBESEK, Thomas W. | A0837356 | 16Jan51 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 0351 | 1Dec55 | 364 | 825 N. Willis | OR33586 |
| 114 | M-RADCLIFFE, Roy E. | A01646518 | 10Feb55 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 0754 | 15Oct55 | 433 | 119 Colorado St. | OR35718 |
| 115 | M-RAHESTRAW, Charles I. | A0942569 | 1Apr53 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1155 | 22Jan56 | 236 | 1367 Westview Dr. | OR28842 |
| 116 | M-RAPHAEL, Hugh A. | A03076722 | 27Jul57 | None | 0759 | MedOffGen | 341TacHosp | 9326 | 1241 | 27Jul57 | 8130 | 865 Russell St. | UNKNOWN |
| 117 | M-RAST, Robert H. Jr. | A0791499 | 1Nov51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1155 | 18Dec55 | 384 | 1401 Glenhaven | OR36567 |
| 118 | M-REAVLEY, James E. | A0566496 | 15Feb51 | None | Indef | Wg Adj | HQ341BOMWG | 7324 | 1253 | 25Jul55 | 351 | 410 LaSalle | OR34921 |
| 119 | M-REID, Robert L. | A0773222 | 1Jun52 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0156 | 1Nov55 | 323 | 1301 Glenhaven | OR37628 |
| 120 | M-ROE, Peter J. Jr. | A0736728 | 1Apr53 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1252 | 15Oct55 | 568 | 120 Indiana St. | OR45[illegible] |
| 121 | M-ROE, Warren E. | A0765087 | 28Dec52 | SP-8 | Indef | B-47 A/C | 10BOMRON | 1231B | 0146 | 7Apr57 | 364 | 3802 Whittier | OR42060 |
| 122 | M-ROGERS, James A. | A0784559 | 1Apr53 | P-10 | Indef | B-47 Plt Stan Sec | 10BOMRON | 1245A | 0152 | 3Jan56 | 466 | 20c Texas Dr. | OR37290 |
| 123 | M-ROZELL, William F. Jr. | A0929970 | 7Feb55 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1231B | 0945 | 22Feb57 | 404 | Route#3,Box259 Trailer Villiage | OR38969 |
| 124 | M-SANDS, Herman | A0936935 | 20Jan55 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 0553 | 1Apr56 | 569 | 112 Colorado St. | OR37580 |
| 125 | M-[illegible]NT, George T. | A0521071 | 15Mar54 | P-8 | Indef | KC-97 Plt | 11AREFS | 3054 | 0956 | 22Jul56 | 236 | 130 Maryland St. | OR31533 |

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| 126 | M-SCOTT, Horace L. Jr. | A02069322 | 26Mar57 | None | Indef | SqSupOff | 341F.M. | 6424 | 0757 | 2Sep57 | 589 | 2157 Ivanhoe | | OR37534 |
| 127 | M-SHERRILL, Clyde H. Jr. | A02080570 | 19Nov56 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1224P | 0846 | 19Mar57 | 384 | BOQ #3 | | 8263 |
| 128 | M-SHIRLEY, Noah T. Jr. | A0822973 | 31Oct50 | SP-4 | Indef | B-47 Plt | HQ341BOMWG | 1241A | 1248 | 1Dec55 | 395 | 410 Glenhaven | | OR28809 |
| 129 | M-SLOAN, Roy O. Jr. | A0823470 | 15Feb51 | P-8 | Indef | KC-97 Plt | 11AREFS | 6746 | 0951 | 25Aug57 | 384 | BOQ #2 | | 8235 |
| 130 | M-SMITH, John H. | A03045897 | 3Nov56 | None | 1158 | MedOffGen | 341TacHosp | 9326 | 1241 | 3Nov56 | 8146 | 102 Nebraska Rd. | | OR29234 |
| 131 | M-SORRELL, Mackie L. | A02230833 | 14Feb57 | P-10 | Indef | B-47 A/C | 10BOMRON | 1044P | 1046 | 21Feb57 | 364 | 106 Rhode Island | | OR29359 |
| 132 | M-SMITH , Kenneth L. | A0 675456 | 1Jun52 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0654 | 26Jul56 | 582 | 734 Glendale Dr. | | OR34052 |
| 133 | M-STANLEY, Chester A. | A0674017 | 15Mar54 | SP-9 | Indef | ChSpecWpns | HQ341BOMWG | 1435 | 0542 | 1Dec55 | 508 | 106 Nebraska Rd. | | OR34051 |
| 134 | M-STANDNESS, Donald E. Jr. | A03041977 | 2 Jul57 | None | 0757 | Gen Sur | 341TacHosp | 9416B | 1241 | 2Jul37 | 7246 | 412 Leggett Dr. | | OR38702 |
| 135 | M-STUTLER, James O. | A0537564 | 27Mar51 | SP-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 1055 | 5Aug55 | 263 | 101 Rhode Island | | OR35034 |
| 136 | M-SULLIVAN, John C. | A0685046 | 15Apr54 | E | Indef | AcftPerEng | HQ341BOMWG | 4324 | 1150 | 15Oct55 | 312 | 325 Westview Dr. | | OR36590 |
| 137 | M-THORNE, Clair C. Jr. | A01911617 | 17Jan56 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 0353 | 26Jul57 | 466 | 2949 S. 7th | | OR38905 |
| 138 | M-TIDWELL, John E. | A01903161 | 15Mar54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1241A | 0552 | 12Dec56 | 582 | 101 Virginia St. | | OR48750 |
| 139 | M-VALKENAAR, John J. | A0407078 | 8Apr51 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 0955 | 15Jun55 | 384 | 1710 Wychwood Dr. | | OR35844 |
| 140 | M-VAN BIBBER, Billy E. | A0842157 | 15Dec51 | SP-10 | Indef | B-47 Plt | 12BOMRON | 1224Q | 0348 | 7Feb56 | 544 | 214 Alabama Rd. | | OR25144 |
| 141 | M-VAN GAASBECK, Everett J. | A0783467 | 15Feb55 | P-4 | Indef | B-47 Plt | 12BOMRON | 1245A | 1052 | 25Jul56 | 513 | 1448 Beechwood | | OR22664 |
| 142 | S-WALKER, Billy L. | A0590847 | 15Mar54 | P-8 | Indef | KC-97 Plt | 11AREFS | 3034 | 1252 | 1Dec55 | 384 | 1775 N. 11Th | | OR25919 |
| 143 | M-WADE, John R. | A01698925 | 1Apr53 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1044 | 1Dec55 | 582 | 582 W. Moreland | | OR34536 |



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| 144 | M | WARREN, Walter H. | A0938381 | 12Jan56 | SP-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 1053 | 7Feb56 | 582 | 201 Texas Rd. | OR368[illegible] |
| 145 | M | WEBB, Luther A. | A01908783 | 6Jan55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1241A | 0756 | 1May57 | 364 | 103 Utah St. | OR43684 |
| 146 | M | WEEKS, Joseph H. | A0787880 | 16Jan51 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1245A | 0255 | 2Nov55 | 420 | 129 Rhode Island | OR35080 |
| 147 | M | WEIMER, Lawrence D. | A0767926 | 1Apr51 | P-10 | Indef | B-47 Plt | 12BOMRON | 1245A | 0654 | 2Nov55 | 513 | BOQ #3 | 8263 |
| 148 | M | WEIRMAN, Frank J. | A02238686 | 1Feb55 | None | Indef | DirAdmSer | 341TacHosp | 9025 | 0347 | 3May57 | 8157 | 140 Rhode Island | OR22356 |
| 149 | M | WELLING, Lewis D. | A0834229 | 6Jan56 | P-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0453 | 10Nov55 | 582 | Rt3, Box28, Abilene | OR27917 |
| 150 | M | WILSON, Elmer R. | A01853984 | 29Feb56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1245A | 0554 | 8Sep55 | 433 | Anchor Trail Ct. | OR35743 |
| 151 | M | WIGHTMAN, John B. | A0933256 | 27Jan56 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0653 | 8Sep55 | 364 | 309 Louisiana Rd. | OR35641 |
| 152 | M | WISE, Henry B. | A0661059 | 15Dec51 | N | Indef | Sup Off | 11AREFS | 6424 | 0457 | 1Aug57 | 8136 | BOQ #3 Room 129 | 8263 |
| 153 | M | WOJOSKI, Edward A. | A0809793 | 19Dec50 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1055 | 11Nov55 | 356 | BOQ #2 | 517 |
| 154 | M | YOUNGMARK, Don E. | A0760520 | 50ct57 | SP-10 | Indef | B-47 A/C | 12BOMRON | 1234B | 0146 | 26Jul56 | 404 | 1429 Beechwood | OR46145 |
| 155 | M | ZENI, Byron K. | A03045266 | 3Jun57 | None | 0758 | Dent Off | 341TacHosp | 9826 | 1241 | 27Jun56 | 116 | Nebraska Rd. | OR36566 |
| FIRST LIEUTENANTS | | | | | | | | | | | | | | |
| 1 | S | ADAMCIK, Frank J. | A02205318 | 8Mar56 | N | 0359 | KC-97 Nav | 11AREFS | 1534A | 0342 | 12Mar56 | 325 | 102 Georgia Rd. | OR43178 |
| 2 | M | ALBERTSEN, John S. | A03058181 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 1Dec56 | 325 | 104 Utah | OR31025 |
| 3 | S | ANDERSON, Emmett D. | A03050459 | 15May57 | P-8 | 1158 | KC-97 Plt | 11AREFS | 1224P | 1241 | 21Feb57 | 236 | BQQ #2 Rm 236 | |
| 4 | M | ANGELL, Lloyd E. Jr. | A01856371 | 26Jan54 | None | Indef | OICAirmenBr | HQ341BOMWG | 7021 | 0757 | 12Oct57 | 411 | 5225 Lamesa Dr. | None |
| 5 | M | ASHWORTH, Ronald S. | A030591025 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1534A | 0342 | 22Apr56 | 325 | 2049 Woodard | OR37535 |

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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 6 | M-BACKHAUS, Murray D. | A03050615 | 28Feb57 | NBR | 0858 | B-47 Nav | 490BOMRON | 1521B | 1241 | 6May57 | 582 | 132 | Rhode Island | OR29092 |
| 7 | M-BAILEY, Charles S. | A03050350 | 13Mar57 | NBR | 0958 | B-47 Nav | 10BOMRON | 1521B | 1241 | 18May57 | 530 | 4048 | S. 7th St. | OR36845 |
| 8 | M-BALLARD, David D. | A03023618 | 2May55 | P-10 | Indef | B-47 A/C | 12BOMRON | 1231B | 1241 | 17Feb57 | 404 | 105 | Arizona | OR49334 |
| 9 | M-BELL, Fredrick T. Jr. | A030222018 | 20Jan55 | P-8 | Indef | KC-97 Plt | 11AREFS | 1224P | 0242 | 7Aug56 | 236 | 806 | Redwood Dr. | OR26068 |
| 10 | S-BETTS, Leila F. | AN3075557 | 70ct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 70ct56 | 8146 | 203 | Texas Dr. | OR33940 |
| 11 | S-BLUME, Murray B. | 25971A | 4Dec55 | P-10 | R-AF | B-47 Plt | 490BOMRON | 1234B | 1241 | 260ct55 | 433 | 541 | Saddlewood | OR25303 |
| 12 | M-BOONE, George T. | 28963A | 11Mar56 | P-10 | R-AF | B-47 Plt | 490BOMRON | 1234B | 1241 | 80ct55 | 433 | 309 | Hawthorne | OR29353 |
| 13 | M-BOWLES, Donald G. | A03064333 | 5Apr56 | N | 0459 | KC-97 Nav | 11 AREFS | 1534A | 1241 | 22Apr56 | 325 | 533 | Larkin | OR37063 |
| 14 | M-BOWYER, Neal F. | A03057973 | 30Mar57 | P-10 | Indef | B-47 Plt | 12BOMRON | 1234B | 1241 | 12Mar56 | 404 | 103 | Washington | OR37945 |
| 15 | M-BRITTAIN, Douglas B, | A03057975 | 30Mar57 | P-10 | 0959 | B-47 Plt | 12BOMRON | 1234B | 1241 | 240ct55 | 404 | 206 | Delaware | OR24853 |
| 16 | M-BRITTON, James L. | A03057000 | 18Jan57 | P-8 | 0759 | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 390 | 119 | Virginia St. | OR45659 |
| 17 | M-BROWN, Fred H. Jr. | A03057002 | 18Jan57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 325 | 117 | Virginia St. | OR36948 |
| 1 | M-BRYANT, William P. | A02219148 | 29Jun53 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 0545 | 1Jan56 | 365 | 711 | Amherst | OR33871 |
| 19 | M-BUSHORE, Bruce B. | A02228509 | 16Dec54 | P-10 | Indef | B-47 Plt | 10BOMRON | 1324E | 0555 | 20Jul57 | 364 | 1034 | Popular St. | OR22147 |
| 20 | M-BUSHROW, Gerald E. | A03057254 | 1Feb57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 488 | Rt#1, | Tye, Texas | OR36619 |
| 21 | M-CALDWELL, Charles C. | A03056132 | 16Sep57 | N | Indef | KC-97 Nav | 11AREFS | 1531F | 1253 | 11Mar57 | 325 | 101 | Arizona | OR43636 |
| 22 | M-CAMPBELL, James W. | A02226770 | 17Jun54 | NBR | Indef | KC-97 Nav | 11AREFS | 1534A | 0854 | 11Jan56 | 488 | 1418 | Westview Dr. | OR37649 |
| 23 | M-CANTWELL, Joe A. | A02220995 | 97Ch55 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1241 | 24Nov55 | 530 | 218 | Texas Dr. | OR25169 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 24 | S-CASE, Wayne L. | | A03049563 | 6Dec55 | P-10 | 1258 | B-47 Plt | 12BOMRON | 1124Q | 1241 | 19Feb57 | 433 | BOQ.#2 | 517 |
| 25 | M-CHAVEZ, Benjamin H. | | A02229992 | 19Dec54 | NBR | Indef | SpecWpnsOff | HQ341BOMWG | 1521B | 0248 | 15Dec55 | 508 | 110 Nebraska Rd. | OR35652 |
| 26 | S-CHILDS, William F. | | A03047904 | 7Jun57 | P-8 | 0359 | KC-97 Plt | 11AREFS | 1231C | 1241 | 12Jan57 | | 4027 S. 7th St. | OR23159 |
| 27 | M-CHISTENSEN, Donald J. | | A03040200 | 9Nov56 | NBR | 0258 | B-47 Nav | 12BOMRON | 1525B | 1241 | 23Oct55 | 404 | 113 Washington | OR37735 |
| 28 | M-CIZEK, Lloyd H. | | A03019177 | 15Oct55 | P-8 | 0358 | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 390 | 101 Nebraska Rd. | OR43090 |
| 29 | M-CLARK, Donald E. | | A03048790 | 28Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 7May57 | 261 | 4049 S. 7th St. | OR38989 |
| 30 | M-COBB, John P. Jr. | | A03040602 | 8Dec56 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1241 | 24Nov55 | 544 | 103 Maine | OR45825 |
| 31 | M-COBBLE, Billy G. | | A03020897 | 3Feb56 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 1Dec55 | 236 | 143 Texas Dr. | OR36104 |
| 32 | M-COLLIER, Jack S. | | A03029728 | 6Jun57 | None | 0359 | Sup Off | 490BOMRON | 6421 | 1241 | 1Jun57 | 431 | 3913 Whittier | OR43686 |
| 33 | M-CONN, Henry L. | | A02205683 | 2Feb56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1234B | 1241 | 20Oct55 | 433 | 3133 S. 15th St. | OR34951 |
| 34 | M-COVINGTON, Harold M. | | A03007834 | 11Jun55 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1146 | 14Sep55 | 520 | 218 Delaware Rd. | OR35589 |
| 35 | S-COVINGTON, James B. | | A03027273 | 8Jun57 | P-10 | 1258 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 9Feb57 | 433 | BOQ #2 | None |
| 36 | S-CROFCHECK, Robert M. | | A03064338 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1534P | 0342 | 22Apr56 | 325 | BOQ #2 | |
| 37 | M-CROWELL, James B. | | A03049565 | 28Feb57 | N | 0358 | B-47 Nav | 12BOMRON | 1521B | 1241 | 7May57 | 404 | Rhode Island | OR37419 |
| 38 | M-CUNNINGHAM, William J. | | A0937509 | 20Apr53 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 0554 | 1Jan56 | 573 | 218 California Rd. | OR35612 |
| 39 | S-DAHL, John G. | | A03048381 | 7Jun57 | P-10 | 1258 | B-47 Plt | 12BOMRON | 1231B | 1241 | 19Feb57 | 530 | BOQ #2 | 8235 |
| 40 | M-DALLAS, Gerald C. | | A03014946 | 12Feb55 | P-10 | Indef | B-47 A/C | 12BOMRON | 1044P | 1241 | 14Feb57 | 404 | 105 Washington St. | OR26801 |
| 41 | S-DANIEL, Gordon S. | | A0A02209375 | 17Jul56 | P-10 | 0459 | B-47 Plt | 10BOMRON | 1241A | 1241 | 15Nov56 | 364 | BOQ #1 Rm 208&209 | 8554 |

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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 42 | M-DAVIS, William L. | A03057660 | 15Feb57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 1Dec55 | 488 | 1319 Glenhaven | OR25519 |
| 43 | S-DEES, James L. | A03057661 | 1Mar57 | P-8 | 0859 | KC-97 Plt | 11AREFS | 1234C | 0342 | 1Dec55 | 318 | 144 Maryland St. | OR26609 |
| 44 | M-DIGGS, James H. | A03039108 | 22Sep56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 433 | 214 Delaware Rd. | OR36383 |
| 45 | S-DONALDSON, Presley W. | A03029870 | 6Jun57 | N | Indef | KC-97 Nav | 11AREFS | 1531P | 1241 | 8Apr57 | 325 | 1958 N. Fannin | OR26237 |
| 46 | M-DOUGHERTY, James B. | A03007343 | 11Mar55 | None | Indef | IntPhoto | HQ341BOMG | 2041 | 0350 | 1Sep55 | 461 | 128 Nebraska Rd. | OR44245 |
| 47 | M-DORRILL, Robert L. | A03027277 | 14Jan57 | NBR | 0158 | B-47 Nav | 12BOMRON | 1521B | 1241 | 10Apr57 | 404 | 141 Rhode Island | OR35128 |
| 48 | M-DRAPER, Derwin D. | A03016335 | 5May55 | NBR | 0558 | B-47 Nav | 12BOMRON | 1525B | 1241 | 23Oct55 | 404 | 208 California Rd. | OR24272 |
| 49 | S-DUDDERAR, Louis G. II | A03039691 | 22Oct56 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 23Oct55 | 262 | 210 California Rd. | OR36279 |
| 50 | M-DUFFER, Harold E. | A03008577 | 9Jun56 | P-10 | Indef | B-47 Plt | 10BOMRON | 1234C | 1241 | 1Aug56 | 364 | 1280 Westview Dr. | OR33638 |
| 51 | M-DUGAT, William D. Jr. | A03027102 | 14Jan57 | P-8 | 0758 | KC-97 Plt | 11AREFS | 1224P | 1241 | 6Sep56 | 236 | 113 Utah St. | OR37913 |
| 52 | M-DUNIVANT, Harry E. | 25062A | 2Dec54 | P-10 | R-AF | B-47 A/C | 490BOMRON | 1231B | 0149 | 10Mar57 | 582 | 116 Washington St. | OR37714 |
| 53 | S-DYI, Eldon H. Jr. | A03029070 | 27Mar57 | P-10 | 0958 | B-47 Plt | 12BOMRON | 1224P | 1241 | 4Dec56 | 582 | 4036 S. 7th St. | OR46426 |
| 54 | M-EDDINS, Boyd L. | A03047377 | 4Jun57 | N | 0159 | KC-97 Nav | 11AREFS | 1531P | 1241 | 14Feb57 | 325 | 124 Washington St. | OR43254 |
| 55 | M-ELLIOTT, Robert L. | A02210238 | 17Jul56 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 17May57 | 364 | 110 Arizona | OR34841 |
| 56 | M-EMMONS, Robert E. | A03057663 | 1Mar57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 0342 | 1Dec55 | 323 | 1413 Westview Dr. | OR48118 |
| 57 | M-ENDRES, William E. | A03046398 | 15May57 | NBR | 1158 | Stu Off | 12BOMRON | 1521B | 1241 | | | TBY Stead AFB, Nev | |
| 58 | M-EN IS, Ralph E. Jr. | 26043A | 4Dec55 | P-10 | R-AF | B-47 Plt | 10BOMRON | 1245A | 1741 | 24Mar56 | 364 | 326 Louisiana Rd. | OR37622 |
| 59 | M-EVANS, David W. | A03057969 | 20Mar57 | P-10 | Indef | B-47 Plt | 12BOMRON | 1234B | 0252 | 23Oct55 | 404 | E. 9th St. | OR35885 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 60 | M-EVERS, | Ross E. | A03026272 | 28Oct55 | P-8 | Indef | KC-97 A/C | 11AREFS | 1234C | 0342 | 22Dec55 | 390 | 101 Utah St. | OR21193 |
| 61 | S-FAIN, | William T. Jr. | A03024673 | 16Jun55 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 1241 | 26Mar57 | 384 | BOQ #2 | 8381 |
| 62 | M-FARNEY, | David H. | A03048080 | 15May57 | P-10 | 1158 | B-47 Plt | 490BOMRON | 1224P | 1241 | 18Feb57 | 582 | 134 Rhode Island | OR35414 |
| 63 | S-FARNHAM, | Frank L. | A03049099 | 16Feb57 | NBR | 0858 | B-47 Nav | 103GMRON | 1521B | 1241 | 14Apr57 | 364 | BOQ #2, Rm 213 | 145 |
| 64 | M-FISHER, | Lewis B. | A03058188 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 325 | 1407 Westview Dr. | OR21058 |
| 65 | M-FOSTER, | James E. | A03057669 | 1Mar57 | P-9 | Indef | Sup Off | 341PMS | 1224P | 1241 | 1Dec55 | 414 | 609 Palm St. | OR36718 |
| 66 | M-FOWLER, | Bama C. | A03027372 | 18Feb57 | N | 0858 | KC-97 Nav | 11AREFS | 1531P | 1241 | 1May57 | 384 | 105 Virginia | OR25772 |
| 67 | S-GECEWICZ, | Leo J. | A03058277 | 1May57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0352 | 10Feb56 | 236 | BOQ #3 | 419 |
| 68 | S-GENZLER, | William E. Jr. | A03058278 | 1May57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0650 | 10Feb56 | 323 | 2481 Fannin | OR26241 |
| 69 | M-GEORGE, | Lloyd D. | A03051618 | 16May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1124Q | 1241 | 23Feb57 | 364 | 4034 S. 7th St. | OR43906 |
| 70 | M-GERDING, | John M. | 26065A | 4Dec55 | P-10 | R-AF | B-47 Plt | 12BOMRON | 1234B | 1241 | 20Oct55 | 573 | 219 California Rd. | OR24947 |
| 71 | M-GOLDMAN, | Clarence R. | A03047798 | 8Jun57 | P-8 | 0359 | KC-97 Plt | 11AREFS | 1224P | 1241 | 10Jun57 | 323 | 1141 Lasalo Dr. | OR23565 |
| 72 | M-GRAY, | John D. | A03028746 | 28Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 17May57 | 364 | 121 Virginia | OR3754 |
| 73 | S-GREENE, | Ainsworth M. | A03049757 | 13Mar57 | N | 0958 | KC-97 Nav | 11AREFS | 1531P | 1241 | 4Feb57 | 325 | BOQ #2 | 432 |
| 74 | S-GREIG, | William G. | A03047969 | 7Jun57 | P-10 | 0159 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 10Apr57 | 408 | BOQ #2 | 8235 |
| 75 | M-GRIFFIN, | William E. | A03024710 | 16Jun55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1044P | 1241 | 16Jan57 | 404 | 102 Virginia | OR25814 |
| 76 | S-HALTOM, | Roger L. | A03057935 | 30Apr57 | P-10 | 0953 | B-47 Plt | 10BOMRON | 1124Q | 1241 | 80ct55 | 364 | BOQ #2 | 8105 |
| 77 | M-HAMMETT, | David M. | 27262A | 3Dec56 | N | R-AF | KC-97 Nav | 11AREFS | 1534A | 0342 | 14Aug56 | 325 | 144 Texas Dr. | OR43429 |



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| [ ]ST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 78 | M-HAMMOND, Felton L. | A02224779 | 1Dec53 | P-10 | Indef | B-47 A/C | 10BOMRON | 1245A | 1053 | 25Oct55 | 364 | 2058 Gallinger | OR26351 |
| 79 | S-HAMMERSMITH, Evelyn | AN3075374 | 5Oct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 5Oct56 | 8150 | 203 Texas Dr. | OR33940 |
| 80 | S-HANNA, Warren L. | A03048031 | 16May57 | P-10 | 1158 | B-47 Plt | 12BOMRON | 1231B | 1241 | 3Feb57 | 423 | 4036 S. 7th | OR46426 |
| 81 | M-HARCOURT, Donald H. | A03050935 | 16Feb57 | NBR | 0858 | B-47 Nav | 10BOMRON | 1521B | 1241 | 14Apr57 | 364 | 1701 N. 10th | OR41225 |
| 82 | M-HAWKINS, Van L. | A03048866 | 28Feb57 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 7Jun57 | 364 | 128 Washington | OR34164 |
| 83 | S-HAYES, Joseph D. Jr. | A03029427 | 14Mar57 | P-10 | 0958 | B-47 Plt | 12BOMRON | 1224F | 1241 | 7Nov56 | 530 | BOQ #2 | 517 |
| 84 | M-HAYWOOD, Ronald E. | A03058192 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 325 | 306 Texas Rd. | OR24126 |
| 85 | M-HILL, Nathaniel L. | A0305809 | 17Apr57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 10Feb56 | 318 | 108 Nebraska Rd. | OR37547 |
| 86 | M-HOLTON, Carl E. | A02225775 | 25Apr54 | P-10 | Indef | B-47 Plt | 10BOMRON | 1245A | 0754 | 1Dec55 | 364 | 518 Saddlewood | OR37547 |
| 87 | S-HOWE, Bruce H. | A03046219 | 5Jun57 | NBR | 1258 | B-47 Nav | 10BOMRON | 1521B | 1241 | 3Aug57 | 364 | BOQ #1 Rm 207 | 385 |
| 88 | S-HOYDA, John A. | A03008597 | 9Jun56 | None | 1257 | IntOffPhoto | HQ341BOMG | 2041 | 0554 | 1Sep55 | 461 | BOQ #2 | 330 |
| 89 | M-HRUBY, Robert L. | A02211545 | 12Nov56 | P-10 | 0558 | B-47 Plt | 12BOMRON | 1224F | 1241 | 12Feb57 | 513 | 101 Washington St. | OR37923 |
| 90 | S-HUSKIN, Frank F. Jr. | A03039129 | 31Aug56 | NBR | Indef | B-47 Nav | 12BOMRON | 1525B | 1241 | 14Sep55 | 544 | BOQ #1 | 385 |
| 91 | M-JAMIESON, Bruce A. | A03049808 | 13Jun57 | P-10 | 0159 | B-47 Plt | 490BOMRON | 1224F | 1241 | 17May57 | 582 | 1141 Danville Dr. | OR32940 |
| 92 | S-JANUSKA, Charles J. | A03047529 | 9Jun57 | P-8 | 0359 | KC-97 Plt | 11AREFS | 1224F | 1241 | 5Jun57 | 384 | BOQ #2 Rm 233 | OR34792 |
| 93 | M-JEFFORDS, Jacque M. | A03058601 | 6Jun57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 1253 | 15Mar56 | 318 | Anchor Trailer Ct. | OR36320 |
| 94 | S-JENKINS, Worthy L. | 30565A | 12Jun54 | NBR | R-AF | B-47 Plt | 10BOMRON | 1525B | 1241 | 23Oct55 | 364 | 2342 N. Mockingbird | |
| 95 | M-JOHNSON, Paul A. | A03051209 | 2May57 | NBR | 1158 | B-47 Nav | 12BOMRON | 1521B | 1241 | 2Jul57 | 404 | 641 Briarwood | OR35551 |



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| 96 | M-JOHNSON, Robert M. | A03020568 | 13Nov55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521B | 1241 | 17May57 | 364 | 114 Washington St. | OR35422 |
| 97 | S-JOYCE, Walter J. | A03046273 | 16Feb57 | NBR | 0858 | B-47 Nav | 12BOMRON | 1521B | 1241 | 14Apr57 | 530 | BOQ #2 | 517 |
| 98 | M-KAHLER, Richard E. | 24289A | 20Oct53 | P-8 | R-AF | KC-97 A/C | 11AREFS | 1234C | 1253 | 1Nov55 | 236 | 102 Arizona Rd. | OR32925 |
| 99 | M-KARNS, James M.L. | 26119A | 4Dec55 | P-10 | R-AF | B-47 Plt | 10BOMRON | 1245A | 1241 | 24Mar56 | 364 | 210 Delaware Rd. | OR36559 |
| 100 | M-KELLY, James S. | 31753A | 7Oct56 | NBR | R-AF | B-47 Nav | 12BOMRON | 1525B | 1241 | 24Sep55 | 420 | 137 Texas Dr. | OR33496 |
| 101 | M-KINDLE, Melvin E. | A0936934 | 23Feb54 | SP-10 | Indef | B-47 A/C | 10BOMRON | 1044P | 0347 | 9Mar57 | 582 | 1102 Buccaneer Dr. | OR43175 |
| 102 | M-KNIGHT, Guy D. | A02208890 | 27Mar56 | P-8 | 1258 | KC-97 Plt | 11AREFS | 1234C | 1241 | 15Mar56 | 236 | 1431 Westview | OR48047 |
| 103 | S-KOLAR, Edward W. Jr. | A03046325 | 2May57 | N | 1158 | KC-97 Nav | 11AREFS | 1531P | 1241 | 4Feb57 | 325 | BOQ #2 | 434 |
| 104 | S-KUNZ, Richard E. | 288089A | 14Mar57 | NBR | R-AF | B-47 Nav | 12BOMRON | 1521B | 1241 | 18May57 | 404 | BOQ #3 | 8265 |
| 105 | S-L'ABBE, Joseph A. | A03039841 | 22Oct56 | NBR | 0458 | B-47 Nav | 10BOMRON | 1525B | 1241 | 9Oct55 | 573 | BOQ #3 | 704 |
| 106 | S-LAMBERT, Elliot W. | A03064358 | 5Oct57 | N | 0459 | KC-97 Nav | 11AREFS | 1534A | 0342 | 22Apr56 | 318 | BOQ #1 Rm 220 | 656 |
| 107 | S-LANE, Alfred J. | A03049183 | 16May57 | P-10 | 1158 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 19Feb57 | 408 | 4040 S. 7th | OR35585 |
| 108 | M-LANE, Bruce R. | A03026653 | 28Oct56 | N | 0458 | KC-97 Nav | 11AREFS | 1531P | 0342 | 1Jun56 | 325 | 224 Texas Dr. | OR430 |
| 109 | S-LAWSON, Elliot C. | A03050739 | 5Jun57 | NBR | 1258 | Stu Off | 12BOMRON | 1521B | 1241 | 3Aug57 | | TDY Stead AFB, Nev | |
| 110 | S-LEGATE, Howard H. Jr. | A03027291 | 20Apr57 | P-10 | 1058 | B-47 Plt | 12BOMRON | 1224P | 1241 | 1Jan57 | 404 | BOQ #3 | 419 |
| 111 | S-LENIHAN, William B. Jr. | A02205801 | 14Feb56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1234B | 1241 | 20Oct55 | 466 | 1701 N. Willis | OR48086 |
| 112 | M-LEWIS, Richard L. | A03020773 | 18Dec55 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 384 | 107 Maine Rd. | OR43057 |
| 113 | S-LITJEN, James G. | A02211950 | 8Nov56 | NBR | Indef | B-47 Nav | 12BOMRON | 1521B | 1241 | 17May57 | 404 | BOQ #1 | 385 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 114 | M | LONG, Roland C. | A03051540 | 6Jun57 | N | 1258 | B-47 Nav | 490BOMRON | 1531P | 1241 | 30Aug57 | 582 | 4041 S. 7th | OR44264 |
| 115 | M | LOVELL, Jessie A. | 30941A | 9Jan55 | NBR | R-AF | B-47 Nav | 12BOMRON | 1521A | 1241 | 12Jun56 | 513 | 219 Texas Dr. | OR34915 |
| 116 | S | LUECKE, Conrad J. | A03058404 | 20May57 | P-8 | Indef | KC-97 Plt | 11AREFS | 1224P | 0342 | 15Mar56 | 236 | BOQ #2 | 517 |
| 117 | M | MADDOX, Glen N. | A03003818 | 7Oct54 | None | Indef | OICOffPersBr | HQ341BOMWG | 7324 | 0156 | 17Aug55 | 470 | 2234 N. Mockingbird | OR34448 |
| 118 | M | MARSH, Lawin L. | A02204595 | 1Feb56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1234B | 1241 | 20Oct56 | 433 | 142 Texas Dr. | OR31923 |
| 119 | M | MARSHALL, Harry E. | A03033778 | 5Nov55 | N | Indef | KC-97 Nav | 11AREFS | 1534 | 0348 | 5Dec56 | 325 | 103 Indiana | OR33389 |
| 120 | M | MARTIN, Charles H. Jr. | 27324A | 3Dec56 | P-10 | R-AF | B-47 Plt | 12BOMRON | 1241A | 1241 | 24May57 | 513 | 108 Utah St. | OR29753 |
| 121 | S | McGOLDRICK, John R. | A01862452 | 13Jul53 | None | Indef | PerMaintOff | 341A&E | 3234B | 0242 | 1Dec55 | 576 | BOQ #2 | 697 |
| 122 | M | McMAHAN, Billy M. | A03021000 | 3Feb56 | P-8 | Indef | DyWithD/O | 11AREFS | 1321A | 1241 | 10Sep56 | 384 | 433Saddlewood | OR37913 |
| 123 | M | McMANUS, Ray V. | A02209562 | 18Jun56 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 1241 | 7Aug56 | 390 | 110 Maine Rd. | OR36593 |
| 124 | M | McRAE, Therrell D. | A03046682 | 12Jan57 | N | Indef | KC-97 Nav | 11AREFS | 1531P | 0342 | 12Oct56 | 325 | 136 Rhode Island | OR23517 |
| 125 | S | MELHAN, Harry D. | A03039849 | 22Oct56 | NBR | Indef | B-47 Nav | 10BOMRON | 1525B | 1241 | 9Oct55 | 573 | BOQ #2 | 517 |
| 126 | S | MIXON, Paul S. | A03027578 | 9Aug57 | N | 0259 | KC-97 Nav | 11AREFS | 1531P | 1241 | 11Mar57 | 325 | BOQ #2 | 479 |
| 127 | S | MUELLER, Paul R.A. | A03048905 | 12Jun57 | P-10 | 0159 | B-47 Plt | 12BOMRON | 1224P | 1241 | 7May57 | 404 | BOQ #1 Rm 217 | 238 |
| 128 | S | MULKEY, Charles W. | A03027382 | 18Feb57 | P-10 | Indef | B-47 Plt | 10BOMRON | 1241A | 1241 | 15Jun57 | 404 | BOQ #3 | 419 |
| 129 | M | MURPHY, Joseph A. Jr. | A03008511 | 10Mar56 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 0148 | 16Nov55 | 488 | 126 Texas Dr. | OR49593 |
| 130 | M | MYERS, Miloe E. | A02250562 | 29Mar54 | P-10 | Indef | B-47 Plt | 490BOMRON | 1124Q | 1241 | 10May57 | 582 | 4045 S. 7th | UNKNOWN |
| 131 | M | NAYLOR, Thomas L. | A03028026 | 29May57 | P-9 | 1258 | CombCrewOff. | HQ341BOMWG | 1224P | 1241 | 7Oct57 | 472 | 818 Davis Dr. | OR34708 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 132 | M | NEITZEL, Floyd L. | A03048098 | 16May57 | P-10 | 1158 | B-47 Plt | 12BOMRON | 1231B | 1241 | 4Feb57 | 364 | Trailer Village | OR20784 |
| 133 | S | NELSON, Paul A. | A03048023 | 16May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1124Q | 1241 | 22Feb57 | 364 | 4036 S. 7th | OR46426 |
| 134 | M | NEWELL, Ronald K. | A02211127 | 27Aug56 | P-10 | 0559 | B-47 Plt | 10BOMRON | 1224P | 1241 | 22Dec56 | 364 | 105 Utah St. | OR34727 |
| 135 | M | NEWMAN, Robert L. | A03024764 | 16Jun55 | P-10 | Indef | B-47 Plt | 12BOMRON | 1231B | 0555 | 8Mar57 | 404 | 114 Rhode Island | OR |
| 136 | S | NICKELL, Jimmy E. | A02204366 | 25Feb56 | P-8 | Indef | KC-97 Plt | 11AREFS | 1321A | 0342 | 13Jul56 | 236 | BOQ #2 | 8250 |
| 137 | S | NOFSINGER, William M. | A03046780 | 6Jun57 | NBR | 1258 | B-47 Nav | 10BOMRON | 1521B | 1241 | 3Aug57 | 364 | BOQ #2 | 8235 |
| 138 | S | OBENAUF, James E. | A03057997 | 30Sep55 | P-10 | Indef | B-47 Plt | 10BOMRON | 1124Q | 1241 | 9Oct55 | 582 | 126 Nebraska Rd. | OR37523 |
| 139 | S | OLIVER, John F. | A03046914 | 3Feb57 | P-10 | Indef | B-47 Plt | 12BOMRON | 1241A | 0257 | 10Jun57 | 408 | BOQ #3 | OR24534 |
| 140 | M | PAGLIAROLI, Charles A. | A03055194 | 9May57 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 1241 | 9Nov55 | 325 | 140 Texas Dr. | OR34103 |
| 141 | M | PERSSON, Lorens A.A. | A03049929 | 13Jun57 | P-10 | 0159 | B-47 Plt | 10BOMRON | 1124Q | 1241 | 14Sep56 | 364 | 5207 Lomesa | |
| 142 | S | PHILLIPS, Arthur B. Jr. | A03057693 | 1Mar57 | P-8 | 0859 | KC-97 Plt | 11AREFS | 1231C | 0348 | 15Nov55 | 236 | 4002 Red Bud Circle | OR41119 |
| 143 | S | PILRSON, James H. Jr. | A03064356 | 5Apr56 | N | Indef | KC-97 Nav | 11AREFS | 1534P | 0342 | 22Apr56 | 325 | 2083 N. 2nd St. | OR27563 |
| 144 | S | PIERSON, Oliver B. | A03028837 | 3Feb57 | NBR | 0858 | B-47 Nav | 490BOMRON | 1521B | 1241 | 1Apr57 | 433 | BOQ #2 | 517 |
| 145 | S | POLLOM, James E. | A03053096 | 28Mar56 | N | 0359 | KC-97 Nav | 11AREFS | 1531P | 1241 | 1May57 | 325 | BOQ #3 | |
| 146 | S | PORADEK, Jerry C. | A03057495 | 16Feb57 | P-8 | 0859 | KC-97 Plt | 11AREFS | 1234C | 0342 | 15Nov55 | 290 | 1806 Highland | OR37276 |
| 147 | M | POWELL, Leslie A. Jr. | A03040732 | 1Dec56 | P-10 | Indef | B-47 Plt | 490BOMRON | 1245A | 1241 | 24Mar56 | 582 | 210 Texas Dr. | OR37782 |
| 148 | M | PRICE, Royce N. | A03027186 | 4Feb57 | None | 0858 | Acft Maint | HQ341BOMWG | 4341 | 1241 | 16Jun56 | 530 | 4043 S. 7th St. | OR27205 |
| 149 | S | PROFT, Bernhart W. Jr. | A03028318 | 4Feb57 | None | 0858 | AcftMaintOff | 341F.M. | 4341 | 1241 | 1Jul56 | 597 | BOQ #3 | 419 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 150 S-PUNSLEY, Norman C. | A03027975 | 24Jan57 | None | 0858 | Sq Adj | HQ341BOMWG | 6421 | 0557 | 1Jul57 | 321 | BOQ #3 | 189 |
| 151 S-RABONE, George R. | A02207742 | 9Jun56 | P-1 | 0258 | SqSupOff | 11AREFS | 1124Q | 1241 | 21May56 | 740 | 1503 S. 14th St. | OR23843 |
| 152 M-RALEY, William L. | A03048102 | 16May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1224P | 1241 | 3Feb57 | 364 | Trailer Village | OR32775 |
| 153 M-RAYMENT, Donald W. | A03064366 | 5Apr56 | N | 0459 | KC-97 Nav | 11AREFS | 1534A | 1241 | 22Apr56 | 325 | 106 Indiana Rd. | OR37527 |
| 154 M-RELMON, Jack W. | A02220773 | 11Jun54 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 0355 | 4Mar56 | 323 | 112 Utah St. | OR29977 |
| 155 S-REED, John W. | A02209077 | 12Jun56 | P-9 | 0658 | Rept&Anal | HQ341BOMWG | 1124Q | 1241 | 26Aug57 | 454 | 533 Leggett Dr. | OR34980 |
| 156 M-REICHENBACK, James E. | A03049217 | 10Jun57 | N | 0359 | KC-97 Nav | 11AREFS | 1531P | 1241 | 1May57 | 325 | 125 Rhode Island | OR32845 |
| 157 M-RENCGER, John H. | A03052460 | 18Apr57 | P-10 | Indef | B-47 Plt | 490BOMRON | 1224P | 1241 | 24Mar57 | 403 | Trailer Village | OR27014 |
| 158 M-REYNOLDS, William R. | A03058593 | 6Jun57 | P-8 | 1258 | KC-97 Plt | 11AREFS | 1234C | 342 | 15Msr56 | 384 | 1293 San Jose | OR36665 |
| 159 M-RICE, Lindley M. | A03049719 | 14May57 | P-10 | 1158 | B-47 Plt | 10BOMRON | 1224P | 1241 | 18Feb57 | 582 | 129 Virginia | OR43648 |
| 160 S-RIDGEWAY, Terry R. | 26224A | 4Dec55 | P-10 | R-AF | B-47 Plt | 12BOMRON | 1241A | 1241 | 24Mar56 | 513 | BOQ # 1 | 385 |
| 161 S-RILEY, J.B. Jr. | A0302719 | 15Jan57 | P-8 | 0758 | DyWithContRm | 11AREFS | 1224P | 1241 | 6Sep56 | 238 | 3118 S. 15th | OR38432 |
| 162 S-RILEY, Terrence J. Jr. | A03058195 | 9May57 | N | 1158 | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 318 | 2533 Over St. | OR33529 |
| 163 M-ROBINSON, Elliot H. | A03053006 | 21Jun57 | P-10 | 0958 | B-47 Plt | 490BOMRON | 1234B | 1241 | 80ct55 | 433 | BOQ #2 | 517 |
| 164 M-ROSENSTEIN, Yale A. | A03051043 | 15Jun57 | N | 1258 | KC-97 Nav | 11AREFS | 1531P | 1241 | 4Feb57 | 325 | 303 Texas Dr. | OR49865 |
| 165 S-ROSSO, Louis T. | A03048874 | 6Jun57 | P-10 | 1258 | B-47 Plt | 12BOMRON | 1231B | 1241 | 24Jun57 | 404 | 4036 S. 7th St. | OR46426 |
| 166 M-SAFER, Melvyn I. | A03051934 | 8Jun57 | P-10 | 1258 | B-47 Plt | 490BOMRON | 1224P | 1241 | 24Mar57 | 582 | 4052 S. 7th | OR36187 |
| 167 S-SALISBURY, Earnest E. | A03049048 | 28Feb57 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 7May57 | 582 | BOQ #2 | 8235 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 168 | M-SANDOE, | Lester B. Jr. | A02209991 | 27Aug56 | P-9 | 0358 | Sup Off | 341A&B | 1124Q | 1241 | 15Sep56 | 480 | 842 Redwood Dr. | OR36322 |
| 169 | M-SCHUEHLER, | James K. | A03053010 | 30Sep55 | P-10 | 0958 | B-47 Plt | 12BOMRON | 1234 | 1241 | 8Oct55 | 466 | 123 Virgina | OR37733 |
| 170 | M-SCHUMACHER, | Herman E. | 27144A | 19Dec54 | NBR | R-AF | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 433 | 2209 N. Mockingbird | OR35766 |
| 171 | M-SEVIER, | Vernon A. | A03023459 | 15May57 | P-10 | 1153 | B-47 Plt | 10BOMRON | 1224P | 1241 | 1Mar57 | 364 | 3942 Whittier | OR38739 |
| 172 | M-SHACKELFORD, | Clayton W. | A02211280 | 29Nov56 | P-10 | 0558 | Sup Off | 10BOMRON | 1224P | 1241 | 1Mar57 | 575 | 106 Arizona | OR21397 |
| 173 | S-SMILEY, | Nathan J. | A03064371 | 5Oct57 | N | 0459 | KC-97 Nav | 11AREFS | 1534A | 0342 | 22Apr56 | 325 | 110 Indiana Rd. | OR43489 |
| 174 | M-SMITH, | Charles N.D. | 26250A | 4Dec55 | P-10 | R-AF | B-47 Plt | 12BOMRON | 1245A | 1241 | 24Mar56 | 404 | 206 California Rd. | OR29505 |
| 175 | S-STAHL, | William A. | A03047032 | 14May57 | Nav | 0258 | KC-97 Nav | 11AREFS | 1534P | 1241 | 12Oct56 | 325 | 2533 Over St. | OR33529 |
| 176 | M-STANDLEE, | Horace W. | A03028203 | 30Apr57 | None | 1057 | Sup Off | 341F.M. | 4341 | 1241 | 30Oct55 | 589 | BOQ #2 | 496 |
| 177 | M-STEWART, | Harvey J. | A03020865 | 21Dec55 | P-10 | 0758 | B-47 Plt | 490BOMRON | 1245A | 1241 | 1Mar56 | 502 | 107 Georgia Rd. | OR36230 |
| 178 | S-STILWELL, | Kenneth R. | A03039072 | 22Oct56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 9Oct55 | 433 | BOQ #2 | 719 |
| 179 | M-SUPPES, | David E. | A03046136 | 6Jun57 | NBR | 1258 | B-47 Nav | 10BOMRON | 1521B | 1241 | 3Aug57 | 364 | 1741 Belmont | |
| 180 | M-SUTTLE, | Richard T. | A02204410 | 9Jun56 | NBR | 0559 | B-47 Nav | 12BOMRON | 1521B | 1241 | 8Jan57 | 344 | 166 Utah St. | OR37816 |
| 181 | M-TEANEY, | David E. | A03058015 | 30Mar56 | P-10 | Indef | B-47 Plt | 12BOMRON | 1234B | 1241 | 8Oct55 | 404 | 10 Millcourt | OR47894 |
| 182 | M-TESTER, | John W. | A03051963 | 25Jan56 | P-10 | 0159 | B-47 Plt | 10BOMRON | 1124Q | 1241 | 14Sep56 | 262 | 1802 Sewell St. | OR24993 |
| 183 | M-THODEN, | Richard M. Jr. | A02204766 | 9Apr56 | N | 0359 | KC-97 Nav | 11AREFS | 1534A | 0342 | 12Mar58 | 325 | 204 Alabama Rd. | OR35019 |
| 184 | M-THORNTON, | Marvin D. | A03023376 | 2Mar55 | P-8 | Indef | KC-97 Plt | 11AREFS | 1234C | 0642 | 1Jan56 | 381 | 217 California Rd. | OR24892 |
| 185 | S-TIDWELL, | Arthur B. | A02211767 | 28Oct56 | P-10 | 0458 | B-47 Plt | 12BOMRON | 1124Q | 1241 | 26Jan57 | 404 | BOQ #3 | 237 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 186 | M-TOBIN, Thomas G. | A03050663 | 13Jun57 | P-10 | 0159 | B-47 Plt | 10BOMRON | 1231B | 1241 | 10Apr57 | 262 | 718 LaSalle | OR43654 |
| 187 | M-TOMLINSON, Ross E. Jr. | A03040911 | 8Dec56 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 24Nov55 | 433 | 124 Texas Rd. | OR47968 |
| 188 | S-TRIPI, Carl J. | A03029666 | 27Sep55 | P-10 | 0958 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 12Jan57 | 582 | BOQ #2 | 171 |
| 189 | M-TURNER, Gerald L. | 31196A | 14Apr55 | NBR | Indef | B-47 Nav | 10BOMRON | 1521F | 1241 | 5Sep56 | 364 | 208 Texas Dr. | OR34177 |
| 190 | S-WAGONER, Wendell A. | A03047361 | 27Sep55 | N | 0958 | KC-97 Nav | 11AREFS | 1531P | 1241 | 19Feb57 | 325 | 4043 S. 7th | OR23036 |
| 191 | M-WALKER, Joe E. | A03035910 | 11Feb56 | ECM | Indef | ECM Off | HQ341BOMWG | 3024 | 1241 | 8Sep55 | 327 | 114 Nebraska Rd. | OR38517 |
| 192 | S-WATSON, Ronald W. | A03058197 | 9May57 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 0342 | 16Nov55 | 488 | 2149 Fannin St. | OR29623 |
| 193 | S-WEBB, Fred M. | A03058198 | 9May57 | N | Indef | KC-97 Nav | 11AREFS | 1534A | 0442 | 9Nov55 | 318 | 114 Colorado | OR44165 |
| 194 | S-WELLS, Eleanor M. | AN3045929 | 21Jun56 | None | 0658 | Nurse Gen | 341TacHosp | 9754 | 1241 | 2Jul56 | 8149 | 112 Nebraska Rd. | OR36582 |
| 195 | M-WHIPPLE, Charles R. | A03047402 | 4Jun57 | NBR | 1258 | B-47 Nav | 490BOMRON | 1521B | 1241 | 3Aug57 | 408 | Air Base Trailer Lodge | |
| 196 | S-WILLIAMS, Donald B. | A03040920 | 8Dec56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 24Nov55 | 433 | BOQ #2 | 503 |
| 197 | M-WILSON, Thomas M. | A03024294 | 16Jun55 | P-8 | Indef | KC-97 Plt | 11AREFS | 1231C | 1156 | 6Dec56 | 236 | 143 Rhode Island | OR38587 |
| 198 | S-WOMELSDORF, Albert S. Jr. | A03049848 | 13Jun57 | P-10 | 0159 | B-47 Plt | 12BOMRON | 1231B | 1241 | 7May57 | 404 | BOQ #2 Rm 234 | Unk |
| 199 | S-WOODSON, Jack G. | A03020853 | 24Dec55 | P-8 | Indef | KC-97 Plt | 11AREFS | 2131C | 0342 | 13Jul56 | 236 | 106 Utah St. | OR43802 |
| 200 | M-WORLEY, Billy A. | A03047442 | 5Jun57 | NBR | 1258 | B-47 Nav | 490BOMRON | 1521B | 1241 | 3Aug57 | 582 | 2633 Old Anson Rd. | OR42186 |
| 201 | M-YATES, Robert S. | A03050785 | 13Jun57 | P-10 | 0159 | B-47 Plt | 490BOMRON | 1124Q | 1241 | 1May57 | 582 | 734 Jefferson St. | OR25154 |
| 202 | M-YON, Kenneth W. | A02224373 | 7Oct53 | P-10 | Indef | B-47 A/C | 490BOMRON | 1245A | 0853 | 21Feb56 | 433 | 687 Amherst | OR25418 |
| 203 | M-YOUNG, Russell A. | A03008658 | 9Jun56 | None | Indef | AsstMaintSup | 341A&E | 3234B | 1241 | 8Oct55 | 361 | 103 Arizona | OR25737 |



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| FIRST LIEUTENANTS (CONT) | | | | | | | | | | | | | | |
| 204 | M-YOUNG, | William B. | A03001508 | 1Sep56 | P-10 | Indef | B-47 Flt | 490BOMRON | 1231B | 0155 | 5Apr57 | 433 | 224 Alabama Rd. | OR21312 |
| 205 | S-YOUNGBLOOD, | Arvel G. | A0940044 | 16Nov53 | P-10 | Indef | B-47 Flt | 10BOMRON | 1245A | 0455 | 21Feb56 | 582 | BOQ #2 | 517 |
| 206 | M-ZALVALDRIGA, | John J. | A03039181 | 22Sep56 | NBR | Indef | B-47 Nav | 490BOMRON | 1525B | 1241 | 14Sep55 | 573 | 208 Delaware | OR34496 |
| 207 | S-ZEYBEL, | Henry L. | A03048733 | 15May57 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 3Aug57 | 408 | BOQ #3 | |
| SECOND LIEUTENANTS | | | | | | | | | | | | | | |
| 1 | | BLEDSOE, Roger P. | | | | | | 11AREFS | | | 130ct57 | | | |
| 2 | M-BRAZA, | James A. | A03073084 | 22Aug57 | N | 0860 | | Hq341BOMWG | 4341 | 1241 | 22Aug57 | 454 | 1235 Highland Av. | OR24673 |
| 3 | S-CETTA, | Rose | AN3075615 | 26Oct56 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 26Oct56 | 8149 | 205 Texas Dr. | OR27650 |
| 4 | S-GALLAGHER, | Marie T. | AN3075272 | 3Aug56 | None | 0858 | Nurse Gen | 341TacHosp | 9754 | 1241 | 3Aug56 | 8150 | 112 Nebraska Rd. | OR36582 |
| 5 | S-KARRAS, | Nicholas P. | A03065441 | 21Aug56 | NBR | Indef | B-47 Nav | 490BOMRON | 1521B | 1241 | 6Apr57 | 582 | BOQ #3 | 8307 |
| 6 | S-MACHERS, | Francis H. | A03071421 | 19Aug57 | None | 0860 | Sup Off | 10BOMRON | 4341 | 1241 | 130ct57 | 575 | 2042 S. 10th St. | OR45708 |
| 7 | S-MASON, | Charles R. | 32249A | 6Sep56 | NBR | R-AF | B-47 Nav | 12BOMRON | 1521B | 1241 | 15Apr57 | 404 | 1209 Palm | OR43942 |
| 8 | M-MEYER, | Richard A. | A03029679 | 24Jan56 | N | 0159 | KC-97 Nav | 11AREFS | 6021 | 1241 | 19Feb57 | 325 | 4041 S. 7th St. | OR366[illegible] |
| 9 | S-SMITH, | Donald H. | A03066219 | 12Feb57 | N | Indef | KC-97 Nav | 11AREFS | 1531P | 1241 | 26Mar57 | 325 | BOQ #3 | |
| 10 | M-WALKER, | Theresa A. | AN3046018 | 21Jun56 | None | Nurse Gen | | 341TacHosp | 9754 | 1241 | 25Jun56 | 8150 | 114 Nebraska Rd. | OR38517 |
| 11 | M-VAN SLOTEN, | Harlyn W. | A03055812 | 19Jan57 | None | 0160 | Sq Adj | 341A&E | 2041 | 1241 | 120ct57 | 112 | 1345½ Mulberry | OR34501 |
| 12 | VON ESTROFF, | Eckard | A03055883 | 7Sep56 | None | 0959 | Intel Off | HQ341BOMWG | 2051 | 1241 | 2Nov56 | 315 | BOQ #3 | OR20653 |
| 13 | WEDINGER, | Joan S. | AN3075255 | 26Oct55 | None | 1058 | Nurse Gen | 341TacHosp | 9754 | 1241 | 26Oct56 | 8150 | 205 Texas Dr. | OR27650 |



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| WARRANT OFFICERS | | | | | | | | | | | | | | |
| (W-2) | | | | | | | | | | | | | | |
| 1 | M-WOOD, Grover C. Jr. | AW2200238 | 3Mar54 | None | Indef | ..cftMaintSup | 341F.M. | | 43100 | 0355 | 26Oct56 | 564 | 842 Westview Dr. | None |
| (W-3) | | | | | | | | | | | | | | |
| 2 | M-WRINKLE, Roy | AW2121856 | 28Apr56 | None | Indef | LineMaintOff | 341A&E | | 32000 | 0754 | 1May57 | 279 | 5762 Lamesa | OR24736 |

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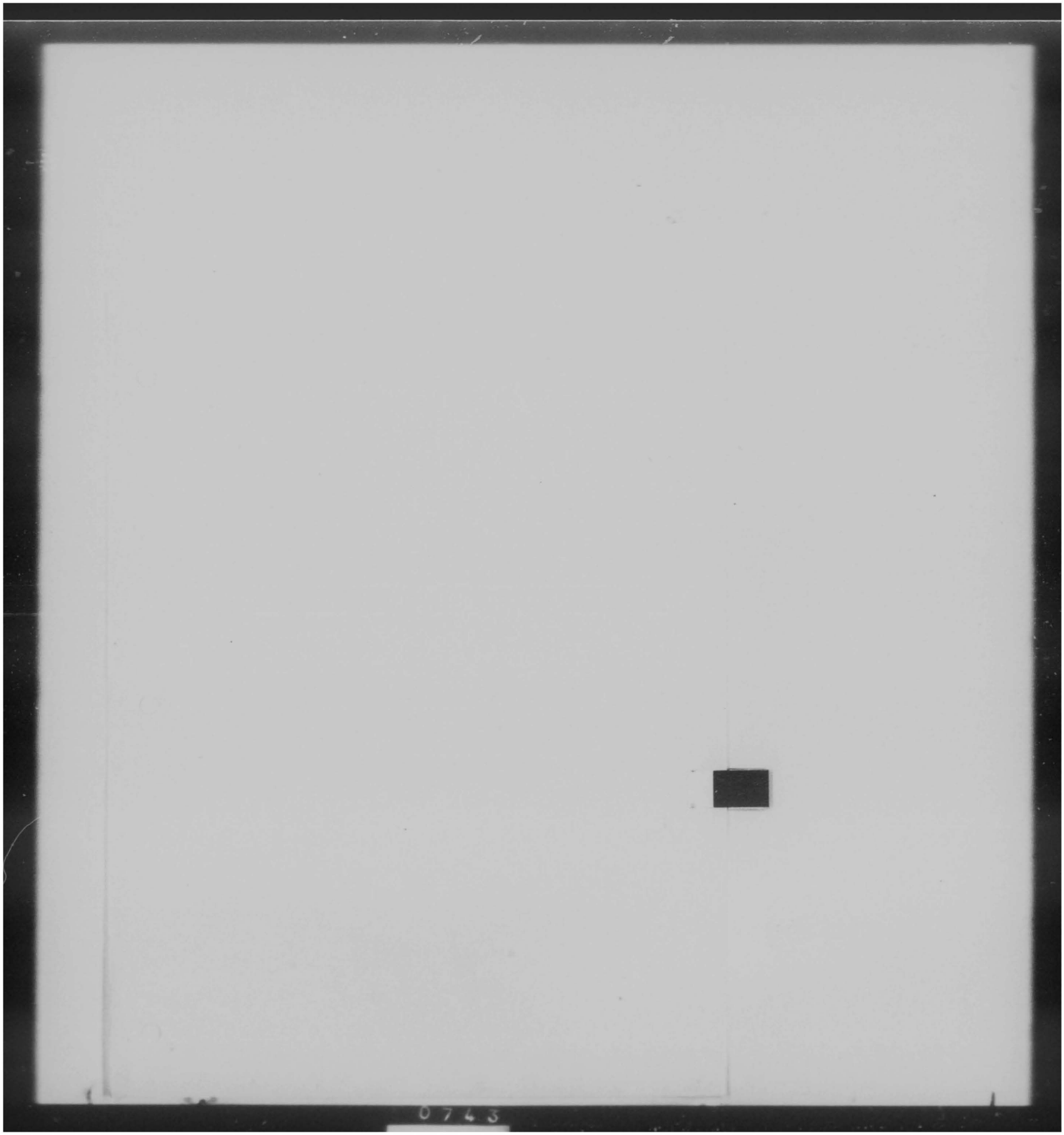


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MONTHLY COMBAT CREW ROSTER
341ST Bombardment Wing Medium (SAC)
As of 1 October 1957

| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| 10th BOMRON | | | | | | | | |
| Commander | | Lt Col | Smith | Samuel | R | A01406487 | 20 | IND |
| Ops Officer | | Maj | Skartvedt | Paul | A | 23782A | 22 | IND |
| Maint Off | | Capt | Moertle | Lawrence | J | A01860796 | 23 | IND |
| Navigator | | Maj | Brooks | William | C | 12663A | 21 | IND |
| Supp Off | | 1/LT | Clawson | Robert | M | A0304674l | 32 | 29 Oct 57 |
| S02 | AC | Maj | Warner | Willis | L | A0517805 | 20 | IND |
| | P | 1/LT | Holton | Carl | E | A02225775 | 30 | IND |
| | NB | Lt Col | Trexler | Troy | L | A0754817 | 16 | IND |
| R04 | AC | Capt | Brechel | Lawrence | E | A0731804 | 21 | IND |
| | P | Capt | Myers | Thomas | H | A0837253 | 25 | IND |
| | NB | Capt | Roe | Peter | J | A0736728 | 19 | IND |
| R05 | AC | Capt | McKnight | Max | L | A0674845 | 17 | IND |
| | P | Capt | Cole | Darrell | V | A0782177 | 22 | IND |
| | NB | 1/LT | Meehan | Harry | D | A0303984 9 | 32 | IND |
| L07 | AC | Capt | Podbesek | Thomas | W | A0837356 | 24 | IND |
| | P | 1/LT | Haltom | Roger | L | A03057985 | 33 | 29 Sep 58 |
| | NB | Capt | Brzozowski | John | A | A0706687 | 24 | IND |
| L09 | AC | 1/LT | Hammond | Felton | L | A02224779 | 28 | IND |
| | P | 1/LT | Duffer | Harold | E | A03008477 | 29 | IND |
| | NB | 1/LT | Jenkins | Worthy | L | A02220628 | 27 | IND |
| R10 | AC | Maj | Ligon | Vernon | P | A0755428 | 21 | IND |
| | P | Capt | Herman | Joseph | J | A0839020 | 23 | IND |
| | NB | 1/LT | Bryant | William | P | A02219148 | 24 | IND |
| R11 | AC | Capt | Hull | Robert | L | A0944923 | 25 | IND |
| | P | Capt | Megargle | Russell | J | A0686261 | 22 | IND |
| | NB | 1/LT | Cobb | John | P | A03040602 | 33 | IND |
| L30 | AC | Maj | Routh | Ralph | O | AB8368844 | 18 | IND |
| | P | 1/LT | Karns | James | ML | 26119A | 32 | IND |
| | NB | 1/LT | L'Abbe | Joseph | A | A0303984l | 33 | 21 Apr 58 |
| R36 | AC | Maj | Platner | Lyle | P | A0822800 | 22 | IND |
| | P | 1/LT | Ennis | Ralph | E | 26043A | 32 | IND |
| | NB | 1/LT | Cunningham | William | J | A0937509 | 25 | IND |
| 138 | AC | Capt | Graves | James | M | A02009137 | 24 | IND |
| | P | 1/LT | Obenauf | James | E | A03057997 | 35 | IND |
| | NB | Capt | Wightman | John | D | A0933356 | 23 | IND |

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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| R39 | AC | Maj | Pendergast | Wilbert | M | A0675281 | 17 | IND |
| | P | Capt | Feeney | Robert | E | A0184734O | 26 | IND |
| | NB | Maj | Hudson | Robert | F | A02056798 | 17 | IND |
| N46 | AC | Capt | Flowers | Idus | R | A0675190 | 21 | IND |
| | P | 1/LT | Youngblood | Arvel | G | A0940044 | 23 | IND |
| | NB | 1/LT | Dudderar | Louis | G | A03039691 | 33 | IND |
| N52 | AC | Capt | Fraser | Hiram | B | A0937883 | 21 | IND |
| | P | 1/LT | Daniel | Gordon | S | A02209875 | 32 | 11 Apr 59 |
| | NB | 1/LT | Clark | Donald | E | A03048780 | 32 | 29 Aug 58 |
| N56 | AC | 1/LT | Griffin | William | B | A03024710 | 32 | IND |
| | P | 1/LT | Bushore | Bruce | B | A02228509 | 30 | IND |
| | NB | 1/LT | Bailey | Charles | S | A03080350 | 33 | 12 Sep 58 |
| N78 | AC | Capt | Blackburn | Robert | L | A02080594 | 17 | IND |
| | P | 1/LT | Raley | William | L | A03048102 | 33 | 15 Nov 58 |
| | NB | 1/LT | Gray | John | D | A03028746 | 34 | 30 Aug 58 |
| N80 | AC | Capt | Sorrell | Mackie | L | A02230833 | 26 | IND |
| | P | 1/LT | Tobin | Thomas | G | A03050663 | 33 | 24 Jan 59 |
| | NB | 1/LT | Eliot | Robert | L | A02210238 | 32 | IND |
| N81 | AC | Capt | Nelson | James | J | A02221780 | 28 | IND |
| | P | 1/LT | Newell | Ronald | K | A02211127 | 33 | 28 May 59 |
| | NB | 1/LT | Johnson | Robert | M | A03020568 | 31 | IND |
| N93 | AC | Maj | Dauteuil | Donat | F | 13809A | 21 | IND |
| | P | 1/LT | Sevier | Vernon | A | A03028459 | 33 | 14 Nov 58 |
| | NB | 1/LT | Turner | Gerald | L | 31196A | 29 | IND |
| N99 | AC | Capt | Mohan | Bernard | J | A0705759 | 24 | IND |
| | P | Capt | Webb | Luther | A | A01908783 | 26 | IND |
| | NB | 1/LT | Suppes | David | E | A03046136 | 33 | 5 Dec 58 |
| IN03 | AC | Capt | Roe | Warren | E | A0765087 | 19 | IND |
| | P | 1/LT | Persson | Lorens | AA | A03049929 | 33 | 2 Jan 59 |
| | NB | 1/LT | Nofsinger | William | M | A03046780 | 32 | 6 Dec 58 |
| IN06 | AC | Capt | Fleming | John | G | A0780914 | 25 | IND |
| | P | 1/LT | Tester | John | W | A03051963 | 33 | 24 Jan 59 |
| | NB | Capt | Bennett | Alexander | G | A02060432 | 24 | IND |
| N47 | AC | Capt | Rogers | James | A | A0784559 | 24 | IND |
| | P | 1/LT | George | Lloyd | D | A03051618 | 30 | 15 Nov 58 |
| | NB | 1/LT | Hawkins | Van | E | A03048866 | 33 | IND |
| N49 | AC | Capt | Davidson | Charles | A | 20158A | 21 | IND |
| | P | 1/LT | Nelson | Paul | A | A03048043 | 21 | 15 Nov 58 |
| | NB | 1/LT | Harcourt | Donald | H | A03040935 | 32 | 15 Aug 58 |

( Capt Myers will replace Capt Davidson)



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| N88 | AC | Capt | Tidwell | John | E | A01903161 | 28 | IND |
| | P | 1/LT | Rice | Lindley | M | A03049719 | 31 | 13 Nov 58 |
| | NB | 1/LT | Farnham | Frank | L | A03049099 | 32 | IND |
| N61 | AC | 1/LT | Kindle | Melvin | E | A0936934 | 21 | IND |
| | P | 1/LT | Mulkey | Charles | W | A03027382 | 32 | IND |
| | NB | 1/LT | Howe | Bruce | H | A03046219 | 32 | 4 Dec 58 |
| SQM | P | 1/LT | Shackelford | Clayton | W | A02211280 | 31 | 23 May 58 |
| | AC | Maj | Deel | Ollie | I | 14608A | 19 | IND |
| | P | 1/LT | Wilkinson | John | S | A03050235 | 33 | 9 Apr 59 |

12th BOMRON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Hamlyn | Raymond | E | 9956A | 21 | IND |
| Ops Off | | Maj | Stevens | Bernard | H | A0926907 | 22 | IND |
| Maint Off | | 1/LT | Price | Royce | N | A03027186 | 32 | 3 Aug 58 |
| Navigator | | Maj | Peterson | Leonard | U | A0679168 | 17 | IND |
| Supp Off | | 1/LT | Hull | Richard | B | A03027139 | 33 | 16 Oct 57 |
| SO1 | AC | Lt Col | Ritter | Henry | W | 13847A | 19 | IND |
| | P | Capt | Hillerud | Robert | T | A02227205 | 29 | IND |
| | NB | Maj | Watson | Wallace | R | 16561A | 20 | IND |
| R12 | AC | Maj | Jennings | George | H | A0805477 | 23 | IND |
| | P | Capt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | NB | 1/LT | Draper | Derwin | B | A03016335 | 32 | 8 May 58 |
| | | | (LT Dye will replace Capt VanBibber) | | | | | |
| L13 | AC | Capt | Hall | Robert | C | A0782731 | 22 | IND |
| | P | 1/LT | Gerding | John | M | 26065A | 31 | IND |
| | NB | Capt | Allison | Willis | W | A02091753 | 25 | IND |
| L14 | AC | Capt | Payton | William | D | A0776013 | 22 | IND |
| | P | 1/LT | Evans | David | W | A03057949 | 28 | IND |
| | NB | 1/LT | Kelly | James | S | 31753A | 32 | IND |
| L15 | AC | Capt | Long | William | E | A01903110 | 28 | IND |
| | P | 1/LT | Brittain | Douglas | B | A03057975 | 32 | 29 Sep 59 |
| | NB | 1/LT | Christensen | Donald | J | A03040200 | 34 | 8 May 58 |
| L16 | AC | Capt | Atkins | Robert | L | A01911252 | 26 | IND |
| | P | 1/LT | Bowyer | Neal | F | A03057973 | 34 | IND |
| | NB | 1/LT | Huskin | Frank | P | A03039129 | 34 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DCS |
|---|---|---|---|---|---|---|---|---|
| L18 | AC | Capt | Weeks | Joseph | H | A0787880 | 26 | IND |
| | P | 1/LT | Schuehler | James | K | A03058010 | 34 | 29 Sep 59 |
| | NB | 1/LT | Covington | Harold | M | A03007834 | 26 | IND |
| R19 | AC | Capt | Creahan | James | K | A019 11009 | 26 | IND |
| | P | Capt | Dobyns | Thurman | L | A01911338 | 27 | IND |
| | NB | Maj | Badger | Harold | W | A0562445 | 19 | IND |
| R29 | AC | Capt | Long | William | D | A0340906 | 27 | IND |
| | P | Capt | Buckley | Edward | C | A0696685 | 24 | IND |
| | NB | Capt | Carrillo | John | C | A0703447 | 23 | IND |
| R32 | AC | Maj | Ballard | Dempsey | E | 16508A | 24 | IND |
| | P | 1/LT | Smith | Charles | ND | 26250A | 31 | IND |
| | NB | Maj | Ramirez | Rafael | | A0660902 | 18 | IND |
| R37 | AC | Capt | Krueger | William | E | A0819544 | 23 | IND |
| | P | 1/LT | Ridgeway | Terry | R | 26221A | 32 | IND |
| | NB | 1/LT | Lovell | Jessie | A | 30941A | 27 | IND |
| R41 | AC | Maj | Foor | Harold | L | A0783949 | 19 | IND |
| | P | 1/LT | Teaney | David | E | A03058015 | 33 | IND |
| | NB | Capt | Sands | Herman | | A0936935 | 22 | IND |
| L45 | AC | Capt | Youngmark | Don | E | A0760520 | 21 | IND |
| | P | Capt | Thorne | Claire | C | A01911617 | 25 | IND |
| | NB | Capt | Couch | Clarence | M | A02080658 | 22 | IND |
| R48 | AC | Maj | Barrett | Pleasant | W | A0792093 | 21 | IND |
| | P | Maj | Hastin | James | D | A0676788 | 22 | IND |
| | NB | Capt | Nulph | George | E | A0808125 | 15 | IND |
| N54 | AC | Capt | Donaldson | Merle | D | A0591328 | 25 | IND |
| | P | 1/LT | Legate | Howard | H | A03027291 | 32 | 19 Oct 58 |
| | NB | 1/LT | Suttle | Richard | T | A0220l410 | 31 | 19 Jun 59 |
| IN70 | AC | Capt | Rozell | William | F | A03014946 | 24 | IND |
| | P | 1/LT | Hanna | Warren | L | A03048031 | 33 | 15 Nov 58 |
| | NB | 1/LT | Johnson | Paul | A | A03051209 | 33 | 1 Nov 58 |
| N79 | AC | 1/LT | Ballard | David | D | A03023618 | 31 | IND |
| | P | 1/LT | Newman | Robert | L | A0302l764 | 26 | IND |
| | NB | 1/LT | Kunz | Richard | E | 28089A | 34 | IND |
| N83 | AC | Capt | Carman | Kenneth | R | A0938456 | 25 | IND |
| | P | 1/LT | Neitzel | Paul | A | A03048098 | 33 | 15 Nov 58 |
| | NB | 2/LT | Mason | Charles | R | A03065552 | 35 | 5 Sep 59 |
| N84 | AC | Capt | Elling | Harvey | G | A0727828 | 20 | IND |
| | P | 1/LT | Martin | Charles | H | 27324A | 32 | IND |
| | NB | 1/LT | Dorrill | Robert | L | A03027277 | 31 | 13 Jul 58 |

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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| N85 | AC | Maj | Fisher | Robert | L | 12138A | 24 | IND |
| | P | 1/LT | Rosso | Louis | T | A03048874 | 33 | 5 Dec 58 |
| | NB | 1/LT | Litjen | James | G | A02211950 | 33 | IND |
| N86 | AC | Capt | Grossart | James | J | A0767530 | 21 | IND |
| | P | 1/LT | Case | Wayne | L | A03049563 | 31 | 5 Dec 58 |
| | NB | Capt | Bittner | Howard | A | A01853289 | 23 | IND |
| N57 | AC | 1/LT | Dallas | Gerald | C | A03014946 | 30 | IND |
| | P | 1/LT | Womelsdorf | Albert | S | A03049848 | 21 | 23 Jan 59 |
| | NB | 1/LT | Crowell | James | B | A03049565 | 33 | 29 Aug 58 |
| N96 | AC | Capt | VanGaasbeck | Everett | J | A0783457 | 24 | IND |
| | P | 1/LT | Dahl | John | G | A03048381 | 33 | 6 Dec 58 |
| | NB | 1/LT | Joyce | Walter | J | A03046273 | 33 | 15 Aug 58 |
| In23 | AC | Maj | Grace | Gerald | J | 14940A | 21 | IND |
| | P | 1/LT | Oliver | John | F | A03046914 | 33 | IND |
| | NB | 1/LT | Lawson | Elliot | C | A03050739 | 33 | 4 Dec 58 |
| IN50 | AC | Capt | Pierpont | Walter | J | A0718927 | 21 | IND |
| | P | 1/LT | Mueller | Paul | R | A03048905 | 33 | 24 Jan 59 |
| | NB | 1/LT | Endres | William | E | A03046398 | 33 | 14 Nov 58 |
| SCM | AC | Capt | Morris | Troy | J | A0537994 | 21 | IND |
| | AC | Maj | Daffern | Troey | | 15048A | 23 | IND |
| | P | Capt | Weimer | Lawrence | D | A0767926 | 23 | IND |
| | P | 1/LT | Hayes | Joseph | D | A03029427 | 33 | 13 Sep 58 |
| | P | 1/LT | Dye | Elden | H | A03029070 | 32 | 26 Sep 58 |
| | P | 1/LT | Tidwell | Arthur | E | A02211767 | 32 | 27 Apr 58 |
| | AC | Maj | Floyd | Charles | M | A0784701 | 22 | IND |
| | P | 1/LT | Hruby | Robert | L | A0221545 | 31 | 11 May 58 |
| | NB | 1/LT | Cantwell | Joe | A | A02220996 | 29 | IND |
| | AC | Maj | White | Clayton | L | A0819370 | 19 | IND |

490th BOMRON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Commander | Lt Col | Palfrey | Campbell | | | 8892A | 18 | IND |
| Ops Officer | Maj | Bridges | Wilbur | A | | A0790787 | 19 | IND |
| Navigator | Maj | Grinsted | Albert | N | | 11901A | 17 | IND |
| Maint Off | Capt | Gemmell | Charles | J | | A0522700 | 21 | IND |
| Supp Off | 1/LT | Collier | Jack | B | | A03029728 | 32 | 26 Mar 59 |

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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| R08 | AC | Capt | McClarnon | Marshall | H | A01908705 | 27 | IND |
| | P | 1/LT | Powell | Leslie | A | A03040732 | 32 | IND |
| | NB | 1/LT | Zavalydriga | John | J | A03039181 | 34 | IND |
| L17 | AC | Capt | Hopwood | David | P | A0780958 | 22 | IND |
| | P | 1/LT | Lenihan | William | E | A02205801 | 32 | IN D |
| | NB | Capt | M axwell | Joseph | E | A02084365 | 25 | IND |
| L21 | AC | Capt | Welling | Lewis | D | A0834229 | 24 | IND |
| | P | 1/LT | Marsh | Edwin | L | A02204595 | 30 | IND |
| | NB | 1/LT | Schumacher | Herman | E | 27144A | 28 | IND |
| R22 | AC | Capt | Ware | John | R | A0169825 | 21 | IND |
| | P | 1/LT | Blume | Murray | P | 25971A | 31 | IND |
| | NB | 1/LT | Diggs | James | H | A03039108 | 33 | IND |
| R24 | AC | Capt | Griffis | Lester | T | A0816710 | 22 | IND |
| | P | Capt | Wilson | Elmer | R | A01853934 | 23 | IND |
| | NB | Capt | Kilmer | Harold | F | A0935097 | 20 | IND |
| L25 | AC | Capt | Guzowski | Daniel | F | A0942593 | 21 | IND |
| | P | 1/LT | Boone | George | T | 28963A | 32 | IND |
| | NB | Capt | M oreau | Resaire | A | A 02089683 | 29 | IND |
| R26 | AC | Capt | DeSomer | Richard | J | A01850627 | 23 | IND |
| | P | 1/LT | Comn | Henry | L | A02205683 | 21 | IND |
| | NB | Capt | Radcliffe | Roy | E | A01646518 | 17 | IND |
| L27 | AC | 1/LT | Yon | Kenneth | W | A02224373 | 28 | IND |
| | P | 1/LT | Robinson | Eliot | H | A03056006 | 34 | 29 Sep 58 |
| | NB | 1/LT | Stilwell | Kenneth | R | A03039872 | 34 | IND |
| S42 | AC | Maj | Elzey | Norman | J | A01909281 | 26 | IND |
| | P | Capt | Bentley | Max | H | A0190924 | 28 | IND |
| | NB | Maj | Santore | Frank | R | A0932933 | 22 | IND |
| L44 | AC | Capt | Smith | Kenneth | L | A0675456 | 22 | IND |
| | P | Capt | Funk | George | E | A0760184 | 22 | IND |
| | NB | Capt | McCoy | Merle | D | A01855087 | 25 | IND |
| R55 | AC | Capt | Boyd | Ross | I | A02064811 | 23 | IND |
| | P | Capt | Buehler | Roger | C | 15736A | 21 | IND |
| | NB | 1/LT | Tomlinson | Ross | E | A03040911 | 33 | IND |
| N72 | AC | Capt | Monge | Raymond | D | A02062264 | 22 | IND |
| | P | 1/LT | Young | William | B | A03001508 | 29 | IND |
| | NB | Capt | Dowling | John | M | 25833A | 28 | IND |
| N87 | AC | Capt | Manning | Jack | E | A02083665 | 20 | IND |
| | P | 1/LT | Jamieson | Bruce | A | A03049808 | 34 | 23 Jan 59 |
| | NB | 1/LT | Whipple | Charles | R | A03047402 | 33 | 6 Dec 58 |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| N58 | AC | 1/LT | Dunivant | Harry | E | 25062A | 29 | IND |
| | P | 1/LT | Lane | Alfred | J | A03049183 | 32 | 15 Nov 58 |
| | NB | 1/LT | Long | Roland | C | A03051540 | 33 | 5 Dec 58 |
| R33 | AC | Capt | Frey | James | W | A0733866 | 21 | IND |
| | P | 1/LT | Stewart | Harvey | J | A03020865 | 33 | 17 Jul 58 |
| | NB | 1/LT | Williams | Donald | B | A03040920 | 34 | 7 Jun 58 |
| N90 | AC | Capt | Alsobrook | Thomas | W | A01910303 | 26 | IND |
| | P | 1/LT | Farney | David | H | A03043080 | 32 | 14 Nov 58 |
| | NB | 1/LT | Pierson | Oliver | B | A03028837 | 34 | 2 Aug 58 |
| In91 | AC | Capt | Osman | Edward | H | A0714152 | 22 | IND |
| | P | 1/LT | Rencher | John | H | A03052460 | 29 | IND |
| | NB | 1/LT | Backhaus | Murray | D | A03050615 | 33 | 30 Aug 58 |
| N60 | AC | Capt | Dumont | Alvin | L | A0786004 | 23 | IND |
| | P | 1/LT | Covington | James | B | A03027273 | 34 | 7 Dec 58 |
| | NB | Maj | Fulwider | Richard | J | A0937148 | 20 | IND |
| IN34 | AC | Maj | Baumgardner | Haynes | M | 14897A | 20 | IND |
| | P | 2/LT | Yates | Robert | S | A03050785 | 33 | 23 Jan 59 |
| | NB | Capt | Charles | Eliot | B | A0667140 | 19 | IND |
| N31 | AC | Capt | Warren | Walter | H | A0930381 | 23 | IND |
| | P | 1/LT | Tripi | Carl | J | A03029666 | 33 | 26 Sep 58 |
| | NB | 1/LT | Salisbury | Ernest | E | A0304904 8 | 34 | IND |
| IN35 | AC | Maj | White | Morris | D | 14320A | 21 | IND |
| | P | 1/LT | Safer | Melvyn | I | A03051934 | 33 | 7 Dec 58 |
| | NB | 1/LT | Worley | Billy | A | A03047442 | 32 | 5 Dec 58 |
| IN40 | AC | Capt | Kyle | Charles | M | A0786131 | 22 | IND |
| | P | 1/LT | Myers | Milo | E | A02250562 | 29 | IND |
| | NB | 1/LT | Zeybel | Henry | L | A03048733 | 33 | IND |
| N51 | AC | Capt. | VanBibber | Billy | E | A0842157 | 25 | IND |
| | P | 1/LT | Greig | William | G | A03047969 | 33 | 23 Jan 59 |
| | NB | 1/LT | Karras | Nicholas | P | A03065441 | 35 | IND |
| | | | (Crew to be formed) | | | | | |
| SQM | AC | Capt | Briggs | John | F | A0804546 | 21 | IND |
| | AC | Capt | Wojowski | Edward | A | A0809793 | 15 | IND |
| | AC | Maj | Wright | William | E | A0660087 | 18 | IND |
| | P | 1/LT | Terry | Paul | S | A03053100 | | |

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MONTHLY COMBAT CREW ROSTER
11th Air Refueling Squadron (SAC)
As of 1 October 1957

| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| COMMANDER | | Lt Col | Hunter | Charles | M | A0797542 | 17 | IND |
| Ops Officer | | Maj | Gray | David | F | 12678A | 17 | IND |
| Maint Officer | | Cpt | Cochran | Robert | D | A0700600 | 21 | IND |
| Sup Officer | | Cpt | Wise | Henry | | A0661059 | 14 | IND |
| T-01 | AC | Cpt | Bruflat | LeRoy | A | A02062435 | 23 | IND |
| | P | 1/LT | Thornton | Marvin | D | A03023376 | 30 | IND |
| | N | 1/LT | Campbell | James | W | A0226770 | 25 | IND |
| | FE | M/Sgt | Benson | Roland | | AF34400096 | 22 | IND |
| | BO | T/Sgt | Smith | William | J | AF3700330 | 25 | 21 Nov 60 |
| T-02 | AC | Capt | Hailey | James | K | A02061694 | 21 | IND |
| | P | 1/LT | Bushrow | Gerald | E | A03057254 | 35 | IND |
| | N | 1/LT | Murphy | Joseph | A | A03008511 | 28 | IND |
| | FE | M/Sgt | Sweatmon | Robert | H | AF14098324 | 23 | 1 Dec 61 |
| | BO | M/Sgt | Rhodes | George | S | AF33599955 | 25 | IND |
| T-04 | AC | 1/LT | Kahler | Richard | E | 24289A | 29 | IND |
| | P | 1/LT | Poradek | Jerry | C | A03057495 | 34 | 15 Aug 59 |
| | N | 1/LT | Haywood | Ronald | E | A03058192 | 34 | 8 Nov 58 |
| | FE | M/Sgt | Allen | Bruce | E | AF18055940 | 22 | 19 Oct 57 |
| | BO | T/Sgt | Dodge | John | I | AF13350628 | 30 | 25 Jul 60 |
| T-05 | AC | Capt | Rast | Robert | H | A0719499 | 19 | IND |
| | P | 1/LT | Gecewicz | Leo | J | A03058277 | 30 | IND |
| | N | 1/LT | Webb | Fred | M | A03058198 | 35 | 8 Nov 58 |
| | FE | T/Sgt | Sadler | Robert | J | AF16233672 | 29 | 14 Nov 60 |
| | BO | A/1C | Allen | Robert | H | AF13548849 | 36 | 31 Jun 59 |
| T-06 | AC | Capt | Stutler | James | O | A0537564 | 20 | IND |
| | P | 1/LT | Cobble | Billy | G | A03020897 | 31 | IND |
| | N | 2/LT | Crofchek | Robert | M | A03064338 | 34 | 4 Apr 59 |
| | FE | M/Sgt | Watford | Stroman | T | AF34849102 | 20 | 20 Apr 61 |
| | BO | S/Sgt | Branson | James | D | AF18411115 | 26 | 8 Dec 61 |
| T-07 | AC | Capt | Rakestraw | Charles | I | A0942569 | 21 | IND |
| | P | 1/LT | Cizek | Lloyd | H | A03019177 | 33 | 23 Aug 58 |
| | N | 1/LT | Pagliaroli | Charles | A | A03058194 | 32 | IND |
| | FE | M/Sgt | Cunningham | Ira | L | AF18031214 | 21 | 12 Dec 58 |
| | BO | S/Sgt | Williams | Robert | L | AF18427122 | 31 | 1 Jun 62 |
| T-08 | AC | Maj | Austin | Wallace | M | A0745029 | 15 | IND |
| | P | Capt | Valkenaar | John | J | A0407078 | 15 | IND |
| | N | 1/LT | Adamcik | Frank | J | A02205318 | 32 | 1 Mar 59 |
| | FE | M/Sgt | Wilson | Ray | | AF18099043 | 26 | 17 Sep 60 |
| | BO | A/1C | Williams | Charles | | AF15509024 | 35 | 13 May 63 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| M-10 | AC | Capt | Atchey | Robert | L | A02087370 | 19 | IND |
| | P | 1/LT | Britton | James | L | A0305700 | 39 | 17 Jul 59 |
| | N | 1/LT | Donaldson | Presley | W | A03029870 | 33 | IND |
| | FE | M/Sgt | Moore | Billy | | AF3838959 | 24 | 26 Sep 60 |
| | BO | S/Sgt | Flint | Ronald | L | AF13422306 | 33 | 22 Oct 61 |
| T-11 | AC | Capt | Brandes | Harry | E | A0774501 | 23 | IND |
| | P | 1/LT | Emmons | Robert | E | A03057663 | 23 | IND |
| | N | 1/LT | Albertsen | John | S | A03058181 | 34 | 8 Nov 58 |
| | FE | T/Sgt | Scott | Willard | A | AF14323087 | 29 | 1 Oct 59 |
| | BO | M/Sgt | Hunt | John | A | AF6994832 | 17 | 18 Aug 60 |
| T-13 | AC | Maj | Clark | Don | O | 14147A | 22 | IND |
| | P | 1/LT | Lewis | Richard | L | A03020773 | 31 | IND |
| | N | 2/LT | Ashworth | Ronald | | A03059102 | 33 | 4 Apr 59 |
| | FE | M/Sgt | Glezman | Joseph | W | AF6995460 | 20 | 14 Feb 62 |
| | BO | S/Sgt | Dodson | Delma | F | AF18410941 | 32 | 11 Dec 61 |
| T-14 | AC | Maj | Andrews | Everette | V | A0727958 | 17 | IND |
| | P | 1/LT | McMahan | Billy | | A03021000 | 31 | IND |
| | N | 1/LT | Riley | Terrence | J | A03058195 | 32 | 8 Nov 58 |
| | FE | M/Sgt | Adams | LeRoy | F | AF19004640 | 23 | 25 Jun 58 |
| | BO | S/Sgt | Hickman | Walter | B | AF18333208 | 34 | 18 Dec 61 |
| T-16 | AC | 1/LT | Evers | Ross | E | AF3026272 | 31 | IND |
| | P | 1/LT | Redmon | Jack | W | A02220773 | 28 | IND |
| | N | 1/LT | Lane | Bruce | R | A03026653 | 33 | 27 Apr 58 |
| | FE | M/Sgt | Thompson | Calyton | W | AF35469715 | 21 | 3 Feb 58 |
| | BO | A/2C | Allen | Ronald | L | AF13548846 | 37 | 31 Jul 59 |
| T-17 | AC | Capt | Lebuef | Leo | A | A0805938 | 21 | IND |
| | P | Capt | Walker | Billy | L | A05908L7 | 27 | IND |
| | N | 1/LT | Fisher | Lewis | B | A03058188 | 33 | 8 Nov 58 |
| | FE | M/Sgt | Myers | Lyle | G | AF17091012 | 24 | 30 Sep 60 |
| | BO | S/Sgt | Segovia | Jacob | I | AF19428586 | 33 | 6 Jun 62 |
| T-19 | AC | Maj | Scuro | Vito | M | 13170A | 21 | IND |
| | P | 1/LT | Brown | Fred | H | A03057002 | 34 | IND |
| | N | 1/LT | Stahl | William | L | A03047032 | 33 | 13 Sep 58 |
| | FE | M/Sgt | Green | Everett | F | AF19253702 | 25 | 2 Jul 63 |
| | BO | A/2C | Alvarez | Rudolpho | G | AF18411149 | 33 | 3 Apr 62 |
| T-20 | AC | Capt | Mahoney | Richard | B | A0749029 | 21 | IND |
| | P | 1/LT | Jeffords | Jacque | M | A03058601 | 29 | IND |
| | N | 2/LT | Lambert | Eliot | W | A03064358 | 32 | 4 Apr 59 |
| | FE | M/Sgt | Duckett | Virgil | L | AF1929174 2 | 28 | 10 Apr 62 |
| | BO | S/Sgt | Forester | L | C | AF2585654 | 31 | 22 Sep 61 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-21 | AC | Capt | Pearson | Carl | E | A0743266 | 17 | IND |
| | P | 1/LT | Knight | Guy | D | A02208890 | 32 | 8 Dec 58 |
| | N | 2/LT | Bowles | Donald | G | A03064333 | 35 | 4 Apr 59 |
| | FE | T/Sgt | Farrow | Richard | G | AF13371990 | 29 | 9 Dec 58 |
| | BO | T/Sgt | Frowert | Thomas | R | AF12007563 | 07 | 21 Sep 60 |
| T-22 | AC | Capt | Reid | Robert | L | A0773222 | 20 | IND |
| | P | 1/LT | Genzler | William | E | A03058278 | 28 | IND |
| | N | 1/LT | McRae | Therrel | D | A03046682 | 33 | IND |
| | FE | S/Sgt | Pace | James | D | AF18322075 | 31 | 11 Jan 60 |
| | BO | S/Sgt | Brown | Kenneth | | AF37585767 | 25 | 8 Dec 60 |
| T-23 | AC | Maj | Carswell | Robert | E | A0664969 | 18 | IND |
| | P | 1/LT | Fain | William | T | A03024673 | 32 | IND |
| | N | 1/LT | Thoden | Richard | M | A02204766 | 33 | 1 Mar 59 |
| | FE | T/Sgt | Yeager | Claude | H | AF38537797 | 25 | 3 Jan 59 |
| | BO | T/Sgt | Sylvester | Everett | S | AF11122578 | 23 | 14 Dec 60 |
| T-24 | AC | Capt | Gillen | George | B | A0674298 | 27 | IND |
| | P | 1/LT | Reynolds | William | R | A03058593 | 32 | 5 Dec 58 |
| | N | 2/LT | Smiley | Nathan | J | A03069571 | 33 | 4 Apr 58 |
| | FE | S/Sgt | Stephens | Robert | L | AF16233619 | 29 | 27 Sep 58 |
| | BO | S/Sgt | Steinmetz | William | H | AF18415357 | 33 | 15 Dec 59 |
| M-26 | AC | Maj | Partridge | Robert | J | 12107A | 17 | IND |
| | P | Capt | Sargent | George | T | A0521071 | 22 | IND |
| | N | 1/LT | Marshall | Harry | E | A03033778 | 29 | IND |
| | FE | T/Sgt | Stewart | John | M | AF14316768 | 30 | 10 Jan 58 |
| | BO | A/2C | Baird | Bythel | H | AF1847457 | 37 | 16 Nov 59 |
| M-27 | AC | Capt | Davis | Thomas | W | A0503885 | 15 | IND |
| | P | 2/LT | Andersoh | Emmett | D | A03050459 | 32 | 14 Nov 58 |
| | N | 1/LT | Wagoner | Wendell | A | A03047361 | 33 | 2 Aug 60 |
| | FE | M/Sgt | Anderson | Arthur | W | AF6954356 | 21 | 2 Aug 60 |
| | BO | A/2C | Mixson | James | R | AF12490334 | 37 | 6 Nov 59 |
| M-29 | AC | Maj | Jacy | Alexander | | A0665032 | 16 | IND |
| | P | 1/LT | Wilson | Thomas | M | A03024294 | 31 | IND |
| | N | 2/LT | Meyer | Richard | A | A03029679 | 33 | 23 Jan 59 |
| | FE | M/Sgt | Gorski | Clarence | J | AF16022711 | 22 | 8 Sep 59 |
| | BO | A/2C | Walker | Harold | G | AF18500252 | 36 | 28 Oct 59 |
| M-30 | AC | Lt Col | Martin | William | M | A0728895 | 21 | IND |
| | P | 1/LT | Mickell | Jimmy | E | A02204366 | 32 | IND |
| | N | 1/LT | Caldwell | Charles | C | AF3056132 | 28 | IND |
| | FE | M/Sgt | Wallace | William | H | AF14170831 | 22 | 15 Dec 58 |
| | BO | S/Sgt | Rogers | Max | D | AF14413673 | 33 | 29 Nov 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-31 | AC | Capt | Beebe | Charles | L | A0781186 | 23 | IND |
| | P | 1/LT | Davis | William | L | A03057660 | 34 | IND |
| | N | 1/LT | Watson | Ronald | W | A03058197 | 34 | 8 Nov 58 |
| | FE | M/Sgt | Williams | Carl | | AF19109208 | 22 | 11 Feb 61 |
| | BO | S/Sgt | Freer | Donald | H | AF13400104 | 30 | 25 Sep 61 |
| T-32 | AC | Maj | Hall | Edgar | J | A0799554 | 21 | IND |
| | P | 1/LT | Phillips | Arthur | B | A03057693 | 27 | 30 Aug 59 |
| | N | 1/LT | Hammett | David | M | 27262A | 32 | IND |
| | FE | M/Sgt | Fryman | Marion | E | AF16018765 | 16 | 21 Sep 60 |
| | BO | S/Sgt | Hammett | Jack | | AF14414050 | 28 | 27 Nov 61 |
| T-33 | AC | Maj | Emeigh | Luther | E | A0817909 | 22 | IND |
| | P | 1/LT | Dees | James | E | A03057661 | 31 | 30 Aug 59 |
| | N | 2/LT | Rayment | Donald | W | A03064366 | 32 | 4 Apr 59 |
| | FE | T/Sgt | Seebach | Bill | R | AF16233704 | 29 | 9 Nov 61 |
| | BO | S/Sgt | Myers | Roy | T | AF25858654 | 31 | 22 Sep 61 |
| M-34 | AC | Capt | Sherrill | Clyde | H | A02080570 | 25 | IND |
| | P | 1/LT | Bell | Fredrick | T | A03022018 | 29 | IND |
| | N | 2/LT | Smith | Donald | H | A03066219 | 36 | IND |
| | FE | T/Sgt | Robertson | Freddie | E | AF18297826 | 31 | 14 Jan 63 |
| | BO | S/Sgt | Bennett | Tom | F | AF17232523 | 30 | 14 Nov 61 |
| T-35 | AC | Capt | Hibbits | Turner | W | A0686473 | 18 | IND |
| | P | 1/LT | Luecke | Conrad | J | A03056404 | 32 | 17 Nov 59 |
| | N | 2/LT | Pierson | James | H | A03064365 | 35 | IND |
| | FE | T/Sgt | Jacobs | Luverne | W | AF17067750 | 24 | 3 Apr 61 |
| | BO | T/Sgt | Strong | Lester | M | AF17059354 | 22 | 14 Oct 61 |
| M-36 | AC | Capt | Davies | William | S | A0784402 | 21 | IND |
| | P | 1/LT | McManus | Ray | V | A02209562 | 23 | 17 Jul 59 |
| | N | 2/LT | Pollom | James | E | A03053096 | 33 | 27 Mar 59 |
| | FE | M/Sgt | Swirozek | Edwin | | AF36656281 | 25 | 22 Dec 60 |
| | BO | A/2C | Satterfield | Ray | A | AF18410830 | 34 | 6 Dec 61 |
| M-37 | AC | Capt | Hallam | Edward | S | A0549224 | 21 | IND |
| | P | 2/LT | Januska | Charles | J | A03047529 | 33 | 26 Mar 59 |
| | N | 1/LT | Fowler | Bama | C | A03027372 | 34 | 17 Aug 58 |
| | FE | M/Sgt | Moberg | Donald | L | AF3972293 | 24 | 12 May 63 |
| | BO | A/2C | Craft | James | J | AF14587342 | 35 | 7 Jul 59 |
| M-38 | AC | Capt | Hamm | John | E | A02090458 | 25 | IND |
| | P | 1/LT | Woodson | Jack | G | A03020853 | 32 | IND |
| | N | 2/LT | Mixon | Paul | S | A03027578 | 33 | 8 Feb 59 |
| | FE | T/Sgt | Danner | Donald | A | AF37721635 | 25 | 28 Jul 61 |
| | BO | A/3C | Brown | James | L | AF19550903 | 38 | 7 Dec 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| M-39 | AC | Capt | Germano | Ernest | | A0555010 | 18 | IND |
| | P | 2/LT | Goodman | Clarence | R | A03047798 | 33 | 12 Mar 59 |
| | N | 1/LT | Greene | Ainsworth | M | A03049757 | 33 | 12 Sep 58 |
| | FE | M/Sgt | Haston | Lew | M | AF15054260 | 20 | 4 Oct 61 |
| | BO | A/2C | McAdams | Richard | O | AF18493357 | 38 | 19 Oct 59 |
| M-40 | AC | Maj | Griffith | Ralph | L | A0793615 | 20 | IND |
| | P | 2/LT | Childs | William | F | A03047904 | 34 | 26 Mar 59 |
| | N | 1/LT | Eddins | Boyd | L | A03047377 | 33 | 1 Jan 59 |
| | FE | M/Sgt | Wood | Donald | E | AF6561864 | 19 | 14 Oct 58 |
| | BO | A/B | McGinley | Bernhard | M | AF13409261 | 34 | 11 Sep 61 |
| SCM | AC | Maj | Schlabs | Frank | | 11832A | 19 | IND |
| | AC | Capt | Cassell | William | I | A0452897 | 18 | IND |
| | AC | Capt | Asher | John | R | A0736939 | 21 | IND |
| | AC | Capt | Sloan | Roy | O | A0823470 | 22 | IND |
| | AC | Capt | Dugger | Jimmy | | A0837908 | 21 | IND |
| | P | 1/LT | Riley | J | B | A03027191 | 34 | 13 Jul 58 |
| | P | 1/LT | Dugat | William | D | A03027102 | 34 | 13 Jul 58 |
| | P | 1/LT | Rabone | George | R | A022077L2 | 32 | 20 Nov 57 |
| | P | Capt | Lee | Robert | H | A0223177L | 28 | IND |
| | N | 1/LT | Reichenback | James | E | A03049217 | 33 | 29 Mar 59 |
| | N | 1/LT | Kolar | Edward | W | A03046325 | 33 | 1 Nov 58 |
| | N | 1/LT | Rosenstein | Yale | A | A0305L043 | 33 | 2 Jan 59 |
| | FE | M/Sgt | Martin | Jack | E | AF6381799 | 12 | 1 Dec 60 |
| | FE | M/Sft | Davis | David | E | AF6589208 | 13 | 1 Jul 62 |
| | BO | S/Sgt | Cutler | Fred | B | AF12309055 | 29 | 17 Aug 61 |
| | BO | S/Sgt | Jump | Earl | L | AF1940492 | 32 | 4 Sep 60 |
| | BO | T/Sgt | Snelgrove | J | L | AF6295414 | 21 | 20 Dec 60 |
| | BO | A/2C | Behee | Dale | A | AF19550433 | 36 | 10 Nov 59 |
| | BO | A/2C | Jarvis | Bernard | R | AF19529861 | 38 | 29 Jul 59 |
| | BO | A/2C | Jones | Harold | R | AF16500788 | 37 | 7 Jul 59 |
| | BO | A/2C | Riseland | Joseph | L | AF19530164 | 37 | 31 Aug 59 |
| | BO | A/2C | Utne | Kenneth | A | AF19546474 | 37 | 15 Nov 59 |
| | BO | A/2C | Schmitt | Fredrick | | AF18493561 | 38 | 16 Nov 59 |
| | BO | T/Sgt | Crenshaw | Bill | J | AF19343881 | 29 | 28 Jun 60 |



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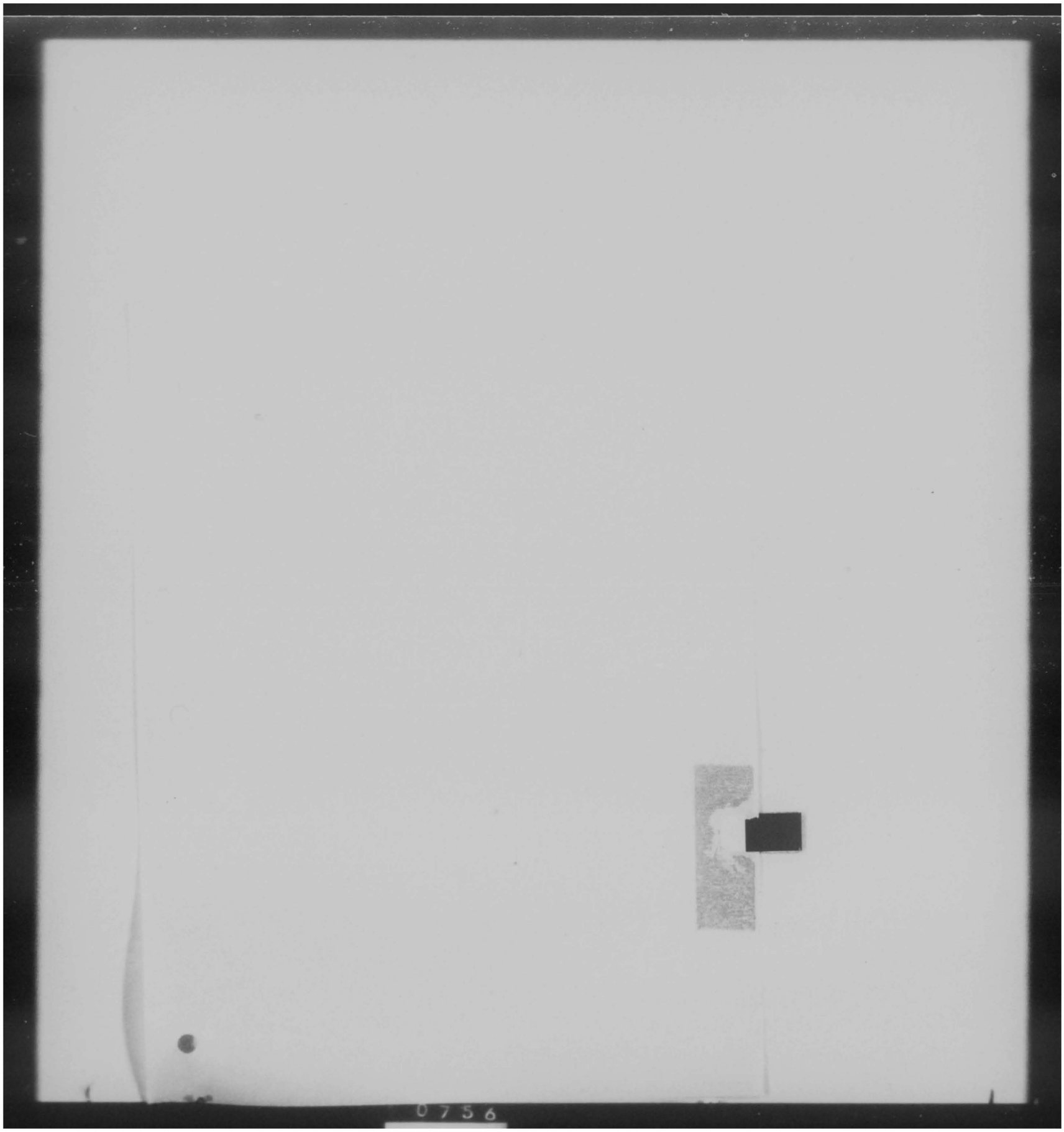


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SUBJECT: Mandatory Early Release from Extended Active Duty for Reserve Officers

TO:

Dyess Air Force Base, Texas

1. To further effect required dollar savings in Fiscal Year 1958, an additional early release program for reserve officers serving on extended active duty, with an established date of separation prior to 1 November 1958, has been established. This will not be done on a volunteer basis, but rather, officers involved will be separated on their new DOS that is established. The new procedure will apply as follows:

| OLD DOS | NEW ADJUSTED DOS |
|---|---|
| January thru March 1958 | 90 days from date of this letter |
| April thru June 1958 | 90 days prior to present DOS |
| July thru October 1958 | 180 days prior to present DOS |

2. In accordance with the above criteria, your date of separation has been adjusted from 1958 to 1958. This readjustment will be announced on PERAMs and reflected on your AF Form 11 unless you decide to take action under paragraph 3 below.

3. Officers affected by the foregoing release program may volunteer for immediate release from extended active duty. It is requested that you acknowledge receipt of this letter and indicate your desires in regard to this matter by forwarding the attached letter not later than 1957. Request reply to this correspondence be forwarded through channels to Headquarters 819th Air Division so that intermediate commanders may include their recommendation as to whether the officer should be released prior to adjusted DOS, if he volunteers. The Commander, Fifteenth Air Force, is authorized to take final action on such requests. In this event, if approved, your release date will be as soon as practicable prior to the date above, and you will be notified later of the exact separation date.

4. Eligible officers who have submitted an application for a Regular Air Force Appointment must be on active duty at the time such commission is tendered. However, it is anticipated that all officers concerned will have been notified of their status by the time of their adjusted DOS. In the event that the time should expire, the officer



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concerned would be kept on active duty and would not be forced to separate until he receives his notification of whether he is accepted. As of this date of notification, the officer will have thirty (30) days before he is separated.

5. Air Force Regulation 36-51 cites the opportunities available for officers to elect Career Reserve Status. Officers desiring to remain in the service on an indefinite status are encouraged to do so at their earliest convenience. Election to request Career Reserve Status (Indefinite) must be made prior to initiation of travel for release from extended Active Duty.

FOR THE COMMANDER:

1 Incl
Ltr of Intention



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HEADQUARTERS

United States Air Force
Dyess Air Force Base, Texas

SUBJECT: Letter of Intent Regarding Mandatory Early Release of DOS Officers

TO:

Dyess Air Force Base, Texas

1. Reference letter, your headquarters, Subject: Mandatory Early Release from Extended Active Duty for Reserve Officers, dated October 1957, which was received by me.

2. I have received a Career Counseling from my Commander, which clearly outlined and explained to me such benefits offered by the Air Force that are and would be available to me should I decide to elect to accept Career Reserve Status. These benefits include such items as:

a. My real wage including tax exempt provisions and the true value of benefits enjoyed at no cost to myself.

b. The retirement pay I may expect to earn, to include military retirement pay and Social Security.

c. The survivor benefits available to my dependents in the event I do not live until retirement.

d. Disability retirement benefits, in addition to the financial aspects of an Air Force career.

3. In accordance with the above referenced letter, and after careful consideration on my part, I have decided to take the action, indicated by check marks below, regarding my retention on extended active duty: (Check all applicable items)

___a. I have decided to make application for Career Reserve Status under the provisions of AFR 36-51 and will contact the Officers' Branch of my organization in the immediate future to initiate this action. I understand that this must be initiated prior to commencing travel incident to separation.

___b. I have previously submitted an application for a Regular Air Force Appointment and will remain on active duty until such time as I receive notification as to whether I have been selected for a Regular Commission. In the event notification has not been received by the time of my new adjusted date of separation, which has

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been furnished me, I understand I will be retained on active duty until notification is received. If not selected and Career Reserve Status is not desired, I will be separated not later than thirty (30) days from date of notification.

___c. I understand the contents of the letter referenced above, and acknowledge that my adjusted date of separation is as stated in paragraph 2 of that letter.

___d. I understand the contents of the letter referenced above, and further request that I be allowed to waive the above date of separation and be given immediate release, or allowed to be released on _____, which is a date prior to my adjusted date of separation. I understand that this request will also waive any rights to Readjustment Pay to which I might be entitled, if I accept involuntary separation.



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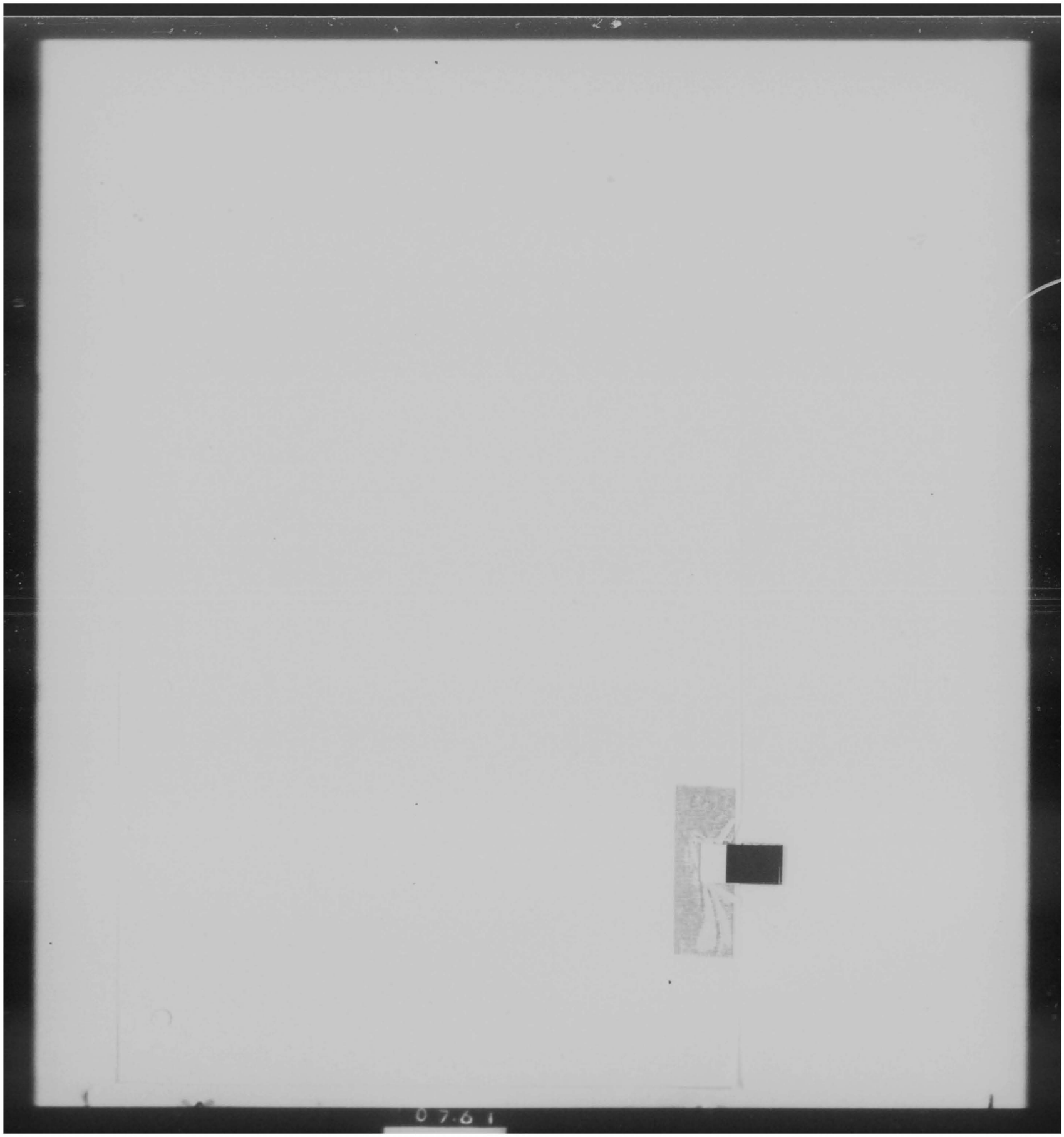

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# 341ST BOMBARDMENT WING MEDIUM

# OPERATIONS ORDER

OCTOBER
—— SERIAL NUMBER——
480-57



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

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OPERATIONS ORDER)
NUMBER 480-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Base Group | Colonel Louis A. Rochez, III |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hamlyn |
| 490th Bombardment Squadron | Lt Col. C. Palfrey |
| 11th Air Refueling Squadron | Lt Col. C. M Hunter |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr. |
| 341 Periodic Maintenance Squadron | Lt Col. R. L. Cannon |
| 341st A&E Maintenance Squadron | Lt Col. C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G .Q. Stanley |
| 341st Tactical Hospital | Lt Col. Sutherland |

1. GENERAL SITUATION: Primary emphasis for the month of October will be the completion of SAC Reg 51-26 for all ready crews, and continued up-grading on selected non-ready crews. One higher Headquarters directed mission "Dry Martini" will be flown during October. Two crews will depart on 28 October for the annual SAC Bomb Competition.

Operational requirement for B-47's is 291 sorties including fifteen scheduled test flights sorties. Expected utilization is 221 sorties at 6.5 hours per sortie plus 15 test flights at 1.5 hours per sortie for a grand total of 1458 hours.

Operational requirement for KC-97's is 133 sorties at 6 hour for 790 hours. Expected utilization will be 120 sorties at 6 hour sorties for 720 hours.

a. Enemy Forces: Omitted

b. Friendly Forces:

(1) Deatachment commander, Detachment 14, 9th Weather Squadron provide weather briefing and weather cross section for 341st Bombardment Wing aircrews as scheduled by this operations order.

(2) Commander, 819th Air Base Group, will provide required personnel and material to support the 341st Bombardment Wing.

2. Priority for flight training in October is as follows:

a. 60-2

b. 51-4 Standardization missions.



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c. Combat ready crews will be scheduled a maximum of four times.

d. Selected 'N' crews will be scheduled the minimum number of flights previously given to the squadrons.

e. IP and IVO up-grading.

f. Staff Proficiency

g. Non-selected 'N' crews

3. TASKS FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II Annes B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21 thru 31 October.

(3) Provide on B-47 aircraft commander and observer on 1 October to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(4) Plan and brief Wing Mission of 21 October.

(5) Continue up-grading on Ligon, Routh, Platner, L'Abbe, Bryant, Skartvedt, Meehan, and Jenkins to instructor status.

(6) Furnish MA-7 Acceptance Officer on 1, 4, 9, 14, 17, 22, 25, 30 October.

b. 12th Bombardment Squadron.

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 11 thru 20 October.



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(3) Plan and brief Wing Mission of 7 October.

(4) Provide one B-47 aircraft commander and observer on 8, and 22 October to serve as guides for aviation cadet tours. Officers will report to Major Spurrier at Base Operations at 0900.

(5) Continue up-grading on Hall, Ballard, Long, WE, Payton and Kelly to instructor status.

(6) Furnish MA-7 Acceptance Officer on 2, 7,10, 15, 18, 23, 31 October.

c. 490th Bombardment Squadron

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Wuality Control from 1 thru 10 Sep.

(3) Provide one B-47 aircraft commander and observer on 15 Oct. to server as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(4) Continue up-grading on Guzowski, Ware, McCoy, McClarnon, and Zavalydriga to Instructor status.

d. 11th Air Refueling Squadron

(1) Furnish a strip alert tanker 11th thru 20th October.

(2) Furnish a KC-97 aircraft commander and navigator on 1, 8, 15, 22 October to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(3) Continue up-grading on seven selected Instructor Crews.

5. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 October 1957.

b. Order of execution for routine flights will be issued by the tactical squadrons in the form of flight order.

c. Request for aircraft maintenance will be by work order from Maintenance Control.



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6. ADMINISTRATION AND LOGISTICS:

a. Administration: (Omitted)

b. Logistics: Reference Annex A.

7. COMMAND AND COMMUNICATIONS:

a. Command and command Posts: Headquarters, 341st Bombardment Wing

b. Communications: See Communications Operating Instructions, October 1957 (CLASSIFIED)

FRANK P STURDIVANT
Colonel USAF
Commander

OFFICIAL:

C F Fowell 4c

GEORGE M LOCKHART
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 819th Air Div - 4 cys
Comdr, 819th AFB - 12 cys
Comdr, 341st BW - 2 cys
341st DO - 15 cys
341st DM - 2 cys
341st DP - 2 cys
341st ADJ - 1 cy
341st Hq Sq - 1 cy
11th AREFS Operations - 5 cys
10th Sq Operations - 5 cys
12th Sq Operations - 5 cys
490th Sq Operations - 5 cys
11 Sq Eng - 5 cys
10th Sq Eng - 5 cys
12th Sq Eng - 5 cys
490th Sq Eng - 5 cys
341st A&E MS - 20 cys
341st FM - 20
341st PM - 5 cys
341st POL - 5 cys
341st DMM - 8 cys
819th FSV - 1 cy
819th Base Flight - 4 cys
9th Weather Sq - 2 cys
819th ABG Historian - 4 cys
1996 AACS Sq - 2 cys
42nd ADS Munitions - 2 cys
96th Bomb Wg - 2 cys
4th SSS - 2 cys

ANNEXES:

A. Logistics
B. Operations



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HQ 341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 OCTOBER 1957

ANNEX A
TO
OPERATIONS ORDER
NUMBER 480-57
MAINTENANCE & LOGISTICS

ANNEX A
341ST OPS ORDER 480-57
1 OCTOBER 1957



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MAINTENANCE ACTIVITY CODE

| | |
|---|---|
| PD | PRE-INSPECTION MEETING (PRIOR TO DOCK ENTRY) |
| SW | SPECIAL WEAPONS |
| PO | POST FLIGHT INSPECTION |
| D | IN DOCK PERIODIC INSPECTION |
| W | WASH |
| F | FLY |
| BR | STAND DOWN FOR BLUE RIDGE |
| T/F | TEST FLIGHT |
| TOC | TECHNICAL ORDER COMPLIANCE |
| BL | BACK LINE |
| F/L | FUEL LEAK REPAIR |
| SES | EVALUATION |
| UM | UNSCHEDULED MAINTENANCE |
| FM | FIELD MAINTENANCE |
| S | SPARE |

Special projects for Tactical Units. (See APPENDIX VIII)



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 OCTOBER 1957

ANNEX A
TO
OPERATIONS PLAN 475-57
MAINTENANCE & LOGISTICS

PART I: GENERAL

a. This Maintenance plan presents the flying and maintenance schedule for October 1957.

b. The sortie schedule contained in the Appendix I,II,III,IV to this plan implements the flying requirements approved by the Flight Scheduling committee, 341st Bombardment Wing as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. Two hundred ninety on (291) sorties are scheduled, including test flights, and bombing competition aircraft for 1458 hours.

d. One hundred twenty (120) KC-97 sorties are shceduled including test flight, for seven hundred twenty (720) hours.

e. Nine day flying cycle is being maintained on all aircraft.

f. No sorties are scheduled for take-off on Monday before 1300; and no landings on Friday after 1500.

g. The work schedule for maintenance personnel, is scheduled to be 0745 to 1645 daily, except Friday which will be 0745 to 2400. Saturday Morning is not a regularly scheduled maintenance period and maintenance will not be scheduled. No maintenance will be performed without approval of the Wing Commander for Friday 2400 to Monday 0001.

h. Aircraft marked Blue Ridge on the monthly schedule are of prime importance in the maintenance effort. These aircraft will have operational drop tanks installed. Blue Ridge aircraft are not subject to cannibalization.

i. Every effort will be made to schedule all maintenance on the SA C Form 526, however, if specialist support is found necessary during the duty day it will be requested from Job Control via the radio vehicle.

j. Cannibalization will only be performed to meet the Blue Ridge Schedule.

k. Commanders will give their personnel attention to the prevention of unauthorized cannibalization.



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PART II: TASKS FOR TACTICAL UNITS:

1. 10th, 12th, 490th Bomb Sqdns and 11th AREFS Squadron.

a. Provide the aircraft sorties scheduled in APPENDIX I, II, III, IV.

2. Bombardment Squadrons will fly two (2) four (4) or six (6) aircraft on each flying day.

3. 11th AREFS will fly four (4) six (6) or ten (10) aircraft on each flying day.

4. Insofar as possible all take off's on Monday will be after 1300 hours and all landings on Friday will be made by 1300.

5. The schedule leads to three hundred twenty-six (326) preflight inspections. Requirements for Field Maintenance and A&E Support of Post Flight Inspections will be scheduled on SAC Form 526.

6. TOC's will be accomplished during the maintenance cycle as applicable kits and parts become available, the kit will be pre-positioned or delivered to squadron prior to being scheduled for accomplishments. SAC Form 26 E will be completed for each TOC.

7. The normal work schedule for these squadrons are 0745-1645 hours daily except Friday 0745-2400. Saturday morning work will be scheduled upon approval of the Wing Commander.

8. Squadron Maintenance Officers will schedule a night shift when necessary to cover aircraft landing and/or taking off after 1645 hours.

9. Support requirements for after duty hours will be made known to Job Control not later than 1500 hours daily, Monday thru Friday.

10. Insure that the Crew Chief or member of the ground crew is present on each aircraft at all times; what maintenance is scheduled or being accomplished, and that proper entries are made in the form 781 before specialist depart aircraft.

11. Insure that ground crew preflight inspections are completed prior to station time, and that Form 781-2 reflect a signed entry. EXAMPLE: Preflight cards 1 thru 49 - completed at 1000 26 April 1957.

12. Insure oxygen and air bottles are serviced at all times.

13. When any situation arises which prevents specialists from completing their work once they have been scheduled and/or reported to the aircraft for work, insure that Job Control is notified, and specific arrangements are made for re-scheduling or completing the work, and that the specialists are advised of the plans for completion.

14. Complete all maintenance on each aircraft scheduled in APPENDIX I, II, III, IV to Annex A not later than 1700 on the last working day before each scheduled sortie.



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15. Prepare an individual, "Next Days" maintenance plan for each assigned aircraft except those undergoing Periodic Maintenance; those turned over to Field Maintenance for fuel cell repair and major repair, and those aircraft off the station. Deliver to Job Control between the hours of 1700 and 1800 each work day.

16. Monitor the Maintenance Plan on each aircraft daily and notify Job Control immediately when specialist fails to arrive as scheduled or discovering that planned job cannot be completed on schedule.

17. Provide qualified licensed ground powered equipment operators and fire guards in accordance with existing directives.

18. Provide personnel to refuel aircraft after landing.

19. Assign refueling officer to duty daily in the Squadron Engineering Section.

20. Accomplish TOC's as directed by Maintenance Control and provide personnel for TOC team if required.

21. Accomplish post flights on dates indicated in APPENDIX I, II, III, IV.

22. Deliver aircraft to Periodic Maintenance Sq for periodic inspection on dates indicated in Appendix V.

23. Insure that Crew Chief reviews all aircraft records in Records Section and advises Supply Liason of anticipated parts requirements from three to five days prior to inspection.

24. Insure that Crew Chief and assistant crew chief accompanies aircraft through the periodic inspection, in accordance with SAC Manual 66-12.

25. Insure that Crew Chief accompanies aircraft through fuel repair and other repairs by Field Maintenance in accordance with existing directives.

26. Turn in EWP status and EST for completion prior to 1600 hours each duty day.

27. Give radio vehicle check to Job Control by 0745 each duty day, and include aircraft parking position versus power requested and delivered. Give radio vehicle check to Job Control prior to 1700 each duty day and include actual parking positions versus permanent parking position at aircraft and cross check Form 527.

28. CAPABILITIES: B-47

a. Flight line capability for October 1957.

| | | |
|---|---|---|
| Available Manhours/man/month | 184 | SORTIE CAPABILITY |
| Assigned men | 289 | 223 |
| X 80% Availability | 231 | THESE COMPUTATIONS |
| X 70% Productivity | 162 | ARE BASED ON A 23 |
| Total Available productive manhours | 29,808 | DAY MONTH. |



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MANHOURS COST/SORTIE

| | |
|---|---|
| BETWEEN FLIGHT MAINTENANCE | 107.6 |
| POST FLIGHT INSPECTION AND MAINTENANCE | 17.1 |
| MISCELLANEOUS MAINTENANCE | 8.8 |
| TOTAL | 133.5 |

KC-97 FLIGHT LINE CAPABILITY

| | |
|---|---|
| AVAILABLE MANHOURS/MAN/MONTH | 184 |
| ASSIGNED MEN | 94 |
| X 87% AVAILABILITY | 83 |
| X 72% PRODUCTIVITY | [redacted] |
| TOTAL AVAILABLE PRODUCTIVE MANHOURS | 10672 |

MANHOURS COST SORTIE

| | |
|---|---|
| BETWEEN FLIGHT MAINTENANCE | 50.0 |
| INSPECTION AND MAINTENANCE | 27.1 |
| MISCELLANEOUS | 1.0 |
| | 78.1 |

SORTIE CAPABILITY 136

PART III: 341ST ARMAMENT AND ELECTRONICS SQUADRON

1. The 341st A&E Squadron will provide necessary personnel, tools and equipment to support periodic maintenance as scheduled in APPENDIX V, and Flight Schedule in Appendix I, II, III, IV.

2. The normal work schedule for all personnel assigned to periodic inspection is 0745-1645 daily except Friday 0745-1600. Saturday morning will be no scheduled maintenance.

3. Necessary night shifts or stand-by crews will be scheduled by the A&E Maintenance Supervisor.

4. Special Projects:

a. Supply support for loading of 20MM munitions and T-59 bombs.

b. Provide personnel to ring-out, install ECM, camera and chaff on Blue Ridge Aircraft. Provide personnel to remove ECM, camera and chaff when aircraft comes off Blue Ridge.

c. This squadron support all take offs strip alert personnel in each of the 7 flight line branches 3 hours prior to take off time.

d. Support special weapons loading.

e. Provide personnel to accomplish TOC's as scheduled by Job Control.



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PART III. A&E SQUADRON CONT'D

f. Provide personnel to TOC Teams directed by Job Control.

g. Provide personnel for debriefing team as required by existing regulations.

h. Provide personnel to accomplish maintenance on 4th SSS aircraft and VIP aircraft at all times as directed by Job Control.

5. Complete A&E maintenance on aircraft not later than 1700 hours of the day prior to its scheduled flight. Provide support for all Blue Ridge aircraft.

6. Report to Job Control no later than 1700 hours daily. The number of specialists available for dispatch in each section on the following day, and insure that the number of personnel reported are present for duty.

7. Advise Job Control daily, no later than 1600 hours of any work orders which will not be completed on schedule or by 1700 hours, giving the current status action being taken, action contemplated and assistance required.

8. Insure that specialists report to the aircraft at the time scheduled on the work order. If a situation arises which prevents them from working or completing their work on schedule; they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

9. Insure that specialists do not leave an aircraft until proper entries are made in the Form 781-2, or without informing the Crew Chief ground crew member or Job Control through the radio vehicle of the status on the work order, reasons for departure and estimated time of return.

PART IV: PERIODIC MAINTENANCE SQUADRON

1. Provide necessary personnel, tools and equipment to process B-47 and KC-97 aircraft through the docks for periodic inspections as indicated in APPENDIX V.

2. Pre-inspection meetings will be held as scheduled in APPENDIX I, II, III, IV OF ANNEX A.

3. The work schedule for the squadron is 0745-1645 hours daily except Friday 1745-2400. Saturday morning work will be scheduled on a make up basis only, on approval by the Wing Commander.

4. Prepare an individual "Next day" maintenance plan for each possessed aircraft and deliver to Job Control between the hours of 1700 and 1800 each work day.

5. Insure specialist's work is completed as scheduled or extension is requested.

6. Insure specialist work completion is called to Job Control by phone for in dock aircraft and via radio for post dock aircraft.



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PART IV: PERIODIC MAINTENANCE SQUADRON (CONT'D)

7. Insure an EWP Plan on each possessed aircraft is turned in to Job Control by 1600 each day.

8. Insure that Job Control is notified far enough in advance, when a test hop is required giving take off time.
NOTE: Give a notification prior to day for actual test hop at daily maintenance meeting (1300 hours).

9. Capability:

a. Periodic Maintenance capability October 57, B-47 Aircraft.

| NO. OF DOCKS | INSPECTIONS | HRS PMS CAN SUPPORT |
|---|---|---|
| 2 | 7.1 | 1420 |

b. Periodic Maintenance capability October 57, KC-97 Aircraft.

| NO. OF DOCKS | NO. OF P.E.'s | NO. OF FLYING HRS PMS CAN SUPPORT |
|---|---|---|
| 1 | 4.1 | 920 |

THIS DOES NOT INCLUDE POST DOCK SUPPORT. THESE COMPUTATIONS ARE BASED ON A 23 DAY MONTH.



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B-47 DOCK SCHEDULE - OCTOBER 1957

| DOCK # | ACFT # | PRE INSP MEETING | WASH | DOCK | BACKLINE | T/FLT |
|---|---|---|---|---|---|---|
| 11 | 5227 | 0900<br>30 Sept | 0745<br>4 Oct | 1300<br>4 Oct | 14 Oct | 18 Oct |
| 11 | 2387 | 0900<br>9 Oct | 0745<br>14 Oct | 1300<br>14 Oct | 22 Oct | 28 Oct |
| 11 | 7375 | 0900<br>16 Oct | 0745<br>22 Oct | 1300<br>22 Oct | 30 Oct | 1 Nov |
| 11 | 2266 | 0900<br>24 Oct | 0745<br>30 Oct | 1300<br>30 Oct | 7 Nov | 14 Nov |
| 12 | 2061 | 0900<br>24 Sept | 0745<br>27 Oct | 1300<br>27 Oct | 7 Nov | 11 Nov |
| 12 | 2210 | 0900<br>2 Oct | 0745<br>8 Oct | 1300<br>8 Oct | 16 Oct | 22 Oct |
| 12 | 2222 | 0900<br>11 Oct | 0745<br>16 Oct | 1300<br>16 Oct | 24 Oct | 30 Oct |
| 12 | 2034 | 0900<br>18 Oct | 0745<br>24 Oct | 1300<br>24 Oct | 1 Nov | 7 Nov |

KC-97 DOCK SCHEDULE - OCTOBER 1957

| | | | | | | |
|---|---|---|---|---|---|---|
| 3 | 3311 | 0900<br>26 Sept | 0745<br>2 Oct | 1300<br>2 Oct | 9 Oct | 11 Oct |
| 3 | 3309 | 0900<br>8 Oct | 0745<br>10 Oct | 1300<br>10 Oct | 17 Oct | 21 Oct |
| 3 | 3322 | 0900<br>13 Oct | 0745<br>18 Oct | 1300<br>18 Oct | 25 Oct | 29 Oct |
| 3 | 3310 | 0900<br>22 Oct | 0745<br>28 Oct | 1300<br>28 Oct | 4 Nov | 6 Nov |



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PART V: 341ST FIELD MAINTENANCE SQUADRON

1. The 341st FMS will provide necessary personnel, tools and equipment to support 63 post flight inspections on B-47 type aircraft.

2. This squadron will provide personnel, tools and equipment to support periodic inspections as indicated in Appendix V ANNEX A.

3. Normal work week will be 0745-1645 daily except Friday 0745-2400. Necessary night shift and standby crews will be scheduled by the Field Maintenance Supervisor in order to support unscheduled maintenance on priority 1A and 1 work.

4. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control.

5. FMS will maintain alert personnel to support all take-offs. Alert times will be 4 hours prior to take-off. Personnel for alert are to be scheduled at the discretion of the FMS Commander.

6. Provide specialist support for all sorties scheduled in APPENDIX I, II, III, IV TO Annex Z. Provide support for all Blue Ridge.

7. Complete Field Maintenance specialist work on aircraft not later than 1700 hours on working day prior to its scheduled flight.

8. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch in each shop or section the following day and insure that the number of personnel reported are present for duty.

9. Advise Job Control daily no later than 1600 hours of any work orders which will not be completed on schedule by 1700 hours, giving current status action being taken, action contemplated and assistance required.

10. Provide personnel to accomplish maintenance on 4th SSS aircraft and VIP aircraft at all times as directed by Job Control.

11. Insure that specialist report to the aircraft at the time scheduled on the work order and if a situation arises which prevents them from working or completing their work on schedule, they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved by Job Control.

12. Insure that specialists do not leave an aircraft until proper entries are made in the DD Form 781-2 or without informing the Crew Chief, ground crew member or Job Control through the radio vehicle of the status of the work order, his reason for departure and estimated time of return.





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PART VI: 819TH AIR BASE GROUP

1. The schedule for the 341st Bombardment Wing including fifteen (15) scheduled test flights, calls for two hundred ninety-one (291) B-47 sorties for a total of 1458 hours. The 11th Air Refueling Squadron is scheduled to fly one hundred twenty (120) sorties for 720 hours.

2. The normal work schedule for the Wing is 0745-1645 daily except Friday 0745-2400.

3. Insofar as possible all takeoff's on Monday will be after 1300 hours and all landings on Friday will be made by 1300.

4. Specific Air Base Requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of maintenance vehicles outlined in SAC Reg 66-24.

(2) Provide additional support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and BMP Officer.

b. Supply Squadron:

(1) Normal supply support is required from 0745-1645 hours daily except Friday 0745-2400.

(2) Support is required during off duty hours.

(3) Fuel requirements are 2,800,000 gallons JP-4, 100,000 gallons 115/145 and 46,000 gallons 100/130. Alcohol requirements are 60,000 gallons.

(4) Ammunition requirement is approximately 21,000 rounds for July.

(5) Fifty-six (56) 240 lb practice bomb requirements for October.

(6) Twenty-four (24) special weapons missions scheduled.

(7) Requirements for 270 bottles of ATO.

c. Defueling:

(1) POL must maintain one empty F-6 trailer for JP-4 fuel.

d. Refueling:

(1) No requirements exists for Sunday refueling other than base and transient aircraft except as coordinated between the 341st Maintenance Control Officer and the POL Officer.





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PART VI: 819TH AIR BASE GROUP (CONT'D)

(2) Normal daily requirements.

(a) 0745-1645 sufficient personnel to operate two (2) JP-4 hydrants, two (2) F-6 trailers.

(b) Sufficient personnel to operate three JP-4 hydrants, from 1700 to 0700 hours, and three (3) trailers during this period.

1. 3-F-6 full of 115/145.

2. 2-F-6 full of 100/130.

3. 1-F-6 JP-4.

4. Two units ADI: two (2) full at all times unless it is servicing.

5. One unit 85 octane fuel.

6. One unit 11/1200 oil.



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10TH Bomb Squadron Flying and Maintenance Schedule for October 1957

| A/C | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 24 | 25 | 28 | 29 | | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2309 | PO 25 | | F | | | F | | | F | | | F | PO 100 | PO 100 | F | | | F | | | UM | F | |
| 2269 | | | F | | | F | | | F | PO 50 | | F | | | F | | | F | | | UM | F | PO 50 |
| 5234 | | | F | | PO 50 | (STAND DOWN→ | | | | | | F | | | F | | | F | | | PO 25 | F | |
| 5228 | | | F | | | F | | | F | | | F | PO 25 | | F | | | F | | | (STAND DOWN | | |
| 2210 | | PDM | F | | | WA SH | DO CK | DO CK | DO CK | DO CK | TOC | A&E | A&E | PM | PM | T/F | | UM | | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 5249 | F | | | F | | PO 50 | UM | | | F | //// | //// | F | //// | PO 50 | UM | | | F | | | F | |
| 2266 | F | | | F | | | F | PO 50 | | F | | | F | | | F | | PDM | F | PO 25 | | WA SH | DO CK |
| 2278 | F | | | | | F | | | F | | | F | | | F | | | | | F | | | |
| 5805 | DO CK | TOC | A&E | A&E | PM | PM | T/F | | | F | | | F | | | F | | | F | PO 25 | | F | |
| 2027 | F | | | F | | | F | | | F | PO 25 | | F | | | F | | | F | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 5233 | | F | PO 100 | PO 100 | F | | | F | | | ( | STAND | DOWN | ) | F | | | | UM | F | | PO 25 | |
| 2222 | | F | | | F | | | F | PDM | | UM | WA SH | DO CK | DO CK | DO CK | DO CK | TOC | A&E | A&E | PM | PM | T/F | UM |
| 2254 | | F | | | F | | | F | PO 50 | | F | | | F | | | F | | | UM | F | PO 25 | UM |
| 7375 | | F | | | F | | PO 25 | F | | | F | PDM | | UM | | WA SH | DO CK | DO CK | DO CK | DO CK | TOC | | A&E | A&E |
| 2218 | | F | | | F | | | F | PO 50 | | F | | | F | | | F | | | UM | F | PO 25 | UM |

APPENDIX I to Annex "A"
Operations Order 480-57
1 October 1957



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12TH Bomb Squadron Flying and Maintenance Schedule for October 1957

| A/C | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 24 | 25 | 28 | 29 | | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2387 | | | F | | | F | PDM | | UM | WASH | DOCK | DOCK | DOCK | DOCK | TOC | A&E | A&E | PM | PM | T/F | UM | F | |
| 2079 | PO 25 | | F | | | F | | | F | | | F | PO 100 | PO 100 | F | | | F | | | UM | F | |
| 2386 | | | F | | | F | | | F | | PO 50 | F | | | F | | | F | | | UM | F | |
| 2374 | | | F | PO 100 | PO 100 | F | | | F | | | F | | | F | PO 25 | | F | | | ( STAND DOWN — | | |
| 2376 | | PO 100 | PO 100 | | F | UM | | F | UM | | | F | | | F | | PO 25 | F | | | F | | |
| 2037 | | | F | | | F | PO 25 | | F | | | F | | | F | | | F | PO 50 | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2157 | F | | PO 25 | F | | | F | | | F | | | F | PO 100 | PO 100 | F | | | F | | | F | |
| 2061 | DOCK | DOCK | DOCK | TOC | A&E | A&E | PM | PM | T/F | UM | | | F | | | (← S T A N D D O W N →) | | | | | F | | |
| 2388 | F | | | F | | PO 25 | F | | | F | | | F | | | F | | PO 50 | F | | | F | |
| 7070 | F | | | F | PO 25 | | UM | | | F | //// | //// | //// | F | //// | /F/ | //// | /F/ | | PO 50 | | F | |
| 2291 | (← S T A N D D O W N →) | | | | | | F | | | F | | | F | | | F | PO 25 | | F | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 5227 | | UM | | WASH | DOCK | DOCK | DOCK | DOCK | TOC | A&E | A&E | PM | PM | T/F | | | F | | | UM | | F | UM |
| 2092 | | | | F | | | | F | | | F | | | F | | | F | | | UM | F | | UM |
| 2031 | PO 50 | F | | | F | | | F | | | F | PO 25 | | F | | | F | | | UM | F | PO 25 | UM |
| 2385 | T/F | UM | | | F | | | F | | | ( S T A N D D O W N →) | | | | F | | | | | UM | F | | UM |
| 2249 | | F | | | F | | | F | PO 100 | PO 100 | F | | | F | | | F | | | UM | F | | UM |
| TOTALS | 3 | 2 | 5 | 4 | 4 | 5 | 3 | 5 | 4 | 4 | 3 | 5 | 4 | 4 | 5 | 4 | 4 | 6 | 3 | 0 | 6 | 9 | 0 |

APPENDIX II to Annex "A"
Operations Order 480-57
1 October 1957



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490TH Bomb Squadron Flying and Maintenance Schedule for October 1957

| | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 24 | 25 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2097 | | | F | PO 50 | | F | | | F | | | F | | | F | PO 25 | | F | | | UM | F | |
| 2044 | | | F | | | F | | | F | PO 25 | | F | | | F | | | F | | | UM | F | PO 50 |
| 2034 | | | F | | | F | PO 25 | | F | | | F | | PDM | F | | | WASH | DOCK | DOCK | DOCK | DOCK | TOC |
| 2043 | | | F | | | STAND DOWN → | | | | | | F | PO 50 | | F | | | F | | | UM | F | |
| 2093 | | | F | | | F | | PO 25 | F | | | F | | | F | | | F | PO 50 | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2077 | F | | | F | | | F | | | F | PO 25 | | F | | | F | | | F | | PO 50 | F | |
| 2030 | F | PO 25 | | F | | | F | | | F | | | F | PO 50 | | ( STAND DOWN → | | | | | | F | |
| 2100 | F | | | F | PO 50 | | F | | | F | | | F | | | F | PO 25 | | F | | | F | |
| 2076 | (STAND DOWN → | | | | | | F | | | F | PO 100 | PO 100 | F | | | F | | | F | | | F | PO 25 |
| 2035 | F | PO 25 | | UM | F | | SM | | | F | | | F | | | F | PO 50 | | F | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2041 | | F | | | F | PO 100 | PO 100 | F | | | F | | | F | | | F | PO 25 | | UM | F | | UM |
| 2033 | AE | AE | T/F | | F | | | F | | | F | | | F | PO 25 | | F | | | UM | F | | UM |
| 2073 | | F | | | F | | | F | PO 100 | PO 100 | F | | | F | | | F | | | UM | F | | UM |
| 2038 | | F | PO 25 | | F | | | F | | | F | | | F | PO 50 | | F | | | UM | F | | UM |
| 2032 | | | F | | | | F | | | F | | | | | | F | | | | F | | | |
| TOTAL | 4 | 3 | 5 | 4 | 5 | 4 | 5 | 4 | 5 | 5 | 4 | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 4 | 1 | 5 | 8 | 0 |

APPENDIX III to Annex "A" Operations Order 480-57 1 October 1957



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11th AIR REFUELING SQUADRON FLYING AND MAINTENANCE SCHEDULE FOR OCTOBER 1957

| A. | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 24 | 25 | 28 | 29 | | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3306 | | F | | | F | | | F | PO 25 | | F | | F | UM | F | | UM | | | F | | | F |
| 3307 | | F | | | F | | | F | | PO 25 | F | | | UM | F | | UM | | | F | | | F |
| 3309 | | F | | | F | PDM | | WASH | DOCK | DOCK | DOCK | DOCK | BL | BL | T/F | | UM | | | F | | | F |
| 3310 | | F | | | F | PO 25 | | F | | | F | | | UM | F | PDM | UM | | | WASH | DOCK | DOCK | DOCK |
| 3311 | | WASH | DOCK | DOCK | DOCK | DOCK | BL | BL | T/F | | UM | F | | UM | F | | UM | | | F | | | F |
| 3312 | | F | PO 25 | | F | | | F | | | UM | F | | UM | F | | (SOLAR APU | | PO 25 INS. | | | | F |
| 3313 | DK | BL | BL | T/F | F | | | F | | | UM | F | | UM | UM | | F | PO 25 | | F | | | | F |
| 3314 | | | F | | | F | | PO 25 | F | | | UM | F | | UM | | | F | | | (SOLAR APU INS. | | |
| 3315 | | | F | | | F | | PO 25 | F | | | UM | F | | UM | | | ( SOLAR APU INSTALL | | ) | | | |
| 3316 | | | F | | | F | PO 25 | | (STAND DOWN) | | | | F | | | | | F | | | F | PO 50 | |
| 3317 | | | F | | | F | PO 50 | | UM | F | | UM | F | | UM | | | F | | | F | ( SOLAR APU INS. | |
| 3318 | | | F | | | UM | F | | UM | F | PO 50 | UM | F | ( SOLAR INSTALL. APU | | | ) UM | | | | F | | |
| 3319 | RETURN TO Y F | UM | | | | UM | F | | UM | F | | (SOLAR APU | | INSTALL. | PO 25 ) | | | F | | | F | | |
| 3320 | | | F | | | UM | F | (SOLAR APU INS. | | | | | PO 50 ) | | F | | | F | | | F | | |
| 3321 | F | | | F | | | ( SOLAR | APU | INS. | | PO 50 ) | | UM | | | F | | | F | | | F | |
| 3322 | F | | | F | | PO 50 | UM | F | | UM | PDM | | F | WASH | DOCK | DOCK | DOCK | DOCK | BL | BL | T/F | UM | |
| 3323 | F | | | F | | | UM | F | | UM | | | F | PO 25 | | F | | | F | | | F | |
| 3324 | F | | | F | PO 25 | | UM | F | | UM | | | F | | | F | | | F | PO 50 | | F | |
| 3325 | F | | | F | | | UM | F | PO 25 | UM | | | F | | | F | | | F | | | F | PO 50 |
| 3326 | F | | | F | PO 25 | | UM | F | | UM | | | F | | | F | | | F | | PO 50 | F | |
| TOTALS | 6 | 6 | 6 | 6 | 6 | 4 | 3 | 10 | 3 | 3 | 3 | 3 | 10 | 0 | 7 | 5 | 1 | 5 | 5 | 5 | 5 | 5 | 6 |

APPENDIX IV to Annex "A"
Operations Order 480-57
1 October 1957



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## SCHEDULED MTD ACTIVITIES

1. The following activities are scheduled for Maintenance Personnel of the 341st Bombardment Wing (M), for the Month of October 1957.

a. MTD Training Schedule:

| | | | |
|---|---|---|---|
| MTD B-47-6 | Aircraft Mechanics | Incl #1,2,&3, | 2,312 hrs. |
| MTD B-47-2 | Electronics | Incl #4, | 1,900 hrs. |
| Classes taught by Tech Reps | | Incl #4, | 620 hrs. |

b. Scheduled meetings for Maintenance personnel of the 341st Bombardment Wing (M), Incl #5.

2. Names of personnel selected to attend MTD will be forwarded by Disposition Form to the Wing Maintenance Standardization Branch, no later than five days prior to class commencement. Care will be taken to insure that personnel sent to courses possess the proper primary and duty AFSC's to fully utilize the training offered.

3. It will be the responsibility of Squadron Commanders concerned to insure compliance with paragraph 2, and that all personnel are at designated training areas at the proper time and dates as indicated.

4. There will be a meeting of all Crew Chief's assigned to the 341st Bombardment Wing at 0830, 7 October 57, in the Air Refueling Briefing Room.

5. There will be a meeting of all Maintenance Supervisors assigned to the 341st Bombardment Wing at 1600, 11 October 57, in the Air Refueling Briefing Room.



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| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 490 | PMS | FMS | A&E | Base Flt. | Hq Sq | | |
| MAINTENANCE FAMILIARI-ZATION | 0745 24 Sept | 8 Nov | 1 | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 136 | 1,012 |
| | 0745 7 Oct | 11 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 20 | 120 |
| SAMOP | 0745 14 Oct | 18 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 20 | 120 |
| | 0745 21 Oct | 25 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 20 | 120 |
| | 0745 28 Oct | 1 Nov | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 20 | 96 |
| HYD | 1245 1 Oct | 14 Oct | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 40 | 160 |
| SPEC | 1245 15 Oct | 28 Oct | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 40 | 160 |
| INSTRUMENT SPEC | 1245 14 Oct | 25 Oct | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 40 | 120 |
| | 0745 7 Oct | 7 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| | 0745 8 Oct | 8 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| SEAT | 0745 9 Oct | 9 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| EJECTION | 0745 10 Oct | 10 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| | 11 Oct 0745 | 11 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| | 0745 14 Oct | 14 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| | 0745 15 Oct | 15 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |
| | 0745 16 Oct | 16 Oct | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 4 | 24 |



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| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 490th | PMS | PMS | A&E | Base Flt | Ha Sq | 42nd ADS | | |
| LIQUID | 1245 1 Oct | 1 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 2 Oct | 2 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 3 Oct | 3 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 4 Oct | 4 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| OXYGEN | 1245 14 Oct | 14 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 15 Oct | 15 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 16 Oct | 16 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 17 Oct | 17 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 18 Oct | 18 Oct | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| BATTERIES | 1245 1 Oct | 1 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| | 1245 2 Oct | 2 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| | 1245 3 Oct | 3 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| | 1245 4 Oct | 4 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| | 1245 7 Oct | 7 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |
| | 1245 8 Oct | 8 Oct | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 20 |



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| COURSE | START | END | NUMBER OF [illegible] REQUIRED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 490th | PMS | FMS | A&E | Base Flt | Hq Sq | | |
| BATTERIES CONT'D | 1245 9 Oct | 9 Oct | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 10 |
| | 1245 10 Oct | 10 Oct | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 10 |
| ENGINE SPEC. | 1245 8 Oct | 21 Oct | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 |
| | 1245 22 Oct | 4 Nov | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | | 321 | 326 | 510 | 246 | 796 | 108 | 0 | 0 | | 2,312 |



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-2 MTD

| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|
| | | | A & E SQ | | |
| ELECTRONIC FUNDA-MENTALS | 1245 7 Oct | 1 Nov | 15 | 80 | 1,140 |
| ECM GENERAL | 1245 7 Oct | 15 Nov | 10 | 120 | 760 |
| TOTALS | | | 1,900 | | 1,900 |
| The following classes will be taught by Tech Reps, in Bldg #5005 | | | | | |
| MATERIEL CONTROL | 1 Oct | 28 Oct | 3 | 80 | 240 |
| E C M | 7 Oct | 10 Oct | 3 | 15 | 45 |
| | 14 Oct | 17 Oct | 3 | 15 | 45 |
| | 21 Oct | 24 Oct | 3 | 15 | 45 |
| | 28 Oct | 31 Oct | 3 | 15 | 45 |
| ARN-12 | 7 Oct | 9 Oct | 2 | 10 | 20 |
| APS -42 | 7 Oct | 16 Oct | 3 | 30 | 90 |
| ARA-25 | 21 Oct | 24 Oct | 5 | 18 | 90 |
| TOTALS | | | 620 | | 620 |

[redacted]

IV IV to RPP V TO ANNEX A,
OP. PLAN 480-57,
OCTOBER, 1957.



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SCHEDULED MEETINGS FOR MAINTENANCE PERSONNEL

| SQUADRON / SCHEDULED MEETINGS | COMMANDERS CALL | DAILY MAINTENANCE MEETING | SUPERVISOR MEETING | CREW CHIEF MEETING | GROUND SAFETY MEETING | FLYING SAFETY MEETING | DYNAMIC OF MORALS LEADERSHIP LECTURES |
|---|---|---|---|---|---|---|---|
| 10th Bm Sq | 0800<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | 0830<br>7 Oct 57 | 1100<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 0800 21 Oct 57 |
| 12th Bm Sq | 0900<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | 0830<br>7 Oct 57 | 1100<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 0800 21 Oct 57 |
| 490th Bm Sq | 0900<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | 0830<br>7 Oct 57 | 1100<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 0800 21 Oct 57 |
| 11th AREFS | 1300<br>11 Oct 57<br>1300<br>25 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | 0830<br>7 Oct 57 | 1100<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 0800 21 Oct 57 |
| 341 PMS | 0900<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | | 1000<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 1600 25 Oct 57 |
| 341 PMS | 0900<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | | 1000<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 1600 25 Oct 57 |
| 341 A & E Sq. | 0900<br>12 Oct 57 | 1300<br>LINE CHIEF<br>OR<br>MAINTENANCE<br>OFFICER | 1600<br>11 Oct 57 | | 1000<br>12 Oct 57 | TO BE<br>ANNOUNCED | OFFICERS-1600,4 Oct 57<br>NCO's - 1600, 11 Oct 57<br>AIRMEN - 1600 25 Oct 57 |







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BASE FLIGHT MAINTENANCE PLAN SCHEDULE FOR SEPTEMBER

1. FLIGHT LINE MAINTENANCE SECTION:

a. The base flight maintenance section will provide aircraft for 475 hours as follows:

1 - C-47D Acft 65 hours
3 - C-47 Acft 156 hours
3 - B-25 Acft 126 hours
4 - C-45 Acft 128 hours

b. The above flying time is the authorized utilization during October 1957.

c. All in-commission aircraft, unless scheduled for dock inspection will be made available to operations for scheduling. Schedules are to be coordinated with the maintenance section prior to 1600 the preceeding day.

d. One hundred thirty-seven (137) preflights, 47 thru flights and twenty-seven (27) post flights will be accomplished during the month.

e. Work schedules are 0800 hours 1700 hours Monday through Friday. Saturdays and Sundays work will only be accomplished under emergency conditions.

2. PERIODIC MAINTENANCE SECTION:

a. Dock Schedule:

| | | |
|---|---|---|
| B-25 | 44-30023 | 1-7 Oct |
| C-45 | 52-10776 | 7-10 Oct |
| C-47 | 43-49773 | 11-17 Oct |
| C-45 | 52-10659 | 18-23 Oct |
| B-25 | 44-28875 | 24-30 Oct |

b. Pre-dock meeting scheduled one day prior to last flight.

c. TOC's (except grounding TOC's) will be scheduled in conjunction with P.E. Inspection.

d. Periodic personnel will be utilized in support of post flights and flight line maintenance during slack periods in periodic maintenance.

e. Work schedule for Periodic Maintenance Section is the same as paragraph 1, e.

f. Aircraft specialist support will be required from 341st FMS for periodic inspection.

g. A&E Specialist support will only be required on that work which exceeds the capability of the assigned radio maintenance man and equipment.

h. Crew Chiefs will attend Form 781's class for four (4) hours during the month as scheduled by the Wing Maintenance Standardization Branch.



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3. TRANSIENT ALERT SECTION:

a. Transient Alert Section will be maintained on a 24 hour a day basis.

b. Field Maintenance and A&E Specialist support will be required when the capability of assigned personnel is exceeded.

c. Upon notification of ETA and upon arrival at this base of a transient B-47 type aircraft, the maintenance officer or the line chief of Base Flight will notify 341st Maintenance Control stating arrival time, and type of service required and other known requirements. Parking space will be furnished by Maintenance Control. After receiving this information, Maintenance Control will notify the squadron responsible for transient B-47 type aircraft.

(1) Transient alert will request gas and oil for transient aircraft thru Job Control prior to arrival.

(2) Request for Liquid Oxygen carts will be requested thru Job Control, and procured on Fridays for weekend use from the squadron responsible for transient B-47 acft. Oxygen carts, hose and gloves will be returned to the squadron by 0800 Monday.

d. The refueling officer will supervise the refueling of the B-47, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's Folder.

e. Upon arrival at this base of a transient KC-97 type aircraft, the Maintenance Officer or the line chief of base flight will notify 341st Maintenance Control, stating arrival time, and type of servicing required. Parking space will be furnished by Maintenance Control. After receiving this information, Maintenance Control will notify the Air Refueling Squadron responsible for transient KC-97 type aircraft.

f. The Air Refueling Squadron, Refueling Officer will supervise the refueling of the KC-97, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's folder.

g. PROCEDURES:

(1) Upon arrival of a VIP aircraft at this station, the maintenance officer of Base Flight will notify Job Control stating type and number of aircraft, and ETA type of support required, and the estimated time of departure. Parking space will be furnished by Maintenance Control.

(2) Job Control will notify the expediters of Field Maintenance and A&E Squadron, of the arrival of a VIP aircraft. The expenditers concerned will notify the individual. Field Maintenance Branch Chiefs and the Line Chief of A&F, who will take necessary action to have a well qualified specialist of each shop on stand-by for immediate dispatch upon notification from Job Control.



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(3) The Base Flight representative meeting the VIP Aircraft, will ascertain the type and amount of specialist support required, estimated time of departure, and notify Job Control.

(4) Job Control will determine the maintenance requirements of the VIP aircraft, and notify Field Maintenance Squadron Expediters and Armament and Electronics Squadron who will immediately dispatch the specialists to the VIP aircraft.

(5) Should the operational requirements of the Wing prevent immediate dispatch of specialists to the VIP aircraft, Job Control will notify the Base Flight Maintenance Officer, stating the approximate time specialists will be available.



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BLUE RIDGE AIRCRAFT

1. The code name "Blue Ridge" is assigned those aircraft that will be put into special configuration. Eight (8) aircraft will be assigned "Blue Ridge" each weekend and/or holiday by Job Control. Blue Ridge Red aircraft will be prepared in accordance with ANNEX "C" of this Operations Plan.

2. The following configuration will apply:

a. (1) External wing tanks full, all internal tanks full except AFT MAIN. AFT MAIN tank 7,800 pounds (1,200 gallons) short.

* (2) Water fully serviced.

* (3) Serviced, with liquid oxygen.

(4) Pre-flight completed, ground and aircrew.

* (5) Ring-out completed.

* (6) Type "F" configuration.

(7) Drag and approach chute installed.

(8) Install ECM, Cameras and chaff inserts.

(9) Install ATO Racks and bottles.

NOTE: Igniters will not be installed on ATO Bottles.
* Only those items marked with an asterisk (*) will be completed on aircraft five (5) thru eight (8).

b. On the day the aircraft is scheduled to go on "Blue Ridge" A&E will install all ECM Components, cameras and load chaff. This must be completed prior to 1700 hours.

c. On the day the aircraft is scheduled to go on "Blue Ridge" FMS will install ATO racks, and checkfor stray voltage. The ADS Squadron will be scheduled to install bottles upon completion of ATO Rack installation. This must be completed prior to 1700 hours.

d. Aircraft assigned by Job Control to sequence number five (5) thru eight (8) will be serviced with water alcohol and oxygen, have an "F" type configuration and a current ring out.

e. On the day "Blue Ridge" aircraft are scheduled to fly on a scheduled sortie, A&E Components, ATO Bottles and ATO Racks must be completely removed no later than three (3) hours prior to take off so as not to interfere with flight crew pre-flight. External "Wing Tanks" will be defueled to boost pump level and aircraft will be fueled in accordance with requirements of SAC Weekly 364. If external wing tank fuel is not required, external wing tanks will be defueled to boost pump level.



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APPENDIX VII TO ANNEX "A" (CONT'D)

3. General rules:

a. At no time will a "Blue Ridge" airplane be cannibalized.

b. Blue Ridge aircraft will be pre-flighted by ground crew and flight crew each day, except on week ends and holidays. Pre-flights performed on Friday will be valid until 0800 Monday. Blue Ridge aircraft will be pre-flighted prior to holidays and this pre-flight will remain valid until next duty day.

c. Maintenance alert crews will perform walk around check of all Blue Ridge aircraft on week ends and holidays and 0800. This check will consist of looking for any apperent damage to aircraft and for evidence of fuel leaks, hydraulic leaks and flat tires. No servicing will be perfomred during this walk around inspection unless directed by Job Control. If inspection reveals that a Blue Ridge aircraft had been damaged or has a flat tire, or is leaking fuel or hydraulic fluid, Job Control will be contacted for instructions.

d. All discrepanceies that can be noted on a walk around inspection will be entered in AF Form 781-2. Job Control will be notified of all discrepancies. The discrepancies will be cleared at 0800 hours the following work day, unless otherwise directed by Job Control.



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## SCHEDULED MAINTENANCE ACTIVITIES

1. Flight Chiefs of Tactical Squadrons will comply with MIL #58 (checking 781-3 against maintenance supply records) on the following schedule:

10th Bomb Squadron Sept 31 - Oct 4
12th Bomb Squadron Oct 9 - 13
490th Bomb Squadron Oct 16-20
11th AREFS Oct 23-27

2. Bench stock inspection schedule for the month of October:

| SQUADRON OR SHOP | INSP DATE | SQDN OR SHOP | INSP DATE |
|---|---|---|---|
| 341st A&E Sq | 21 | 341FM Tire Shop | 7-30 |
| 341st PMS | 22 | Base Flight<br>819th Ops Flt Tng | 9 |
| 490th Bomb Sqdn | 1-24 | 341FM Aero Repair | 10 |
| 12th Bomb Sqdn | 23 | 11th AREFS | 11 |
| 10th Bomb Sqdn<br>341FM Parachute Shop | 2-25<br>2-25 | 341FM Inst Shop<br>341FM Machine Shop | 14 |
| 341st FMS G.P. Shop | 3-28 | 341FM Paint Shop<br>341FM Welding Shop | 15 |
| 341FM Elect Shop<br>341FM Prop Shop | 4-29 | 4th SSS<br>341FM Fuel Sys Shop | 16 |
| 341FM IFR Shop<br>341FM Sheet Metal Shop | 8-31 | 341FM Recip Engine<br>341FM Hyd Shop | 17 |
| 819th Ops Radio Maint | 18 | | |

3. An alert team consisting of a coleman operator and mechanic will be on duty at Crash Fire Station #1 from 0800 Saturday to start of next work day. Mechanic must be checked out on riding brakes. Personnel will report with fully serviced coleman and B-47 tow-bar. Personnel will sleep at Fire Station and will eat with Crash Firemen.

Weekend of 5 Oct 490th BS
Weekend of 12 Oct 10th BS
Weekend of 19 Oct 12th BS
Weekend of 26 Oct 341 PMS
Weekend of 2 Nov 341 FMS
Weekend of 9 Nov 490th BS
Weekend of 16 Nov 10th BS
Weekend of 23 Nov 12th BS
Weekend of 30 Nov 341 PMS
Weekend of 7 Dec 341 FMS



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 480-57

OPERATIONS



0796

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 21 flying scheduled during Oct. No Saturday Flying is programmed.

3. No Monday takeoffs will be scheduled prior to . No Friday landing will be scheduled after.

4. Squadrons will schedule takeoff on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time with any hour by squadron reservation is reproduced below.

| 10th | 12th | 490th | 11th ARS |
|---|---|---|---|
| 00-08 | 09-17 | 18-26 | 27-34 |

5. RBS schedule for October has been distributed to Squadrons under separate cover.

6. During October aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meetings - weekly at 1300 Wednesday, in the Wing Conference Room It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the Pre-planning 60-9 meeting.

b. Weekly 60-9 meeting - 1400 each Thursday in the Wing Conference Room.

c. Monthly 60-9 meeting - 1600 Monday 21 Oct in the Wing Conference Room.

8. Squadrons are reminded that mission folders are due in the Training Division by 1300 hours on the duty day prior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 willbe included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

ANNEX "B"
341st Ops Order 480-57
1 October 1957

5

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10. The following named officers will monitor squadron briefings and Wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Maj Gootee | 1 - 4 Oct | Capt Hill | 18 - 23 Oct |
| Maj Daffern | 7 - 11 Oct | Capt Logan | 24 - 29 Oct |
| Maj Smith | 14 - 17 Oct | Maj Reynolds | 30 - 31 Oct |

11. B-47 Squadrons will schedule a minimum of five crews per squadron to complete maximum Gross Weight Refueling in Oct including full tip tanks, with Air Weapon sorties.

12. The following named staff officers are due for Standardization Checks and must be scheduled in Oct at the earliest possible time. Squadrons will schedule attached personnel with standardization crews.

| STAFF | FORMAL DUE DATE |
|---|---|
| Maj Douglas | 28 August 57 |
| Maj Williar | 6 June 57 |
| Maj Weems | 2 October 57 |

13. The 10th Bomb Squadron will plan and brief the wing mission of 21 Oct. Briefing will be conducted at 1000, 18 Oct, in the wing briefing room.

14. The 12th Bomb Squadron will plan and brief wing mission of 7 Oct. Briefing will be conducted at 1000, 4 Oct., in the wing briefing room.

15. Bomb Competition Crews - Graves, Weeks, and Elzey will be scheduled on the following dates:

Graves - 1, 8, 11, 16, 21, and 28th
Weeks - 4, 10, and 15th
Elzey - 3, 9, 14, 22, and 28th



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX I

TO

OPERATIONS ORDER

NUMBER 480-57

FLIGHT TRAINING RECAP



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## FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew shceduling capability.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. The following crews are assigned standby tanker alert from 11 October thru 20 October 1957.

| DATE | AIRCRAFT COMMANDER |
|---|---|
| 11 Oct | Gillen |
| 12 Oct | Scuro |
| 13 Oct | Clark |
| 14 Oct | Stutler |
| 15 Oct | Rast |
| 16 Oct | Hall |
| 17 Oct | Reid |
| 18 Oct | Lebeuf |
| 19 Oct | Brandes |
| 20 Oct | Andrews |

4. Each B-47 combat crew that has not completed one ATO takeoff this calendar year will be scheduled for an ATO takeoff in October. All B-47 combat ready crews must complete this annual requirement no later than 30 October 1957.

5. Gunnery will not be scheduled on Monday missions before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

6. The following named crews are scheduled into the Standardization Section in October: Warner, Ballard, Youngmark, Hull, Pendergast and Podbesek.



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APP I ANNEX B )
OPERATIONS ORDER)
NUMBER 480-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

SCHEDULING BOARD ACTIVITY CODE

| | | | |
|---|---|---|---|
| ADVANCED SURVIVAL | SURV | OFFICERS CALL | OC |
| ADVANCED SURVIVAL REFRESHER | SURVE REF | AIRDROME OFFICER | AO |
| LOCAL SURVIVAL | LOC SURV | CONTROL ROOM OFFICER | CRO |
| AQUATIC SURVIVAL | AQA | OFFICER OF THE DAY | OD |
| NUCLEAR WEAPONS SCHOOL | TN | TOWER OFFICER | TO |
| SPECIAL WEAPONS SCHOOL | SW | OBSERVER INFLIGHT MAINTENANCE | IFM |
| SW PRACTICE LINE EXERCISE | SWP | B-47 PILOT TRANSITION PROGRAM | TRANS |
| SW STANDBOARD EVAUUATION | SWE | B-47 TRANSITION PROGRAM WITHITA | WICH |
| OQ RANGE | OQ | BASE GROUND SCHOOL INSTRUCTOR | SI |
| GUNNERY SCHOOL | GUN | INITIAL HANDGUN COURSE | HG |
| ALTITUDE CHAMBER | ALT | RADAR ACCEPTANCE CHECK OFFICER | RA |
| INSTRUMENT SCHOOL | IS | MTD SCHOOL | MTD |
| BLOCK TRAINING | BLOCK | BOMBING COMPETITION | BC |
| LEAVE | LEAVE | INSTRUCTOR PILOT BRIEFING | IPB |
| STANDBOARDS | STANDBOARD | FLIGHT TEST CREW | FT |
| ANNUAL FLIGHT PHYSICALS | PHY | FLIGHT MISSION DAY | FD |
| DENTAL APPOINTMENTS | DA | INSTRUMENT CHECK | IC |
| SES | SES | CRITIQUE | C |
| PRE SES TRAINING | PSES | BLUE RIDGE CREW | BR |
| T-2A RADAR TRAINER | T-2A | PHYSICAL TRAINING | PT |
| T-1A GUNNERY TRAINER | T-1A | JUDO | JU |
| C-11 JET INSTRUMENT TRAINER | C-11 | EWP STUDY | EWP |
| B-47 SIMULATOR | SIM | FLYING SAFETY MEETING | FS |
| KC-97 SIMULATOR | SIM | STAND-BY TANKER | SAT |
| P-3 CONVENTIONAL INSTRUMENT TRAINER | P-3 | FLIGHT MISSION NIGHT | FN |
| BRIEFING | B | | |
| MISSION PLANNING | MP | | |
| TARGET STUDY | TS | | |
| PREFLIGHT | PF | | |
| CREW REST | CR | | |



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B SCHEDULE OCTOBER

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ops Reqmt | 11 | 10 | 16 | 10 | / | / | 14 | 13 | 10 | 14 | 12 | / | / | 13 | 10 | 15 | 13 | 11 | / | / | 15 | 12 | 12 | 14 | 11 | / | / | 2 | 15 | 23 | | 276 |
| Maint Capab | 11 | 10 | 16 | 10 | / | / | 14 | 13 | 10 | 14 | 12 | / | / | 13 | 10 | 15 | 13 | 11 | / | / | 15 | 12 | 12 | 14 | 11 | / | / | 2 | 15 | 23 | | 276 |
| 10th | 4 | 5 | 5 | 3 | / | / | 5 | 4 | 2 | 5 | 4 | / | / | 4 | 3 | 5 | 4 | 3 | / | / | 5 | 3 | 3 | 4 | 4 | / | / | 1 | 4 | 6 | - | 86 |
| 12th | 3 | 2 | 5 | 4 | / | / | 4 | 5 | 3 | 5 | 4 | / | / | 4 | 3 | 5 | 4 | 4 | / | / | 5 | 4 | 5 | 6 | 3 | / | / | - | 6 | 9 | - | 93 |
| 490th | 4 | 3 | 6 | 3 | / | / | 5 | 4 | 5 | 4 | 4 | / | / | 5 | 4 | 5 | 5 | 4 | / | / | 5 | 5 | 4 | 4 | 4 | / | / | 1 | 5 | 8 | | 97 |
| ∞ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wing Staff | 1<br>10 | | | 1<br>12 | / | / | | | 1<br>490 | | | / | / | | 1<br>10 | | | | / | / | | | 1<br>12 | | | / | / | | | | | |
| SES | | | | | / | / | | | | | | / | / | 1-10<br>1-12 | | | 1<br>10 | 1-10<br>1-12 | / | / | | 1<br>12 | | 1<br>12 | | / | / | | | | | |
| Mass A/R | | | | | / | / | X | | | | | / | / | | | | | | / | / | X | | | | | / | / | | | | | |
| Higher Hdq | | | | | / | / | | | | X | | / | / | | | | X | | / | / | | | | | | / | / | | | | | |
| Bomb Comp | 1<br>10 | | 1<br>490 | 1<br>12 | / | / | | 1<br>10 | 1<br>490 | 1<br>12 | 1<br>10 | / | / | 1<br>490 | 1<br>12 | 1<br>10 | | | / | / | 1<br>10 | 1<br>490 | | | | / | / | 1-10<br>1-490 | | | | |
| Test Flights | | | 1 | | / | / | | | 1 | | 1 | / | / | | | | | 1 | / | / | | 1 | | | | / | / | 1 | 1 | | | Plus 7 PCU. |



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KC-97 CAPABILITY

| DATE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DAY | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | S | S | M | T | W | T | F | |
| Maint Capab | 6 | 6 | 6 | 6 | | | 6 | 4 | 3 | 10 | 2 | | | 3 | 3 | 3 | 10 | 0 | | | 7 | 5 | 1 | 5 | 5 | | | 5 | 5 | 5 | 6 | | 112 |
| Opnl Rqmt | 8 | | | 7 | | | 6 | 6 | 4 | 10 | 4 | | | 3 | 4 | 4 | 10 | 0 | | | 6 | 8 | 2 | 8 | 6 | | | 5 | 5 | 5 | 6 | | 133 |
| A/R Rqmt | 4 | 5 | 7 | 6 | | | 6 | 4 | 3 | 10 | 3 | | | 3 | 3 | 3 | 10 | 0 | | | 6 | 5 | 2 | 5 | 5 | | | 5 | 5 | 5 | 6 | | |
| A/R 341 B W | 4 | 4 | 6 | 4 | | | 6 | 2 | 3 | 10 | 2 | | | 1 | 3 | 3 | 10 | 0 | | | 6 | 5 | 0 | 5 | 4 | | | 3 | 4 | 4 | 5 | | 83+11 |
| A/R 96 B W | | 1 | | | | | | | | X | - | - | - | - | 2 | | | | | | | | 2 | | 1 | | | 1 | | 1 | | | 8 |
| A/R 303 B W | | | 1 | 2 | | | | 2 | - | - | X | | | | | | | | | | | | | | | | | 1 | 1 | | | 1 | 9 |
| Total Unit Rqmt | 4 | 2 | 2 | 1 | | | | 2 | 1 | | 1 | | | | 1 | 1 | | | | | | 3 | | 3 | 1 | | | | | | | 22 |
| Trans | 4 | 3 | 1 | 1 | | | | 2 | 1 | | 1 | | | | 1 | 1 | | | | | | 3 | | 3 | 1 | | | | | | | 22 |
| STRIP ALERT | ACFT 316 | | | | 11 SEP TO 21 SEP 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extra Sorties | 2 | 2 | 2 | 1 | | | | 2 | 1 | | 1 | | | | 1 | 1 | | | | | | 3 | | 3 | 1 | | | | | | | 20 |
| Double Up | 1 | 1 | 2 | 1 | | | | 2 | 1 | | 1 | | | | 1 | 1 | | | | | | 2 | | 2 | 1 | | | | | | | 16 |
| Turn around | 1 | 1 | | | | | | | | | | | | | | | | | | | | 1 | | 1 | | | | | | | | 4 |

TURN AROUND OR DOUBLE UP

84

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

10th BOMB SQUADRON



0804

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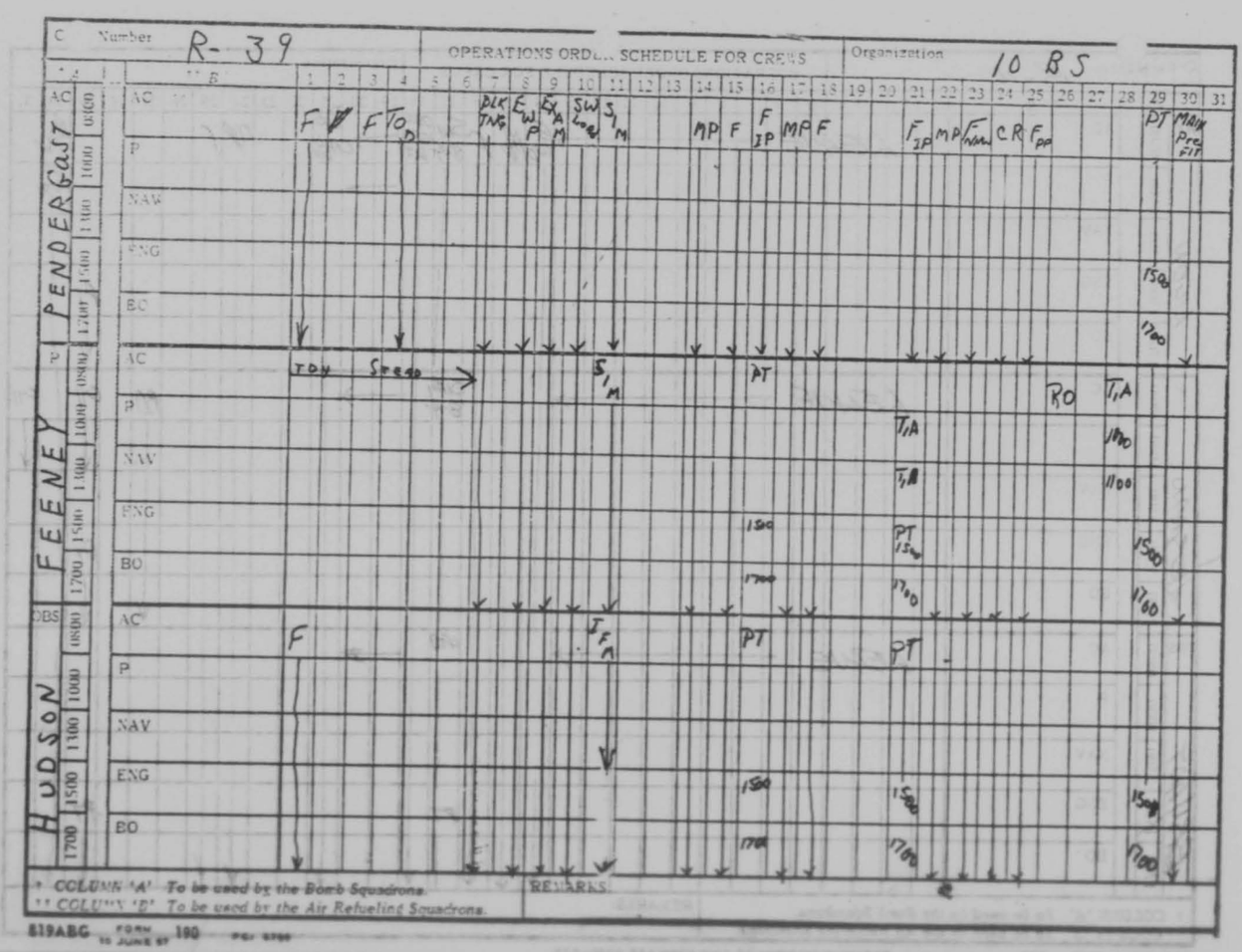




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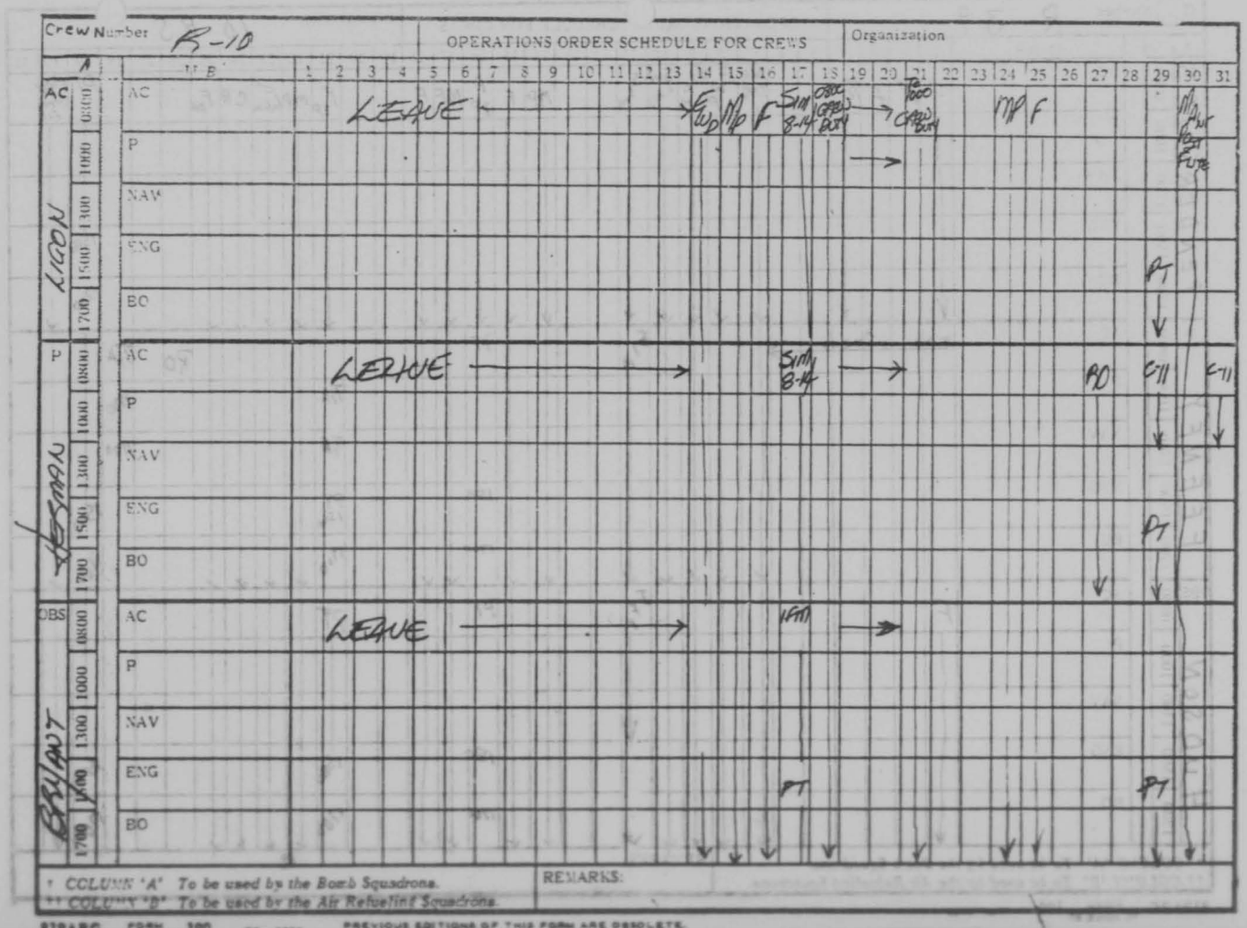




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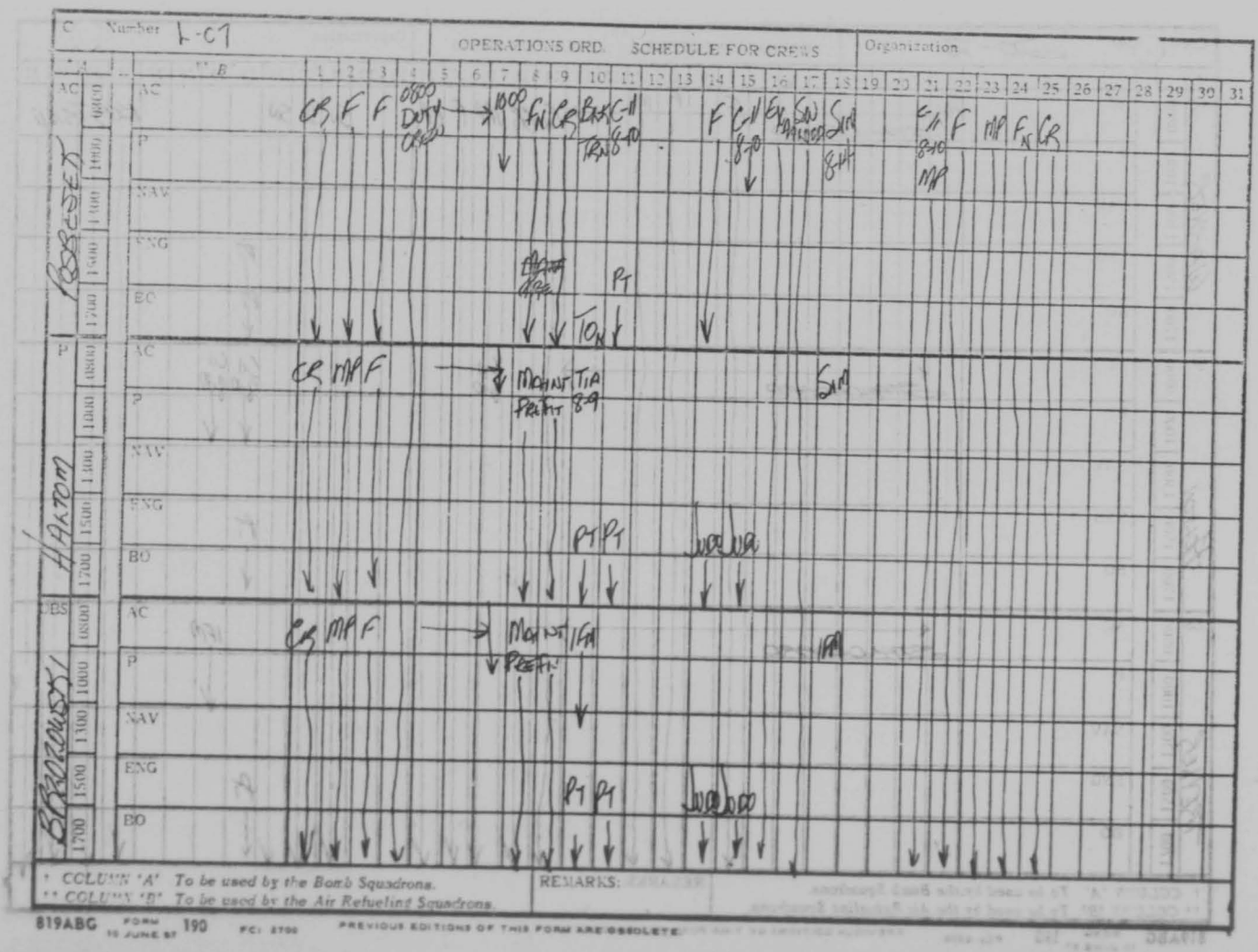




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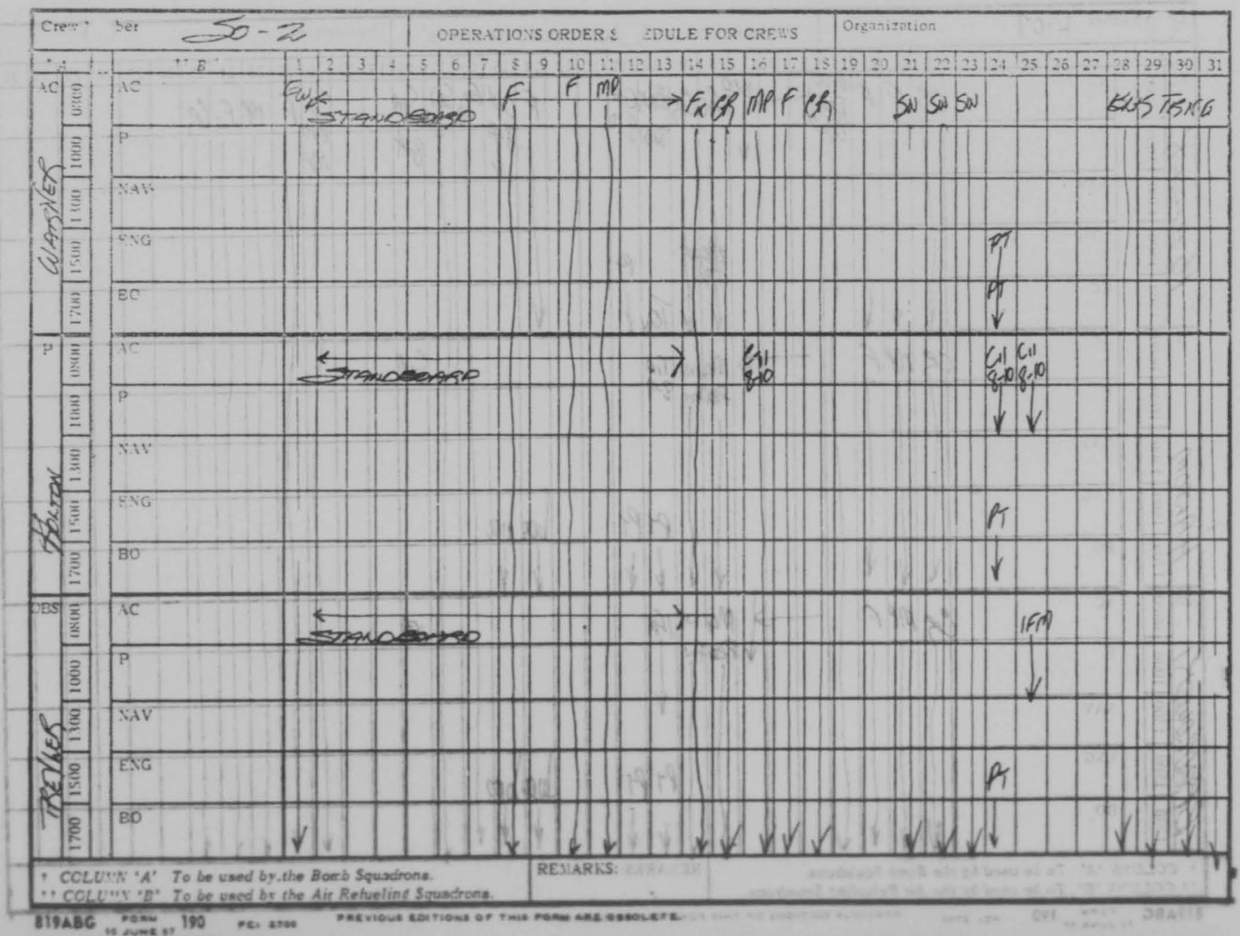




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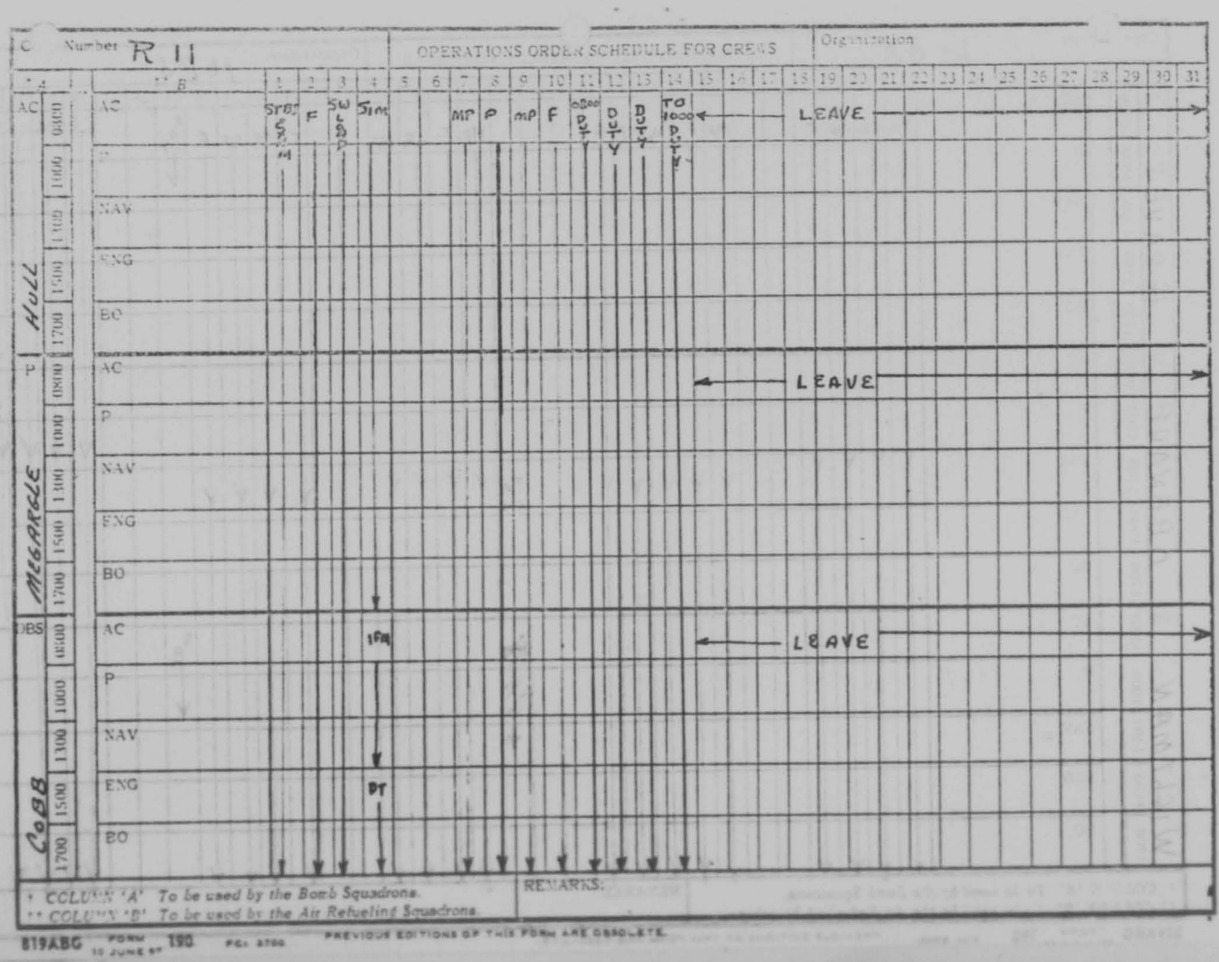




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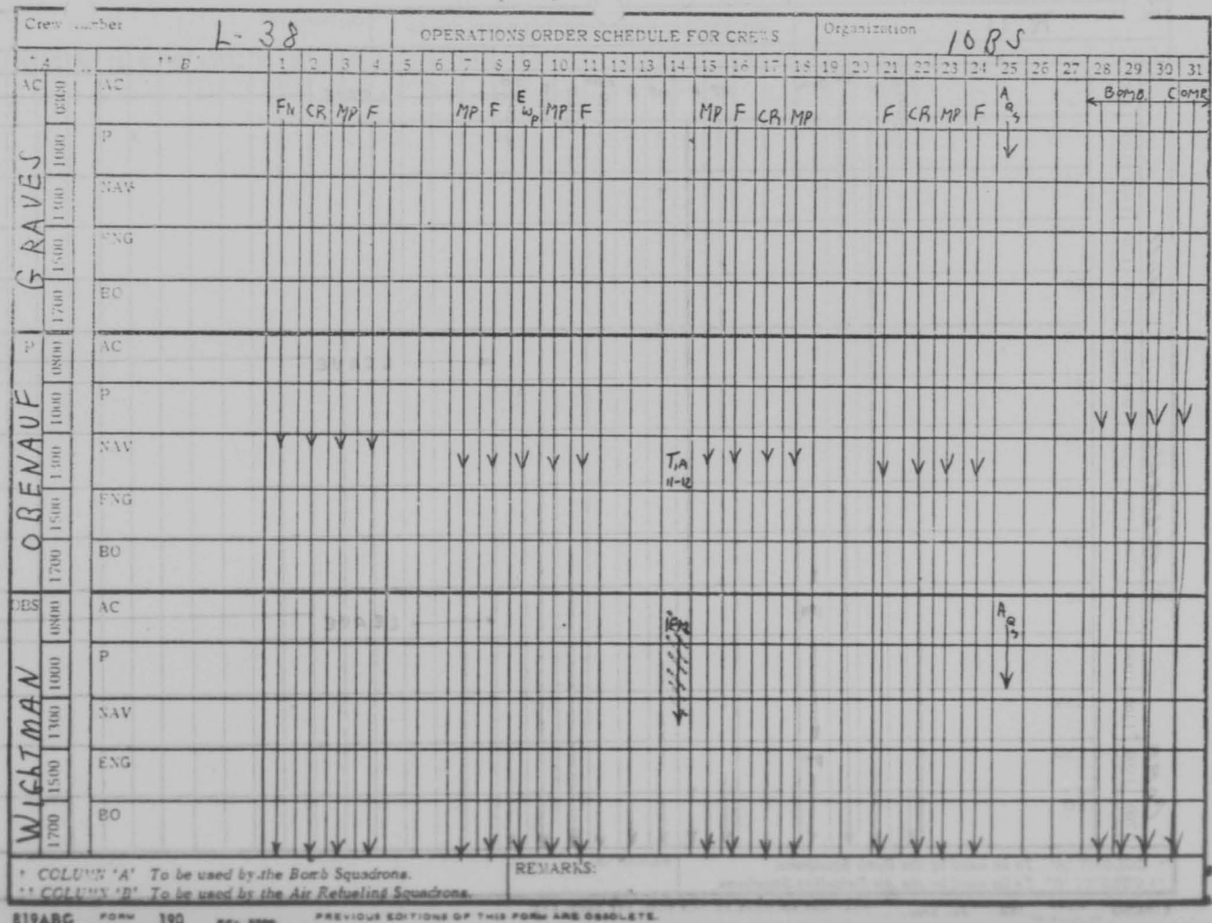


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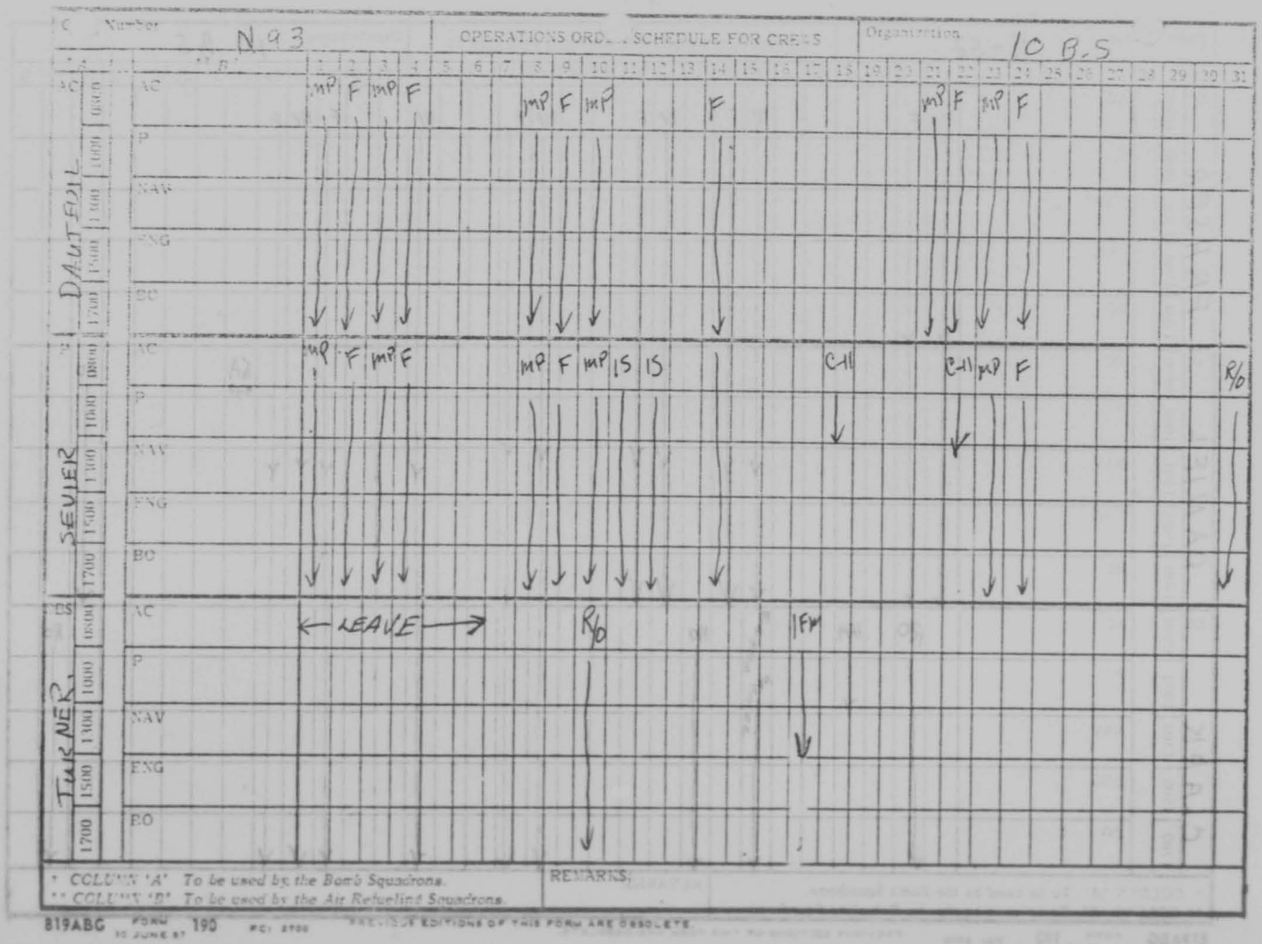




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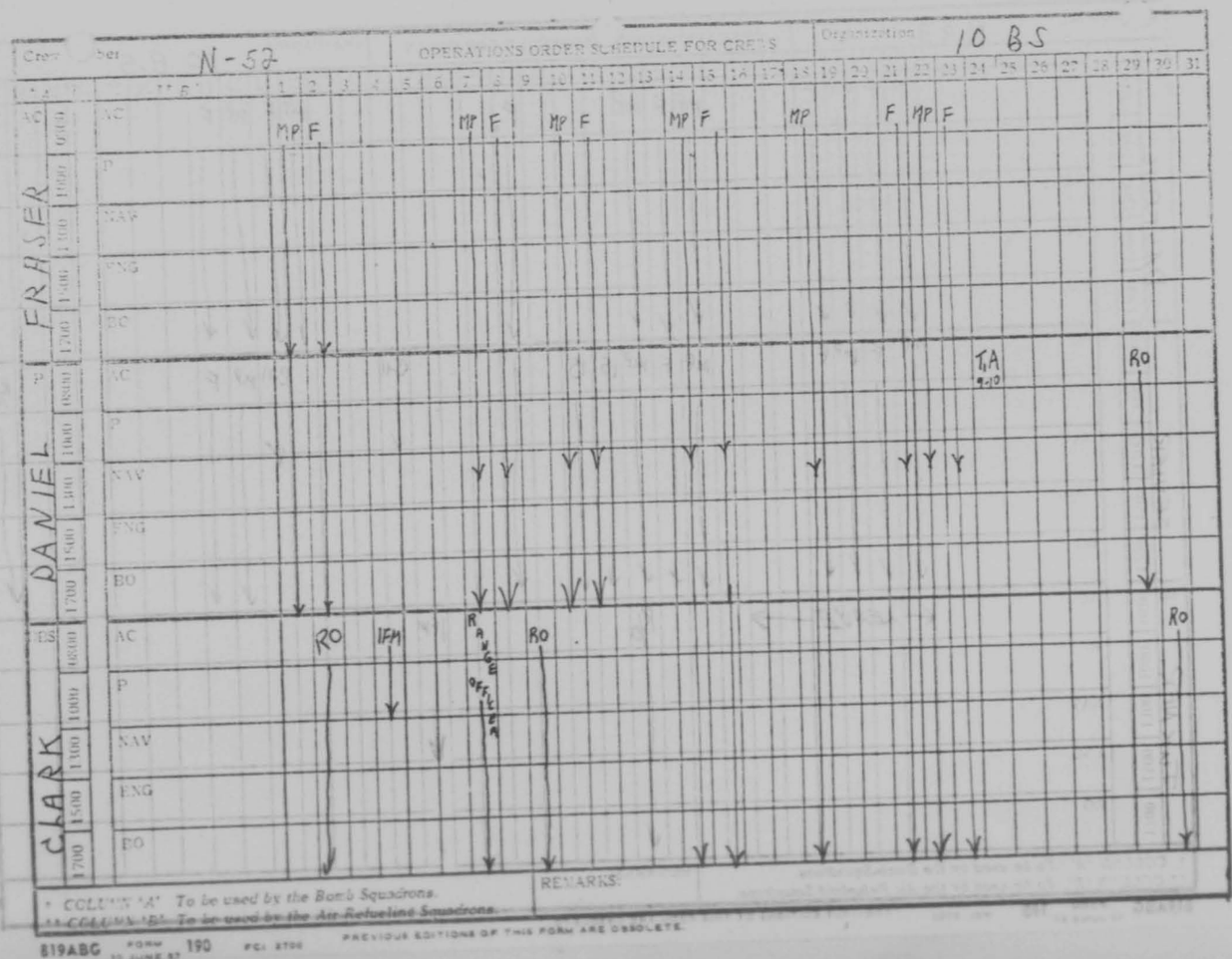


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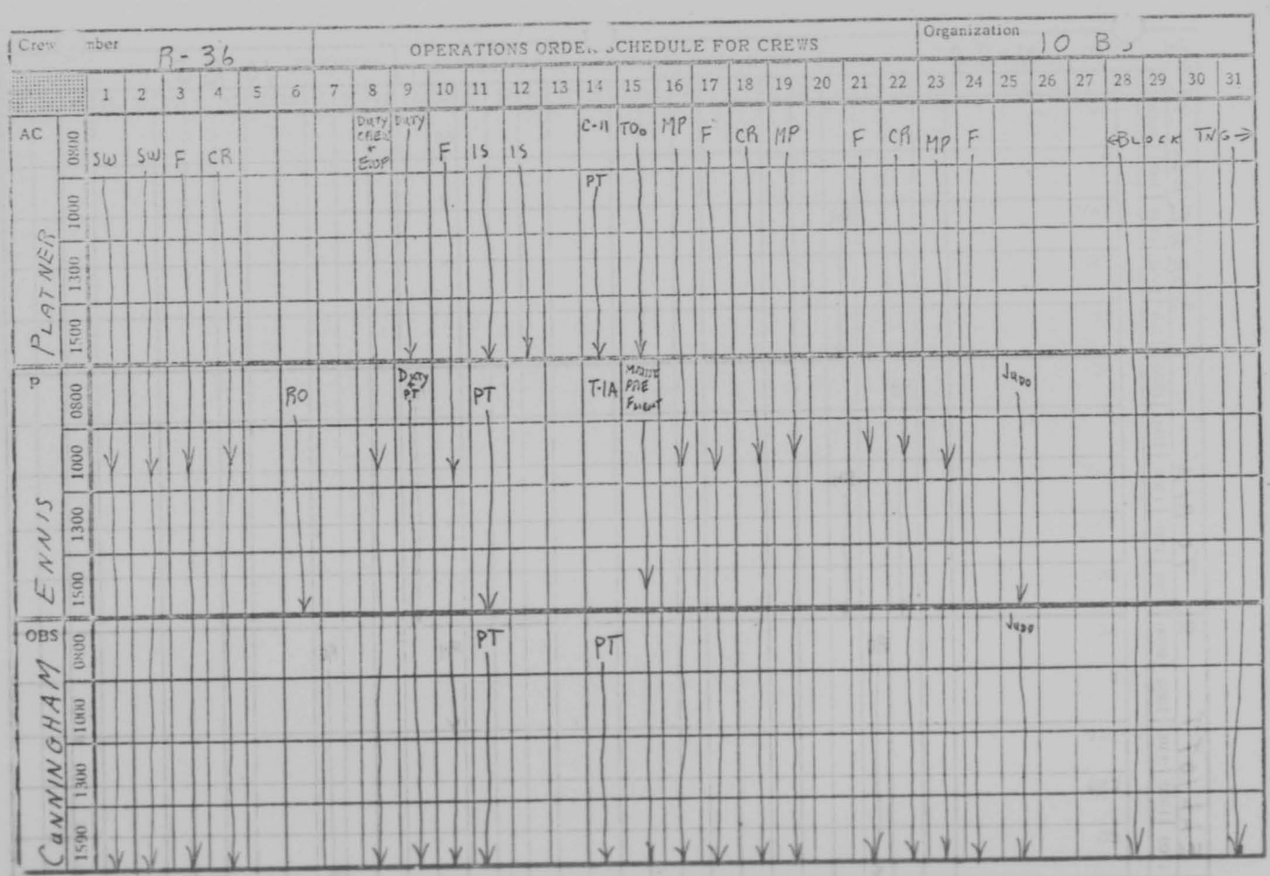


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Crew Number N-80 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10 BS

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SORRELL | AC 0800 | AC | | | | | | | | | | | | | | | | | C-11 | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | SIM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TO BIN | P 0800 | AC | | RO | | | | | | | | | | | | | | | | RO | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | SIM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ELLIOTT | BS 0800 | AC | | | RO | | | | | | | | | | | | | | IFM | | | | RO | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

REMARKS:

819ARG FORM 190 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

0814

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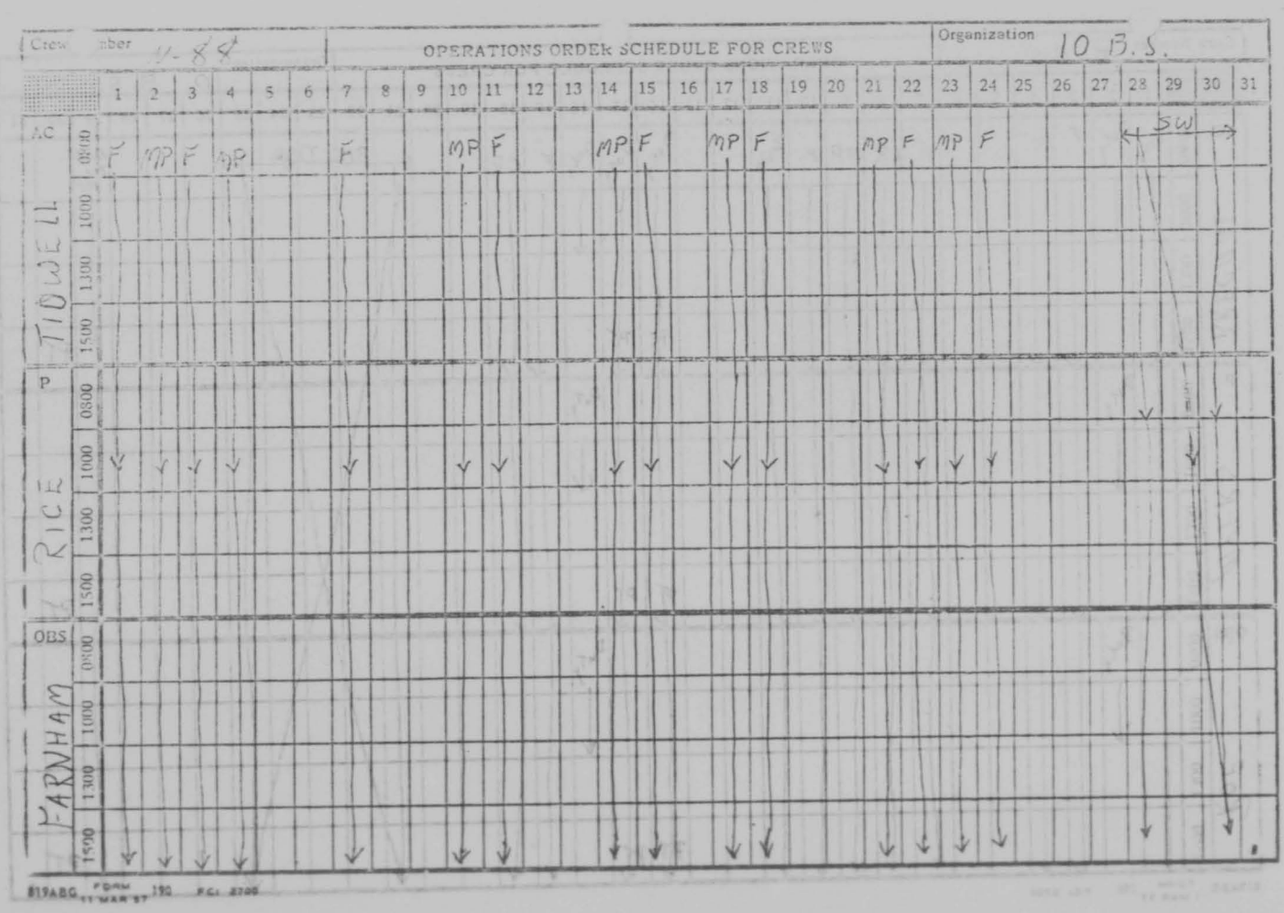




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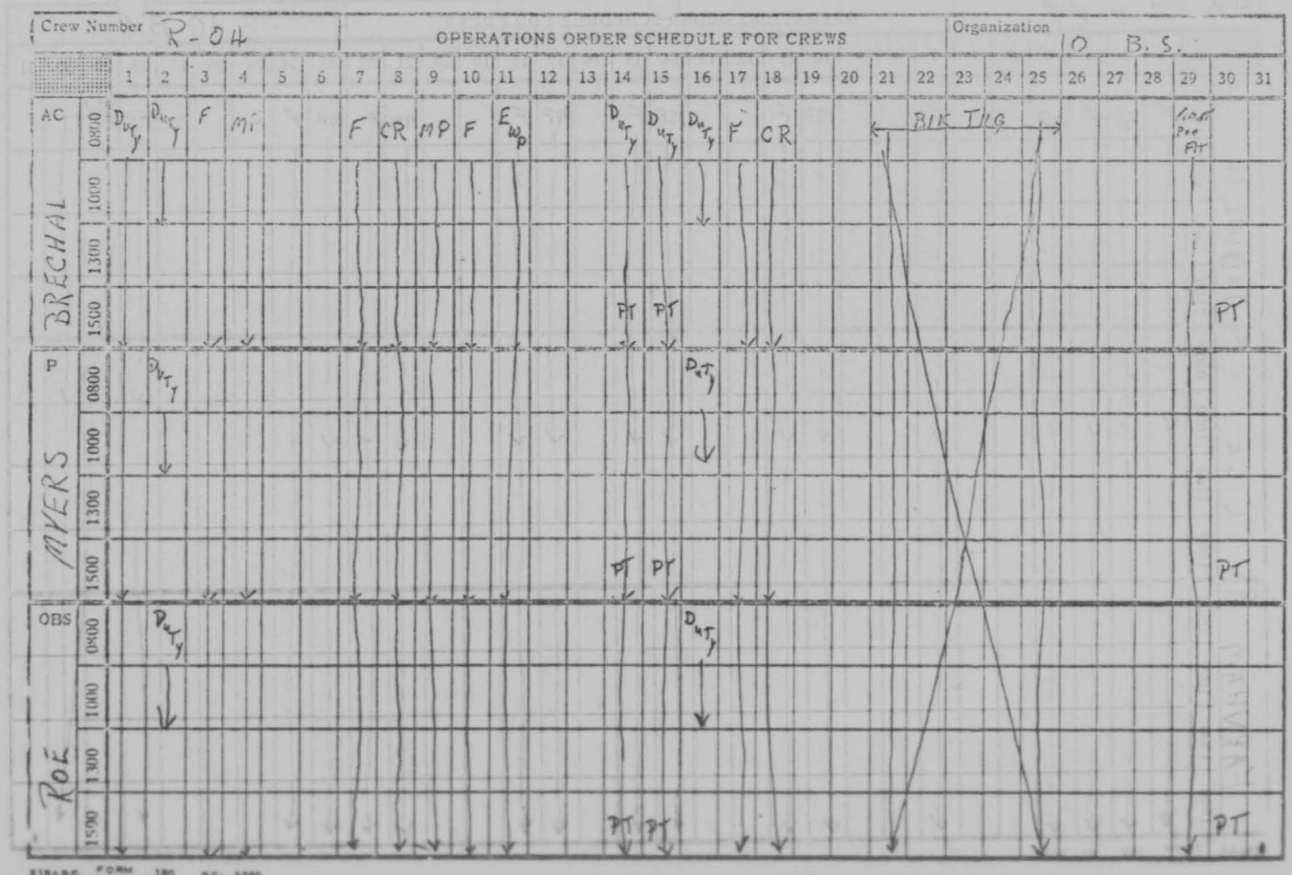




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Number N-78 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10 B.S.

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACKBURN | AC 0800 | AC | F | MP | F | | | AO N | | | | MP | F | | | | MP | F | | | | | SIM | MP | F | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RALEY | P 0800 | AC | C-11 | C-11 | C-11 | | | | | | | | | | | IO | | | | IO | | | SIM | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | AO N | | | | | | | | | | |
| GRAY | OBS 0800 | AC | WCR N | | | | | | | | | IFM | RO | | | RANGE OFFICER | | | IO | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

REMARKS:

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Crew Number L 09

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 B.S.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC HAMMOND | 0800 | SIM | MP | F | | | | F | CR | 0800 DUTY CYCLE | DUTY CYCLE | DUTY TO 1900 | 1S | | F | MP | F | | MP | | | F | TF | TF | | | | | C-II | E W/P | C-II | |
| | 1000 | | | | C-II MP | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P DUFFER | 0800 | SIM | | | | | | | | | | | MP | | | | | | | | | | | | | | | | | | | TA 8-9 |
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| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS JENKINS | 0800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | IFM |
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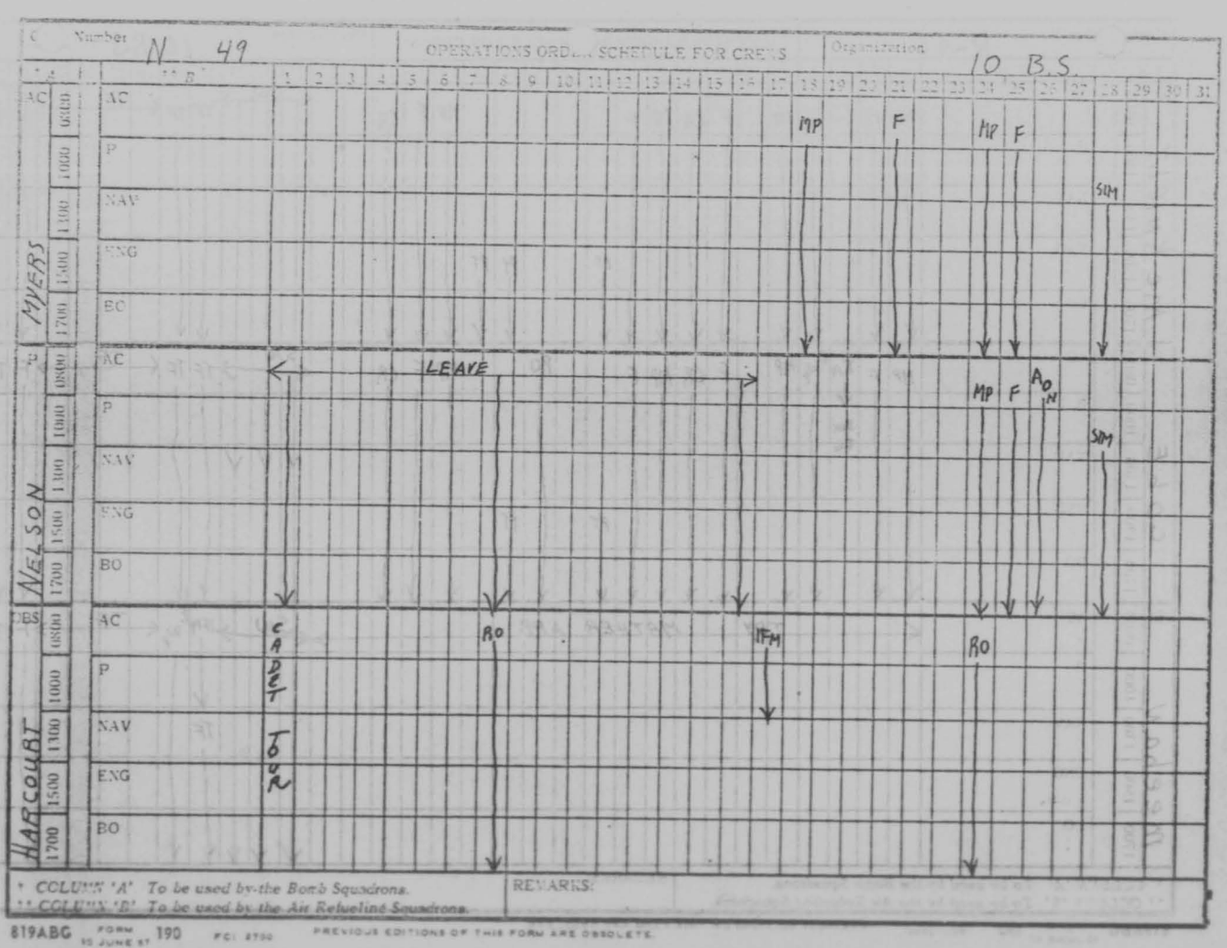




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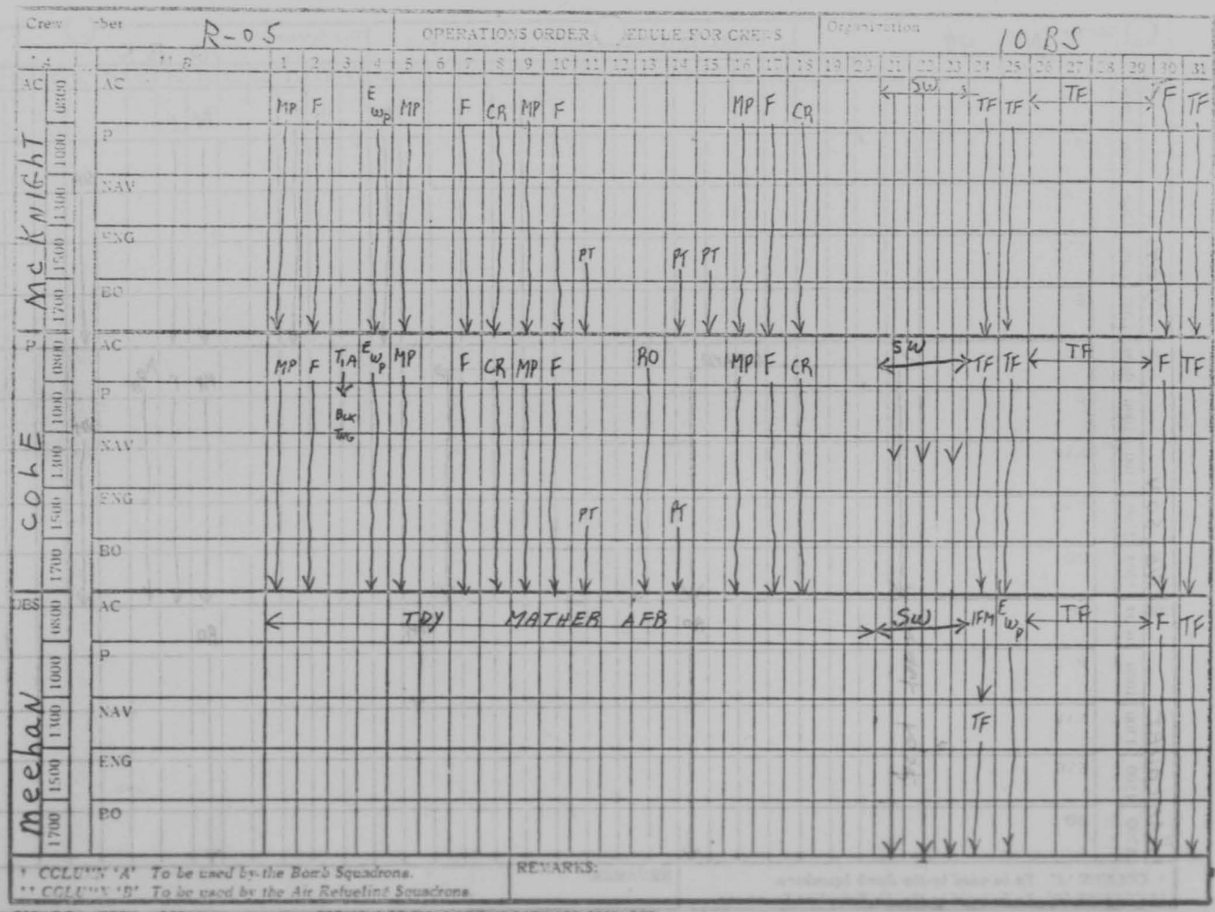


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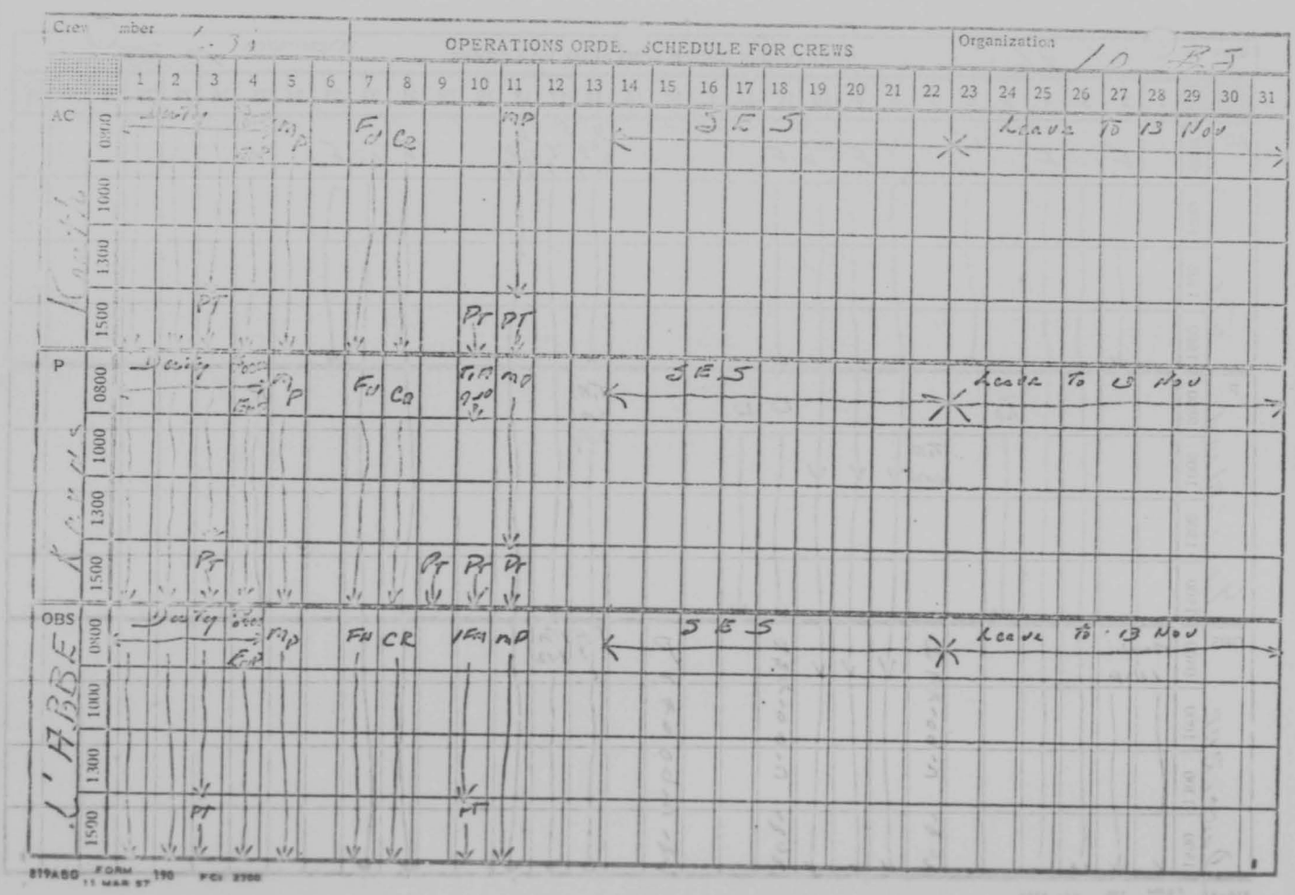




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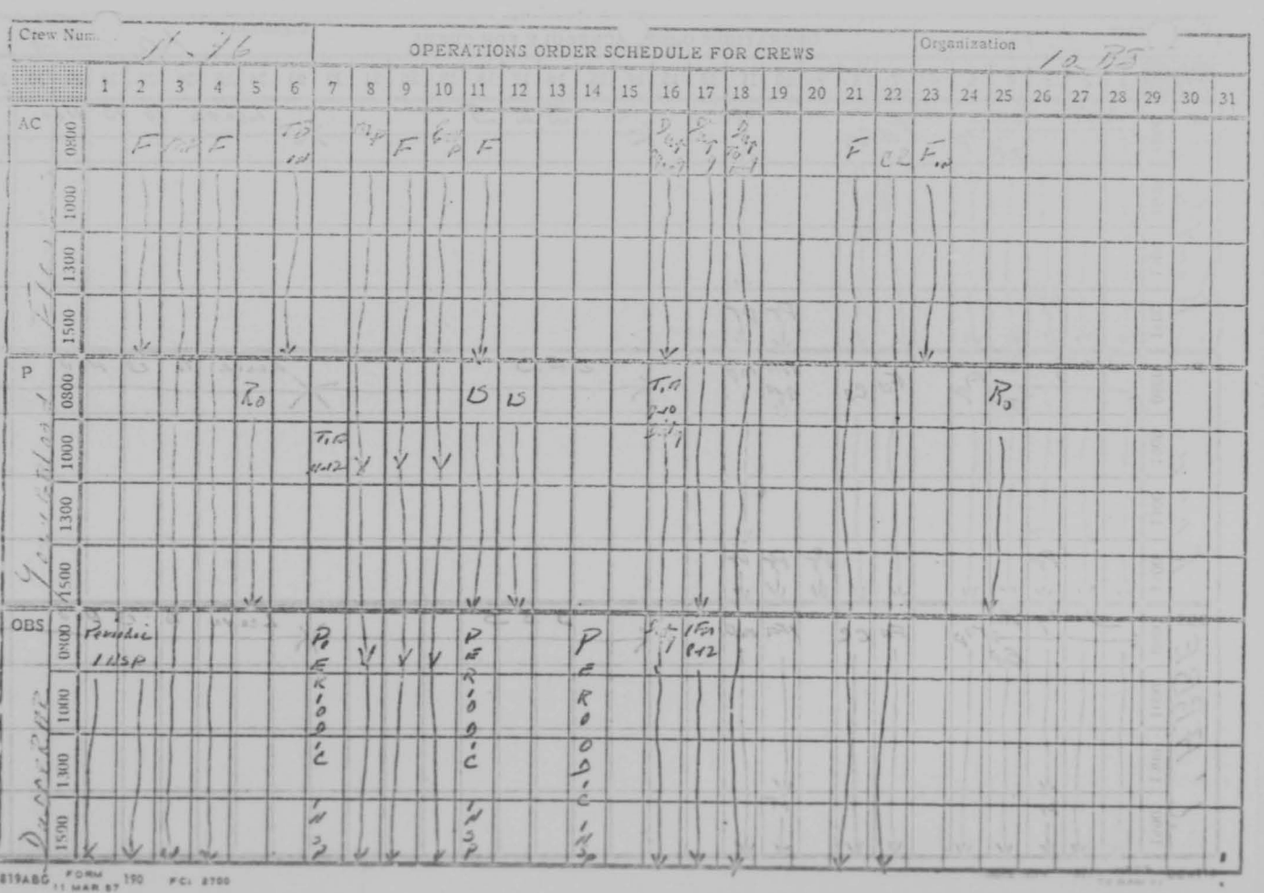




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Number N-99 OPERATIONS ORD SCHEDULE FOR CREWS Organization 10 BS

| | | 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 |
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| | AC | | | | | WING FLYING SAFETY OFFICER | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MOHAN | AC | | | | | NOT PRESENT FOR DUTY | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| WEBB | AC | | | | | NOT PRESENT FOR DUTY | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number N-03

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 BS

| * A | ** B | 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 |
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| AC 0800 1000 1300 1500 1700 | AC | CADET TOUR | | | | | | | | | | | | | RO | | | | | | | | | | | | | | RO | | | |
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| ROE PERSON 0800 1000 1300 1500 1700 | AC | NOT PRESENT FOR DUTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| CBS 0800 1000 1300 1500 1700 NOFSINGER | AC | NOT PRESENT FOR DUTY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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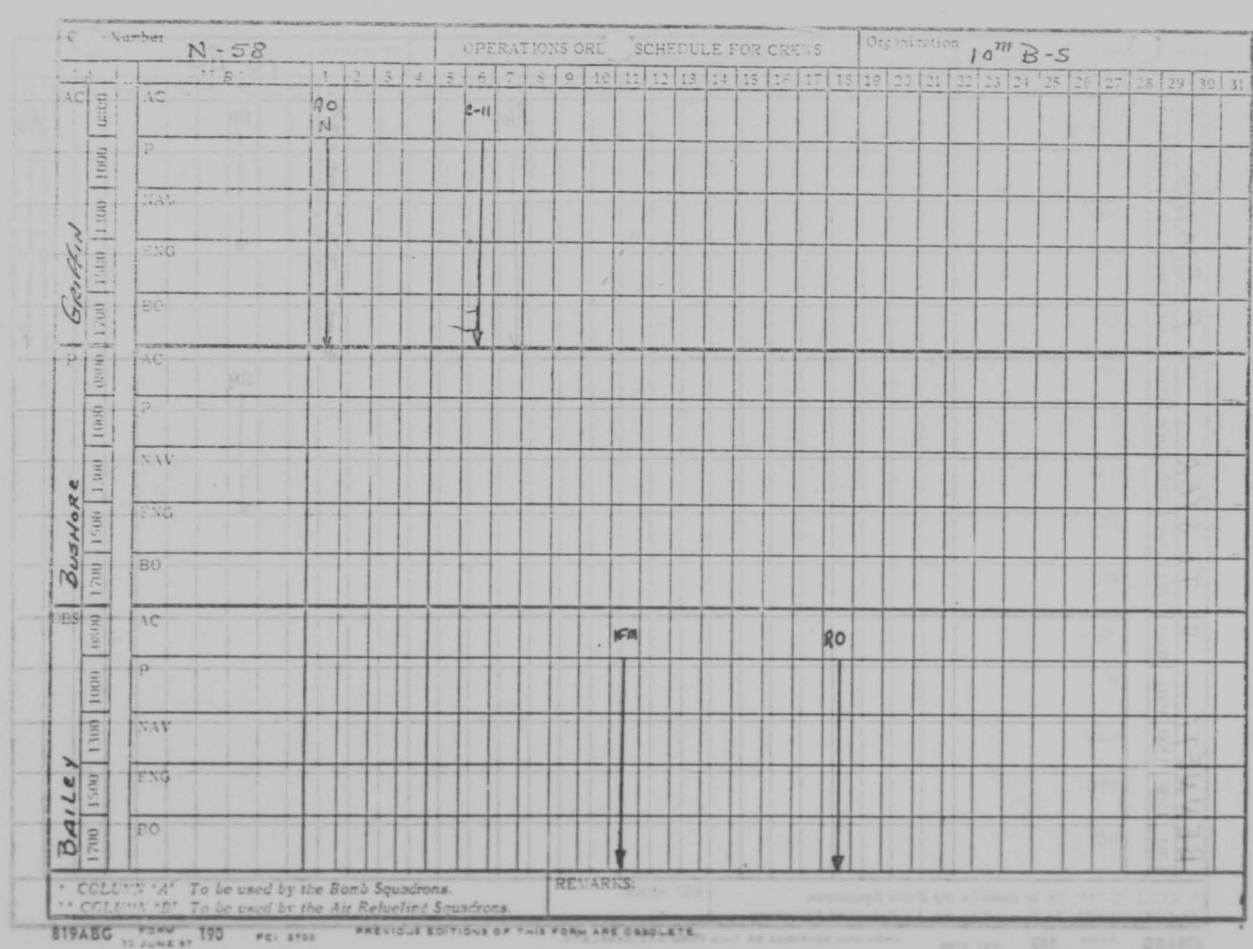

Number N-58 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10th B-S

| | | | 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 |
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| AC | 0800 | AC | RO N | | | | | C-11 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | AC | | | | | | | | | | | IFM | | | | | | | RO | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Griffin

Bushore

Bailey

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number N-06 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10 BS

| * A | | ** B | 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 |
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| FLEMING | AC 0800 | AC | | | | | | | | | | | | | | | R/O | | | | | | RANGE OFFICER | | | SIM | | | | | | | A/O |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TESTER | P 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | SIM | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BENNETT | BS 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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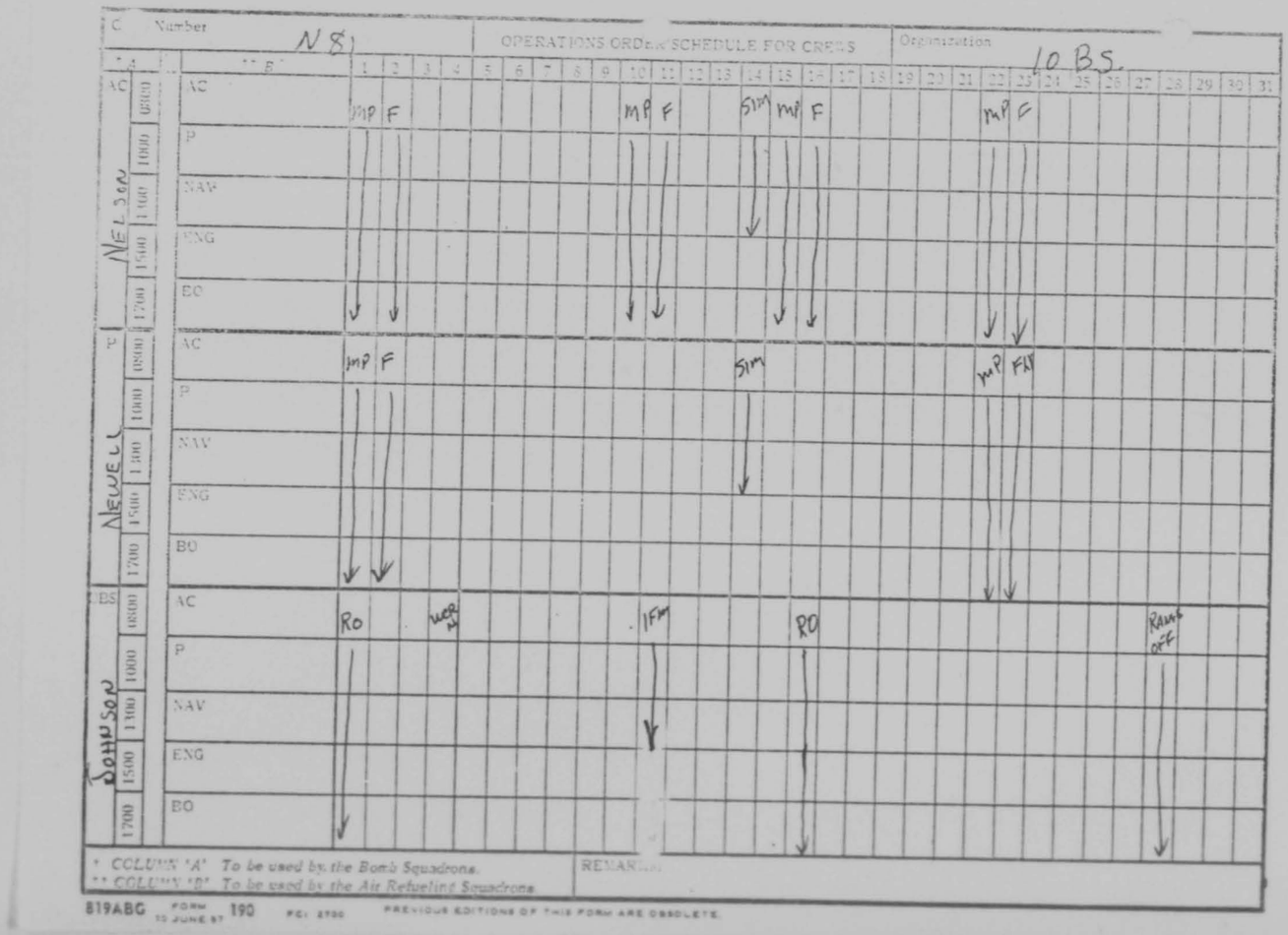




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

12TH BOMB SQUADRON

APP III TO ANNEX B

341st Ops Order 480-57
1 October 1957

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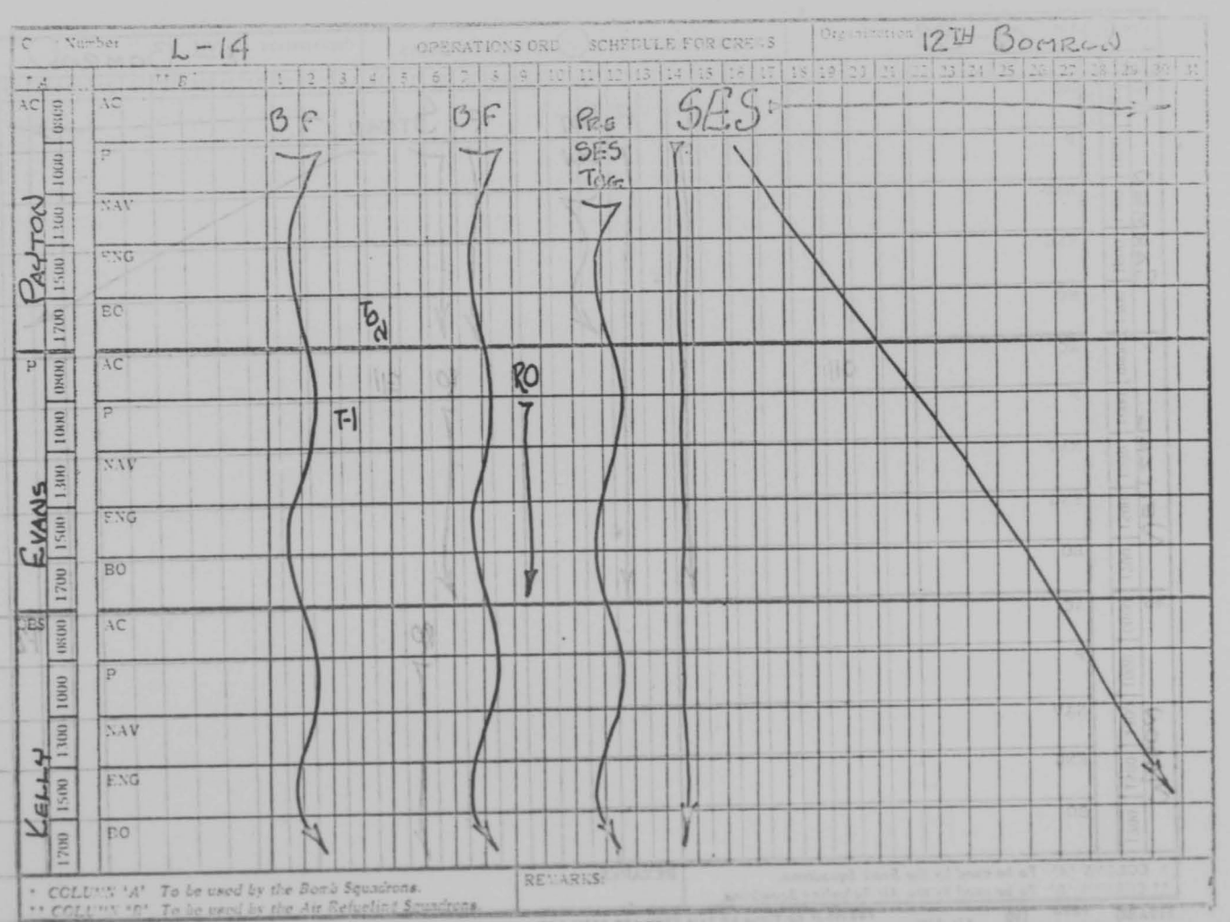




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Crew Number N-83 — OPERATIONS ORDER — EDULE FOR CREWS — Organization 12TH BOMRON

| * A | ** B | 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 |
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| AC 0800–1000 1300–1500 1700 CARMEN | AC | | | | | | | | F | | F | WST | | | | F | | STEAD | | | | | | | | | | | | → | | |
| | P | | | | | | | | | | | SQH | | | | | | | | | | | | | | | | | | | | |
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| P 0800–1000 1300–1500 1700 NEITZEL | AC | | | C11 | | | | | | | | | | | | | RO | | C11 | | | | | | | | | | | | | |
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| OBS 0800–1000 1300–1500 1700 MASON | AC | | | | | | | | | | | | | | | | | RO | | | | | | | | | | | | F2 | | |
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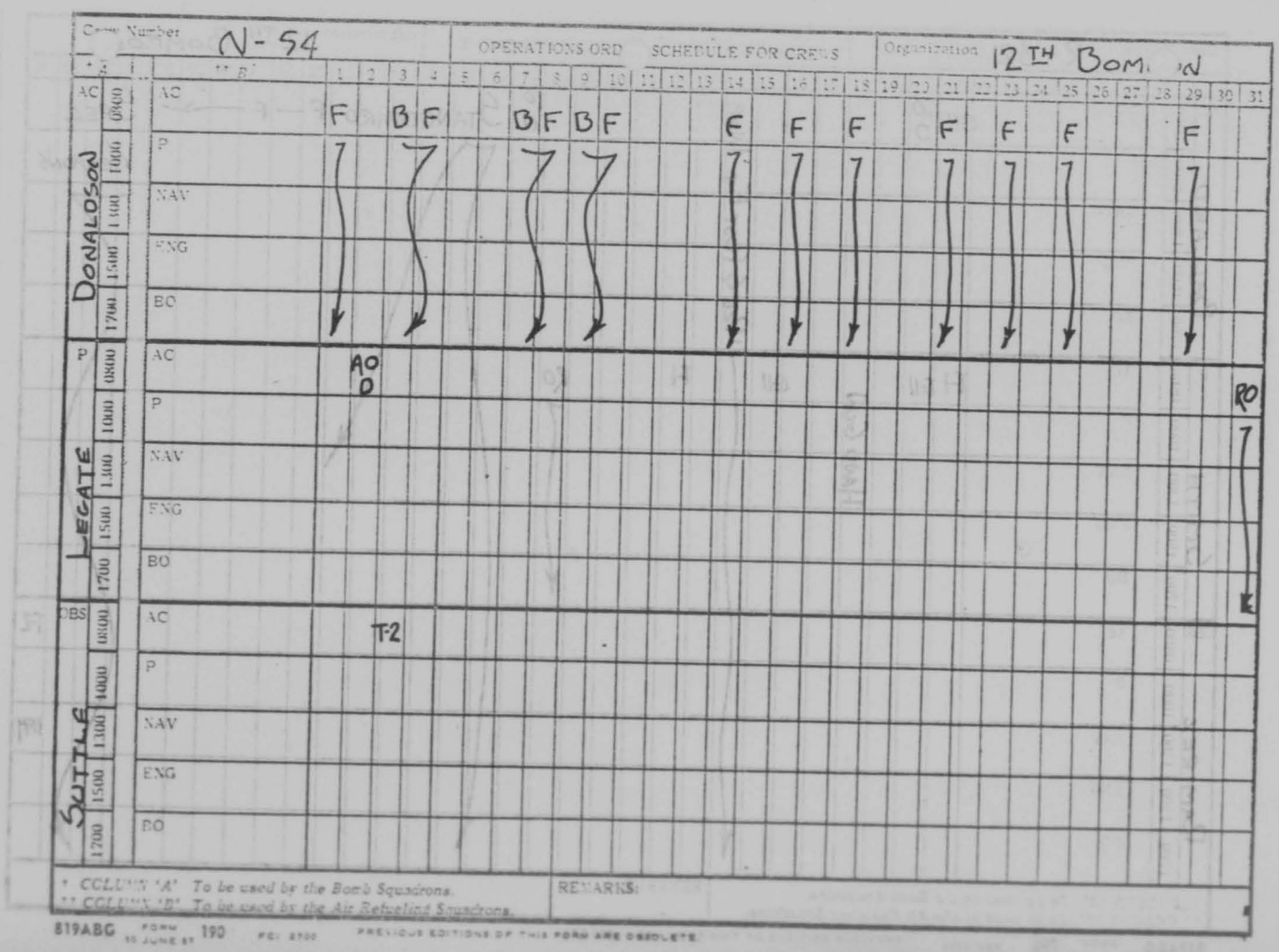

Crew Number N-54 | OPERATIONS ORD SCHEDULE FOR CREWS | Organization 12TH BOM[illegible]N

| * A | | ** B | 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 |
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| DONALDSON | AC 0800 | AC | F | | B | F | | | B | F | B | F | | | | F | | F | | F | | | F | | F | | F | | | | F | | |
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| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| LEGATE | P 0800 | AC | | AO D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RO |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUTTLE | OBS 0800 | AC | | | T-2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number R-32 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMROI

| * A | | ** B | 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 |
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| BALLARD | AC 0800 | AC | G11 | TO D | | | | | | PRE & POST FLT. INSP. | | | | | | | TO N | STANDBOARD | | | | | | F — F → | | | | | | SPEC. | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | WEAPONS | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SMITH | P 0800 | AC | T-1 | G11 | | | | | G11 | | | T-1 | | | | RO | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | HAND GUN | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| RAMIREZ | OBS 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | T-2 | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | IFM | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Number R-37 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th BomRon

| Crew | Time | Position | Activity |
|---|---|---|---|
| KRUEGER | 0800 | AC | F; F; TOD; SIM; BLOCK-TNG.; Spc. wpns |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |
| RIDGEWAY | 0800 | AC | RO; PHYSICAL; STANDBY; BLOCK-TNG.; Spc. wpns; AQ SURV. |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |
| LOVELL | 0800 | AC | HLM; BLOCK-TNG.; Spc. wpns; HLM |
| | 1000 | P | |
| | 1300 | NAV | |
| | 1500 | ENG | |
| | 1700 | BO | |

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Crew Number R-19 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMROL

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CREAHAN | AC 0800 | AC | | EWP | F | | | | SPEC | | | | HAND GUN REF | | | F | | | F | | TON | | F | | | | | | | | | LOCAL | |
| | 1000 | P | | | | | | | WEAP. | | | | | | | | | | | | | | | | | | | | | | | | SURV |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOBYNS | P 0800 | AC | | | | | | | | | | | RO | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BADGER | CBS 0800 | AC | | | | | | | | | | | | | | | T2 | | | | | | | | | IFY | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number N-23

OPERATIONS ORD SCHEDULE FOR CREWS

Organization 12TH BOMB SQ

| † A | | ** B | 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 |
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| GRACE AC | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THUM P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LAWSON CBS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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T-1 G11 RO

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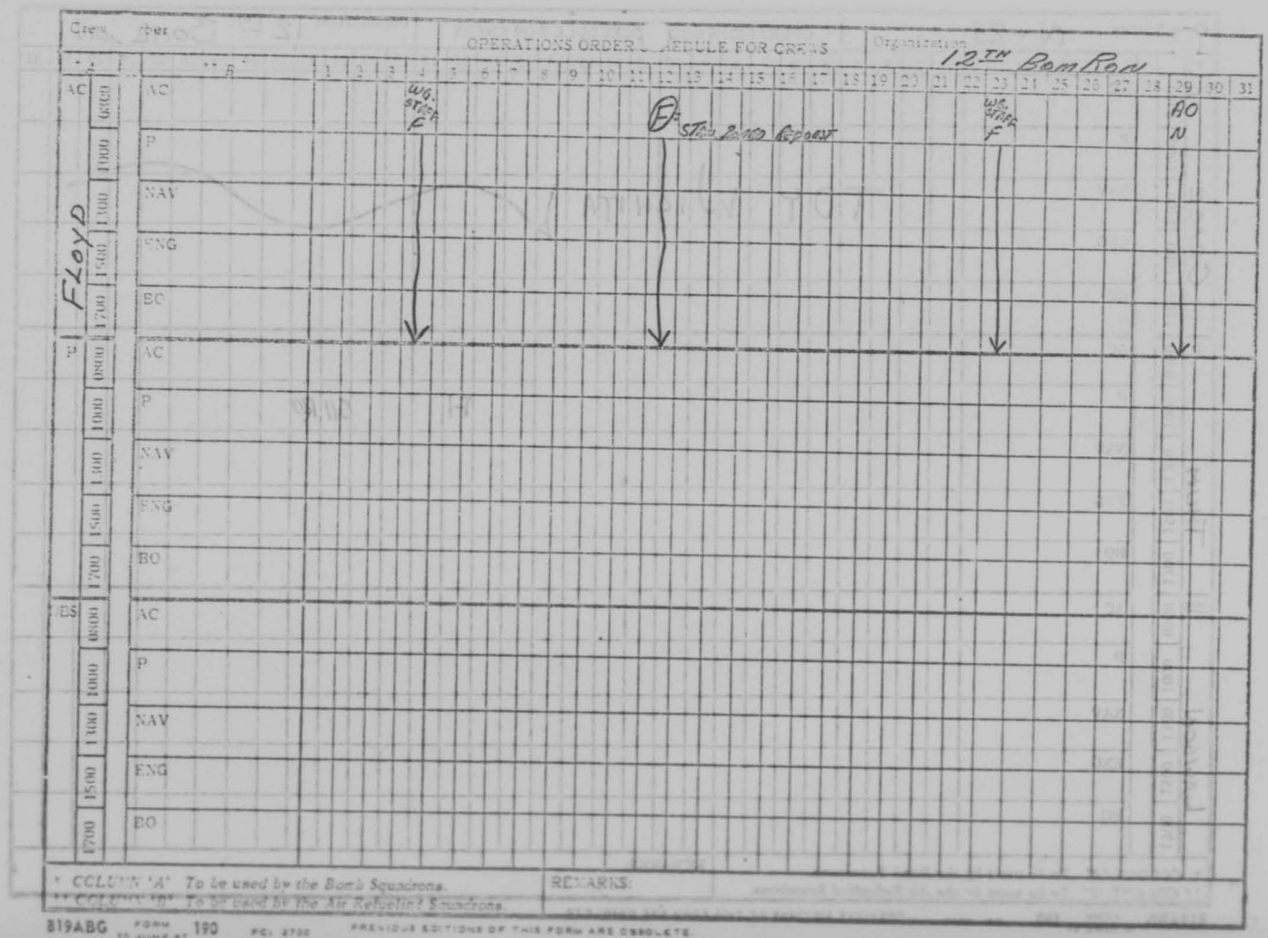


0836

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Crew Number N-70 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12TH BOMR.N

| * A | ** B | 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 |
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| AC 0500 1000 | AC | F | | F | | | | | | | | F | | | | F | F | | | | | | | F | | F | | | | | | |
| | P | 7 | | 7 | | | | | | | | 7 | | | | 7 | 7 | | | | | | | 7 | | 7 | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 1700 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0500 1000 | AC | | | | | | | | RO | | | | | | | | | | | | | RO | | | | | | | | | |
| | P | | | | | | | | 7 | | | | | | | | | | | | | 7 | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 1700 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | ↓ | | ↓ | | | | | ↓ | | | ↓ | | | | ↓ | ↓ | | | | | ↓ | | ↓ | | ↓ | | | | | | |
| CBS 1000 1300 1500 1700 | AC | | | | | | | | | | RO | | | | | | | | | | | | | | | | | | | | | |
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| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | | | |

JOHNSON — HANNA — ROZELL

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Crew Number N-50 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMRO.

| * A | | M B | 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 |
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| PIERPONT | 0800 | AC | | | | | | | | | | SIM | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MUELLER | 0800 | AC | | | | | | | RO | TH | | | | | | | AO N | GII | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENDRES | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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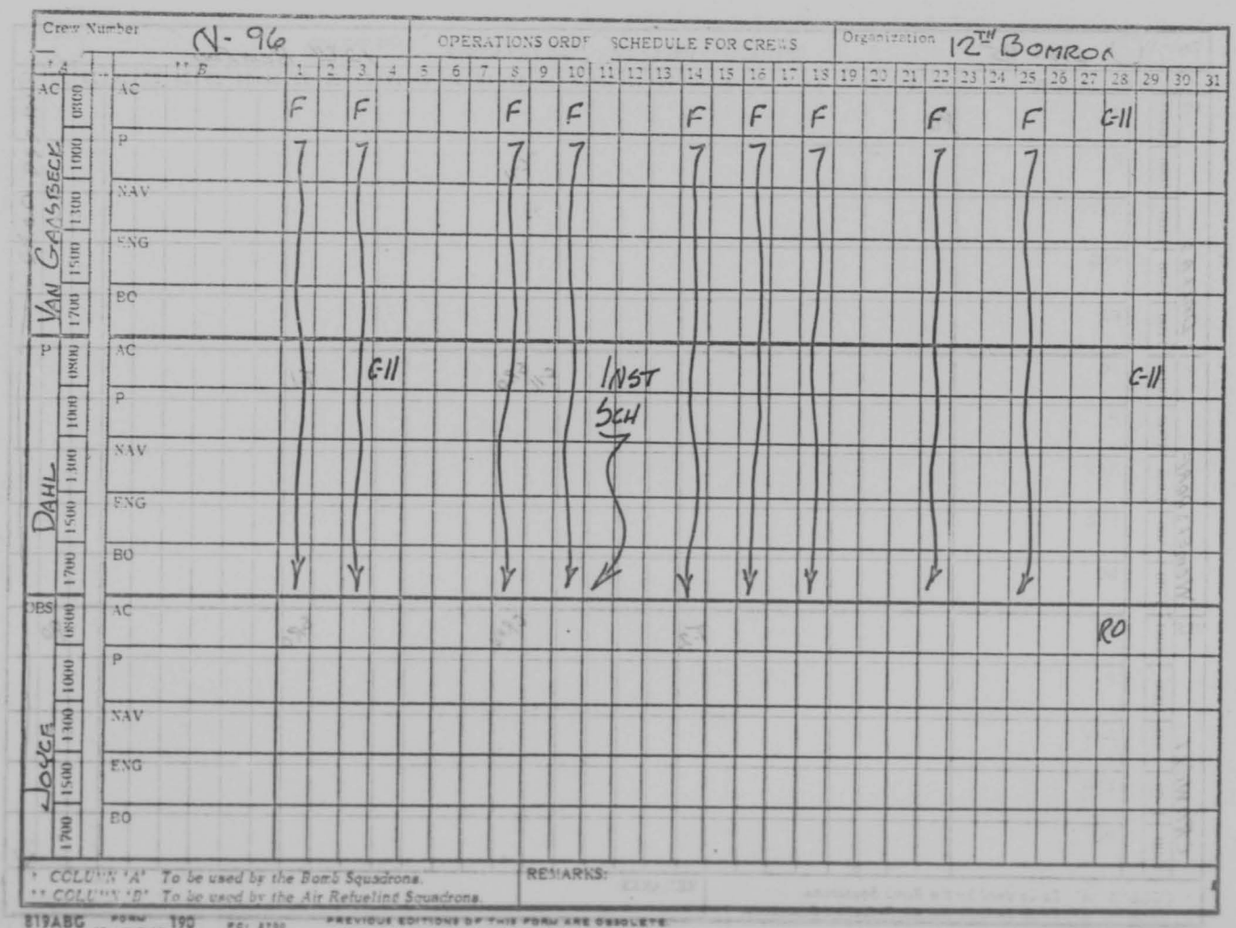




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Crew No. IN-95 — OPERATIONS ORDER SCHEDULE FOR CREWS — Org. 12th BomRon

| | | 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 |
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| DOUGLAS | AC | RO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | STAND DOWN |
| | P | | | | | | | | | | | | | | | C-11 | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WOMELSDORF | AC | | | | | | | | | | | | | | C-11 | SRO | | | | | | | T-1 | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CROWELL | AC | | | | | | | | | T-2 | | | | | | CRO | | | | | | | SRO | | | | | | | | RO | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons. To be used by the Air Refueling Squadrons

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Crew Number N-86 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMB J

| | | | 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 |
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| GROSSART | AC 0800 | AC | F | | | | | | SIM | | F | | | | | | F | | F | | | | F | | F | | | | | | SIM | G-II | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CASE | P 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | RO | | | | | G-II | |
| | 1000 | P | | | | | | | | | | □ | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BITTNER | OBS 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | T-2 | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH BomRon

| "A" | | "B" | 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 |
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| AC | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | RO | | | | SIM | | TI | C-11 | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DYE | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
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Crew Number L-15

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bom Wg

| * A | | ** B | 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 |
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| AC | 0800 | AC | SW | SW | | F (BC) | | | | EWP | | F (BC) | | | | | F (BC) | | | | | | BLOCK TRAINING | | | | BLOCK TRAINING | | | | | TDY | TDY |
| | 1000 | P | | | | | | | STANDBY | | | | | | | | | | | | | | | | | | | | | | | | |
| LUEIKS | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SCHUCHLER | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COVINGTON | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number L-45 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bon Gon

| * A | | ** B | 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 |
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| AC | 0800 | AC | LOCAL SURVEY | | | | | | | | F | | | | | {BLOCK TRAINING} | | | | | | | | E US | | STANDBY | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

REMARKS:

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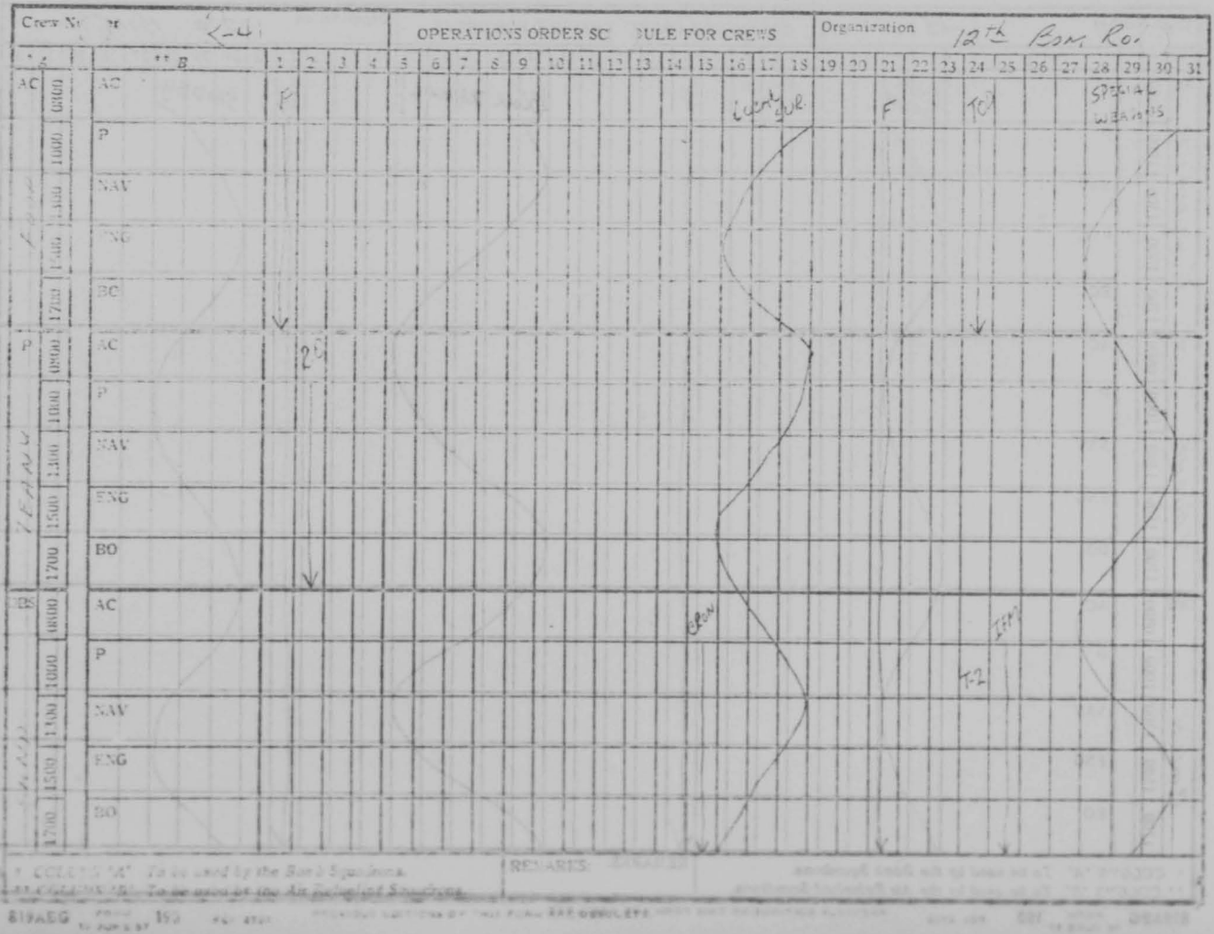


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Crew Number R-48 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMB

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | | STAND | | | | | B | F | | PRE & POST FLT INSP | | | | SPEC | | | | | AC. SURV. | | F | | | | INST | | | | HAND GON | | |
| | 1000 | P | | BY | | | | | | | | | | | | WEAP. | | | | | | | | | | | SCH | | | | | | |
| BARETT | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | EO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HASTIN | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | AC | | | | | | | | | | IFM | | | | | IFM IFM | | | | | | | | IFM IFM | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NULPH | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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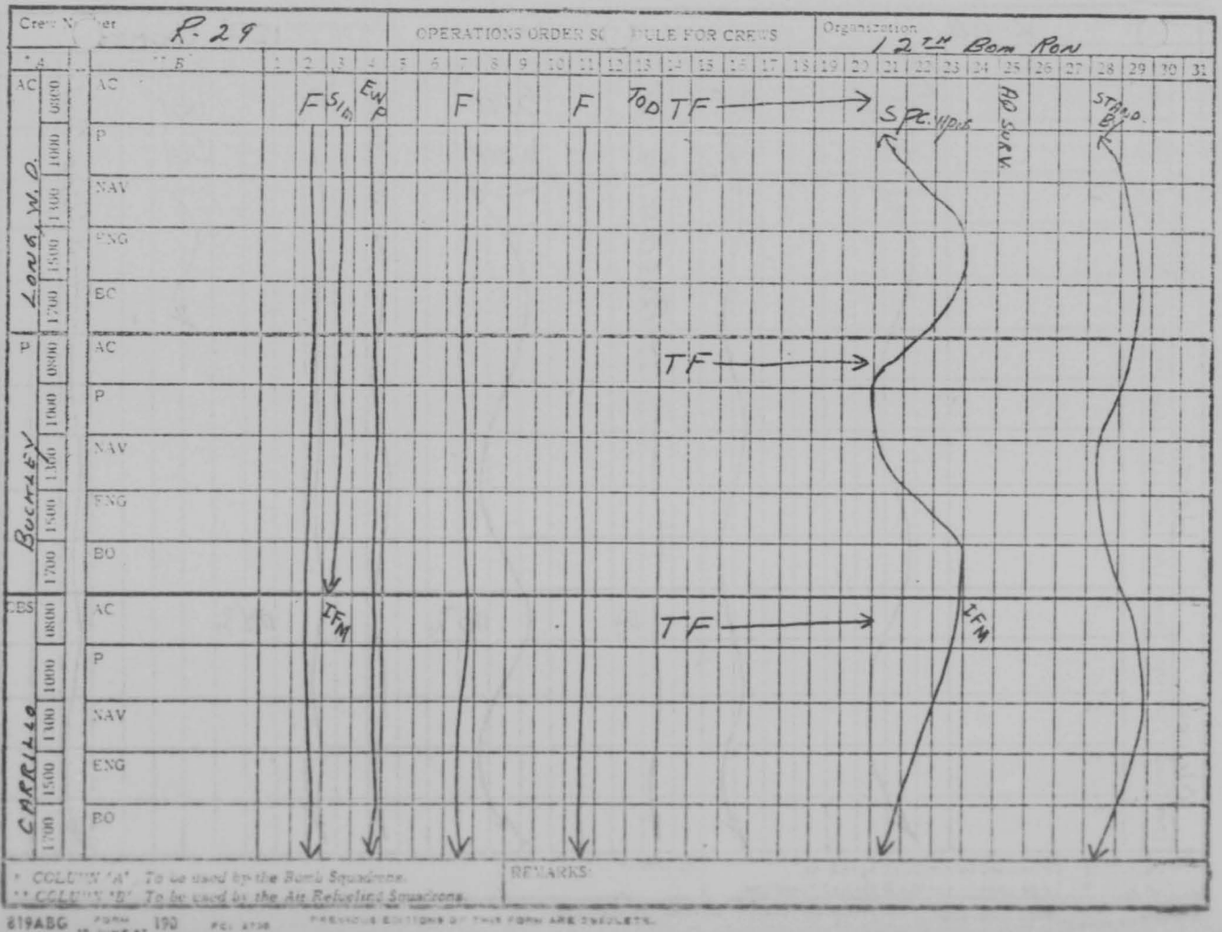


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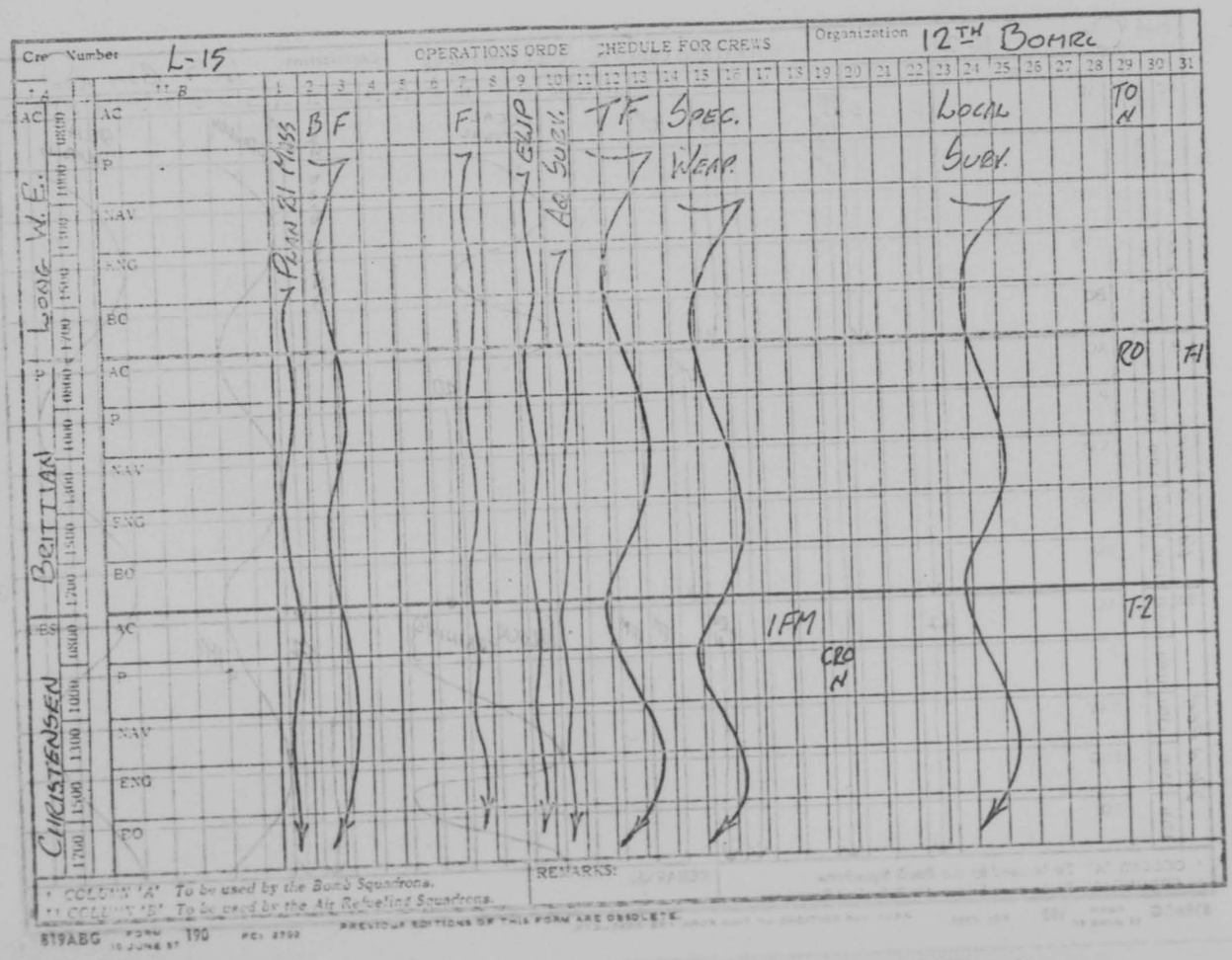


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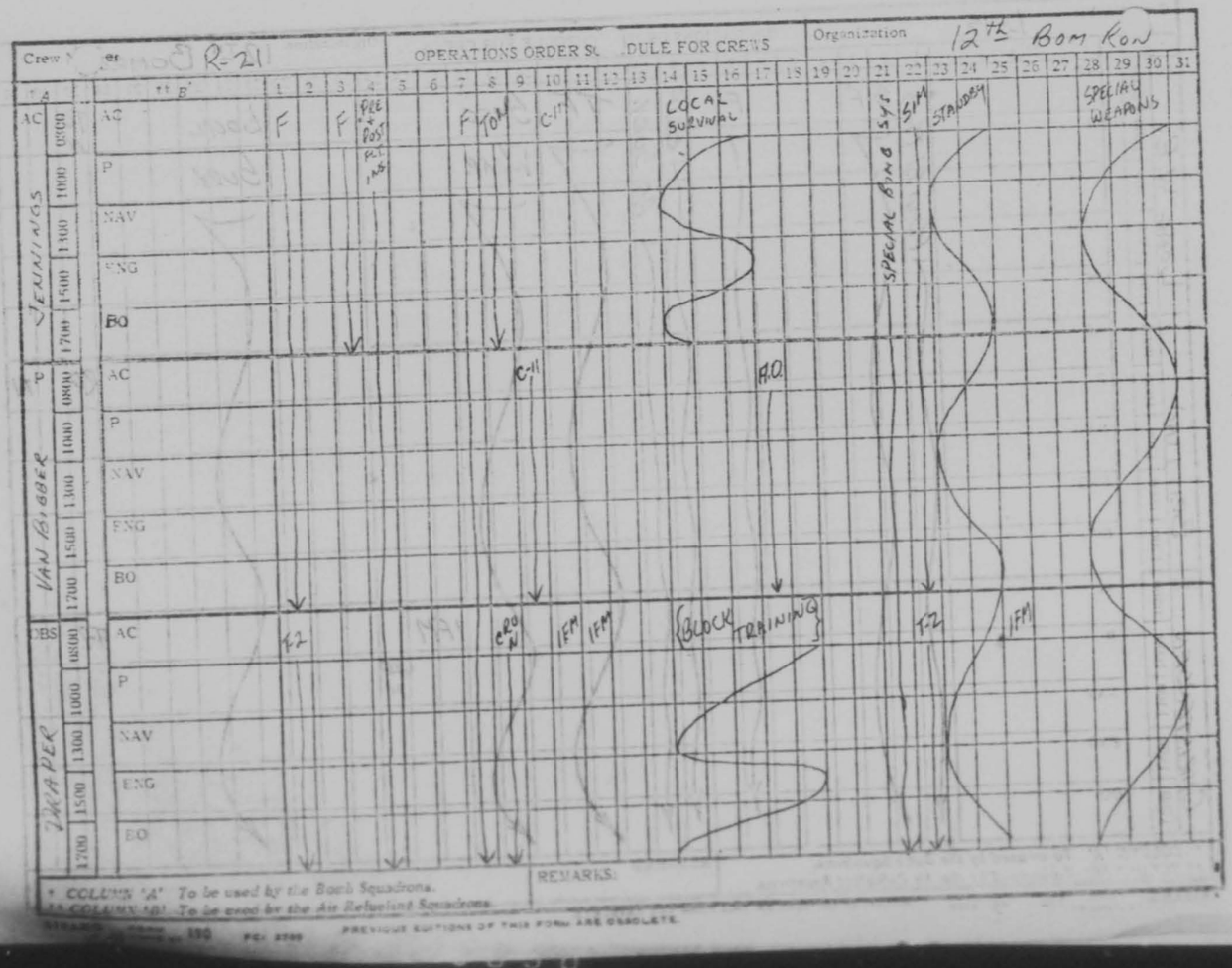


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Crew Number IN-79 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH BOMRG.

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BALLARD | AC | 0800 | SR O | | | | | | | | | G11 | | | | | | | SIM | | | | | G11 | | | | | | | | | |
| | | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NEWMAN | AC | 0800 | | | | | | | | G11 | | | | | | | T-1 | | | | | | | | | RO | | | | | | | |
| | | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KUNZ | AC | 0800 | | | | | | | | SR O | | | | | | | RO | T2 | | | | | | | | | | | | | | | |
| | | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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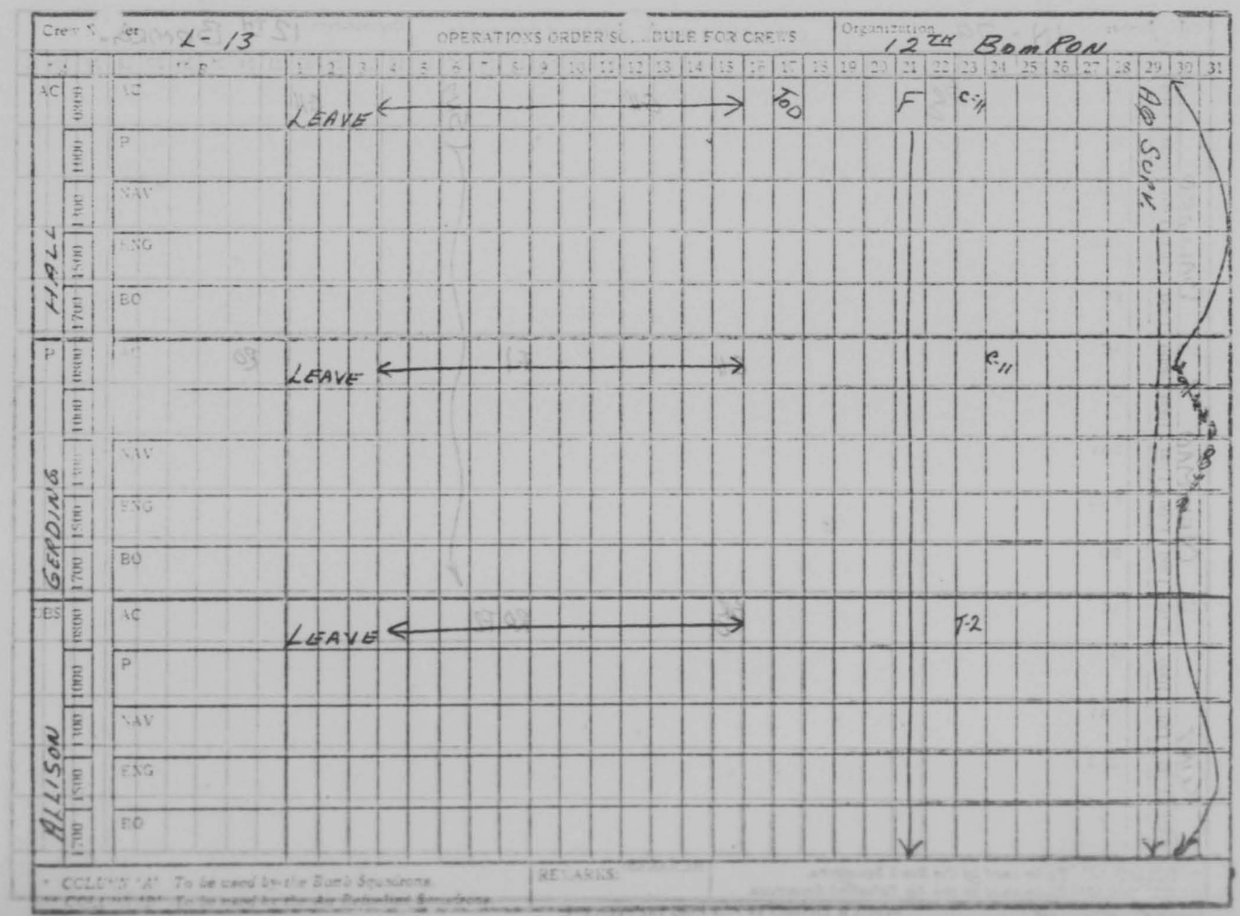




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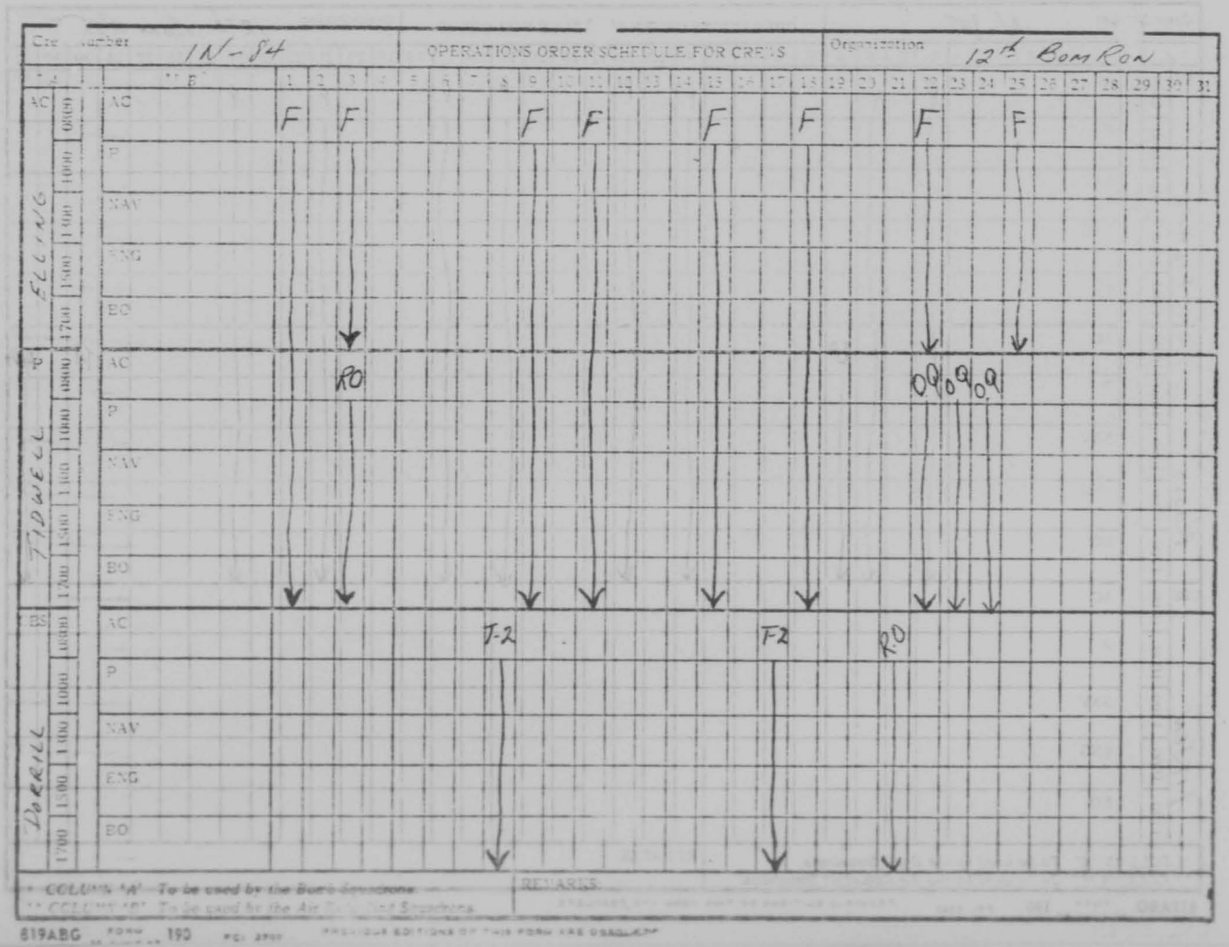




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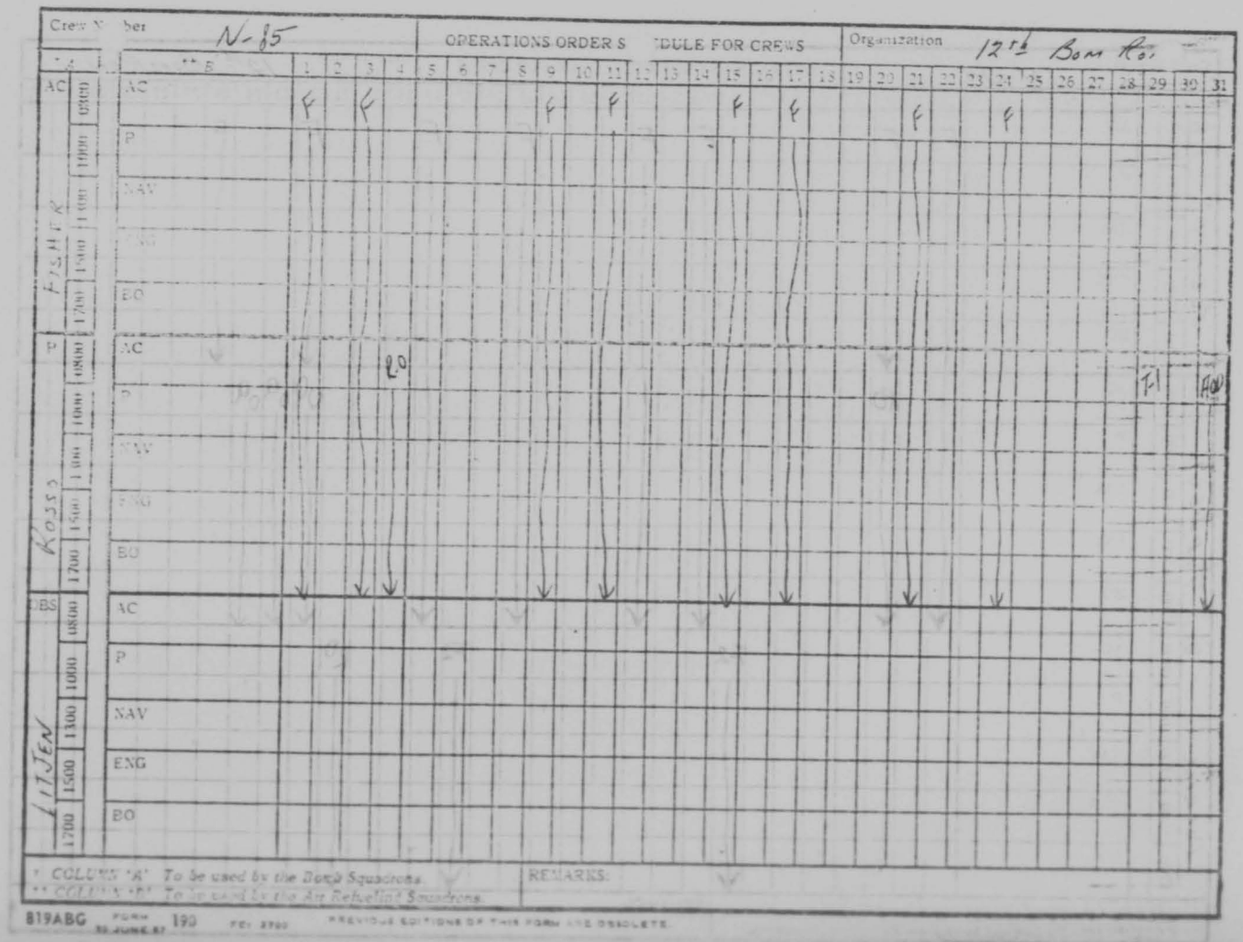

Crew Number N-85 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bom Ro

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC FISHER | 0800 | AC | F | | F | | | | | | F | | F | | | | F | | F | | | | F | | | F | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P ROSSO | 0800 | AC | | | | RO | | | | | | | | | | | | | | | | | | | | | | | | | T-1 | | AOU |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS LITJEN | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX IV

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

490th BOMB SQUADRON



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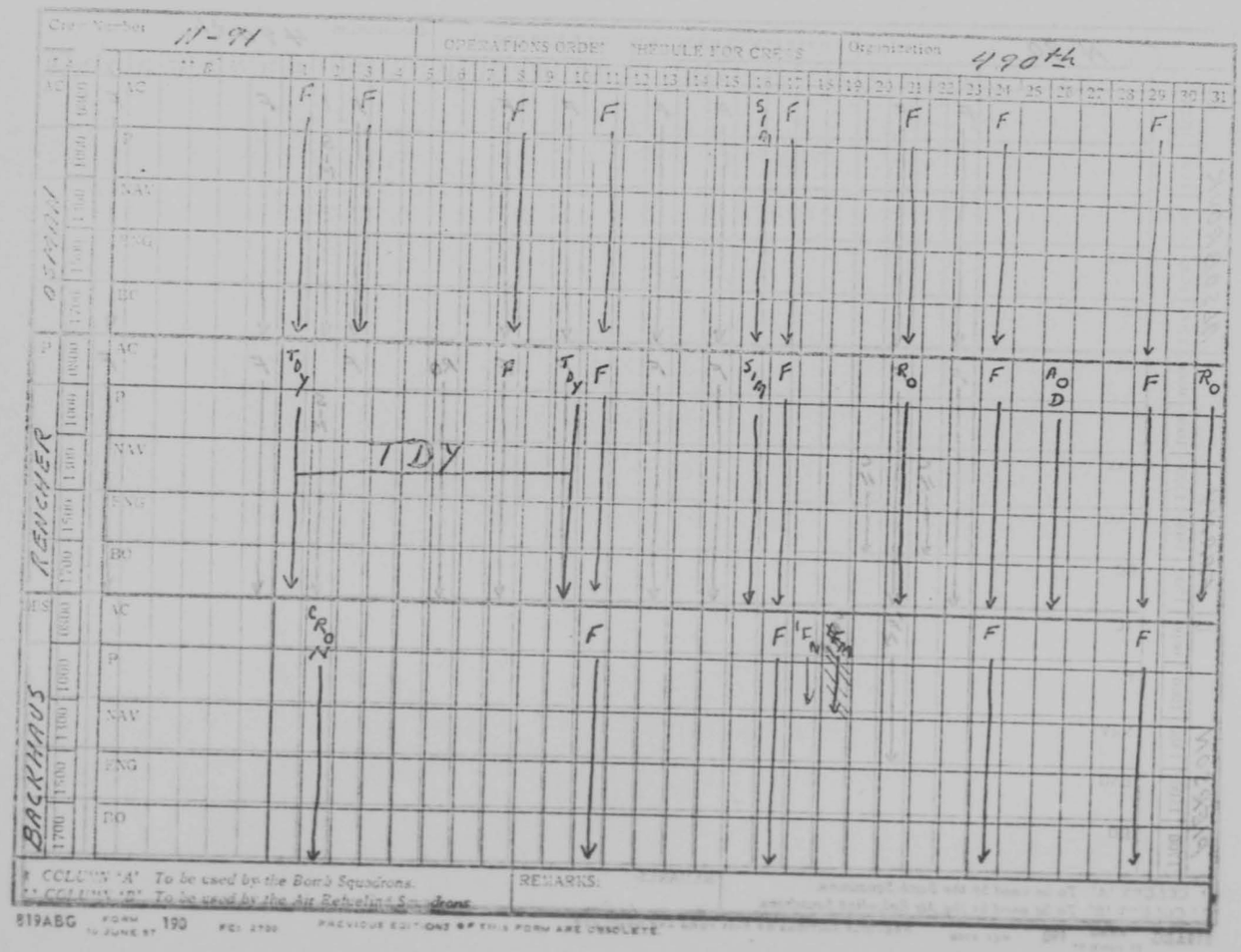




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Crew Number N 90 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| Crew | Time | Position | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALSOBROOK | AC 0800 | AC | F | | F | | | | | | F | | F | | | F | | F | | | | | F | | | F | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | S-M | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FARNY | 0800 | AC | F | | F | | | | | | F | | F | | | F | | F | | RO | | | F | | | F | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | S-M | | | | | | | | | |
| | 1300 | NAV | | C 11 | | C 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PIERSON | 0800 | AC | | | IFM | | CRON | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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Crew Number N-88 OPERATIONS ORDER SCHEDULE FOR CREWS Organization 490th

| * | ** | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | | F | | F | | | | F | | | F | | | F | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DUNIVANT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LANE | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LONG | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FORM 5 SECTION

TDY

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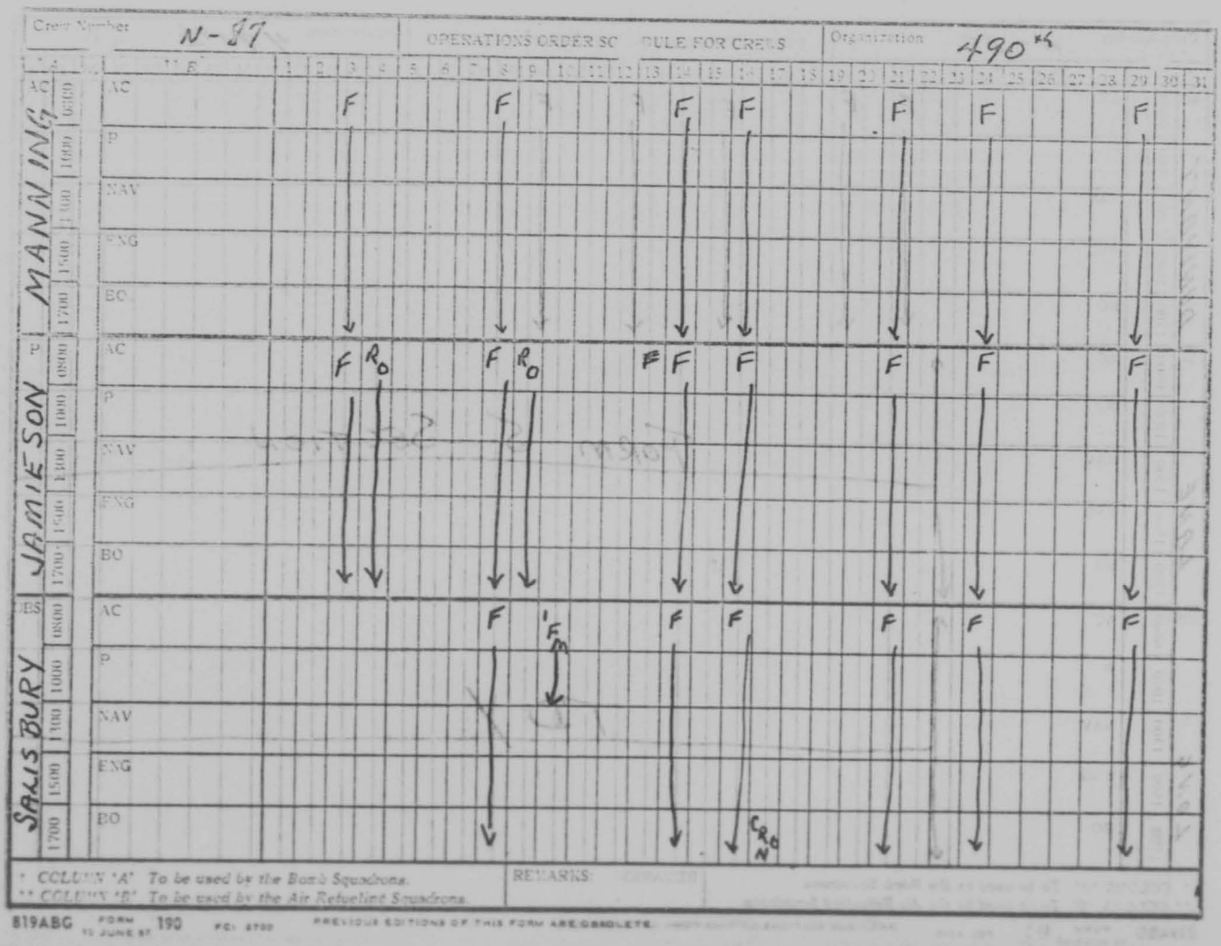




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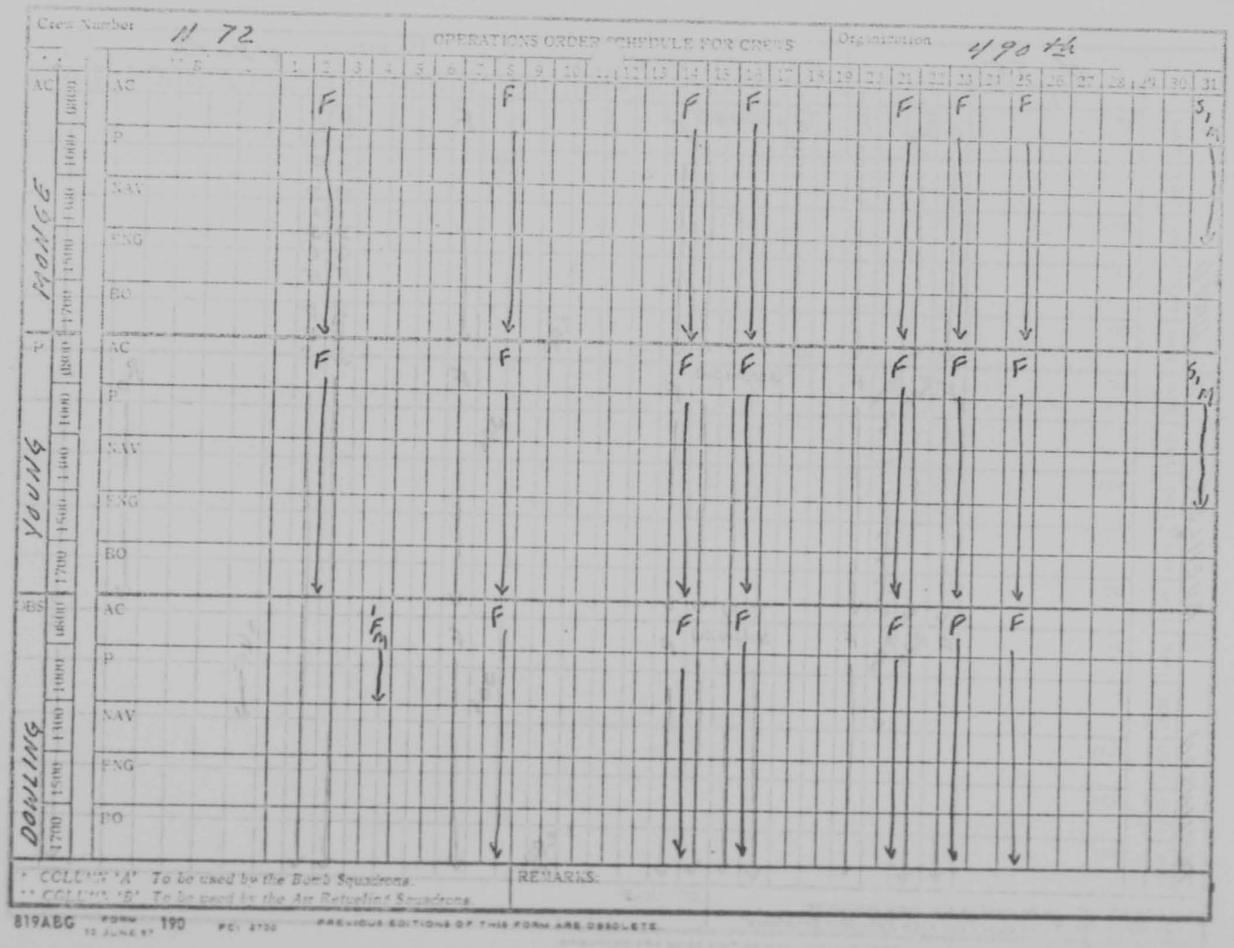

Crew Number N 72 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MONGE | AC | 0800 | | F | | | | | | F | | | | | | F | | F | | | | | F | | F | | F | | | | | | S, M |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YOUNG | P | 0800 | | F | | | | | | F | | | | | | F | | F | | | | | F | | F | | F | | | | | | S, M |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DOWLING | OBS | 0800 | | | | F, M | | | | F | | | | | | F | | F | | | | | F | | P | | F | | | | | | |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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Crew No. N 55 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| A | B | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | F | Ewp | | F | | TOD | SW | SW | SW | F | | | | | | | F | | | | BLUE RIDGE RED | BLUE RIDGE RED | | | | | | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | UDT | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | TON | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | F | Ewp | Aqs | F | | | SW | SW | SW | F | | | | | | | F | | | | | | | | | | | Ro | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | UDT | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS | 0800 | AC | F | Ewp | Aqs | F | | | SW | SW | SW | F | | | | | | | F | | | | | | | IFM | | | | | | F | |
| | 1000 | P | | | | | | | | | | | | | | | | UDT | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | CRN | | | | | | | | | | | | | | | | | |

* COLUMN "A". To be used by the Bomb Squadrons.
** COLUMN "B". To be used by the Air Refueling Squadrons.

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Crew Number N-53 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

| * A | ** B | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 21 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0600 | DUMONT | AC | | F | | F | | | | F | | | F | | | F | | F | | F | | | | F | | | F | | | | F | | |
| 1000 | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0800 | COVINGTON | AC | | $R_O$ | | | | | | $R_O$ | | | | | | | $R_O$ | | | | | | | | | $A_{O_N}$ | | | | | | $R_O$ | | |
| 1000 | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JBS 0600 | FULWIDER | AC | | F | | F | | | | F | | | F | | | F | | F | | F | | | | F | | | F | | | | F | | $I_{F_M}$ |
| 1000 | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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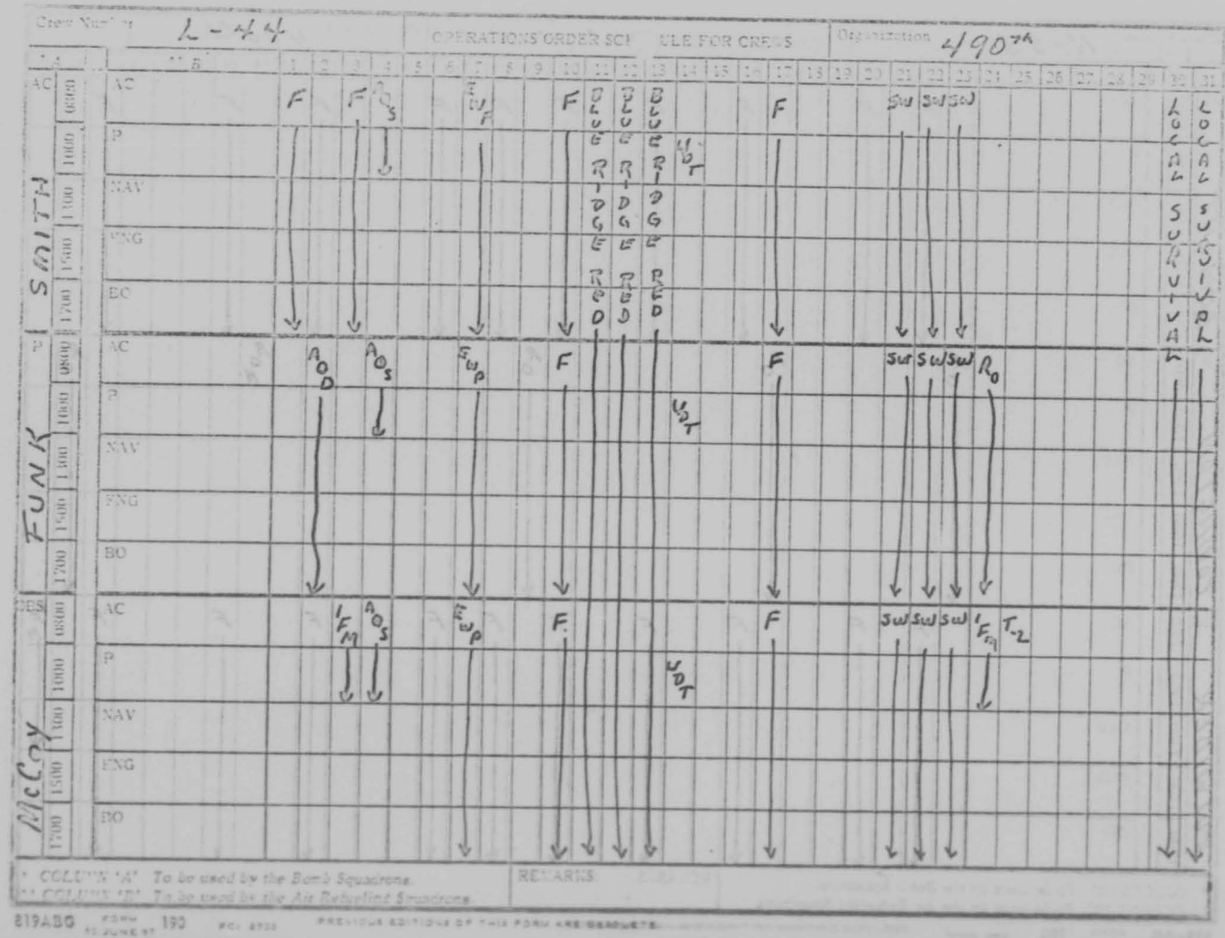




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Crew Number 5-42 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ELZEY | AC 0800 | AC | SW | SW | F | EWP | | | | SIM | F | | | | | F | | | F | | | | | F | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | | | |
| | 1400 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TO BOMB COMP | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BENTLEY | P 0800 | AC | SW | SW | F | EWP | | | | SIM | F | | | | | F | | | F | | | | | F | | AQS | | | | | | | |
| | 1000 | P | | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | TO BOMB COMP | | |
| | 1400 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SANTORE | BS 0800 | AC | SW | SW | F | EWP | | | | | F | | | | | F | | | F | | | | | F | | AQS | | | | | | | |
| | 1000 | P | | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | TO BOMB COMP | | |
| | 1400 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
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Crew Number N-40 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KYLE | AC | F | F | | | | | | | F | F | | | | | F | | | F | | | F | | F | F | F | | | | | F | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MYERS | AC | | | | | | | | | | | | | | | F | | | F | | | F | R₀ | F | | F | | | | | F | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | TDY WICHITA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ZEYBEL | AC | | | | | | | | | | | | | | | | | | | | | F | | F | | F | | | | | F | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | 51-19 TRG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
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Crew Number N-35

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| | | | |
|---|---|---|---|
| WHITE | AC | 0800 | AC |
| | | 1000 | P |
| | | 1300 | NAV |
| | | 1500 | ENG |
| | | 1700 | BO |
| SAFER | P | 0800 | AC |
| | | 1000 | P |
| | | 1300 | NAV |
| | | 1500 | ENG |
| | | 1700 | BO |
| WORLEY | OBS | 0800 | AC |
| | | 1000 | P |
| | | 1300 | NAV |
| | | 1500 | ENG |
| | | 1700 | BO |

WING D/M

BASE FLYING SAFETY

51-19 TRG

CROD

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COLUMN "B" To be used by the Air Refueling Squadrons.

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Crew Number N-34 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BAUMGARDNER | AC | 0800 | WGPERS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YATES | AC | 0800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHARLES | AC | 0800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

WING PERSONNEL

DSON

RO RO RO RO

CROD IFM CRON

51-19 TRG

* COLUMN 'A' To be used by the Bomb Squadrons.
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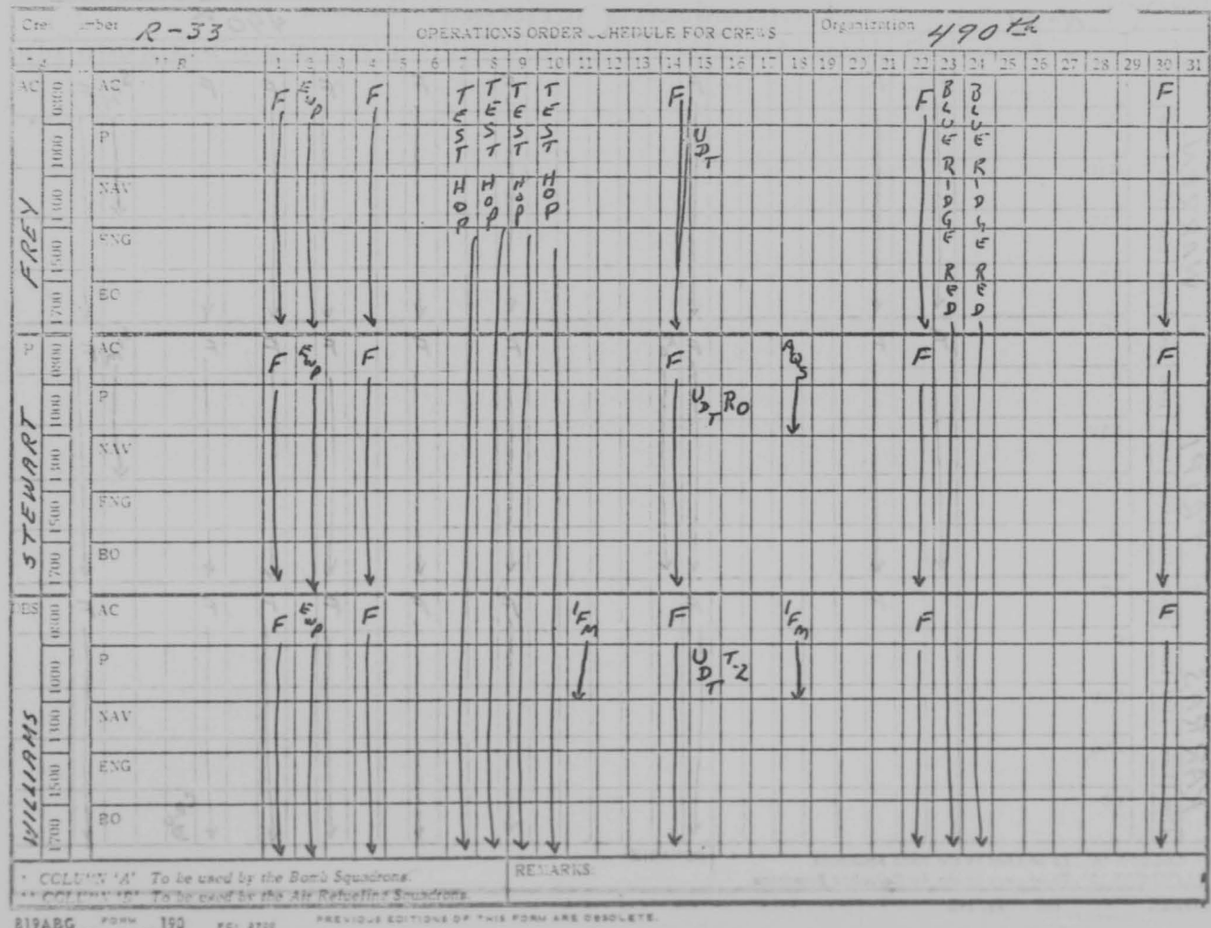




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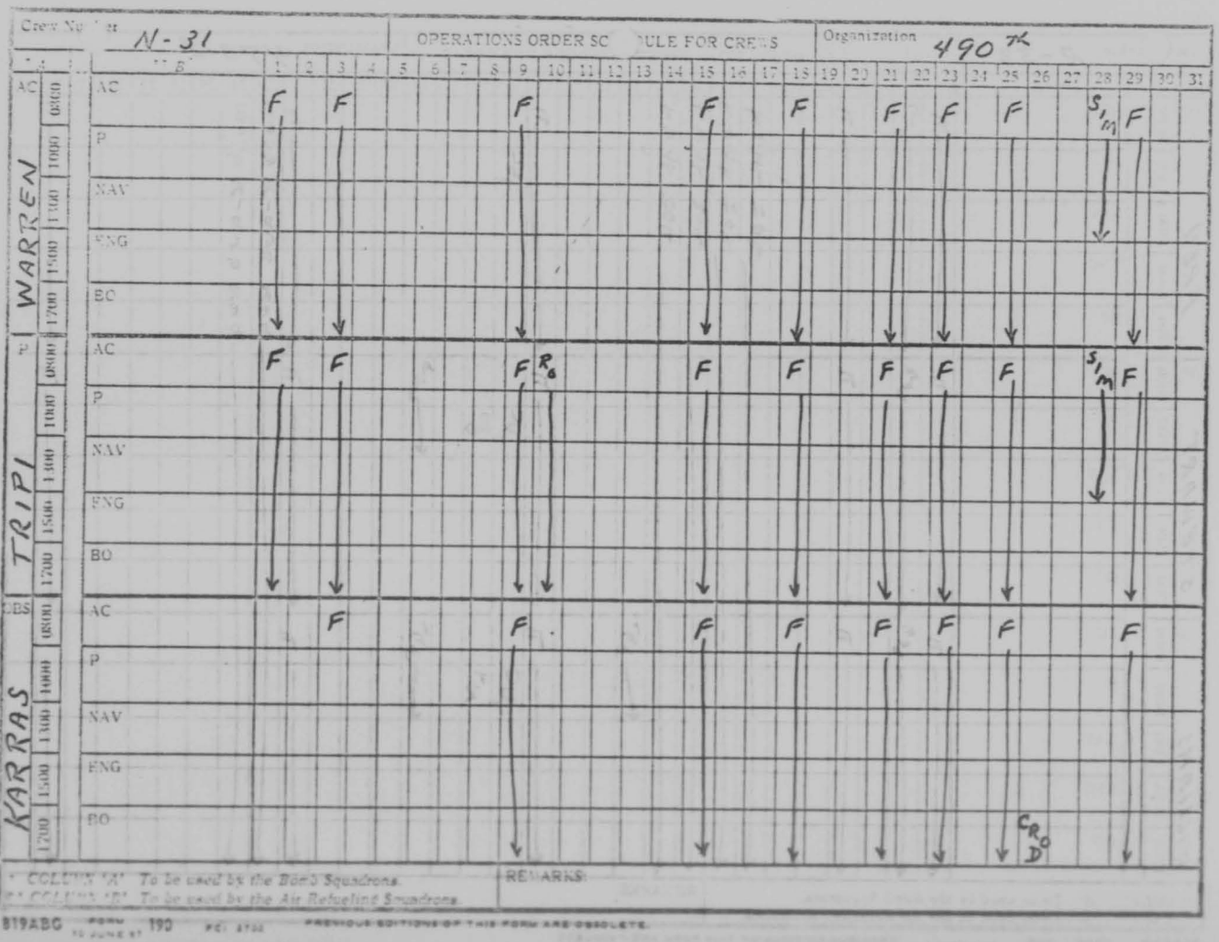




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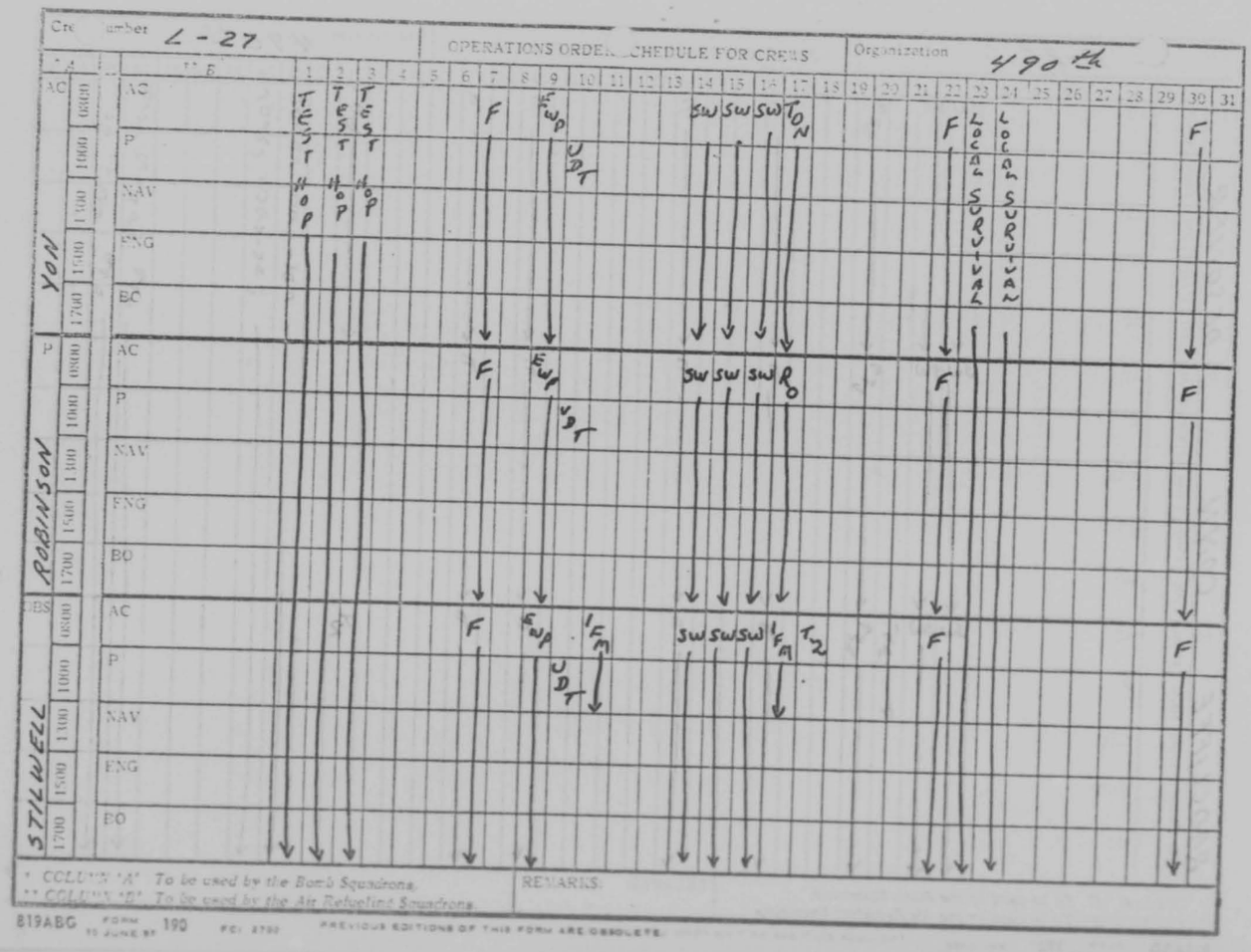

Crew Number L-27

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| YON | AC 0800 | AC | TEST | TEST | TEST | | | | F | | EWP | | | | | SW | SW | SW | TON | | | | | F | LOCAL SURVIVAL | LOCAL SURVIVAL | | | | | | F | |
| | 1000 | P | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | HOP | HOP | HOP | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROBINSON | P 0800 | AC | | | | | | | F | | EWP | | | | | SW | SW | SW | RO | | | | | F | | | | | | | | F | |
| | 1000 | P | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STILWELL | OBS 0800 | AC | | | | | | | F | | EWP | | IFM | | | SW | SW | SW | IFM | T2 | | | | F | | | | | | | | F | |
| | 1000 | P | | | | | | | | | | UDT | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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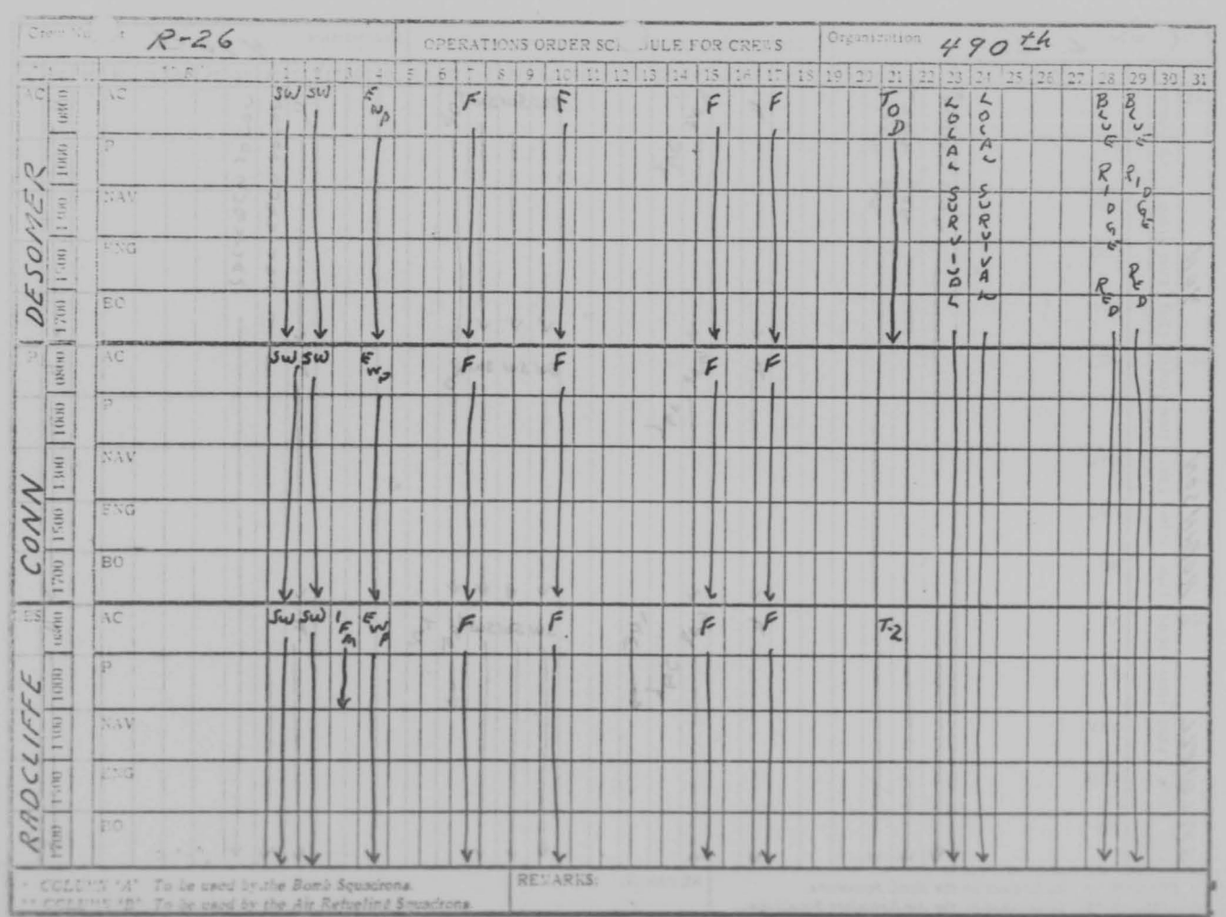




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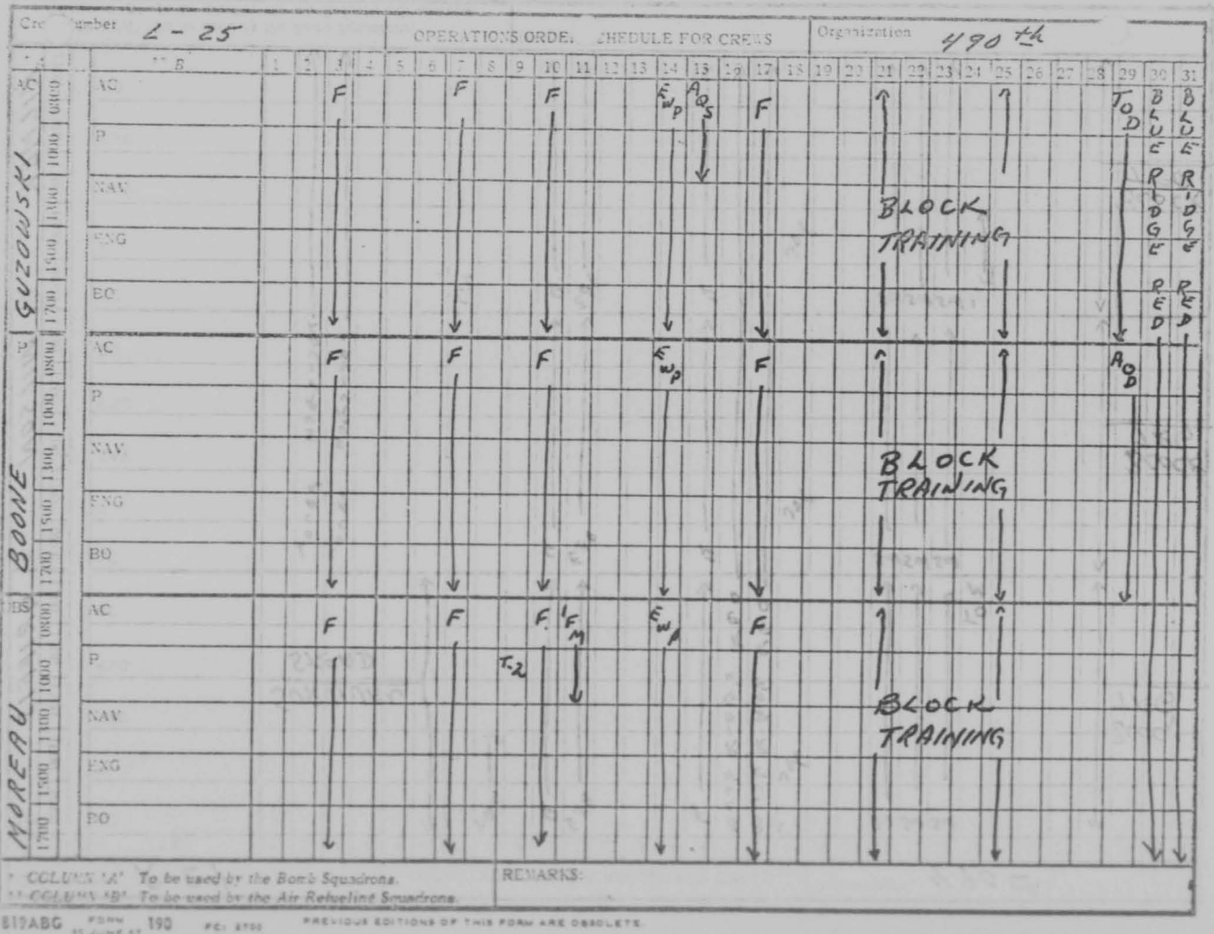




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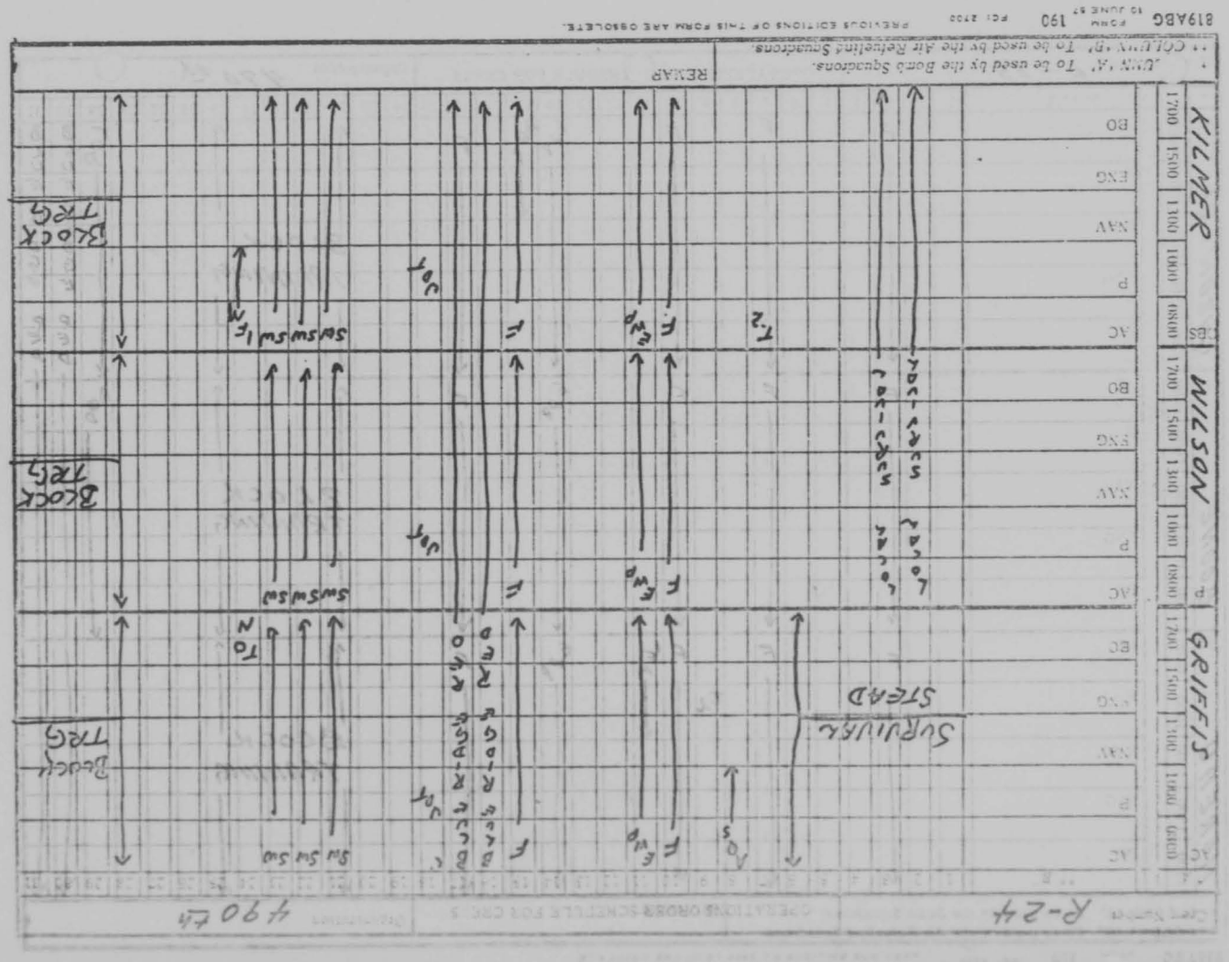




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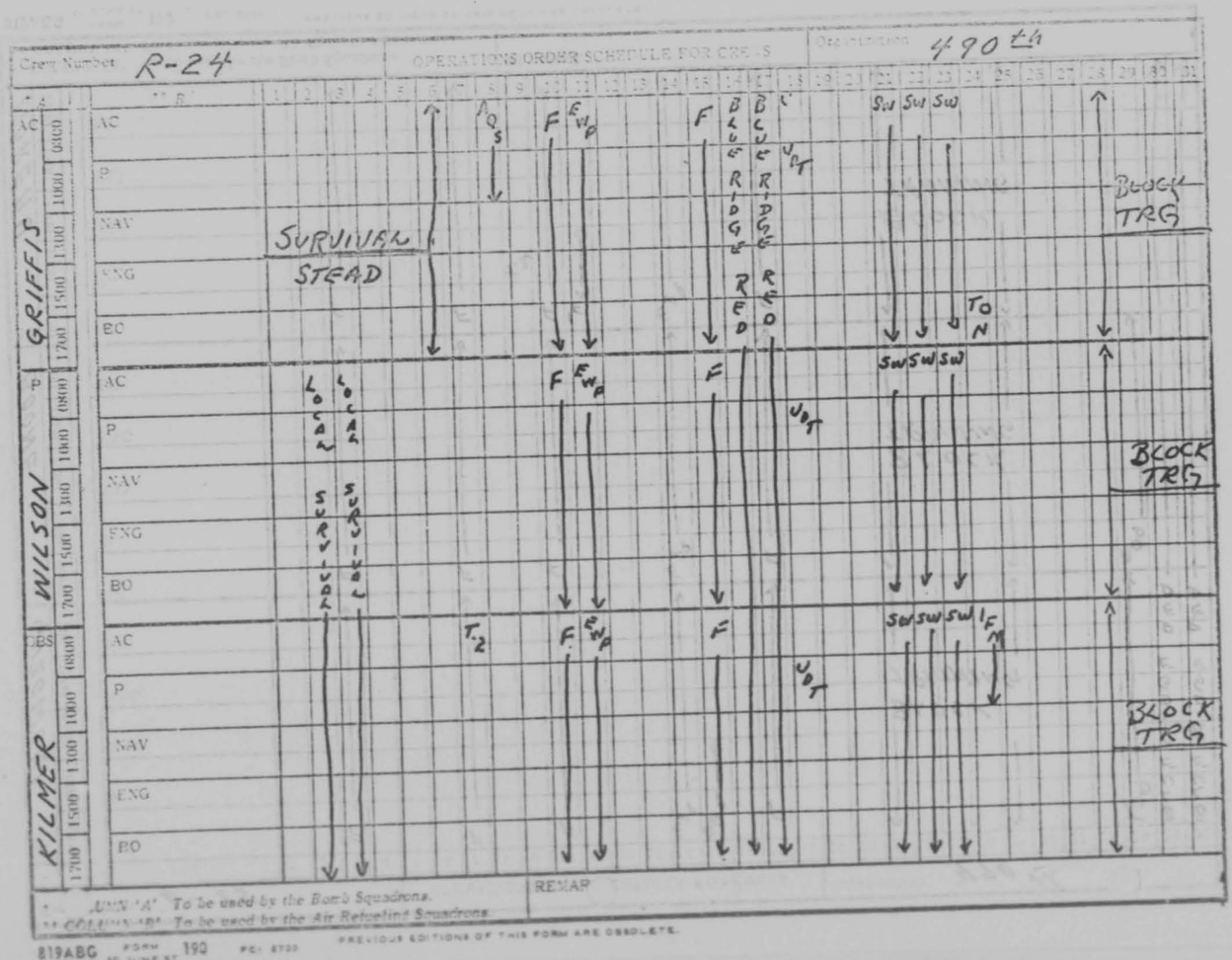




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Crew Number R 22 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490 BG

| * A | | * B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0600 | AC | SW | SW | F | $E_{WP}$ | | | F | ↑ | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WARE | 1400 | NAV | | | | | | | | | | | | | | | | | | | LEAVE | | | | | | | | | | | | |
| | 1800 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2200 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | SW | SW | F | $E_{WP}$ | | | F | ↑ | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BLUME | 1400 | NAV | | | | | | | | | | | | | | | | | | | LEAVE | | | | | | | | | | | | |
| | 1800 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2200 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DES | 0800 | AC | SW | SW | F | $E_{WP}$ | | | F | ↑ | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIGGS | 1400 | NAV | | | | | | | | | | | | | | | | | | | LEAVE | | | | | | | | | | | | |
| | 1800 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2200 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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Crew Number L-21 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490TH

| A | B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WELLING AC 0800 | AC | | | | | | | SW | SW | SW | F | | | | EWP | TOUR | | F | | | | | | | | BLUE RIDGE RED | BLUE RIDGE RED | BLUE RIDGE RED | UDT | | F | |
| 1000 | P | | | SIM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MARSH P 0800 | AC | | | | | | | SW | SW | SW | F | | | | EWP | | | F | | | | | | | | | | | UDT | | F | |
| 1000 | P | | | SIM | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | C-11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SCHUMACHER DBS 0800 | AC | | | | | | | SW | SW | SW | F | 1FM | | | EWP | TOUR | | F | | | | | | | | | | | UDT | | F | |
| 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV | | TDY | | | | | | | | | | | | | | | | | | | BLOCK TRG | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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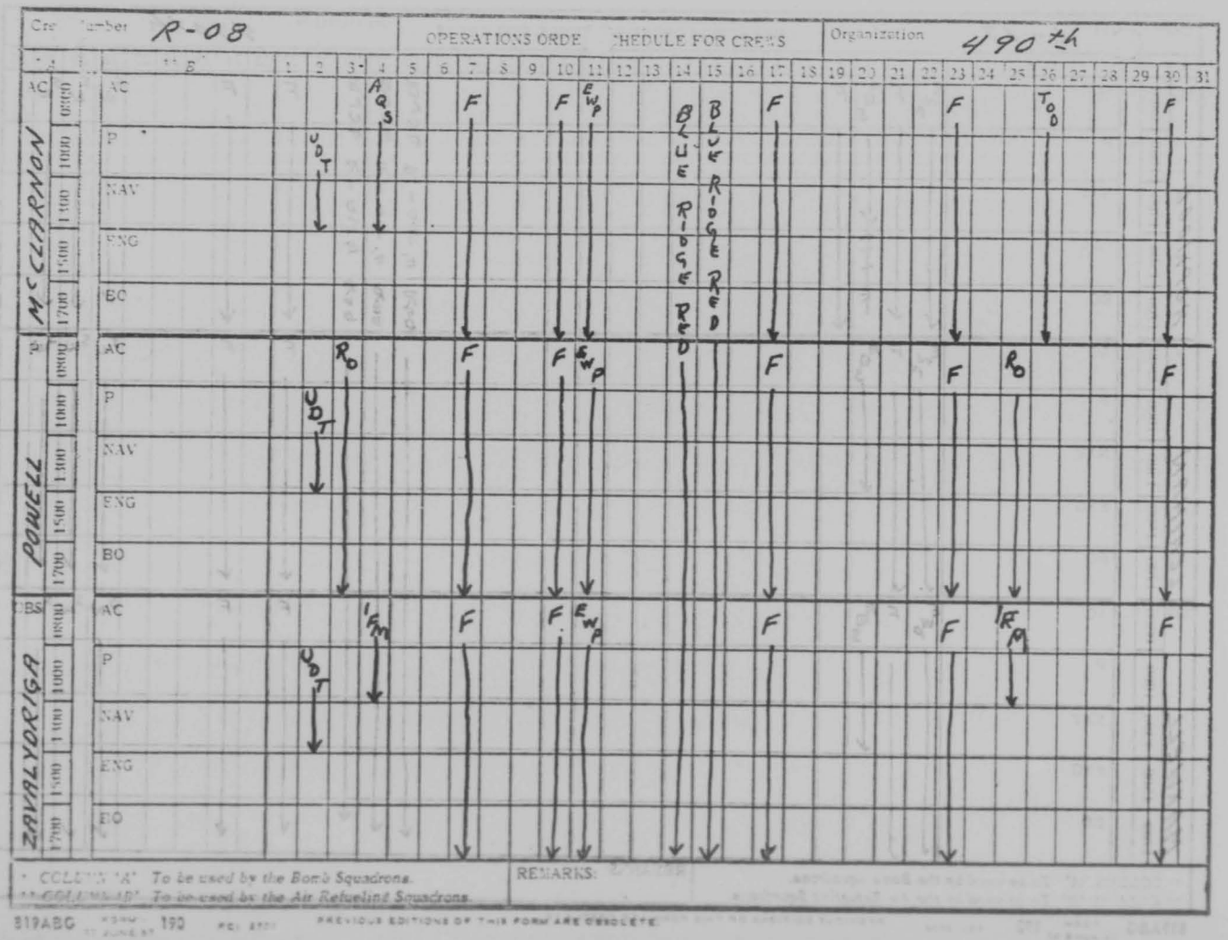




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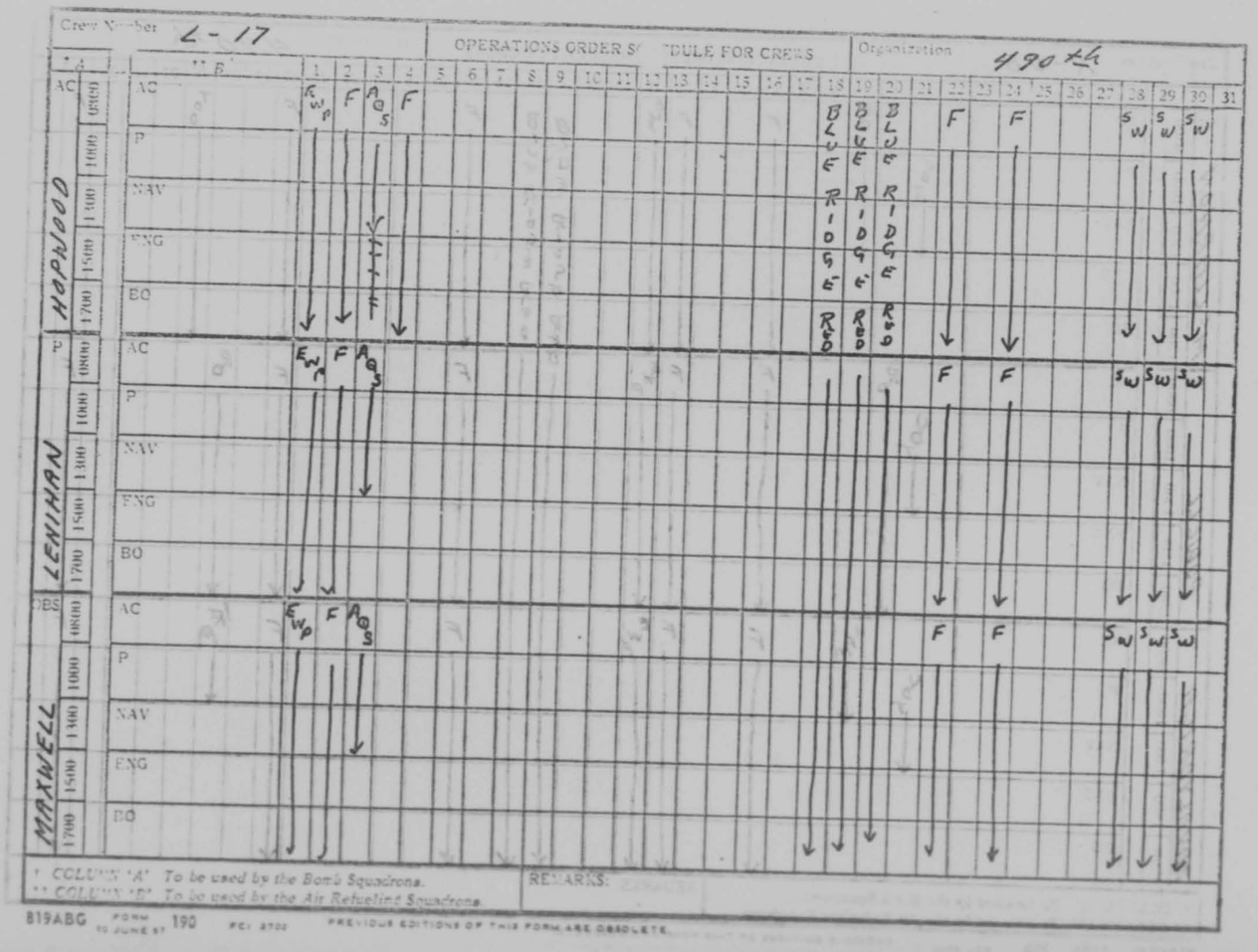




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX V

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

11TH AIR REFUELING SQUADRON



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C. Number

OPERATIONS ORD SCHEDULE FOR CREWS

Organization 11TH ARE'S

| | | "B" | 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 |
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| AC | 0300 | AC M-37 HALLAM | F | | | F | | | | F | | F | C | | | | F | | F | | | | F | | F | | F C | | | F | | F | |
| | 1000 | P JANUSKA | | | | | | A O | | | | | O | | | | | | | | | | | | | | O | | | | | | |
| | 1300 | NAV FOWLER | | | | | | | | | | | K | | | | | | | | | | | | | | K | | | | | | |
| | 1500 | ENG MOBERS | | | | | | | | | | | K | | | | | | | | | | | | | | K | | | | | | |
| | 1700 | BO CROFT | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P | 0800 | AC M-40 GRIFFITH | | | | | | | | | | | N | | | | | | | | | | | | | | N | | | | | | |
| | 1000 | P CHILDS | | | | | | | | | | | C | | | | | | | | | | | | | | D | | | | | | |
| | 1300 | NAV EDDINS | | | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| | 1500 | ENG WOOD | | | | | | | | | | | R | | | | | | | | | | | | | | R | | | | | | |
| | 1700 | BO McGINLEY | | | | | | | | | | | S | | | | | | | | | | | | | | S | | | | | | |
| DES | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| | 1300 | NAV | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| | 1500 | ENG | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| | 1700 | BO | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

TDY MARCH AF B

AIRCRAFT GENERAL SIMULATOR DIFR

* COLUMN "A" To be used by the Bomb Squadrons
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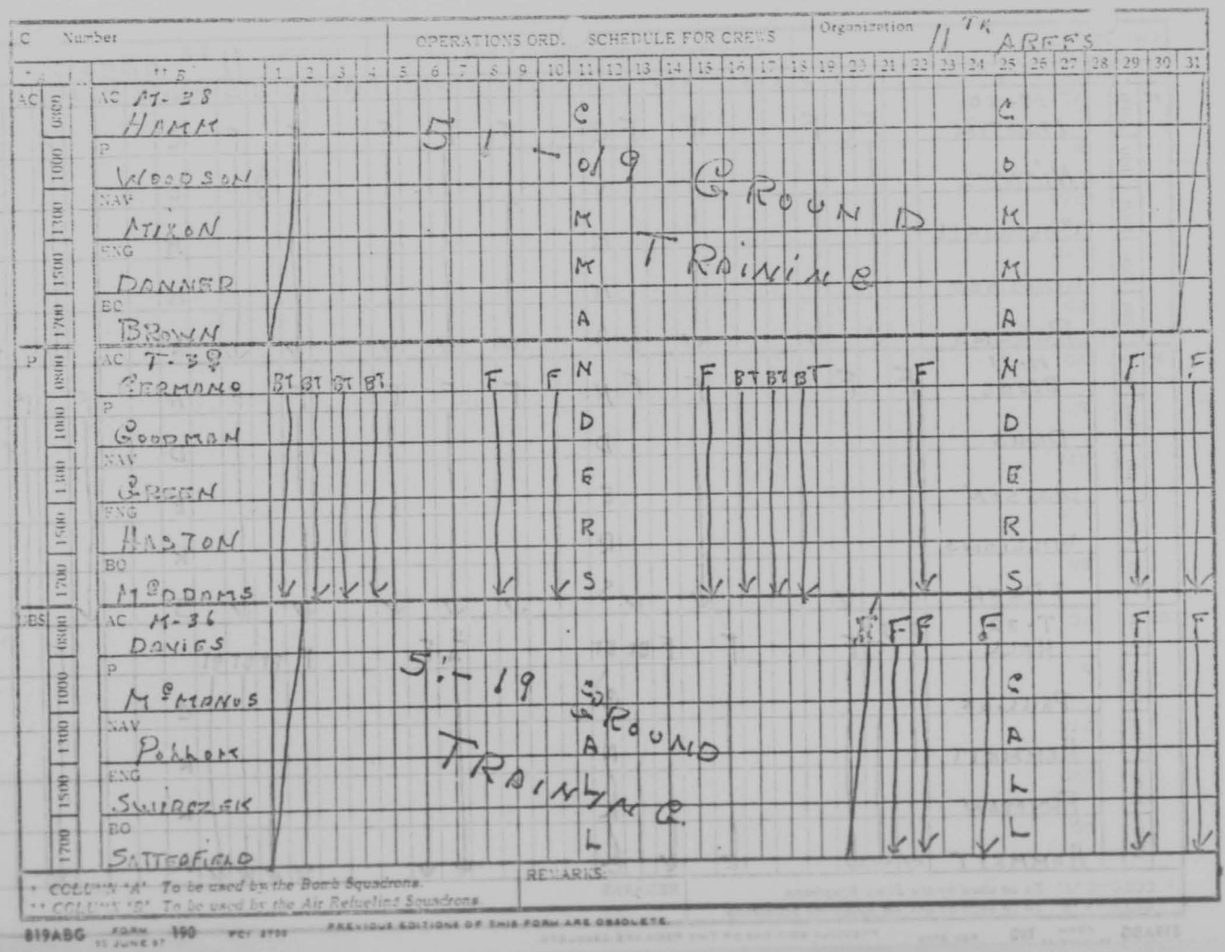




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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11TH AREFS

| "A" | | "B" | 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 |
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| AC | 0800 | AC M-30 MARTIN | | F | | F | | | | F | | F | C | | | F | | F | | F | | | F | | F | | C | | | | F | | F |
| | 1000 | P NICKEL | | | | | | | | | | | O | | | | | | | | | | | A O | | | O | | | | | | |
| | 1300 | NAV CALDWELL | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 1500 | ENG WALLACE | | | | | | | | | | | M | | | | | | | | | | | | | | K | | | | | | |
| | 1700 | BO ROGERS | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P | 0800 | AC M-31 BEEBE | F | | F | | | | | F | | F | N | | | F | | F | | F | | | F | | F | | N | | | F | | F | |
| | 1000 | P DAVIS | | | | | | | | | | | D | | | | | | | | | | | | | | D | | | | | | |
| | 1300 | NAV WATSON | | | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| | 1500 | ENG WILLIAMS | | | | | | | | | | | R | | | | | | | | | | | | | | R | | | | | | |
| | 1700 | BO FREER | | | | | | | | | | | S | | | | | | | | | | | | | | S | | | | | | |
| BS | 0800 | AC T-32 HALL | B T | B T | F | | | | | F | | F | BT | BT | | | | | S A | F | | | F | BT | BT | BT | | | | | F | | |
| | 1000 | P PHILLIPS | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| | 1300 | NAV HAMMETT | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| | 1500 | ENG FRYMAN | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| | 1700 | BO HAMMETT | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

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Ci Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11TH AREFS

| | | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC M-27 DAVIS | F | | F | | | | F | | | | F C | | | | F | | F | | | | F | | F | | F C | | | F | | F | |
| | 1000 | P ANDERSON | | | | | | | | | | | O | | | | | | | | | | | | | | O | | | | | | |
| | 1300 | NAV WARBONER | | | | | | O D | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 1500 | ENG ANDERSON | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 1700 | BO MAXSON | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P | 0800 | AC M-34 SHERRILL | | F | | F | | | | F | | F | N | | | F | | F | | F | | | | | F | | F N | | | | F | | F |
| | 1000 | P BELL | | | | | | | | | | | D | | | | | | | | | | | | | | D | | | | | | |
| | 1300 | NAV SMITH | | | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| | 1500 | ENG ROBERTSON | | | | | | | | | | | R | | | | | | | | | | | | | | R | | | | | | |
| | 1700 | BO BENNETT | | | | | | | | | | | S | | | | | | | | | | | | | | S | | | | | | |
| OBS | 0800 | AC M-29 JACY | | F | | F | | | | F | | F | | | | F | | F | | F | | | | F | | F | | | F | | F | | |
| | 1000 | P WILSON | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| | 1300 | NAV MEYER | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| | 1500 | ENG GORSKI | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| | 1700 | BO WALKER | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

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†† COLUMN 'B' To be used by the Air Refueling Squadrons.

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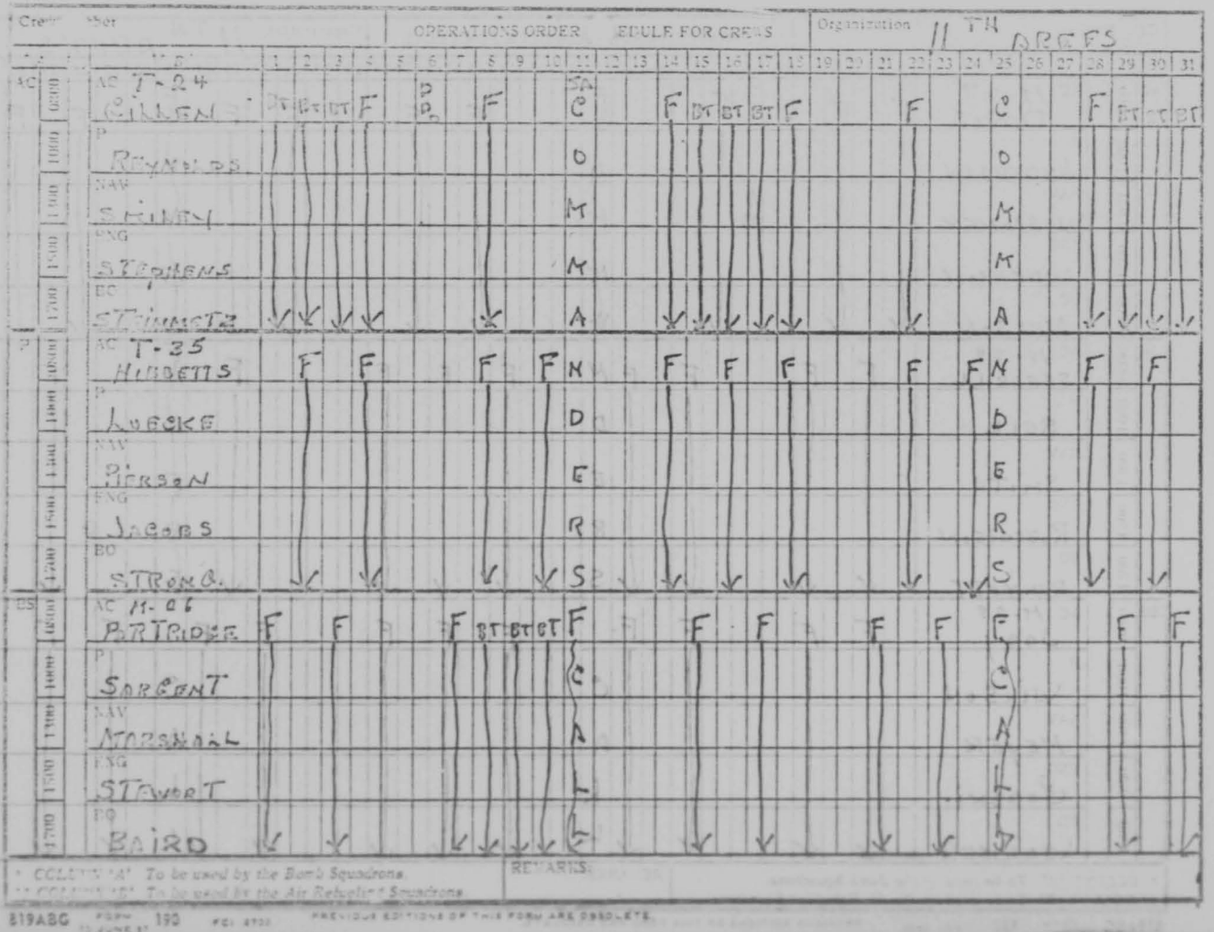


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C Number — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 11TH AREFS

| * | ** | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T-21 PEARSON | | F | BT | BT | | | F | H3 | | | C | | | BT | BT | F | | | | | DT | BT | BT | F | C | | | F | | | |
| | 0801 | P KNIGHT | | | | | | | | | | | D | | | | | | | | | | | | | | AD O | | | | | | |
| | 0802 | NAV BOWLES | | | | | | | | | | | M | | | | | | | | | | | | | | CR M | | | | | | |
| | 0803 | ENG FARROW | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 0804 | EO FROWERT | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P | 0850 | AC T-22 REID | BT | BT | BT | BT | | | | | F | | N | | | | F | | SA | | | | | F | BT | BT | N | | | BT | BT | HG | | F |
| | 0851 | P GENZLER | AO | | | | | | | | | | D | | | | | | | | | | | | | | D | | | | | | |
| | 0852 | NAV McRAE | | CR | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| | 0853 | ENG POCE | | | | | | | | | | | R | | | | | | | | | | | | | | R | | | | | | |
| | 0854 | EO BROWN | | | | | | | | | F | | S | | | | F | | SA | | | | | F | BT | BT | S | | | BT | BT | HG | | F |
| DS | 0900 | AC T-23 CARSWELL | BT | F | BT | F | | | | F | | F | | | | | F | | F | | | | F | BT | F | BT | F | | | | F | | F |
| | 0901 | P FAIN | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| | 0902 | NAV TILDEN | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| | 0903 | ENG YEAGER | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| | 0904 | EO SYLVESTER | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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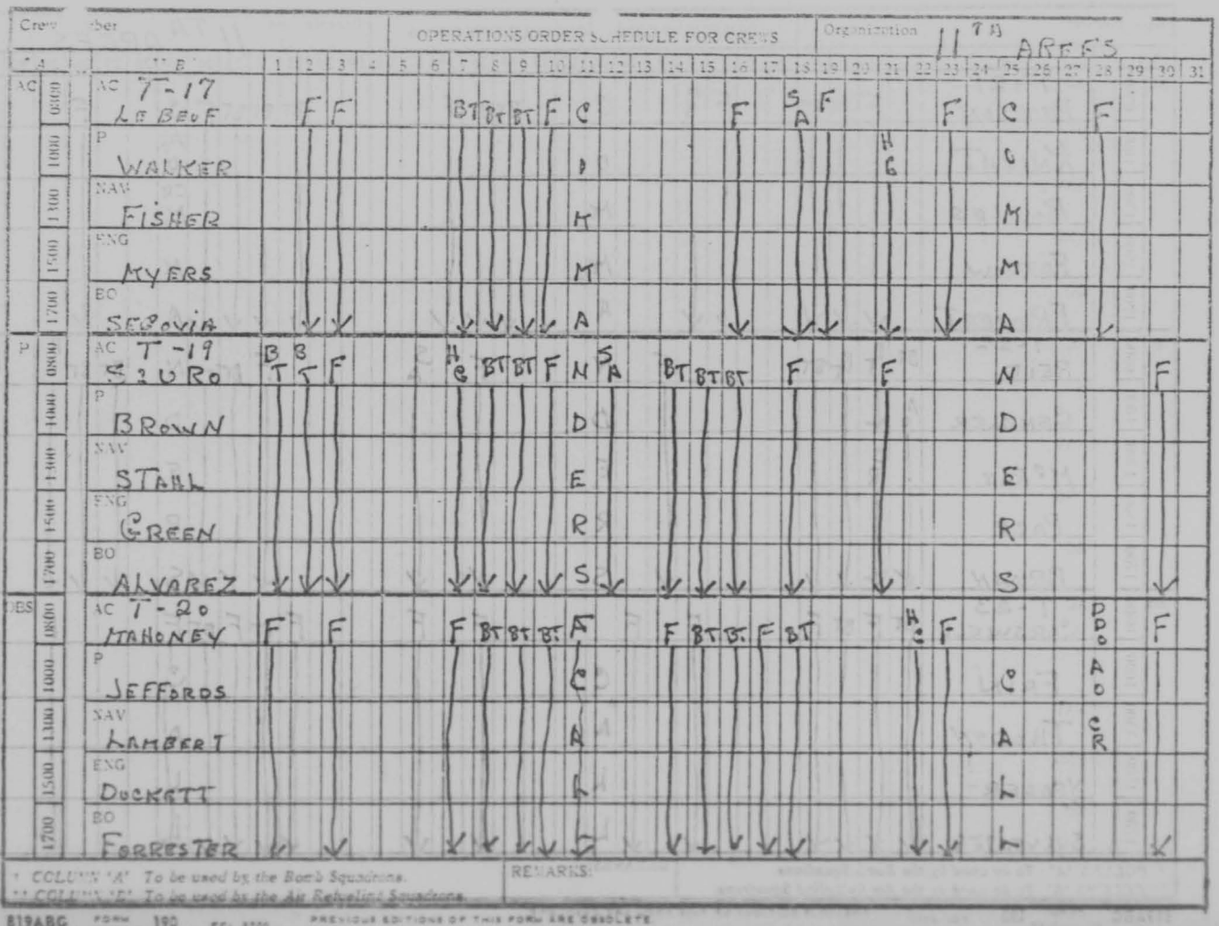

Crew Number — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 11 TH ARFS

| * A | | ** B | 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 |
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| AC | 0600 | AC T-17 LE BEUF | | F | F | | | | BT | BT | BT | F | C | | | | | F | | SA | F | | | | F | | C | | | F | | | |
| | 1000 | P WALKER | | | | | | | | | | | P | | | | | | | | | | HG | | | | C | | | | | | |
| | 1300 | NAV FISHER | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 1500 | ENG MYERS | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| | 1700 | BO SEGOVIA | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P | 0800 | AC T-19 SOURO | BT | BT | F | | | | HG | BT | BT | F | N | SA | | BT | BT | BT | | F | | | F | | | | N | | | | | F | |
| | 1000 | P BROWN | | | | | | | | | | | D | | | | | | | | | | | | | | D | | | | | | |
| | 1300 | NAV STAHL | | | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| | 1500 | ENG GREEN | | | | | | | | | | | R | | | | | | | | | | | | | | R | | | | | | |
| | 1700 | BO ALVAREZ | | | | | | | | | | | S | | | | | | | | | | | | | | S | | | | | | |
| ABS | 1800 | AC T-20 MAHONEY | F | | F | | | | F | BT | BT | BT | A | | | F | BT | BT | F | BT | | | | HG | F | | | | | DO | | F | |
| | 1000 | P JEFFORDS | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | AO | | | |
| | 1300 | NAV LAMBERT | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | CR | | | |
| | 1500 | ENG DOCKETT | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| | 1700 | BO FORRESTER | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

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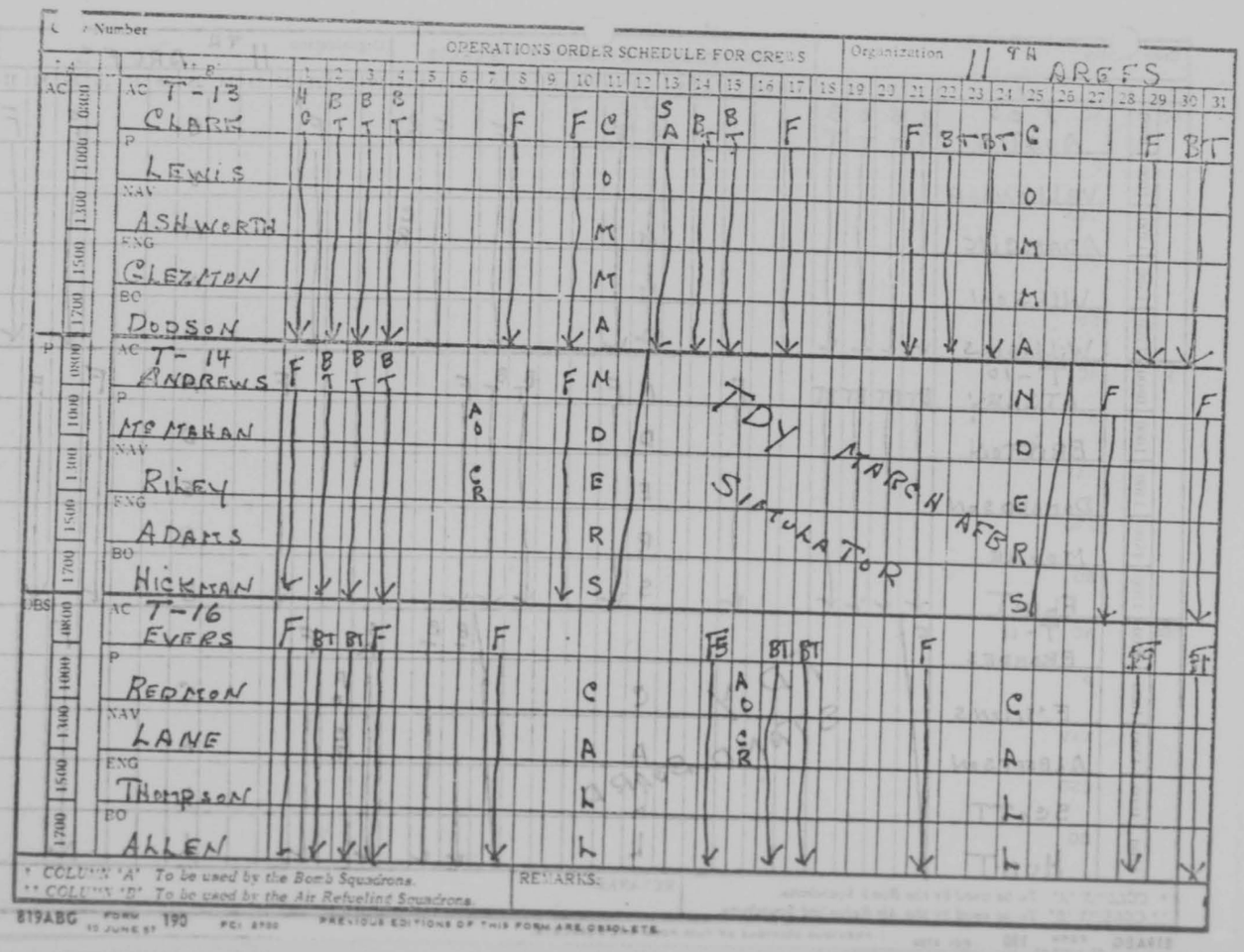




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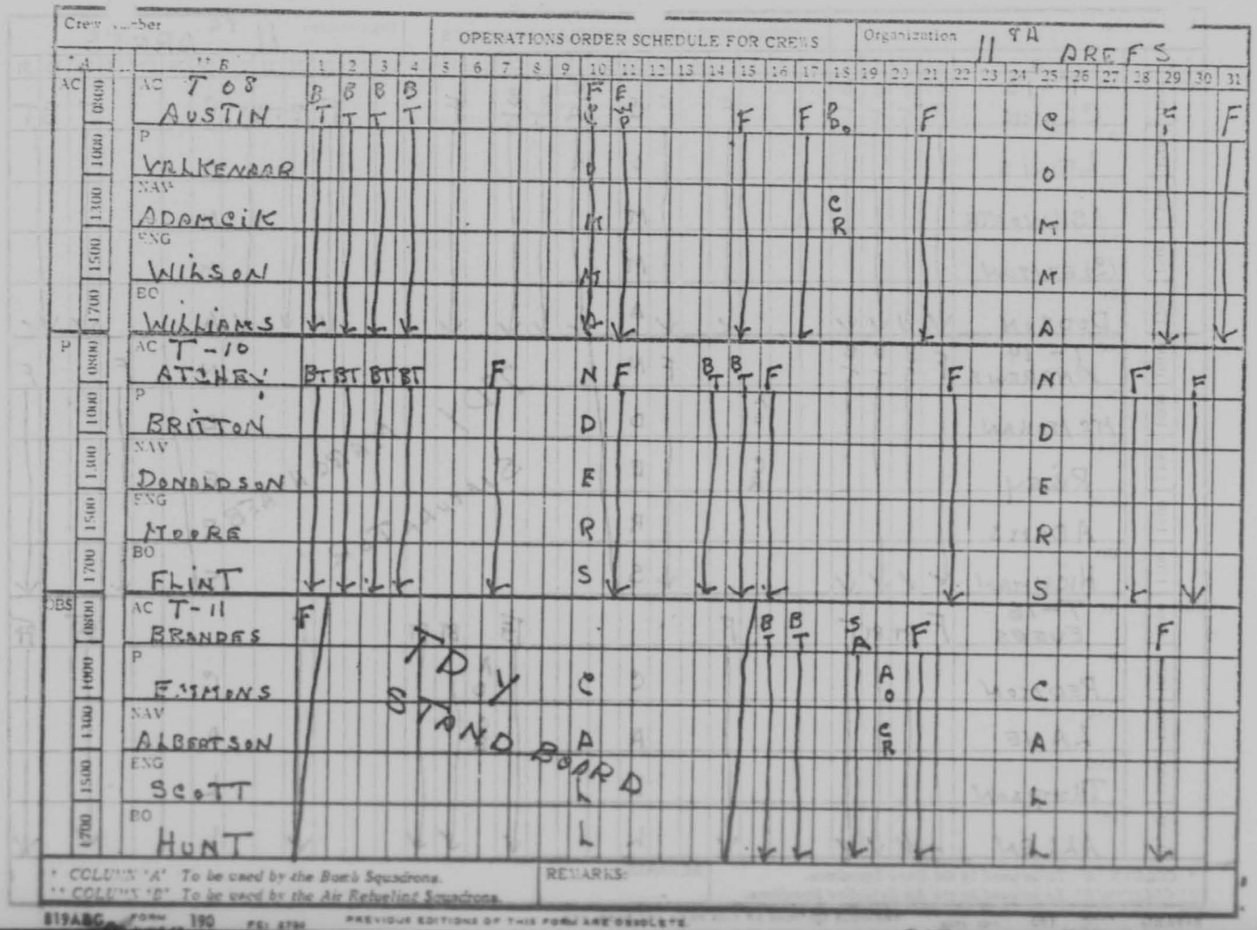




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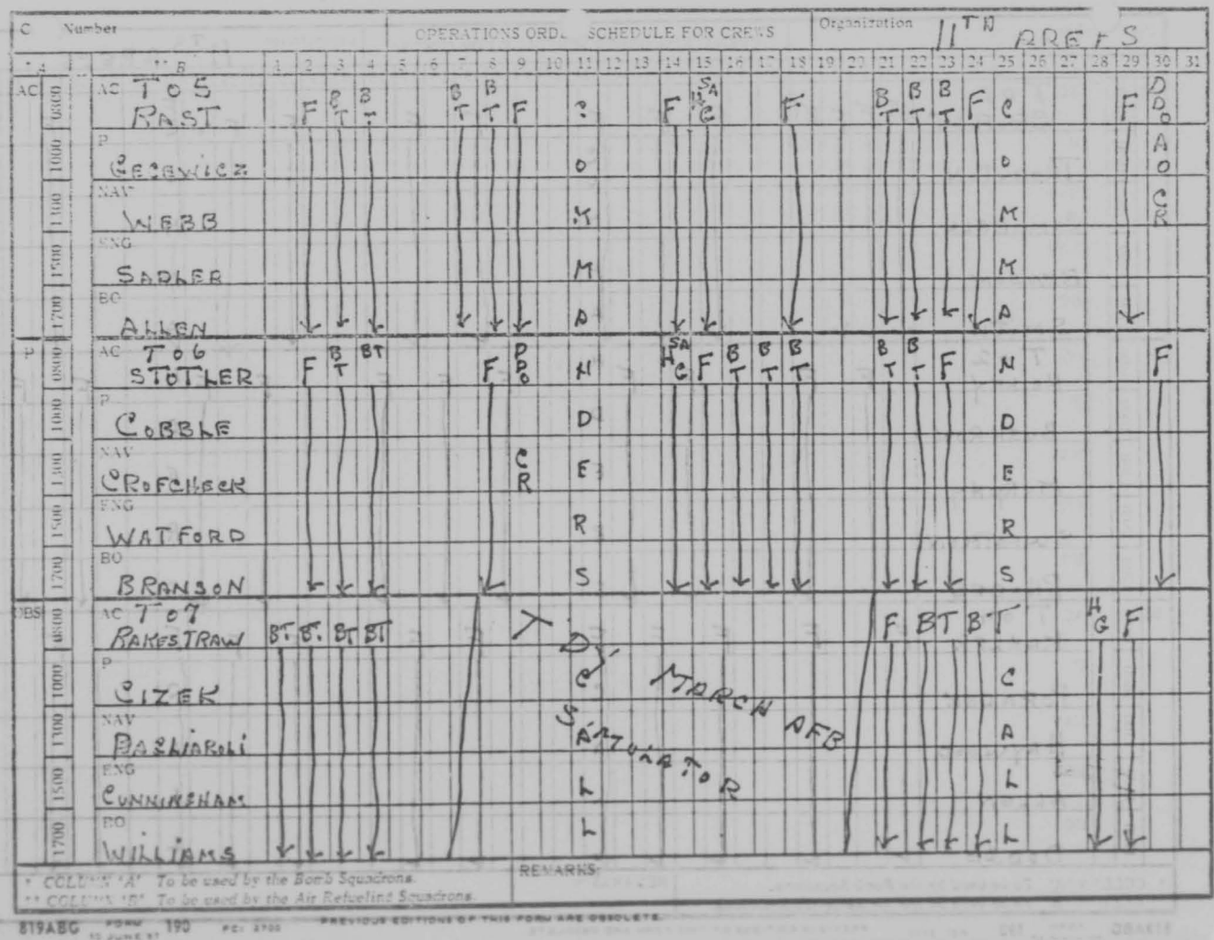




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Crew Number — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 11TH AREFS

| * A | ** B | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0800 | AC | T 01 BRUFLET | BT | F | F | BT | | | F | | F | | F | | | | F | | F | | | | F | | F | | F | | | | F | | F |
| | P | THORNTON | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| 1000 | NAV | CAMPBELL | | | | | | | | | | | O | | | | | | | | | | | | | | O | | | | | | |
| 1300 | ENG | BENSON | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| 1500 | BO | SMITH | | | | | | | | | | | M | | | | | | | | | | | | | | M | | | | | | |
| 1700 | | | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| P 0800 | AC | T 02 HAILEY | | F | F | | | | F | | F | | N | | | | F | | F | | F | | | | F | | N | | | | F | | F |
| 1000 | P | BUSHROW | | | | | | | | | | | D | | | | | | | | | | | | | | D | | | | | | |
| 1300 | NAV | MURPHY | | | | | | | | | | | E | | | | | | | | | | | | | | E | | | | | | |
| 1500 | ENG | SWEATMAN | | | | | | | | | | | B | | | | | | | | | | | | | | R | | | | | | |
| 1700 | BO | RHODES | | | | | | | | | | | S | | | | | | | | | | | | | | S | | | | | | |
| EBS 0800 | AC | T 04 KAHLER | F | | F | | | | F | | F | | F | | | | F | | F | | | | F | | F | | F | | | | F | | F |
| 1000 | P | PORADEK | | | | | | | | | | | C | | | | | | | | | | | | | | C | | | | | | |
| 1300 | NAV | HAYWOOD | | | | | | | | | | | A | | | | | | | | | | | | | | A | | | | | | |
| 1500 | ENG | ALLEN | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |
| 1700 | BO | DODGE | | | | | | | | | | | L | | | | | | | | | | | | | | L | | | | | | |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

AIR REFUELING RECAP



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AIR REFUELING

1. Air refueling sorties have been coordinated by dates and tanker units, as indicatedon the attached recap sheet and in the following information.

2. All air refueling sorties will require a back-up aircraft to be scheduled during October and for a permanent wing policy thereafter. The squadron flying the primary refueling mission will furnish the back-up wherein possible. If such procedure is not possible Wing Operations will schedule a crew from another squadron as a back-up.

3. Tanker call sign and respective Wing Control Room call signs will be distributed under separate cover for the month of October.

4. Tanker coordination for the 11th Air Refueling Squadron for the month of October is included in the Communication Flimsy dated September 1957. (Classified Confidential). Two copies of Communications Flimsy distributed to each squadron.



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AIR REFUELING OCTOBER 1957

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11th ARS | 4 | 4 | 6 | 4 | X | X | 6 | 2 | 3 | 10 | 2 | X | X | 1 | 3 | 3 | 10 | X | X | X | 6 | 5 | 0 | 5 | 4 | X | X | 3* | 4* | 4* | 5* | 78+13 |
| Randolph | | | | | | | | 2 | | | 1 | | | | | | | | | | | | 2 | | | | | 2* | | | | 7 |
| Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 90 |
| | | | | | | | | | | DRY MARTINI | | | | | | | DRY MARTINI | | | | | | | | | | | | | | | |
| 10th | 1 | 1 | 2 | 1 | X | X | 2 | 2 | 1 | | 1 | X | X | 1 | 1 | 1 | | X | X | X | 2 | 2 | 1 | 1 | 1 | X | X | 1** | | | | 22 |
| 12th | 1 | 2 | 2 | 1 | X | X | 2 | 1 | 1 | | 1 | X | X | 0 | 1 | 1 | | X | X | X | 2 | 1 | 1 | 2 | 1 | X | X | 1** | | | | 21 |
| 190th | 2 | 1 | 2 | 2 | X | X | 2 | 1 | 1 | | 1 | X | X | 0 | 1 | 1 | | X | X | X | 2 | 2 | | 2 | 2 | X | X | X | | | | 22 |

** Will be rescheduled for earlier date

* Will not be utilized due to Walk - Thru

| | 10th SQ | 12th SQ | 190th SQ |
|---|---|---|---|
| Randolph 8 October | | 1 - Foxtrot | 1 - Golf |
| 11 October | 1 - Delta | | |
| 23 October | 1 - Cocoa | 1 - Bravo | |
| 26 October (Not assigned to squadrons) | | Hotel - Golf | |



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(A) RANDOLPH AIR REFUELING

| MISSION DESIGNATION | ALPHA | BRAVO | COCOA | DELTA |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0930 | 0932 | 0934 | 0936 |
| TANKER CALL SIGN | #1 WATERHOLE | #2 WATERHOLE | #3 WATERHOLE | #4 WATERHOLE |
| RECEIVER IP | 32°45' N 96°16' W | 31°53' N 96°35' W | 33°14' N 97°46' W | 33°55' N 98°30' W |
| ORBIT POINT | 30°05' N 95°48' W | 30°09' N 96°24' W | 30°12' N 96°56' W | 31°14' N 98°32' W |
| RENDEZVOUS POINT | 28°57' N 25°43' W | 29°00' N 96°13' W | 29°01' N 96°50' W | 30°04' N 98°32' W |
| END REFUELING POINT | 29°15' N 94°57' W | 28°42' N 96°13' W | 28°11' N 96°59' W | 30°49' N 98°25' W |
| REFUELING TRACK | 177° | 178° | 176° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 17,500 | 15,500 |
| RECEIVER ETA ORBIT PT | 1026 | 1023 | 1015 | 1023 |
| RECEIVER ETA RNDZ PT | 1045 | 1042 | 1034 | 1042 |
| INITIAL CONTACT FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| PRIMARY WORK FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| SECONDARY WORK FREQ | 352.6 | 352.6 | 352.6 | 352.6 |
| VHF BACK-UP FREQ | NONE | NONE | NONE | NONE |
| APN 76 SETTING | T7-R4 | T4-R8 | T7-R8 | T6-R4 |
| APN 69 SETTING | 1-2-1 | 2-1 | 1-1-2 | 2-1-1 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 190 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 205 |
| WET OFFLOAD IN Lbs. | 15,000 | 15,000 | 15,000 | 15,000 |
| DRY HOOKUPS (IN HOURS) | 26-41 Min | 25-40 Min | 27-42 Min | 26-43 Min |

Randolph Control Room 296-6

Call Sign Elm alpha or Waterhole Control



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(B)

| MISSION DESIGNATION | ECHO | FOXTROT | GOLF | HOTEL |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0938 | 0940 | 0942 | 0944 |
| TANKER CALL SIGN | WATERHOLE #5 | WATERHOLE #6 | WATERHOLE #7 | WATERHOLE #8 |
| RECEIVER IP | 33°43' N 99°20' W | 32°56' N 99°48' W | 33°47' N 100°20' W | 32°43' N 100°55' W |
| ORBIT POINT | 31°08' N 99°20' W | 30°36' N 99°49' W | 31°21' N 100°11' W | 31°18' N 100°49' W |
| RENDEZVOUS POINT | 29°58' N 99°20' W | 29°26' N 99°48' W | 30°11' N 100°11' W | 30°08' N 100°49' W |
| END REFUELING POINT | 28°28' N 99°06' W | 29°13' N 99°48' W | 28°42' N 100°30' W | 29°22' N 100°50' W |
| REFUELING TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 16,500 | 17,500 | 15,500 | 16,500 |
| RECEIVER ETA ORBIT PT | 1038 | 1040 | 1052 | 1105 |
| RECEIVER ETA RNDZ PT | 1057 | 1059 | 1111 | 1124 |
| INITIAL CONTACT FREQ | 303.2 | 240.6 | 318.0 | 324.2 |
| PRIMARY WORK FREQ | 303.2 | 240.6 | 318.0 | 352.6 |
| SECONDARY WORK FREQ | 252.6 | 352.6 | 352.6 | NONE |
| VHF BACK-UP FREQ | NONE | NONE | NONE | T6-R5 |
| APN76 SETTING | T6-R7 | T5-R7 | T5-R7 | 1-3 |
| APN 69 SETTING | 2 | 2-2 | 1-2 | 190 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 205 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 15,000 |
| WET OFFLOAD IN Lbs | 15,000 | When Poss | When Poss | When Poss |
| DRY HOOKUPS (IN HOURS) | 32-52 Min | 24-44 Min | 32-52 Min | 26-41 Min |



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

GROUND TRAINING



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HQ 341st BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

GROUND TRAINING

1. Special Weapons, Block Training and Local Survival quotas are mandatory requirements. The Commander 819th Air Division has directed that these quotas be supported unless written permission is received from the Division Director of Operations to cancel or not support a quota.

2. Index of training requirements contained within this annex.

| Requirement | Paragraph |
|---|---|
| Altitude Chamber | 10 |
| Aquatic Survival | 26 |
| Aquatic Survival (Non Aircrew) | 22 |
| Arms Qualification (Non Aircrew) | 20 |
| Block Training | 23 |
| Block Training (Non Aircrew) | 19 |
| C-11 Trainer | 18 |
| EWP Study | 27 |
| Handgun Qualification | 4 |
| Handgun (Non Aircrew) | 21 |
| Instrument School | 5 |
| Inst Card Renewals | 6 |
| Inflight Maintenance | 28 |
| Judo | 14 |
| Local Survival | 25 |
| M.T.D. Training (KC-97) | 8 |
| OQ Range | 17 |
| P.T. | 13 |
| Pre & Post Flights | 15 |
| Special Weapons | 24 |
| Survival Refresher | 9 |
| Simulator (KC-97) | 7 |
| Safety (Ground) | 11 |
| Safety (Flying) | 12 |
| Trainers | 16 |

3. The following training items are non current and cannot be completed during the balance of this year unless greater emphasis is placed upon them during October. Therefore each of the following items will require maximum schedule to insure that each individual who is non current will complete the required hours NLT 31 October 1957.

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| Subject | Required by 31 Oct 1957 |
|---|---|
| Block Training | 3/4 of all ready crew members |
| Special Weapons | 2/3 " " " " " |
| Local Survival | 100% " " " " " |
| Aquatic Survival | 100% " " " " " |
| Physical Conditioning | Minimum 13 hours per man |
| Observer IFM | Minimum 20 hours per observer |
| Maint Pre & Post Flt Insp | 2/3 of all ready crews |

4. Handgun Qualification; Small Arms Range. Duration 4 hours. This requirement included in Block Training for all B-47 ready crews.

| Dates | Time | Organizations |
|---|---|---|
| Mon 7, 14, 21, 28 | 0800-1200 | 11th ARS |
| Tues 1, 8, 15, 22, 29 | 0800-1700 | Available for Init Course |
| Wed 2, 9, 16, 23, 30 | 0800-1200 | 4th SSS |
| Thur 3, 10, 17, 24 | 0800-1700 | 96th Bomb Wing |
| Fri 4, 11, 18, 25, | 0800-1700 | Block Training (B-47) |

5. Instrument School. Base Training Flight Bldg 8202. 2 days, 11th and 12th October from 0800-1700 hours.

6. Instrument Card Renewals: The following personnel have been reported by the Form 5 Section as due instrument cards on dates indicated. NOTE: Increased number of pilots requiring cards and the decreased allocation of C-11 trainer time available due to the arrival of the 96th BW. Special attention will be required to scheduling this trainer to insure that each individual receives the required six hours. Also the requirement between 25 September and 15 November for practice letdowns for "Iron Bar" must be taken into consideration.

| October | | November | | December | |
|---|---|---|---|---|---|
| 2 | Trail | 1 | Fraser | 2 | Johnson |
| 4 | Ware | 2 | Carman | 5 | Peeler |
| 6 | Hudson | 3 | Wilson | 11 | Sorrell |
| 8 | Youngmark | 6 | Dahl | 13 | Herman |
| 12 | White | 6 | McKinney | 13 | Miller |
| 14 | Krueger | 7 | Podbesek | 14 | Yon |
| 20 | Weeks | 12 | Boyd | 17 | Baker, L |
| 22 | Dollard | 13 | Rice | 18 | Sevier |
| 24 | Lockhart | 14 | Sprinkel | 19 | Blackburn |
| 24 | Marsh | 15 | Platner | 20 | Boone |
| 30 | Dallas | 18 | Barrett | 21 | Youngblood |
| | | 19 | Griffin | 22 | Powell, S |
| | | 21 | Bridges | 23 | McKinzey |
| | | 21 | Rozell | 23 | Rogers |
| | | 23 | Baughan | 26 | White, CL |
| | | 28 | Hammond | 26 | Nelson PA |
| | | | | 27 | Holton |
| | | | | 29 | Griffis |
| | | | | 30 | Legate |
| | | | | 31 | Elzey |

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7. KC-97 Flight Simulator: March AFB.

a. Duration 2 week - transition course.

| Starting Date | Quota 11th ARS |
|---|---|
| 14 Oct | 1 Crew |
| 21 Oct | 2 Crews |
| 28 Oct | 2 Crews |

b. Duration 1 week - special course.

| | |
|---|---|
| 7 Oct | 1 Crew |

8. KC-97 MTD Training: March AFB.

| Course | Starting Date | Comp Date | 11th Quotas |
|---|---|---|---|
| Air Crew Fam | 23 Sept 57 | 18 Oct 57 | 2 |
| I F R | 14 Oct 57 | 18 Oct 57 | 3 |
| Load Master | 7 Oct 57 | 11 Oct 57 | 6 |

9. Survival Refresher Training: Stead AFB, Nev. Duration 2 weeks.

Class reporting 16 October 1957.

341st Bomb Wing - Ritter, Hillerud, Watson, Carman
96th Bomb Wing - Murphy

10. Altitude Chamber: Davis Monthan AFB, Ariz. Duration 3 days (6, 7, 8 October)

| | |
|---|---|
| 341 HQ SQ | |
| 11th ARS | 1st Lt Walker, J. E.<br>Capt Walker, B. L.<br>1st Lt Pagliaroli |
| 12th BS | |
| 490th BS | 1st Lt Covington<br>A/1C LeRoy Smith |

11. Ground Safety Meeting: Base Theater.

12 October 1000-1100 hours - 10th, 12th, 490th, 11th ARS, HQ SQ
12 October 1100-1200 hours - PMS, FMS, A&EMS,.

12. Flying Safety Meeting, will be announced in the daily bulletin by the 819th Air Division as soon as conformation of availability of the guest speaker is received.

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13. Physical Conditioning: 1000-1200 and 1500-1700 hours each day. Schedule to complete a minimum of 13 hours for each combat ready crew member, Saturday classes will be conducted for all individuals who have completed the required 13 hours by 31 October.

14. (Judo) Combative Measures: This requirment included in Block Training for combat ready crews. 0800-1000 and 1300-1500 hours daily for 51-19 training and 1300-1500 hours for make up 50-24 requirements.

15. Maintenance Pre and Post Flight Inspections: Will be scheduled by each squadron to insure completion by all crew members. Rosters of completions will be forwarded to Wing Ground Training Officers NLT the 10th of each month containing the names of all individuals who have completed this requirment during the previous month.

16. Trainers:

| TIME | Mon-Fri C-11#1 | Mon-Fri C-11#2 | Mon-Fri P-3A | Mon-Fri UDT |
|---|---|---|---|---|
| 0800-1000 | 96 B W | 10 | 11 ARS | 12 |
| 1000-1200 | 96 B W | 12 | 4th SSS | 490 |
| 1300-1500 | 96 B W | 490 | ABG | 10 |
| 1500-1700 | 96 B W | PTF | 11th ARS | make-up |

T-1A

| | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | PTF | PTF | PTF | 10 | 490 |
| 1000-1200 | 10 | 12 | 490 | 12 | 96 |
| 1300-1700 | 96 | 96 | 96 | 96 | 341 SB & 96 |

T-2A

| | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 490 | 10 | 12 | 10 | 490 |
| 1000-1200 | 10 | 12 | 490 | 12 | 10 |
| 1300-1700 | 96 | 96 | 96 | 96 | 96 |

T-3A

| | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 12 | 490 | 12 | 490 | 12 |
| 1000-1200 | 10 | 12 | 490 | 10 | 490 |
| 1300-1700 | 96 | 96 | 96 | 96 | 96 |

Simulator

| TIME | 1st | 2nd | 3rd | 4th |
|---|---|---|---|---|
| 0800-1400 | 96 | 96 | 12 | 341 SB |
| 0800-1400 | 10 | 96 | 96 | 341 SB |
| 1100-1700 | 96 | 96 | 490 | 10 |

| | 7th | 8th | 9th | 10th | 11th |
|---|---|---|---|---|---|
| 0800-1400 | 96 | 490 | 96 | 96 | 341 SB |
| 0800-1400 | 12 | 96 | 96 | 12 | 341 SB |
| 1100-1700 | 96 | 10 | 96 | 96 | 490 |



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| TIME | 14th | 15th | 16th | 17th | 18th |
|---|---|---|---|---|---|
| 0800-1400 | 10 | 96 | 96 | 10 | 341 SB |
| 0800-1400 | 96 | 490 | 96 | 96 | 341 SB |
| 1100-1700 | 12 | 96 | 96 | 12 | 490 |
| | 21st | 22nd | 23rd | 24th | 25th |
| 0800-1400 | 96 | 12 | 96 | 96 | 341 SB |
| 0800-1400 | 10 | 96 | 96 | 10 | 341 SB |
| 1100-1700 | 96 | 490 | 96 | 96 | 12 |
| | 28th | 30th | 31st | 1st | |
| 0800-1400 | 490 | 96 | 96 | 490 | 341 SB |
| 0800-1400 | 96 | 12 | 96 | 96 | 341 SB |
| 1100-1700 | 10 | 96 | 96 | 10 | 12 |

17. OQ Range: Davis Monthan AFB. Duration 4 days.

| Class Dates | Quotas | SQDN | NAMES |
|---|---|---|---|
| 7-8 Oct | 2 | PTF | Yates, Persson |
| 14-15 Oct | 2 | PTF | Womelsdorf, Martin |
| 21-22 Oct | 1 | PTF | Wilkinson, Tidwell |
| | 1 | 12 BS | |
| 28-29 Oct | 1 | PTF | |
| | 1 | 490th BS | |

18. C-11 Trainer: Arrangements have been made to supply letdown training for Harmon and Goose Bay in preparation for "Iron Bar". These letdowns will be available from 25 September through 15 November. Squadrons will insure that those aircraft commanders participating in this exercise are scheduled for at least one two hour period.

19. Non Aircrew Block Training: Base Theater, duration 8 hours. Classes will be conducted each Wednesday and Thursday from 0800-1700 hours during October. Squadrons will schedule all personnel who have not previously attended this calenday year.

20. Non Aircrew Arms Qualification (Carbine and Sub-Machind gun): Classes will be conducted each weekday, Monday throught Friday all during the month of October. Two class will be conducted each day beginning at 0730 and 1230 hours. Squadrons will schedule all personnel who have not previously attended this calendar year.

21. Non Aircrew Handgun Qualification: (Rated Officers). Classes are available from 0800 to 1700 hours at the small arms range. Squadrons will contact the Wing Ground Training Officer (Ph. 357) to reserve a position on the range and schedule all non combat crew officers to complete this requirement at the earliest possible date.



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22. Non Aircrew Aquatic Survival (Rated Officers): Personnel will attend classes conducted on Tuesday, Thursday, and Friday from 0800-1200 hours at the Base Training Flight.

23. B-47 Block Training: Base Training Flight Bldg 8202. Duration 4½ days.

Class 57M2 — 30 September - 4 October
10th -
12th -
490th-

Class 57N2 — 7 - 11 October
10th -
12th -
490th-

Class 5702 — 14 - 18 October
12th - Draper (only), Youngmark, Krueger
10th -
490th-

Class 57P2 — 21 - 25 October
10th - Brechel
12th - Weeks
490th- Guzowski

Class 57Q2 — 28 October - 1 November
10th - Warner - Platner
12th -
490th- Griffis

24. Special Weapons: Bldg 5008. Duration 3 days.

Class 7- 9 Oct
12th - Creahan
490th- Welling - Boyd

Class 14 - 16 Oct
12th - Long, WE - Barrett
490th-Yon

Class 21 - 23 Oct
10th - Warner
12th - Long, W.D.
490th- Schumacher (only)-Griffis-Smith

Class 28 - 30 Oct
10th - Tidwell
12th - Jennings-Foor Ballard
490th- Hopwood

25. Local Survival: Base Training Flight. Bldg 8202. Duration 3 days.

| Dates | 10th | 12th | 490th | 11th ARS |
|---|---|---|---|---|
| 2 | | | Wilson, Kilmer (only) | |
| 7 | | | | |
| 9 | | | | |



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| Dates | 10th | 12th | 490th | 11th ARS |
|---|---|---|---|---|
| 14 | | Jennings | | |
| 16 | | Foor | | |
| 21 | | | | |
| 23 | | Long, WE | DeSomer, Yon | |
| 28 | | | | |
| 30 | | Creahan | Smith | |

26. Aquatic Survival: Base Training Flight. Bldg 8202. Duration 4 hours. 0800-1200 hours.

| Date | |
|---|---|
| 3 Oct | Hopwood; Tomlinson (Ind.) |
| 4 Oct | Smith; McClarnon (Ind.) |
| 8 Oct | Griffis (Ind.) |
| 10 Oct | Long, W.E. |
| 19 Oct | Barrett |
| 24 Oct | Krueger; Santore (Ind.); Bentley (Ind.) |
| 25 Oct | Graves; Long, W.D. |
| 29 Oct | Hall |

27. EWP Study: Plans Division.

| Dates | 10th | 12th | 490th |
|---|---|---|---|
| 1 | Warner | | Hopwood |
| 2 | | Creahan | Frey, Boyd |
| 4 | McKnight<br>Routh | Long, W.D. | Elzey, Ware, DeSomer |
| 7 | | | Smith |
| 8 | Pendergast | | |
| 9 | Graves | Long, W.E. | Yon |
| 10 | Flowers | | |
| 11 | Brechel | | McClarnon, Griffis |
| 14 | Ligon | | Welling, Guzowski |
| 22 | | Youngmark | |
| 25 | Meehan<br>Hammond | | |

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28. B-47 Observer IFM: 0800-1200 hours. Thurs and Fri each week.

3 October
12th - Carillo
490th- Pierson, Radcliffe

4 October
10th - Cobb, Clark
490th- Dowling, Zavalydriga

10 October
10th - Brozowski,, L'Abbe, Gray
12th - Draper
490th- Salisbury

11 October
10th - Hudson, Johnson, Bailey
12th - Lovell, Draper, Nulph
490th-Stilwell, Williams, Moreau, Schumacher

17 October
10th - Bryant, Dudderar, Elliott, Hawkins, Harcourt, Turner
12th - Christensen, Nulph
490th- Stilwell, Charles

18 October
10th - Brozowski
12th - Christensen
490th- Williams, Backhaus

24 October
10th - Meehan
12th - Nulph, Badger, Carillo, Lovell
490th- Tomlinson, Kilmer, McCoy

25 October
10th Trexler
12th - Sands, Draper
490th- Zavalydriga

31 October
10th - Jenkins
490th - Fulwider



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX VIII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

SCHEDULES OF DUTIES



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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 480-57 )

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1

## SCHEDULES OF DUTIES

1. Tower Officer

| OCT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 96BW | |
| 1 | 1800 | 96BW | |
| 2 | 0800 | 12BS | Major Dempsey E. Ballard |
| 2 | 1800 | 490BS | Captain John F. Briggs |
| 3 | 0800 | 96BW | |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 10BS | Major Wilbert M. Pendergast |
| 4 | 1800 | 12BS | Captain William D. Payton |
| 5 | 0800 | 96BW | |
| 5 | 1800 | 96BW | |
| 6 | 0800 | 490BS | Captain Ross I. Boyd |
| 6 | 1800 | 10BS | Captain Idus R. Flowers |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | GROUP | |
| 8 | 1800 | 12BS | Major George H. Jennings |
| 9 | 0800 | 490BS | Captain John F. Briggs |
| 9 | 1800 | 96BW | |
| 10 | 0800 | 96BW | |
| 10 | 1800 | 10BS | Captain Thomas W. Podbesek |
| 11 | 0800 | 12BS | Captain William E. Krueger |
| 11 | 1800 | 96BW | |
| 12 | 0800 | 96BW | |
| 12 | 1800 | 10BS | 1st Lt. Felton L. Hammond |
| 13 | 0800 | 12BS | Captain William D. Long |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 96BW | |
| 14 | 1800 | 490BS | Captain Ross I. Boyd |
| 15 | 0800 | 10BS | Major Lyle P. Platner |
| 15 | 1800 | 12BS | 1st Lt. David D. Ballard |
| 16 | 0800 | 96BW | |
| 16 | 1800 | 96BW | |
| 17 | 0800 | 12BS | Captain Robert C. Hall |
| 17 | 1800 | 490BS | Captain James W. Frey |
| 18 | 0800 | 96BW | |
| 18 | 1800 | 96BW | |
| 19 | 0800 | 10BS | Captain Thomas W. Podbesek |
| 19 | 1800 | 12BS | Captain James K. Creahan |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 96BW | |
| 21 | 0800 | 490BS | Captain Richard J. DeSomer |
| 21 | 1800 | 10BS | Captain John E. Tidwell |
| 22 | 0800 | 96BW | |
| 22 | 1800 | 96BW | |
| 23 | 0800 | 96BW | |
| 23 | 1800 | 96BW | |
| 24 | 0800 | 12BS | Major Harold L. Foor |
| 24 | 1800 | 490BS | Captain Lester T. Griffis |
| 25 | 0800 | 96BW | |
| 25 | 1800 | 96BW | |
| 26 | 0800 | 490BS | Captain Marshall H. McClarnon |
| 26 | 1800 | 10BS | Major Vernon P. Ligon |
| 27 | 0800 | 96BW | |
| 27 | 1800 | GROUP | |
| 28 | 0800 | 96BW | |
| 28 | 1800 | 96BW | |
| 29 | 0800 | 490BS | Captain Daniel F. Guzowski |
| 29 | 1800 | 12BS | Captain William E. Long |
| 30 | 0800 | 96BW | |
| 30 | 1800 | 96BW | |
| 31 | 0800 | 96BW | |
| 31 | 1800 | 96BW | |



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2. Airdrome Officer

| OCT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 11ARS | 1st Lt. William E. Genzler |
| 1 | 1800 | 10BS | 1st Lt. William E. Griffin |
| 2 | 0800 | 12BS | 1st Lt. Howard H. Legate |
| 2 | 1800 | 490BS | Captain George E. Funk |
| 3 | 0800 | 96BW | |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 96BW | |
| 4 | 1800 | 4SSS | |
| 5 | 0800 | 4SSS | |
| 5 | 1800 | GROUP | |
| 6 | 0800 | 11ARS | 2nd Lt. Clarence R. Goodman |
| 6 | 1800 | 10BS | Captain Robert L. Blackburn |
| 7 | 0800 | 11ARS | 1st Lt. Jack G. Woodson |
| 7 | 1800 | 11ARS | 1st Lt. Billy M. McMahan |
| 8 | 0800 | 96BW | |
| 8 | 1800 | 96BW | |
| 9 | 0800 | 96BW | |
| 9 | 1800 | 4SSS | |
| 10 | 0800 | 4SSS | |
| 10 | 1800 | GROUP | |
| 11 | 0800 | PTF | 1st Lt. John W. Tester |
| 11 | 1800 | 11ARS | 1st Lt. Jerry C. Poradek |
| 12 | 0800 | WGHQ | Captain Bernard J. Mohan |
| 12 | 1800 | 96BW | |
| 13 | 0800 | 96BW | |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 4SSS | |
| 14 | 1800 | 4SSS | |
| 15 | 0800 | GROUP | |
| 15 | 1800 | 12BS | 1st Lt. Paul R. Muller |
| 16 | 0800 | 10BS | 1st Lt. Vernon.A. Sevier |
| 16 | 1800 | 11ARS | 1st Lt. Jack W. Redmon |
| 17 | 0800 | 12BS | 1st Lt. Elden H. Dye |
| 17 | 1800 | 96BW | |
| 18 | 0800 | 96BW | |
| 18 | 1800 | 96BW | |
| 19 | 0800 | 4SSS | |
| 19 | 1800 | 4SSS | |
| 20 | 0800 | GROUP | |
| 20 | 1800 | 11ARS | 2nd Lt. Robert E. Emmons |
| 21 | 0800 | 490BS | 1st Lt. Henry L. Conn |
| 21 | 1800 | 10BS | 1st Lt. William L. Raley |
| 22 | 0800 | 11ARS | 1st Lt. William F. Childs |
| 22 | 1800 | 96BW | |
| 23 | 0800 | 96BW | |
| 23 | 1800 | 96BW | |
| 24 | 0800 | 4SSS | |
| 24 | 1800 | 490BS | 1st Lt. James B. Covington |
| 25 | 0800 | 10BS | 1st Lt. Thomas G. Tobin |
| 25 | 1800 | 11ARS | 1st Lt. Guy D. Knight |
| 26 | 0800 | 490BS | 1st Lt. John H. Rencher |
| 26 | 1800 | 10BS | 1st Lt. Paul A. Nelson |
| 27 | 0800 | PTF | 1st Lt. Robert S. Yates |
| 27 | 1800 | 96BW | |
| 28 | 0800 | 96BW | |
| 28 | 1800 | 11ARS | 2nd Lt. Jacque M. Jeffords |
| 29 | 0800 | 490BS | 1st Lt. George T. Boone |
| 29 | 1800 | 12BS | 1st Lt. John G. Dahl |
| 30 | 0800 | 11ARS | 1st Lt. Leo J. Gecewicz |
| 30 | 1800 | PTF | 1st Lt. James W. Ogden |
| 31 | 0800 | 12BS | 1st Lt. Louis T. Rosso |
| 31 | 1800 | 10BS | Captain John G. Fleming, Jr. |

APPENDIX VIII ANNEX B
341st Ops Order 480-57
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3. Senior Supervisor

| OCT | UNIT | NAME |
|---|---|---|
| 1 | WgHq | Major Virgil Stevens |
| 2 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 3 | WgHq | Lt. Colonel Charles L. Lowell |
| 4 | 12BS | Lt. Colonel Raymond E. Hamlyn |
| 5 | 12BS | Lt. Colonel Henry W. Ritter |
| 6 | 12BS | Major Bernard H. Stevens |
| 7 | 10BS | Major Paul S. Skartvedt |
| 8 | 10BS | Lt. Colonel Samuel R. Smith |
| 9 | WgHq | Major Richard D. Sullivan |
| 10 | 490BS | Major Wilbur A. Bridges |
| 11 | WgHq | Major Doyle F. Reynolds |
| 12 | 490BS | Major Norman J. Elzey |
| 13 | WgHq | Major Virgil Stevens |
| 14 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 15 | WgHq | Major James D. Douglas Jr. |
| 16 | 12BS | Lt. Colonel Raymond E. Hamlyn |
| 17 | 12BS | Major Bernard H. Stevens |
| 18 | 10BS | Major Paul S. Skartvedt |
| 19 | 10BS | Major Willis L. Warner |
| 20 | 10BS | Lt. Colonel Samuel R. Smith |
| 21 | WgHq | Major Richard D. Sullivan |
| 22 | 490BS | Major Wilbur A. Bridges |
| 23 | WgHq | Lt. Colonel Charles L. Lowell |
| 24 | WgHq | Major Doyle F. Reynolds |
| 25 | WgHq | Major Virgil Stevens |
| 26 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 27 | WgHq | Major James D. Douglas Jr. |
| 28 | 12BS | Lt. Colonel Raymond E. Hamlyn |
| 29 | 12BS | Major Bernard H. Stevens |
| 30 | 10BS | Major Paul S. Skartvedt |
| 31 | 10BS | Lt. Colonel Samuel R. Smith |

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4. Officer of the Day

| OCT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | 96BW | |
| 2 | 1630 | 96BW | |
| 3 | 1630 | GROUP | |
| 4 | 1630 | GROUP | |
| 5 | 1100 | WgHq | 1st Lt. Jack S. Collier |
| 6 | 0800 | 11ARS | 1st Lt. Wendall A. Wagoner |
| 6 | 1800 | 4SSS | |
| 7 | 1630 | 96BW | |
| 8 | 1630 | 96BW | |
| 9 | 1630 | GROUP | |
| 10 | 1630 | 96BW | |
| 11 | 1630 | 11ARS | 2nd Lt. James E. Pollom |
| 12 | 1100 | PTF | 1st Lt. Paul A. Johnson |
| 13 | 0800 | 4SSS | |
| 13 | 1800 | 96BW | |
| 14 | 1630 | 96BW | |
| 15 | 1630 | GROUP | |
| 16 | 1630 | GROUP | |
| 17 | 1630 | WgHq | 1st Lt. Norman C. Pursley |
| 18 | 1630 | 11ARS | 2nd Lt. Donald H. Smith |
| 19 | 1100 | 4SSS | |
| 20 | 0800 | GROUP | |
| 20 | 1800 | 96BW | |
| 21 | 1630 | GROUP | |
| 22 | 1630 | GROUP | |
| 23 | 1630 | PTF | Captain Elliot B. Charles |
| 24 | 1630 | WgHq | 1st Lt. John R. McGoldrick |
| 25 | 1630 | 4SSS | |
| 26 | 1100 | 96BW | |
| 27 | 0800 | 96BW | |
| 27 | 1800 | GROUP | |
| 28 | 1630 | GROUP | |
| 29 | 1630 | 96BW | |
| 30 | 1630 | 96BW | |
| 31 | 1630 | 4SSS | |

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5. Division Staff Duty Officer

| OCT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | Wg Hq | Maj Oscar S. Smith |
| 2 | 1630 | 490BS | Maj Haynes M. Baumgardner |
| 3 | 1630 | 96BW | |
| 4 | 1630 | GROUP | |
| 5 | 1100 | Wg Hq | Maj James B. Brown |
| 6 | 0800 | 11ARS | Captain George B. Gillen |
| 6 | 1800 | GROUP | |
| 7 | 1630 | 96BW | |
| 8 | 1630 | 4SSS | |
| 9 | 1630 | 11ARS | Captain James O. Stutler |
| 10 | 1630 | 10BS | Major Donat F. Dautenil |
| 11 | 1630 | 96BW | |
| 12 | 1100 | GROUP | |
| 13 | 0800 | 4SSS | |
| 13 | 1800 | Wg Hq | Lt. Colonel Charles M. Hunter |
| 14 | 1630 | Wg Hq | Captain Sterling M. Jackson |
| 15 | 1630 | 96BW | |
| 16 | 1630 | GROUP | |
| 17 | 1630 | 4SSS | |
| 18 | 1630 | 11ARS | Major Wallace M. Austin |
| 19 | 1100 | 12BS | Major James D. Hastin |
| 20 | 0800 | 96BW | |
| 20 | 1800 | GROUP | |
| 21 | 1630 | 96BW | |
| 22 | 1630 | GROUP | |
| 23 | 1630 | 96BW | |
| 24 | 1630 | GROUP | |
| 25 | 1630 | 4SSS | |
| 26 | 1100 | 11ARS | Major Luther E. Emeigh |
| 27 | 0800 | 96BW | |
| 27 | 1800 | 96BW | |
| 28 | 1630 | 11ARS | Captain Richard D. Mahoney |
| 29 | 1630 | GROUP | |
| 30 | 1630 | 11ARS | Captain Robert H. Rast |
| 31 | 1630 | WgHq | Lt Colonel William M. Martin |

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6. Control Room Officer

| OCT | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1645 | 10BS | 1st Lt. John D. Gray |
| 2 | 1645 | 490BS | 1st Lt. Murray D. Backhaus |
| 3 | 1645 | 11ARS | 1st Lt. Therrel D. McRae |
| 4 | 1645 | 10BS | 1st Lt. Robert M. Johnson |
| 5 | 0745 | 11ARS | 2nd Lt. Donald W. Rayment |
| 5 | 1645 | 490BS | 1st Lt. Oliver B. Pierson |
| 6 | 0745 | 490BS | Captain John M. Dowling |
| 6 | 1645 | 10BS | 1st Lt. Donald E. Clark |
| 7 | 1645 | 11ARS | 1st Lt. Terrence J. Riley |
| 8 | 1645 | 12BS | 1st Lt. Derwin D. Draper |
| 9 | 1645 | 11ARS | 2nd Lt. Robert M. Crofcheck |
| 10 | 1645 | 10BS | 1st Lt Charles S. Bailey |
| 11 | 1645 | 11ARS | 1st Lt. Ronald E. Haywood |
| 12 | 0745 | Wg Hq | 1st Lt. Joe E. Walker |
| 12 | 1645 | 10BS | 1st Lt. Robert L. Elliott |
| 13 | 0745 | 12BS | 1st Lt. Jessie A. Lovell |
| 13 | 1645 | Wg Hq | Captain William J. McGee. |
| 14 | 1645 | 490BS | 1st Lt. Ross E. Tomlinson |
| 15 | 1645 | 12BS | Captain Herman Sands |
| 16 | 1645 | 11ARS | 1st Lt. Bruce R. Lane |
| 17 | 1645 | 490BS | 1st Lt. Ernest E. Salisbury |
| 18 | 1645 | 11ARS | 1st Lt. Frank J. Adamcik |
| 19 | 0745 | 10BS | 1st Lt. Gerald L. Turner |
| 19 | 1645 | 12BS | 1st Lt. Donald J. Christensen |
| 20 | 0745 | 490BS | 1st Lt. Billy A. Worley |
| 20 | 1645 | 11ARS | 1st Lt. John S. Albertson |
| 21 | 1645 | 10BS | 1st Lt. Frank S. Farnham |
| 22 | 1645 | WgHq | 1st Lt. Benjamin H. Chavez |
| 23 | 1645 | 12BS | Captain John C. Carrillo |
| 24 | 1645 | 490BS | Captain Eliot B. Charles |
| 25 | 1645 | 11ARS | 2nd Lt. Donald G. Bowles |
| 26 | 0745 | 490BS | 1st Lt. Nicholas P. Karras |
| 26 | 1645 | 10BS | 1st Lt. Donald H. Harcourt |
| 27 | 0745 | 10BS | 1st Lt. Van E. Hawkins |
| 27 | 1645 | 11ARS | 2nd Lt. James H. Pierson |
| 28 | 1645 | 11ARS | 2nd Lt. Elliot W. Lambert |
| 29 | 1645 | WgHq | Captain Arthur F. Dillensnyder |
| 30 | 1645 | 11ARS | 1st Lt. Fred M. Webb |
| 31 | 1645 | 10BS | 1st Lt. John D. Gray |



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 October 1957

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 480-57

BLUE RIDGE CREWS



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BLUE RIDGE RED CREWS

1. The following named crews are designated BLUE RIDGE RED Crews for the periods indicated:

| TIME | DATE | TO | TIME | DATE | 10TH | 12TH | 490TH |
|---|---|---|---|---|---|---|---|
| 1800 | 30 Sep | | 1000 | 2 Oct | Brechel | Barrett | |
| 0800 | 2 Oct | | 1000 | 4 Oct | Routh | Barrett | |
| 0800 | 4 Oct | | 1000 | 7 Oct | Podbesek | Ritter | |
| 0800 | 7 Oct | | 1000 | 9 Oct | Platner | Weeks | |
| 0800 | 9 Oct | | 1000 | 11 Oct | Hammond | Krueger | |
| 0800 | 11 Oct | | 1000 | 14 Oct | Hull | | Smith |
| 0800 | 14 Oct | | 1000 | 16 Oct | Brechel | | McClarnon |
| 0800 | 16 Oct | | 1000 | 18 Oct | Flowers | | Griffis |
| 0800 | 18 Oct | | 1000 | 21 Oct | Ligon | | Hopwood |
| 0800 | 21 Oct | | 1000 | 23 Oct | | Long | Boyd |
| 0800 | 23 Oct | | 1000 | 25 Oct | | Jennings | Frey |
| 0800 | 25 Oct | | 1000 | 28 Oct | | Youngmark | Welling |
| 0800 | 28 Oct | | 1000 | 30 Oct | | Long | DeSomer |
| 0800 | 30 Oct | | 1000 | 1 Nov | | Hall | Guzowski |

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1 October 1957



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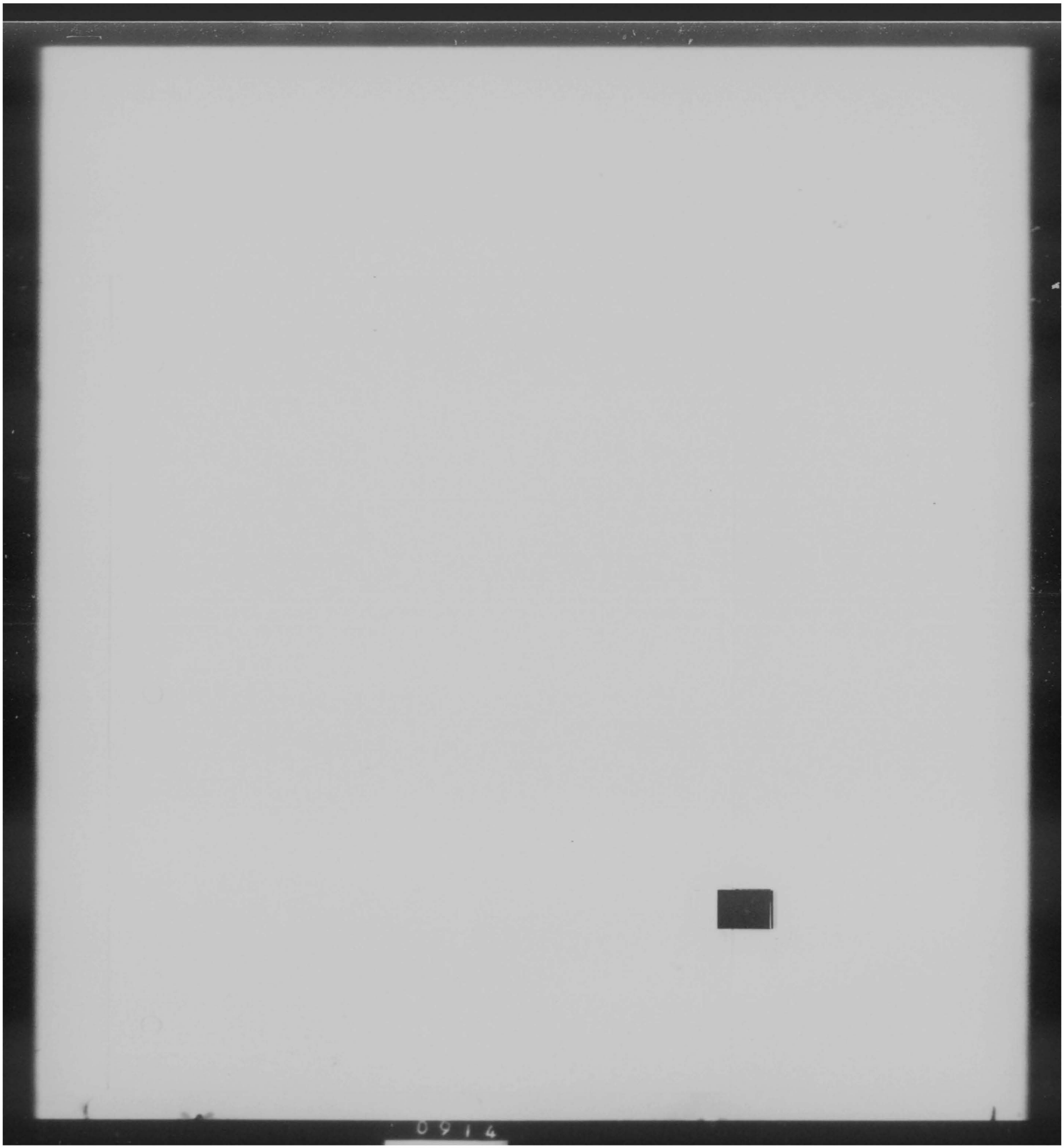


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FLYING TRAINING SUMMARY FOR MONTH OCTOBER 57

| | 10TH | 12TH | 490TH | 4ING | 11TH ARS |
|---|---|---|---|---|---|
| RADAR RBS | 41 | 62 | 50 | 153 | N/A |
| VIS RBS | 4 | 7 | 7 | 18 | N/A |
| NITE CTI | 10 | 9 | 17 | 36 | 11 |
| CRTD LEGS | 6 | 11 | 15 | 32 | N/A |
| MASS NIGHT | 5 | 4 | 7 | 16 | N/A |
| NIGHT MAX GROSS WT | 1 | 0 | 2 | 3 | N/A |
| OPT D. N. CO-ATT CTC | 4 | 4 | 3 | 11 | |
| OTHER / SORT SKED | 83 | 94 | 91 | 268 | 138 |
| SORT FLOWN | 67 | 78 | 75 | 220 | 120 |
| HOURS FLOWN | 408:15 | 512:25 | 486:25 | 1407:05 | 661:05 |
| SORT MX | 17 | 16 | 17 | 50 | 18 |
| GRD ABORTS | N/A | N/A | N/A | N/A | N/A |
| SUBSTITUTIONS | N/A | N/A | N/A | N/A | N/A |
| ADDITIONS | 1 | 0 | 1 | 2 | 0 |
| LATE T/O's | 14 | 14 | 9 | 37 | 7 |
| TRAINING RECOMMENDS | 2 | 2 | 8 | 12 | 3 |
| PROB CREWS | | | | | |
| SES SKED | 0 | 0 | 0 | 0 | 0 |
| SES QUAL | 3 | 7 | 4 | 14 | |
| SES UNQUAL | 1 | 0 | 0 | 1 | |
| MCR CREWS | 14 | 10 | 11 | 35 | 10 |
| LEAD CREWS | 5 | 5 | 5 | 15 | 0 |
| SELECT CREWS | 1 | 2 | 2 | 5 | 0 |
| READY CREWS | 5 | 6 | 5 | 16 | 23 |

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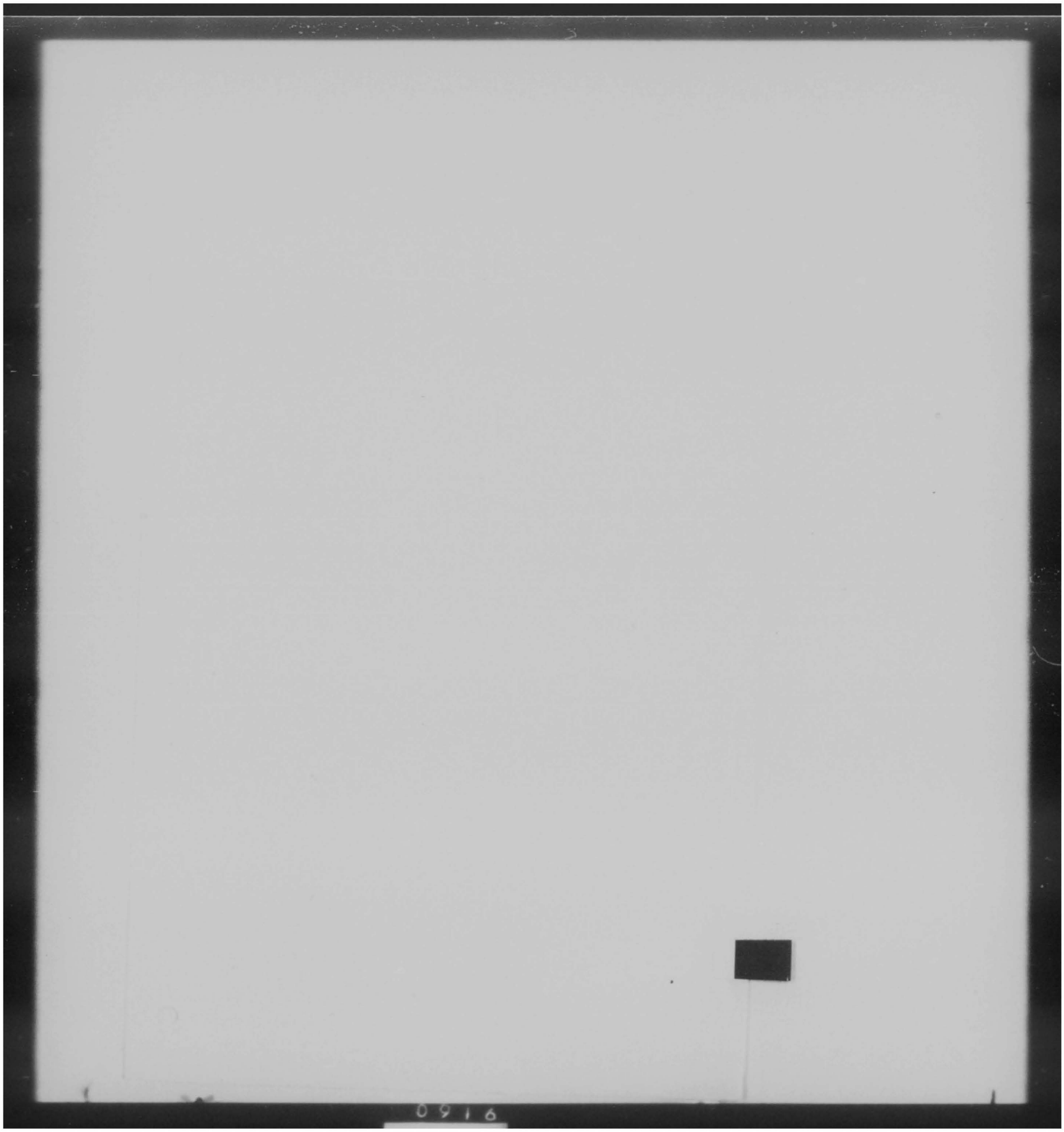


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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

CREW FLIMSY

"CORN FIELD"

7 OCT 57



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TAKE OFF SCHEDULE — 7 OCTOBER 1957

| ACFT COMDR | ACFT NO | SPIRAL | CORN WX BR B OPS | ALD STA TIME | START ENG | TAXI | TAKE OFF | |
|---|---|---|---|---|---|---|---|---|
| | | | 1430 | 1500 | 1730 | 1740 | 1800 | |
| | | | 1430 | 1501½ | 1731½ | 1741½ | 1801½ | |
| | | | 1430 | 1503 | 1733 | 1743 | 1803 | |
| | | | 1430 | 1504½ | 1734½ | 1744½ | 1804½ | |
| | | | 1430 | 1506 | 1736 | 1746 | 1806 | |
| | | | 1430 | 1507½ | 1737½ | 1747½ | 1807½ | |
| | | | 1430 | 1509 | 1739 | 1749 | 1809 | SPARE |
| | | | 1430 | 1510½ | 1740½ | 1750½ | 1810½ | SPARE |
| | | | | BRAVO CELL | | | | |
| | | | 1620 | 1650 | 1920 | 1930 | 1950 | |
| | | | 1620 | 1651½ | 1921½ | 1931½ | 1951½ | |
| | | | 1620 | 1653 | 1923 | 1933 | 1953 | |
| | | | 1620 | 1654½ | 1924½ | 1934½ | 1954½ | |
| | | | 1620 | 1656 | 1926 | 1936 | 1956 | |
| | | | 1620 | 1657½ | 1927½ | 1937½ | 1957½ | |
| | | | 1620 | 1659 | 1929 | 1939 | 1959 | SPARE |
| | | | 1620 | 1700½ | 1930½ | 1940½ | 2000½ | SPARE |



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A. TOURAIDE

1. Wx briefing_____(3+30 prior to T.O.) Base Weather Station.

2. In remarks Section of DD Form 175 enter code name, call name and position.

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____.

6. Taxi at_____.

7. Take off_____.

a. 1½ minutes between aircraft.

b. 1+50 hours between cells.

c. All take-offs with water.

d. Monitor channel #2 for taxi and T.O.

8. After take-off switch to channel 11 and check with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. All aircraft check APN-76 with A&E rendezvous of channel 16, 235.1 mcs.

b. Turn APN-76 to standby after check.

9. North Takeoff - climb on course to Guthrie VOR

a. South Takeoff - 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position Report

Abilene Approach Control — Altitude
Position - Brady (or Guthrie) — ETA Midland, Texas
Time_____. — NRP Roswell, N. Mex

11. All aircraft climb to an altitude of_____base altitude is 28,000 feet. Check altitude measure and altimeter calibration at Midland, Texas.

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12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check in with leader when in position.

| APP. | MACH | ALT |
|---|---|---|
| #1 | .72 | 28 |
| #2 | .81 | 28.5 |
| #3 | .81 | 29 |
| #4 | .81 | 29.5 |
| #5 | .81 | 30 |
| #6 | .81 | 30.5 |

13. Midland, Texas 114.8

a. Position Report

Midland Radio
Midland, Texas
Time_____

Alt_____
ETA Roswell, N Mexico
NRP Iraan, Texas

14. Roswell, New Mexico

a. Position Report

Roswell Radio
Roswell, New Mexico
Time_____

Alt_____
ETA Iraan, Texas
NRP Cotulla, Tex VOR

b. All A/C turn left, APN 76 on T_____R_____.

15. Abeam Artesia, New Mexico switch to initial contact freq_____mcs.

a. Contact tanker lead (Call Sign) Walker Helen lead.

Give ETA to Rend Point_____
Descent Range_____from SP_____Tanker orbit 17SW Ozona, Tex.

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq. APN-76 standby except leader, leader makes radar rendezvous.

16. Echelon formation 60° right for refueling formation, Set alt 29.92.

17. Start descent Iraan, Texas, to 15,000 base altitude.

18. Contact tankers, move in for fuel on formation leader signal and on load 12,000 lbs.

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19. Formation speed 200 knots ---End---206 knots.

20. End A/R at Cotulla, Texas VOR, accelerate and climb to LO, base altitude 29m, and proceed to cell break-up of Edinburg, Texas.

21. Cotulla Omni Tex 115.8 Cot.

a. Position report to San Antonio center.

1. Position Cotulla omni
2. Time_____
3. Alt climbing to 29-32M block alt.
4. ETA Edinburg, Tex
5. NRP 25-30N 93-15W

22. Edinburg, Texas

a. Execute standard 6 ship cell break up left hand orbit.

b. Position report to San Antonio center.

1. Position Edinburg
2. Time_____
3. Alt 29-32 Block alt
4. ETA 25-30N 93-15W
5. NRP 2500N 89-30N
6. Relay to New Orleans ICAO center

23. 25-30N 93-15W

a. Position Report
25-30N 93-15W
New Orleans center

Alt_____
ETA 25-00N 89-30W
NRP 27-50N 91-30W

24. 25-00N 89-30W

a. Position Report
25-00N 89-30W
New Orleans Center

Alt_____
ETA 27-50N 91-30W
NRP 22NM N Orange, Texas

25. 27-50N 91-30W

a. Position Report
27-50N 91-30W
New Orleans Center

Alt_____
ETA 22NM N Orange, Texas
NRP Hearne, Texas

26. 22NM N Orange Texas

a. Position Report
22NM N Orange, Texas
San Antonio Center

Alt_____
Hearne, Texas
NRP 25NM SW San Antonio VOR

27. Hearne, Texas

a. Position Report
Hearne, Texas
San Antonio Center

Alt_____
ETA 25NM SW San Antonio VOR
NRP 10NM W Breckenridge, Tex



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28. 25NM SW San Antonio VOR

a. Position Report
25NM SW San Antonio VOR
San Antonio Center

Alt_____
ETA 10NM W Breckenridge, Tex
NRP Amarillo, Texas

29. 10NM W Breckenridge, Texas

a. Position Report
10NM W Breckenridge, Texas
Ft Worth Center

Alt_____
ETA Amarillo, Texas
NRP Abilene OMNI

30. Amarillo, Texas

a. Position Report
Amarillo, Texas

Alt_____
ETA Abilene OMNI
NRP Destination

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF radio will be used for ICAO reports while flying over-water.

3. No strike reports will be submitted.

4. All aircraft will monitor guard channel and interplane frequency (Ch 11) except when making position report while in formation.

5. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce excution.

6. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position number and call sign.

7. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after break-up.

C. REFUELING INFORMATION:

| | |
|---|---|
| 1. Tanker Orbit | 17NM SW Ozona, Texas |
| 2. Orbit Altitude | 15,000 (Base) |
| 3. Refueling Altitude | 15,000 (Base) |
| 4. Refuel Track | 134° TC |
| 5. Rend Point | 29°42'N 100°31'W |



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6. End A/R — Cotulla, Texas VOR

7. C/R Plan — Alfa Cell, Helen ZI Alpha
Bravo Cell, Helen ZI Alpha

8. Tanker call sign Walker Helen Leader.

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action.

5. Strip Alert Tankers

Walker AFB - Binbrook Cont.
Call sign - Bracer - Frequency 321.0

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-138 R-452 R-343

F. MISSION ACCOMPLISHMENTS:

1 - Mass night refueling

1 - Water take off

1 - Rendezvous, lead aircraft

1 - Emergency Drill

1 - Nite cell mission

1 - Nite celestial or gird celestial as needed with pressure pattern

2 - RBS Runs (offset)

1 - Gunnery for scheduled crews

1 - Hour combat oxygen

1 - Jet Penetration

1 - GCA

1 - Landing

1 - Bomber Stream
(Primary Accomp - 1 Mass nite refueling)



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MISSION "CORNFIELD" 7 OCT 57 1ST WAVE T.O. 1800CST
2ND WAVET.O. 1950CST

SOUTH TAKE OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Brady Texas (Town) | Turn Point 16-21M |
| CLIMB | :17 | :31 | 38NM SE Big Spring OMNI, Tex | Level Off |
| 28-31M | :08 | :39 | *Midland, Texas (Town) | Turn Point |
| 28-31M | :23 | 1:02 | *Roswell, New Mex (Town) | Turn Point |
| 28-31M | :26 | 1:28 | *Iraan, Texas (Town) | Descend |
| Descent | :08 | 1:36 | 30NM S Ozona Tex (Town) | Level Off |
| 15-18M | :34 | 2:10 | *Cotulla VOR, Texas | Start Climb |
| 29-32M | :21 | 2:31 | 15NM NW Edinburg, Texas (Town) | Level Off |
| 29-32M | :02 | 2:33 | *Edinburg, Texas (Town) | Cell Breakup |
| 29-32M | :07 | 2:40 | 20NM NE Brownsville VOR, Tex | Coast Out |
| CLIMB | :02 | 2:42 | 31NM ENE Brownsville VOR Tex | Level Off |
| 33-35M | :26 | 3:08 | *25-30N, 93-15W | Report |
| 33-35M | :27 | 3:35 | *25-00N, 89-30W | Turn Point |
| 33-35M | :29 | 4:04 | *27-50N, 91-30W | Report |
| 33-35M | :30 | 4:34 | *22NM N Orange Texas (Town) | Report |
| 33-35M | :11 | 4:45 | Lufkin, Texas (Town) | Turn Point |
| 33-35M | :16 | 5:01 | *Hearne, Texas (Town) | Turn Point |
| 33-35M | :21 | 5:22 | San Antonia, Texas | Turn Point |
| CLIMB | :04 | 5:26 | *25NM SW San Antonio VOR | Level Off |
| 35-37 | :28 | 5:54 | *10NM W Breckenridge, Tex (Town) | Report |
| 35-37 | :08 | 6:02 | Lake Kemp, Texas | Turn Point |
| 35-37 | :10 | 6:12 | Childress, Texas (Town) | |
| 35-37 | :14 | 6:26 | *Amarillo, Texas (Town) | Report |
| 35-37 | :26 | 6:52 | *Abilene OMNI Texas | Let Down |
| | :15 | 7:07 | Dyess AFB, Texas | Land |

NORTH TAKE OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Guthrie VOR, Texas | Turn Point |
| CLIMB | :17 | :31 | 18NM SE La Mesa, Texas | Level Off |
| 28-31 | :06 | :37 | *Midland, Texas (Town) | Turn Point |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :16 | :16 | Brady, Texas (Town) | Turn Point |
| CLIMB | :19 | :35 | 31-37N, 101-13W | Level Off |
| 28-31 | :08 | :43 | Midland, Texas (Town) | Turn Point |
| 28-31 | :29 | 1:12 | Wichita Falls, Tex (Town) | Turn Point |
| 28-31 | :19 | 1:31 | 10NM West Hamilton, Tex | Descent |
| 15-18 | :08 | 1:39 | 30-48N, 98-35W | Level Off |
| 15-18 | :33 | 2:12 | Cotulla Texas VOR | Start Climb |

* Reporting Point.

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**MIS. ...N FLIGHT PLAN** | O. O. AND NICKNAME: CORN FIELD | UNIT: 341 BMWG | ...E ACFT: B-47 | WAVE: 1 of 2 | CELL CALL SIGN: ALPHA / BRAVO

REMARKS: FUEL & TIME COMPUTED FOR #6 ACFT WITH WING TANKS

| | POUNDS | | | | POUNDS |
|---|---|---|---|---|---|
| ACFT BASIC | 82 600 | FM | 18 600 | | |
| CREW | 1176 | CM | 17 850 | BOMBS | |
| OIL | 410 | AM | 21 800 | AMMO | 473 |
| ATO | — | FD A | 6600 | WATER AUG | 5300 |
| RACK | — | AFT A | 7750 | STATIC | 184 773 |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20 500 | START ENGINES AND TAXI FUEL ALLOWANCE | 2550 |
| MISCELLANEOUS | 154 | | | TAKE-OFF GROSS | 182223 |
| CHAFF | | TOTAL FUEL | 93100 | | |
| OPERATING | 85900 | | | | |

NR FULL ATO REQUIRED | NR EMPTY ATO REQUIRED | ATO FIRING SPEED

RUNWAY: PRESSURE ALT 2000 | LENGTH 13500 | AIR TEMP 90°F
CRITICAL FIELD LENGTH 10800 | CRITICAL AIR TEMP
TAKE-OFF DISTANCE 9400 | TAKE-OFF SPEED
CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

**PRE-FLIGHT PLAN**

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DYESS AFB, TEX. | | | | | | | | | | | | | | | 90550 | 182223 |
| A | START, TAXI T.O. & ACCL. | TO | | | | | | | | | | 9 | | | | 2050 | 7350 |
| B | BRADY, TEX. 31-07N 99-20W | CL | 161 | | | -10 | | | VAR | 390 | | 70 | | | | 88500 | 174873 |
| C | LEVEL OFF 31-38N 101-13W | CL | 296 | | | -10 | | 28-31 | VAR | 390 | | 79 / 103 / 182 | | | | ↓ / 10600 / 77900 | ↓ / 10600 / 164273 |
| D | MIDLAND, TEX. 31-58N 102-07W | CR | 296 | | | -11 | | 28-31 | .74 | 430 | | 50 / 232 | | | | ↓ | ↓ |
| E | ROSWELL, N. MEX 33-24N 104-32W | CR | 305 | | | -12 | | 28-31 | .74 | 430 | | 152 / 384 | | | | 6200 / 71700 | 6200 / 158073 |
| F | IRAAN, TEX. 30-55N 101-57W | CR | 134 | | | -11 | | 28-31 | .74 | 430 | | 205 / 589 | | | | 5060 / 66640 | 5060 / 153013 |
| G | LEVEL OFF 30-13N 101-06W | DS | 134 | | | -11 | | | | 460 | | 60 / 649 | | | | 700 / 65940 | 700 / 152313 |
| H | RENDEVOUS 29-43N 100-31W | REND | 134 | | | -11 | | 15-18 | | 250 | | 44 / 693 | | | | 2030 / 63910 | 2030 / 150283 |
| I | END IFR COTULLA VOR 28-27N 99-08W | IFR | 134 | | | -11 | | 15-18 | | 250 | | 104 / 797 | | | | 6150 / 57760 | 6150 / 144133 |
| J | ON LOAD | | | +12,000 Lbs. | | | | | | | | | | | | 12000 / 69760 | 12000 / 156133 |
| K | ACCELERATION | ACC | 159 | | | -10 | | 15-18 | | VAR | | 8 / 805 | | | | 700 / 69060 | 700 / 155433 |
| L | LEVEL OFF 26-32N 98-16W | CL | 159 | | | -10 | | 29-32 | | 390 | | 124 / 929 | | | | 4300 / 64760 | 4300 / 151133 |
| M | EDINBURG, TEX 26-18N 98-10W | CR | 159 | | | -9 | | 29-32 | | 385 | | 16 / 945 | | | | ↓ | ↓ |
| | ORBIT & CELL BREAK UP | | | | | | | 29-32 | | 385 | | | | | | 8600 / 56160 | 8600 / 142533 |

SAC ... FORM ... FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | T / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FL! PRED FUEL REMAINING | PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INBURG TEX 26-18N 98-10W | | | | | | | | | | | | | | | 56160 | 142533 |
| V | COAST OUT 26-12N 97-09W | CR | 100 | | | -9 | | 29-32 | | 430 | | 54 / 999 | | | | 1400 / 54760 | 1400 / 141133 |
| O | 26-11N 96-54W | CL | 100 | | | -9 | | 33-35 | | 430 | | 14 / 1013 | | | | 340 / 54420 | 340 / 140793 |
| O | 25-00N 89-30W | CR | 100 | | | -2½ | | 33-35 | | 430 | | 410 / 1423 | | | | 8500 / 45920 | 8973 / 131820 * |
| Q | TURN | CR | 322 | | | -6 | | 33-35 | | 430 | | 14 / 1437 | | | | 310 / 45610 | 310 / 131510 |
| P | LUFKIN TEX 31-20N 94-45W | CR | 322 | | | -7 | | 33-35 | | 430 | | 466 / 1903 | | | | 10800 / 34810 | 10800 / 120710 |
| S | HEARNE TEX PIP 30-53N 96-37W | CR | 248 | | | -8½ | | 33-35 | | 430 | | 101 / 2004 | | | | 2400 / 32410 | 2400 / 118310 |
| T | BERGSTROM AFB IP 30-12N 97-40W | CR | 233 | | | -9 | | 33-35 | | 430 | | 68 / 2072 | | | | 1480 / 30930 | 1480 / 116830 |
| U | SAN ANTONIA TGT L | BR | 224 | | | -9½ | | 33-35 | | 430 | | 66 / 2138 | | | | 1480 / 29450 | 1480 / 115350 |
| V | LEVEL OFF 29-28N 98-57W | CL | 357 | | | -9½ | | 35-37 | | 430 | | 28 / 2166 | | | | 590 / 28860 | 590 / 114760 |
| N | LAKE KEMP, TEX PIP 33-45N 99-13W | CR | 357 | | | -10 | | 35-37 | | 430 | | 257 / 2423 | | | | 5060 / 23800 | 5060 / 109700 |
| X | CHILDRESS, TEX IP 34-26N 100-14W | CR | 308 | | | -11 | | 35-37 | | 430 | | 65 / 2488 | | | | 1410 / 22390 | 1410 / 108290 |
| Y | AMARILLO TEX TGT "D" | BR | 300 | | | -11 | | 35-37 | | 430 | | 93 / 2581 | | | | 2160 / 20230 | 2160 / 106130 |
| Z | DYESS AFB, TEX | CR | 140 | | | -11 | | 35-37 | | 430 | | 190 / 2771 | | | | 3170 / 17060 | 3170 / 102960 |
| | GCA - LAND | | | | | | | | | | | | | | | 2060 / 15000 | 2060 / 100900 |
| | * FIRE AMMO | | | | | | | | | | | | | | | | |

SAC FORM 16 APR 56 1b FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | T / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLI: PRED FUEL REMAINING | PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | NORTH TAKE OFF | | | | | | | | | | | 90550 | 182223 |
| START TAXI | | | | | | | | | | | | | | | 2050 | 2050 |
| T.O. & ACCL | | | | | | | | | | | 9 | | | | 88500 | 174873 |
| GUTHRIE VOR | | | | | | | | | | | 72 | | | | ↓ | ↓ |
| 33-46N 100-19W | CL | 342 | | | -11 | | | | 390 | | 81 | | | | ↓ | ↓ |
| LEVEL OFF | | | | | | | | | | | 107 | | | | 10600 | 10600 |
| 32-33N 101-40W | CL | 213 | | | -11 | | | | 390 | | 188 | | | | 77900 | 164273 |
| MIDLAND TEX | | | | | | | | | | | 40 | | | | 1230 | 1230 |
| 31-58N 102-07W | CR | 213 | | | -11 | | | | 430 | | 228 | | | | 76670 | 163043 |
| | | | | | | | | | | | | | | | | |
| | | | | ALTERNATE REFUELING ROUTE | | | | | | | | | | | 90550 | 182223 |
| START TAXI | | | | | | | | | | | 9 | 03 | | | 2050 | 2050 |
| T.O. & ACCL | | | | | | | | | | | 9 | 03 | | | 88500 | 174873 |
| BRADY, TEX | | | | | | | | | | | 85 | | | | ↓ | ↓ |
| 31-07N 99-20W | CL | 161 | | | -10½ | | | | 390 | | 94 | | | | ↓ | ↓ |
| LEVEL OFF | | | | | | | | | | | 115 | | | | 11340 | 11340 |
| 31-37N 101-13W | CL | 295 | | | -10½ | | 28-31 | | 390 | | 209 | | | | 77160 | 163533 |
| MIDLAND, TEX | | | | | | | | | | | 51 | | | | 1450 | 1450 |
| 31-58N 102-07W | CR | 295 | | | -11 | | 28-31 | | 430 | | 260 | | | | 75710 | 162083 |
| WICHITA FALLS VOR | | | | | | | | | | | 220 | | | | 5750 | 5750 |
| 33-58N 98-36W | CR | 062 | | | -11 | | 28-31 | | 430 | | 480 | | | | 69960 | 156333 |
| STEPHENSVILLE, TEX | | | | | | | | | | | 110 | | | | 2870 | 2870 |
| 32-13N 98-13W | CR | 179 | | | -10 | | 28-31 | | 430 | | 590 | | | | 67090 | 153463 |
| START DESCENT | | | | | | | | | | | 28 | | | | 740 | 740 |
| 10NM W HAMILTON TEX | CR | 193 | | | -10 | | 28-31 | | 430 | | 618 | | | | 66350 | 152723 |
| LEVEL OFF | DES | | | | | | | | | | 60 | | | | 700 | 700 |
| 30-48N 98-35W | | 193 | | | -10 | | | | 460 | | 678 | | | | 65650 | 152023 |
| | REND | | | | | | | | | | 40 | | | | 2030 | 2030 |
| 30-10N 98-44W | | 193 | | | -10 | | 15-18 | | 250 | | 718 | | | | 63620 | 149993 |
| END IFR COTULLA VOR | | | | | | | | | | | 108 | | | | 5860 | 5860 |
| 28-27N 99-08W | IFR | 193 | | | -10 | | 15-18 | | 250 | | 826 | | | | 57760 | 144133 |

SAC FORM 15 APR 56 1b FC: 2720

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

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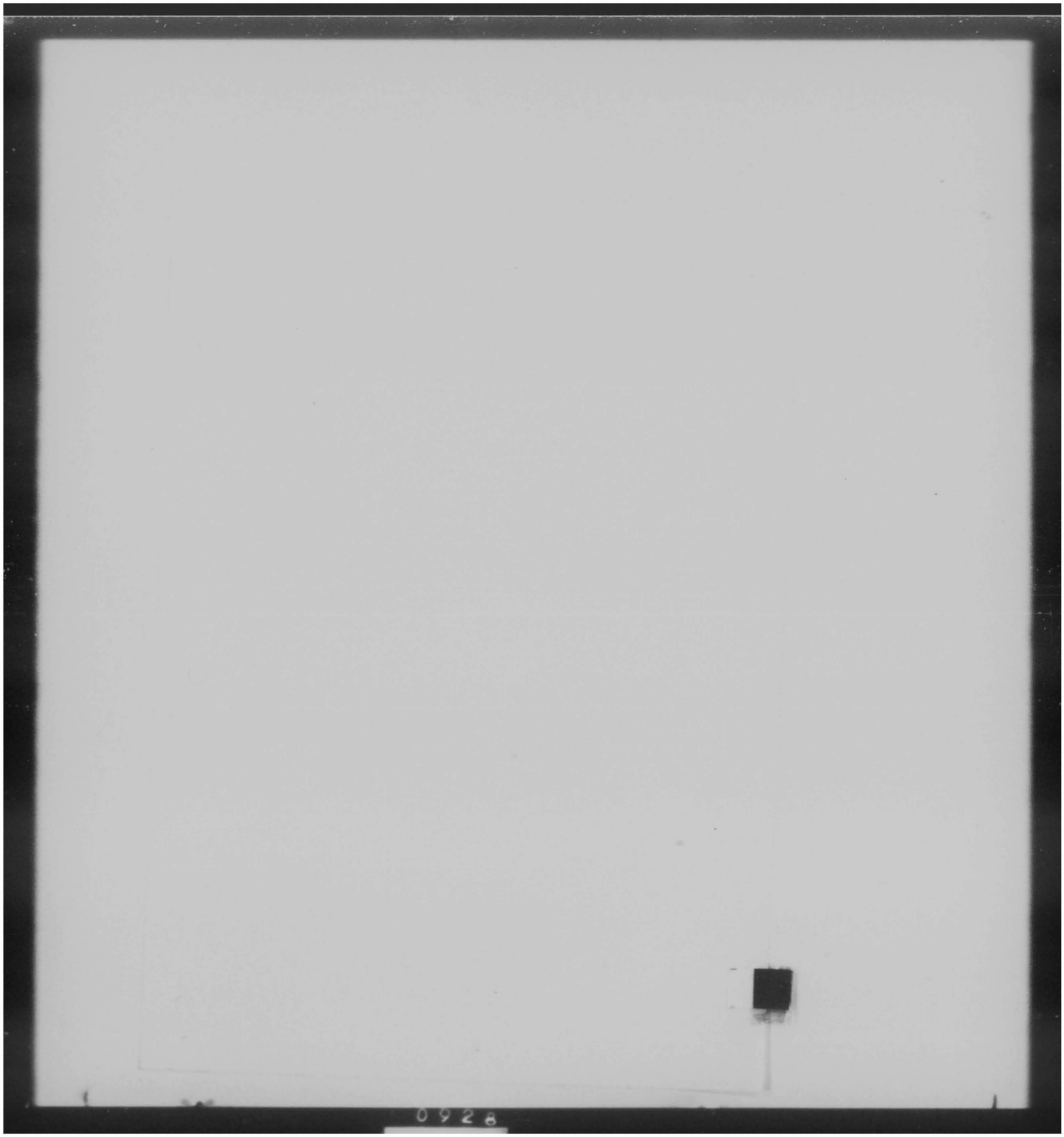


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HEADQUARTERS, 341ST BOMBARDMENT WING
Dyess Air Force Base, Texas
10 October 1957

CREW FLIMSEY

DRY MARTINI

10 OCT 57



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| POS NO | ACFT COMDR | ACFT NO. | SPIRAL | WX BR BS OPS | STATION TIME | START ENG | TAXI | T.O. TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | | BLUE CELL | | | |
| 1 | Warner | 7375 | 24 | 0250 | 0320 | 0550 | 0600 | 0620 |
| 2 | Welling | 2041 | 77 | 0250 | 0321½ | 0551½ | 0601½ | 0621½ |
| 3 | Platner | 2254 | 17 | 0250 | 0323 | 0553 | 0603 | 0623 |
| 4 | McClarnon | 2073 | 78 | 0250 | 0324½ | 0554½ | 0604½ | 0624½ |
| 5 | McKnight | 2218 | 11 | 0250 | 0326 | 0556 | 0606 | 0626 |
| 6 | Brechel | 5233 | 21 | 0250 | 0327½ | 0557½ | 0607½ | 0627½ |
| 7 Spare | Podbesek | 2385 | 41 | 0250 | 0329 | 0559 | 0609 | 0629 |
| 8 Spare | Payton | 2031 | 43 | 0250 | 0330½ | 0600½ | 0610½ | 0630½ |
| | | | | | LEMON CELL | | | |
| 1 | Smith | 2034 | 76 | 0430 | 0500 | 0730 | 0740 | 0800 |
| 2 | Boyd | 2376 | 79 | 0430 | 0501½ | 0731½ | 0741½ | 0801½ |
| 3 | Guzowski | 2033 | 74 | 0430 | 0503 | 0733 | 0743 | 0803 |
| 4 | DeSomer | 2249 | 42 | 0430 | 0504½ | 0734½ | 0744½ | 0804½ |
| 5 Spare | | | | | | | | |
| 6 Spare | | | | | | | | |



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A. TOURAINE:

1. Wx briefing_____(3+30 prior to T.O.) Base weather station.

2. In remarks section of DD Form 175 enter code name, call name & positions.

a. Big Photo, Random Chaff, Hemingway_____(Z time over point 90NM prior to abeam Charleston, S. C.) Random chaff, Moonshine_____(Z time over point 90NM prior to Wright Patterson)

b. Pass information to 35 & 58 ADIV (DEF)

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Call leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____T/O - 30

6. Taxi at_____T/O - 20

7. Take off

a. 1½ minutes between aircraft

b. 1+40 hours between cells

c. All take offs with water

d. Monitor channel #2 for taxi and T.O.

8. After take off switch to channel 12 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. Immediately after T.O. lead aircraft will contact Fat Chance on channel #10 giving following information:

1. Time of T.O.

2. Number in stream

3. Interval between aircraft

4. Time 1st and last acft over point 90NM prior Charleston AFB, S. C/ and Lockbourne AFB, Ohio

5. Pass information to 35th and 58th ADIV (DEF).



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b. All aircraft check APN-76 with A&E rendezvous on channel 16, 235.1 mcs.

c. Turn APN-76 to standby after check.

9. South take off 2 minutes after start of take off roll turn on course and climb to Kerrville.

a. North take off #1 acft climb on course to 360 degrees for 8 min after start of take off roll. Right turn to Brady.

10. All acft climb to an altitude of_____base altitude is 22,500 feet.

11. All acft will climb at 310 kts IAS. After L.O. leaderwill maintain 290 knots. If formation position has not been reached at L.O. acft will fly 330 knots IAS till in formation

12. Position Report
San Antonio Center
Position Kerrville
Time_____

Alt_____
ETA 33NM S Junction VOR
NRP 18NM N Abilene VOR

13. Abeam Kelly VOR switch to initial contact freq_____mcs.

a. Contact Tanker lead (call sign) Walker Helen Leader give ETA to Rend Point_____. Descent Range_____from SP_____Tanker orbit Junction VOR.

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq_____APN-76 to standby except leader. Leader makes radar rendezvous.

14. Echelon formation 60 degrees right for refueling formation, set alt 29.92.

15. Start descent 33NM S Junction VOR.

16. Contact tankers, move in for fuel on formation leaders signal and on lead (45,000 lbs available)

17. Formation speed 215 knots, End 237 knots.

18. End A/R at Anson, Texas (18NM N Abilene VOR) accelerate & climb to base altitude of 23M and proceed to cell breakup at Paris, Texas.

19. Paris Texas

a. Execute standard 6 ship cell breakup left hand orbit

b. Position report to Fort Worth Center
Position Paris Texas
Time_____

ALT 23-26M block alt
ETA 45NM N Lake Charles VOR La
NRP 28-06N, 91-20W



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20. 45NM N Lake Charles VOR, La

a. Position report to New Orleans Center Alt_____
Position 45NM N Lake Charles VOR ETA 28-06N, 91-20W
Time_____ NRP 26-00N, 90-00W

21. 28-06N, 91-20W

a. Position report to New Orleans Center Alt_____
Position 28-06N, 91-20W ETA 26-00N, 90-00W
Time_____ NRP 26-05N, 85-50W

22. 26-00N, 90-00W

a. Position Report to New Orleans Center ALT_____
Position 26-00N, 90-00W ETA 26-05N, 85-50W
Time_____ NRP Cape Ramano, Fla

b. Fire Gunnery after turning point

c. Drop SPD chaff from right dispenser using pos B of lower control box.

23. 26-05N, 85-50W

a. Position Report to Tampa Center ALT_____
Position 26-05N, 85-50W ETA Cape Ramano, Fla
Time_____ NRP Lake Okeechobee, Fla

24. Cape Ramano, Fla

a. Position report to Ft Myer Radio ALT_____
Position Cape Ramano ETA Lake Okeechobee
Time_____ NRP Jacksonville Beach

25. Lake Okeechobee, Fla

a. Position report to Jacksonville Center Alt_____
Position Lake Okeechobee ETA Jacksonville Beach
Time_____ NRP 4NM W Savannah VOR, Ga

26. Jacksonville Beach, Fla

a. Position report to Jacksonville Center Alt_____
Position Jacksonville Beach ETA 4NM W Savannah VOR
Time_____ NRP 33NM W Florence VOR, S. C.

b. 90NM Prior to abeam Charleston, S. C. contact Hemingway AFS giving.

(1) Tact call sign & mission name

(2) Position, altitude, & heading

(3) Number acft in stream with time between acft.

3.



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c. Request Little Rivers & results.

d. Expect fighters from 90NM prier to until 90NM after Charleston AFB.

e. Meniter APS-54 7 drop SPD chaff from left dispenser (upper control box) using position B of upper control box when tracking signal is detected

27. Savannah VOR, Ga

a. Position report to Savannah Radio — ALT_____
Position 14NM W Savannah VOR — ETA 33NM W Florence VOR
Time_____ — NRP Danville, Va

28. 33NM W Florence VOR, S. C.

a. Position report to Columbia Radio — ALT_____
Position 33NM W Florence VOR — ETA Danville, Va
Time_____ — NRP Parkersburg, W, Va.

29. Danville, Va

a. Position report to Danville Radio — ALT_____
Position Danville Va — ETA Parkersburg, W. Va.
Time_____ — NRP 37NM NE Indianapolis VOR

30. Parkersburg, W. Va

a. Position report to Columbus Radio — ALT_____
Position Parkersburg, W, Va. — ETA 37NM NE Indianapolis Ind VOR
Time_____ — NRP 14NM SW Lafayette VOR Ill

b. 90NM prier to abeam Wright Patterson AFB contact Moonshine AFS giving same info & using same procedure as with Hemingway.

31. 37NM NE Indianapolis VOR, Ind

a. Position report to Indianapolis Radio — Alt_____
Position 37NM NE Indianapolis VOR — ETA 14NM SW Lafayette VOR
Time_____ — NRP Quincy Baldwin AP Ill

32. 14NM SW Lafayette VOR, Ill

a. Position Report to Chanute Radio — ALT_____
Position 14NM SW Lafayette VOR — ETA Wuincy Baldwin AP, Ill
Time_____ — NRP 37NM W Springfield VIR, Mo

33. Quincy Baldwin AP, Ill

a. Position report to Quincy Baldwin Radio — ALT_____
Position Quincy Baldwin AP — ETA 37NM W Springfield VOR, Mo
Time_____ — NRP 37NM N Ardmore VOR Okla





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34. 37NM W Springfield VOR, Mo

a. Position report to Springfield Radio
Position 37NM W Springfield VOR
Time_____

Alt_____
ETA 37NM N Ardmore VOR, Okla
NRP Breckenridge, Texas

35. 37NM N Ardmore VOR

a. Position report to Okla City Radio
Position 37NM N Ardmore VOR
Time_____

ALT_____
ETA Breckenridge Texas
NRP Abilene VOR, Texas

36. Breckenridge Texas

a. Position report to Abilene Radio
Position Breckenridge Texas
Time_____

ALT_____
ETA Abilene VOR Texas
Destination

b. Let down instructions to Dyess AFB.

B. COMMUNICATIONS

1. Aircraft aborting during formation will file individual flt plan.

2. HF Radio checks are prohibited IFF procedures will be in accordance with SACR 55-23.

3. All aircraft will monitor guard channel and interplane frequency (ch 12) except while making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position and call sign.

6. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after breakup.

C. REFUELING FORMATION:

1. Tanker Orbit: Junction VOR, Texas

2. Orbit Altitude: 16,000 (alfa) 17,000 (Brave)

3. Refueling Altitude: 15,500 base (alfa) 16,500(Brave)

4. Refueling Track: 358 degrees

5. Rend Point: 31-12N, 99-52W

6. End IFR: 32-46N, 99-55W Anson, Texas

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7. CR Plan: Alpha Cell - Helen ZI Alpha
Brave Cell - Helen ZI Alpha

8. Tanker Call Sign: Walker Helen Leader

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut doen due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action. Loss of two engines abort mission and land at nearest SAC Base.

5. Emergency Bases enroute:

| | | | |
|---|---|---|---|
| 1. Carswell | 5. Lake Charles | 9. Tinker | 13. Whiteman |
| 2. Kelly | 6. MacDill | 10. Shaw | 14. Forbes |
| 3. Altus | 7. Pinecastle | 11. Lockbourne | |
| 4. Barksdale | 8. Hunter | 12. Bunker Hill | |

6. Strip Alert Tankers Dyess AFB, Spiral Control, Walker Tanker.

E. DANGER AREAS.

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-167, R-161, R-159, P-378, R-109, R-343, R-229, R-230, R-208

F. MISSION ACCOMPLISHMENTS:

1 - Max Gross Weight refueling
1 - Water take off
1 - Rendezvous, lead aircraft
1 - fighter attach
1 - Little River run
1 - Hour Combat Oxygen
1 - Emergency procedure
1 - Cell mission
1 - Bomber Stream (Primary Accomp - 1 mass nite refueling
2 - Grid Celestials
1 - Jet penetration
1 - GCA
1 - Landing
1 - Max Chaff

G. Mission briefing will be conducted in the 11th Air Refueling Squadron briefing room at 1300 hours on 8 October 1957.

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H. Debriefing will be conducted in the 11th Air Refueling Squadron briefing room immediately after flight.

I. FUEL DECISION POINT - Aircraft with less than 49,000# "F" configuration remaining and 52,000# "G" configuration remaining and IFR conditions prevail at Dyess will proceed direct on a navigation leg to Dyess.



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SOUTH TAKE OFF

TAKE OFF
ALFA 0620
BRAVO 0800

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :25½ | :25½ | *Kerrville, Tex (Town) | Level Off |
| 22.5-25 | :05½ | :31 | 40NM W Kelly VOR | Turn Point |
| 22.5-25 | :09 | :40 | *33NM So. Junction VOR | Descend |
| 15.5-18 | :03½ | :43½ | 8NM So. Juntion VOR | Level Off |
| 12-18 | :22 | 1:05½ | 10NM So. Abilene VOR | Descent |
| 8-12 | :07½ | 1:13 | *18NM N Abilene VOR | Start Climb |
| CLIMB | :16 | 1:29 | *18NM E Childress VOR | Level Off |
| 23-26 | :30 | 1:59 | *Paris, Texas (Town) | Cell Breakup |
| 23-25 | :27 | 2:26 | *45NM N Lake Charles VOR, La. | Report Point |
| 23-25 | :27 | 2:53 | *28-06N 91-20W | Report Point |
| 23-25 | :20 | 3:13 | *26-00N 90-00W | Turn Point |
| CLIMB | :02 | 3:15 | 26-00N 89-44W | Level Off |
| 24-26 | :28 | 3:43 | *26-05N 85-50W | Report Point |
| 24-26 | :30 | 4:13 | *Cape Ramono, Fla. | Turn Point |
| CLIMB | :02 | 4:15 | 32NM SE Ft. Myers VOR Fla. | Level Off |
| 26-28 | :10 | 4:25 | *Lake Okeechobee, Fla (Island) | Turn Point |
| CLIMB | :02 | 4:27 | 28NM SW Vero Beach, Fla VOR | Level Off |
| 28-30 | :26 | 4:53 | *Jacksonville Bch Fla, (Town) | Turn Point |
| 28-30 | :17 | 5:10 | *4NM W Savannah VOR, Ga. | Turn Point |
| 28-30 | :19 | 5:29 | *33NM W Florence VOR. S.C. | Report Point |
| 28-30 | :20 | 5:49 | *Danville, Virginia (Town) | Turn Point |
| CLIMB | :02 | 5:51 | 22NW South Boston, Va. VOR | Level Off |
| 29-31 | :24 | 6:15 | *Parkersburg, W. Va. (Town) | Turn Point |
| 29-31 | :12 | 6:27 | Columbus, Ohio (Town) | Turn Point |
| 29-31 | :17 | 6:44 | *Muncie, Indiana | Report Point |
| CLIMB | :02 | 6:46 | 38NM NE Indianapolis, VOR | Level Off |
| 31-33 | :30 | 7:16 | *20NM NW Springfield VOR, Ill. | Report Point |
| 31-33 | :08 | 7:24 | Quincy-Baldwin AP, Ill. | Turn Point |
| CLIMB | :02 | 7:26 | 6NM SW Quincy VOR, Ill. | Level Off |
| 33-35 | :28 | 7:54 | *37NM W Springfield VOR, Mo. | Report Point |
| 33-35 | :30 | 8:24 | *37NM NW Ardmore VOR, Okla. | Report Point |
| 33-35 | :23 | 8:47 | *Breckenridge Tex. (Town) | Turn Point |
| | :09 | 8:56 | *Abilene VOR, Tex. | Letdown |
| | :15 | 9:11 | Dyess AFB Tex | Land |

* Reporting Points.



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| M ION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | DRY MARTINI | 341 Bwg | B-47 | I | BLUE | #6 ACFT WITH EXT TANKS |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82870 | AM | 18000 | BOMBS | 7500 | | |
| CREW | 882 | FM | 18752 | AMMO | 473 | | |
| OIL | 394 | F Aux | 6720 | WATER AUG | 5300 | | |
| ATO | | A Aux | 7808 | STATIC | 200,000 | NR FULL ATO REQUIRED | |
| RACK | | CM | 17984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | B. BAY | 8200 | START ENGINES AND TAXI FUEL ALLOWANCE | 3000 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 607 | EXT | 21696 | | | | |
| CHAFF | 1254 | TOTAL FUEL | 99,160 | TAKE-OFF GROSS | 197,000 | ATO FIRING SPEED | |
| OPERATING | 87567 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH | AIR TEMP |
| 2000' | 13500' | 78°F |
| CRITICAL FIELD LENGTH | | CRITICAL AIR TEMP |
| 12,100' | | 90°F |
| TAKE-OFF DISTANCE | | TAKE-OFF SPEED |
| 10 350' | | 162 Kt IAS |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |

PRE-FLIGHT PLAN — T.O. TIME 68 SEC

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START, TAXI | | | | | | | | | | | 9 | :03 | | | 96160 | 197000 |
| T.O. & ACC | | | | | | | | | | | 9 | :03 | | | 2050 | 7350 |
| | | | | | | | | | | | | | | | 94110 | 189650 |
| LEVEL OFF | CL | 166 | | | -10 | | 22.5-25 | 310 | 390 | | 130 | | | | 8300 | 8300 |
| | | | | | | | | | | | 139 | | | | 85810 | 181350 |
| KERRVILLE TEX 30-03N 99-10W | CR | 166 | | | -10 | | 22.5-25 | 280 | 385 | | 8 | | | | | |
| | | | | | | | | | | | 147 | | | | | |
| ABEAM KELLY VOR 29-33N 99-26W | CR | 211 | | | -10 | | 22.5-25 | | 385 | | 34 | | | | | |
| | | | | | | | | | | | 181 | | | | | |
| TURN 29-33N 99-50W | CR | | | | -10 | | 22.5-25 | | 385 | | 25 | | | | | |
| | | | | | | | | | | | 206 | | | | | |
| START DESCENT 30-03N 99-50W | CR | 358 | | | -10 | | 22.5-25 | | 385 | | 30 | | | | 3200 | 3200 |
| | | | | | | | | | | | 236 | | | | 82610 | 178150 |
| LEVEL OFF | DES | 358 | | | -10 | | 15.5-18 | .81 330 | 450 | | 25 | | | | 400 | 400 |
| | | | | | | | | | | | 261 | | | | 82210 | 177750 |
| RENDEVOUS 31-12N 99-52W | REND | 358 | | | -10 | | 15.5-18 | 330 15 | | | 45 | | | | 2030 | 2030 |
| | | | | | | | | | | | 306 | | | | 80180 | 175720 |
| END IFR ANSON TEX 32-46N 99-55W | IFR | 358 | | | -10 | | 8-18 | 215 230 | | | 104 | | | | 6700 | 6700 |
| | | | | | | | | | | | 410 | | | | 73480 | 169020 |
| ON LOAD | | | | | | | | | | | | | | | 42000 | 42000 |
| | | | | | | | | | | | | | | | 115480 | 211020 |
| ACCELERATION | ACC | 358 | | | | | | | | | 8 | | | | 700 | 700 |
| | | | | | | | | | | | 418 | | | | 114780 | 210320 |
| ABEAM Childress VOR 34-22N 99-58W | CL | 358 | | | -11 | | 23-26 | 310 | 390 | | 96 | | | | 5100 | 5100 |
| | | | | | | | | | | | 514 | | | | 109680 | 205220 |
| PARIS TEXAS 33-40N 95-34W | CR | 102 | | | -10 | | 23-25 | | 430 | | 230 | | | | 7500 | 7500 |
| | | | | | | | | | | | 744 | | | | 102180 | 197720 |
| ORBIT + CELL BREAK UP | | | | | | | 23-25 | 260 | | | | :50 | | | 11620 | 11620 |
| | | | | | | | | | | | | | | | 90560 | 186100 |

SAC FORM 15 APR 56 1a FC: 2720 LEAD ACFT USES 1630# MORE THAN #6 ACFT FOR FORMATION ASSEMBLY Air Force-SAC, Offutt O-1049(56)

0939

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IA II [illegible] CELL

## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM PARIS, TEX / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 90560 | 186100 | |
| 26-00N 90-00W | CR | 148 | | | -7 | | 23-25 | | 430 | | 540 | | | | 16300 | 16300 | |
| | | | | | | | | | | | 1284 | | | | 74260 | 169800 | |
| CAPE RAMANO FLA | | | | | | | | | | | | | | | | | |
| 25-57N 81-45W | CR | 090 | | | -4 | | 24-26 | | 430 | | 450 | | | | 12270 | 12743 | * |
| | | | | | | | | | | | 1734 | | | | 61990 | 157057 | |
| LAKE OKEECHOBEE | | | | | | | | | | | | | | | | | |
| 27-06N 80-51W | CR | 032 | | | -1 | | 26-28 | | 430 | | 85 | | | | 2250 | 2250 | |
| | | | | | | | | | | | 1819 | | | | 59740 | 154807 | |
| JACKSONSVILLE BCH FLA | | | | | | | | | | | | | | | | | |
| 30-19N 81-25W | CR | 351 | | | -1 | | 28-30 | | 430 | | 196 | | | | 5240 | 5240 | |
| | | | | | | | | | | | 2015 | | | | 54500 | 149567 | |
| SAV. MUNI AP (TRAVIS) | | | | | | | | | | | | | | | | | |
| 32-08N 81-12W | CR | 005 | | | -1 | | 28-30 | | 430 | | 109 | | | | 2840 | 4094 | ** |
| | | | | | | | | | | | 2124 | | | | 51660 | 145473 | |
| DANVILLE, VIR | | | | | | | | | | | | | | | | | |
| 36-35N 79-22W | CR | 017 | | | +2 | | 28-30 | | 430 | | 280 | | | | 7000 | 7000 | |
| | | | | | | | | | | | 2404 | | | | 44660 | 138473 | |
| PARKERSBURG, W. VIR | | | | | | | | | | | | | | | | | |
| 39-16N 81-33W | CR | 327 | | | +3 | | 29-31 | | 430 | | 191 | | | | 4400 | 4400 | |
| | | | | | | | | | | | 2595 | | | | 40260 | 134073 | |
| COLUMBUS OHIO | | | | | | | | | | | | | | | | | |
| 40-00N 83-00W | CR | 303 | | | +2 | | 29-31 | | 430 | | 80 | | | | 2000 | 2000 | |
| | | | | | | | | | | | 2675 | | | | 3826 | 132073 | |
| MUNCIE, Ind | | | | | | | | | | | | | | | | | |
| 40-12N 85-24W | CR | 278 | | | 0 | | 29-31 | | 430 | | 111 | | | | 2750 | 2750 | |
| | | | | | | | | | | | 2786 | | | | 35510 | 129323 | |
| QUINCY BALDWIN AP | | | | | | | | | | | | | | | | | |
| 39-56N 91-09W | CR | 266 | | | -2 | | 31-33 | | 430 | | 264 | | | | 6300 | 6300 | |
| | | | | | | | | | | | 3050 | | | | 29210 | 123023 | |
| BRECKENRIDGE TEX | | | | | | | | | | | | | | | | | |
| 32-45N 98-55W | CR | 251 | | | -8 | | 33-35 | | 430 | | 572 | | | | 12250 | 12250 | |
| | | | | | | | | | | | 3622 | | | | 16960 | 110773 | |
| DYESS AFB TEX | CR | 251 | | | -10 | | 32-34 | | | | 53 | | | | 1100 | 1100 | |
| | | | | | | | | | | | 3675 | | | | 15860 | 109673 | |
| GCA-LAND | | | | | | | | | | | | :15 | | | 3000 | 3000 | |
| | | | | | | | | | | | | | | | 12860 | 106673 | |

* FIRE AMMO

** DROP CHAFF

SAC FORM 3b [illegible]

Air Force-SAC Offset [illegible]

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**MISSION FLIGHT PLAN** — O. C. AND NICKNAME: DRY MARTINI — UNIT: 341 BW — TY ACFT: B-47 — WAVE: II — CELL CALL SIGN: LEMON — REMARKS

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82870 | AM | 16000 | BOMBS | 17500 | | |
| CREW | 882 | FM | 13500 | AMMO | 473 | | |
| OIL | 394 | F AUX | 6720 | WATER AUG | 5300 | | |
| ATO | | A AUX | 7808 | STATIC | | NR FULL ATO REQUIRED | |
| RACK | | C M | 15500 | | | | |
| EXT TANKS WEIGHT (EMPTY) | 1560 | B B | 7936 | | | | |
| MISCELLANEOUS | 607 | EXT | 21696 | START ENGINES AND TAXI FUEL ALLOWANCE | 3000 | NR EMPTY ATO REQUIRED | |
| CHAFF | 1254 | | | | | | |
| OPERATING | 87567 | TOTAL FUEL | 89160 | TAKE-OFF GROSS | 197000 | ATO FIRING SPEED | |

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2000 | 13500 | 78°F |

CRITICAL FIELD LENGTH: 12100 — CRITICAL AIR TEMP: 90°

TAKE-OFF DISTANCE: 10350 — TAKE-OFF SPEED: 162 K

CRITICAL WIND COMPONENT

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| | | |

PRE-FLIGHT PLAN — T.O. TIME 68 SEC.

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DYESS AFB | | | | | | | | | | | | | | | 86160 | 197000 |
| TAKE OFF & ACCEL | | | | | | | | | | | 9 / 9 | :03 / :03 | | | 2050 | 7350 |
| BRADY, TEX | | | | | | | | 310 | | | 74 | | | | 84110 | 189650 |
| 31-08N 99-20W | CL | 160 | | | -10 | | | | 390 | | 83 | | | | ↓ | ↓ |
| LEVEL OFF | | | | | | | | 310 | | | 16 | | | | 6750 | 6750 |
| 30-51N 99-20W | CL | 180 | | | -10 | | 19.5-21 | | 390 | | 99 | | | | 77360 | 182900 |
| 30-37N 99-20W | CR | 180 | | | -10 | | | 280 | 385 | | 14 | | | | 480 | 480 |
| | | | | | | | 19.5-21 | | | | 113 | | | | 76880 | 182420 |
| TURN 30-36N 99-51W | CR | | | | | | | 280 | 385 | | 42 | | | | 1440 | 1440 |
| | | | | | | | 19.5-21 | | | | 155 | | | | 75440 | 180980 |
| RENDEVOUS 31-12N 99-52W | CR | 358 | | | -10½ | | 16.5-18 | 280 / 215 | | | 37 / 192 | | | | 2030 / 73410 | 2030 / 178950 |
| END AR ANSON, TEX | | | | | | | | 215 | | | 104 | | | | 6700 | 6700 |
| 32-46N 99-55W | IFR | 358 | | | -10½ | | 8-16.5 | 235 | | | 296 | | | | 66710 | 172250 |
| ON LOAD | | | | | | | | | | | | | | | 46000 | 46000 |
| | | | | | | | | | | | | | | | 112710 | 218250 |
| ACCELERATION | | 358 | | | | | | 240 / 310 | | | 8 / 304 | | | | 700 / 112010 | 700 / 217550 |
| ABEAM CHILDRESS VOR | | | | | | | | 310 | | | 96 | | | | 5300 | 5300 |
| 34-22N 95-58W | CL | 358 | | | -11 | | 23-25 | | 390 | | 400 | | | | 106710 | 212250 |
| PARIS, TEXAS | | | | | | | | | | | 230 | | | | 7720 | 7720 |
| 33-40N 95-34W | CR | 102 | | | -10 | | 23-25 | | 430 | | 630 | | | | 98990 | 204530 |
| CELL BREAK UP | | | | | | | | 260 | | | | :50 | | | 2330 | 2330 |
| | | | | | | | 23-25 | | | | | | | | 96660 | 202200 |
| 26-00N 90-06W | CR | 148 | | | -7 | | 23-25 | | 430 | | 540 / 1170 | | | | 17600 / 79060 | 17600 / 184600 |
| CAPE RAMANO FLA | | | | | | | | | | | 450 | | | | 13300 | 13773 * |
| 25-57N 81-45W | CR | 090 | | | -4 | | 24-26 | | 430 | | 1620 | | | | 65760 | 190827 |

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

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PAGE E LEMON CELL — MISSION FLIGHT PLAN — CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LAKE OKEECHOBEE | | | | | | | | | | | | | | | 65760 | 170827 |
| 27-06N 80-51W | CR | 032 | | | -1 | | 26-28 | | 430 | | 85 | | | | 2440 | 2440 |
| JACKSONVILLE BCN, FLA | | | | | | | | | | | 1705 | | | | 63320 | 168387 |
| 30-19N 81-25W | CR | 351 | | | -1 | | 28-30 | | 430 | | 196 | | | | 5680 | 5680 |
| SAVANNAH (TRAVIS) GA | | | | | | | | | | | 1901 | | | | 57640 | 162707 |
| 32-08N 81-12W | CR | 005 | | | -1 | | 28-30 | | 430 | | 109 | | | | 3040 | 4294 |
| DANVILLE, VIRG | | | | | | | | | | | 2010 | | | | 54600 | 158413 ** |
| 36-35N 79-22W | CR | 017 | | | +2 | | 28-30 | | 430 | | 280 | | | | 1520 | 1520 |
| PARKERSBURG, W VIRG | | | | | | | | | | | 2290 | | | | 47080 | 150893 |
| 39-16N 81-33W | CR | 327 | | | +3 | | 29-31 | | 430 | | 191 | | | | 4700 | 4700 |
| COLUMBUS, OHIO | | | | | | | | | | | 2481 | | | | 42380 | 146193 |
| 40-00N 83-00W | CR | 303 | | | +2 | | 29-31 | | 430 | | 80 | | | | 2150 | 2150 |
| MUNCIE Ind | | | | | | | | | | | 2561 | | | | 40230 | 144043 |
| 40-12N 85-24W | CR | 278 | | | 0 | | 29-31 | | 430 | | 111 | | | | 2940 | 2940 |
| QUINCY BALDWIN AP | | | | | | | | | | | 2672 | | | | 37290 | 141103 |
| 39-56N 91-09W | CR | 266 | | | -2 | | 31-33 | | 430 | | 264 | | | | 6900 | 6900 |
| GREENRIDGE TEX | | | | | | | | | | | 2936 | | | | 30390 | 134203 |
| 32-45N 98-55W | CR | 221 | | | -8 | | 33-35 | | 430 | | 572 | | | | 13250 | 13250 |
| | | | | | | | | | | | 3508 | | | | 17140 | 120953 |
| DYESS AFB, TEX | CR | 251 | | | -10 | | 32-34 | | 430 | | 53 | | | | 1180 | 1180 |
| | | | | | | | | | | | 3561 | | | | 15960 | 119773 |
| GCA - LAND | | | | | | | | | | | | :15 | | | 3000 | |
| | | | | | | | | | | | | | | | 12960 | |
| * FIRE AMMO | | | | | | | | | | | | | | | | |
| ** DROP CHAFF | | | | | | | | | | | | | | | | |
| NORTH TAKE OFF | | | | | | | | | | | | | | | | |
| TAKE OFF + ACCL | | | | | | | | | | | 9 | 03 | | | | |
| | | | | | | | | | | | 9 | 03 | | | | |
| 33-05N 99-55W | CL | 360 | | | -10 | | | | 390 | | 31 | | | | | |
| TURN | | | | | | | | | | | 40 | | | | | |
| | | | | | | | | | | | 24 | | | | | |
| LEVEL OFF | | | | | | | | | | | 64 | | | | | |
| 32-20N 99-25W | CL | 178 | | | -10 | | 20.0 | | 390 | | 45 | | | | | |
| BRADY, TEX | | | | | | | | | | | 109 | | | | | |
| 31-08N 99-20W | CR | 178 | | | -10 | | 20.0 | | 385 | | 73 | | | | | |
| (Follow LEMON Refueling Route) | | | | | | | | | | | 182 | | | | | |

SAC FORM 1b FC: 2720

Air Force-SAC, Offutt O-10950(34)

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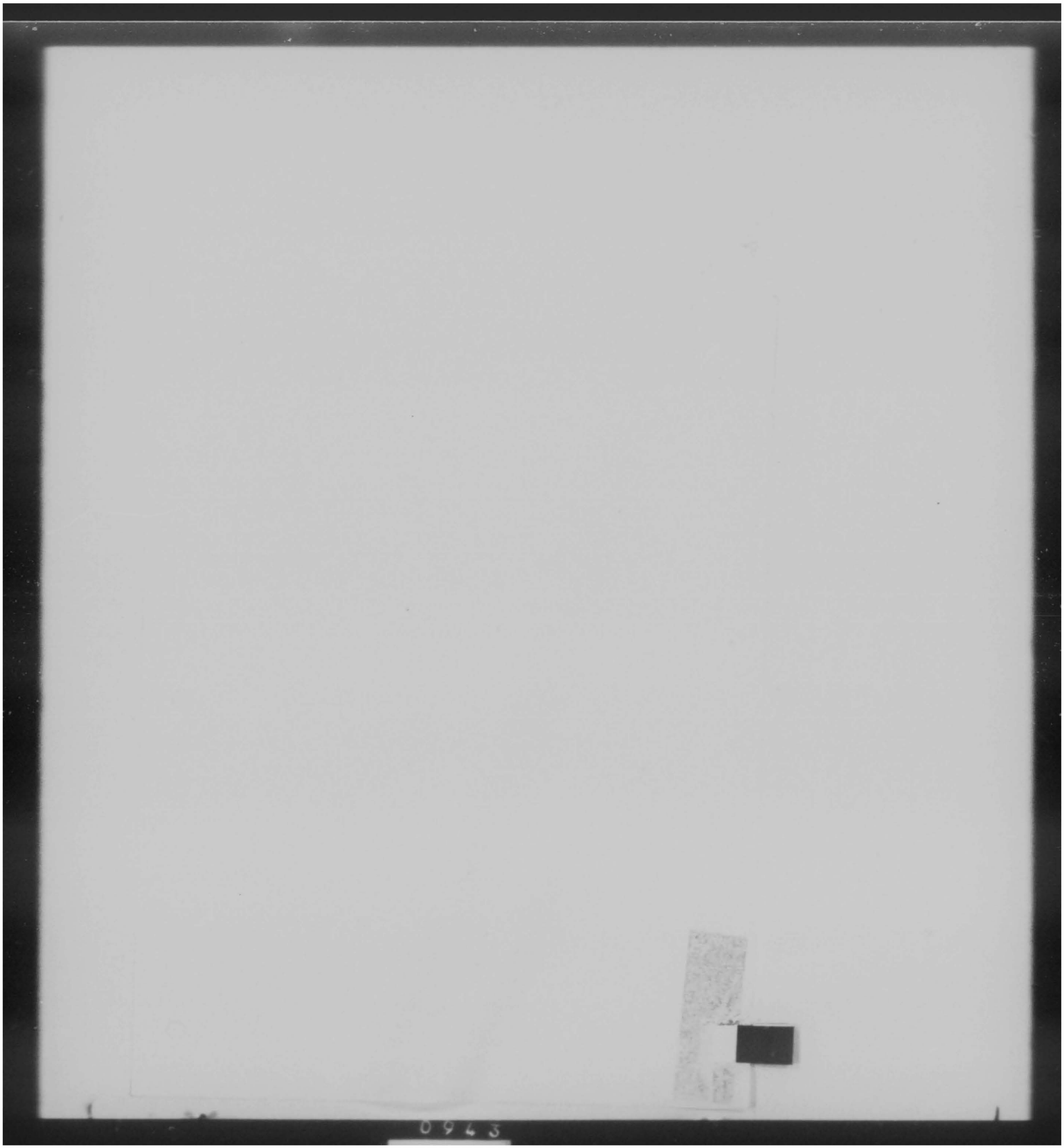


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HEADQUARTERS, 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
17 October 1957

CREW FLIMSY

"DRY MARTINI"

17 OCT 57



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"DRY MARTINI" 17 Oct 57

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR BS OPS | STATION TIME | START ENG | TAXI TIME | T.O. TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | | ALPHA | | | |
| 1 | Smith | 2076 | 79 | 1450 | 1520 | 1750 | 1800 | 1820 |
| 2 | Boyd | 2100 | 85 | 1450 | 1521½ | 1751½ | 1801½ | 1821½ |
| 3 | Guzewski | 2077 | 82 | 1450 | 1523 | 1753 | 1803 | 1823 |
| 4 | DeSomer | 2061 | 55 | 1450 | 1524½ | 1754½ | 1804½ | 1824½ |
| 5 Spare | | | | 1450 | 1526 | 1756 | 1806 | 1826 |
| 6 Spare | | | | 1450 | 1527½ | 1757½ | 1807½ | 1827½ |
| | | | | | BRAVO | | | |
| 1 | Warner | 2266 | 14 | 1550 | 1620 | 1850 | 1900 | 1920 |
| 2 | Welling | 2035 | 73 | 1550 | 1621½ | 1851½ | 1901½ | 1921½ |
| 3 | Platner | 5805 | 18 | 1550 | 1623 | 1853 | 1903 | 1923 |
| 4 | McClarnon | 2030 | 71 | 1550 | 1624½ | 1854½ | 1904½ | 1924½ |
| 5 | McKnight | 2027 | 70 | 1550 | 1626 | 1856 | 1906 | 1926 |
| 6 | Brechel | 2291 | 46 | 1550 | 1627½ | 1857½ | 1907½ | 1927½ |
| 7 Spare | Podbesek | 2388 | 54 | 1550 | 1629 | 1859 | 1909 | 1929 |
| 8 Spare | Hall | 2157 | 45 | 1550 | 1630½ | 1900½ | 1910½ | 1930½ |



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A. TOURAIDE:

1. Wx briefing_____(3+30 prior to T.O.) Base Weather Station.

2. In remarks section of DD Form 175 enter code name, call name & positions.

a. Big Photo, Random Chaff, Hemingway_____(Z time over point 90NM prior to abeam Charleston, S.C.) Random chaff, TWIG_____(Z time over point 90NM prior to abeam Knoxville.

b. Pass information to 35 & 58 ADIV (DEF)

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to take off. All aircraft monitor channel #2.

5. Start Engines _____T.O. - 30

6. Taxi at _____T.O. - 20

7. Take off

a. 1½ minutes between aircraft

b. 1+00 hours between cells

c. All take offs with water

d. Monitor channel #2 for taxi and T.O.

8. After take off switch to channel 12 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. Immediately after T.O. lead aircraft will contact Fat Chance on channel #10 giving following information:

1. Time of T.O.

2. Number in stream

3. Interval between aircraft

4. Time 1st and last acft over point 90NM prior Charleston AFB, S.C.

5. Pass information to 35th ADIV (DEF).

2

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b. All aircraft check APN-76 with A&E rendezvous on channel 16, 235.1 mcs.

c. Turn APN-76 to standby after check.

9. South take off 2 minutes after start of take off roll turn on course and climb to Kerrville with time killing manuever enroute.

a. North take-off #1 acft climb on course to 360 degrees for 8 min after start of take off roll. Right turn to Brady.

10. All acft climb to an altitude of_____base altitude is 22,500 feet.

11. All acft will climb at 310 kts IAS. After L.O. leader will maintain 290 knots. If formation position has not been reached at L.O. acft will fly 330 knots IAS till in formation.

12. Position Report
San Antonio Center
Position Kerrville
Time_____

Alt_____
ETA 33NM S Junction VOR
NRP 18NM N Abilene VOR

13. Abeam Kelly VOR switch to contact freq_____mcs.

a. Contact Tanker lead (call sign) Walker Helen Leader give ETA to Rend Point_____. Descent Range_____from SP_____Tanker orbit Junction VOR.

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq_____APN-76 to standby except leader. Leader makes radar rendezvous.

14. Echelon formation 60 degrees right for refueling formation, set alt 29.92.

15. Start descent 33NM S Junction VOR.

16. Contact tankers, move in for fuel on formation leaders signal and on lead (45,000 lbs available)

17. Formation speed 215 knots, End 237 knots.

18. End A/R at Anson, Texas (18NM N Abilene VOR) accelerate & climb to base altitude of 23M and proceed to cell breakup at Paris, Texas.

19. Paris Texas

a. Execute standard 6 ship cell breakup left hand orbit.

b. Position report to Fort Worth Center
Position Paris, Texas
Time_____

ALT 23-23M block alt
ETA 45NM N Lake Charles VOR La
NRP 28-06N 91-20W



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20. 45NM N Lake Charles VOR, La

a. Position report to New Orleans Center
Position 45NM N Lake Charles VOR
Time_____
Alt_____
ETA 28-06N, 91-20W
NRP 26-00N, 90-00W

b. From coast out to turn point, dispense SUD chaff on Pos E

21. 28-06N, 91-20W

a. Position report to New Orleans Center
Position 28-06N, 91-20W
Time_____
Alt_____
ETA 26-00N, 90-00W
NRP 26-05N, 85-50W

22. 26-00N, 90-00W

a. Position report to New Orleans Center
Position 26-00N, 90-00W
Time_____
Alt_____
ETA 26-05N, 85-50W
NRP Cape Ramano, Fla

b. Fire Gunnery after turning point.

23. 26-05N, 85-50W

a. Position Report to Tampa Center
Position 26-05N, 85-50W
Time_____
Alt_____
ETA Capt Ramano, Fla
NRP Lake Okeechobee, Fla

24. Cape Ramano, Fla

a. Position report to Ft Myer Radio
Position Cape Ramano
Time_____
Alt_____
ETA Lake Okeechobee, Fla
NRP Jacksonville Beach

25. Lake Okeechobee, Fla

a. Position report to Jacksonville Center
Position Lake Okeechobee
Time_____
Alt_____
ETA Jacksonville Beach
NRP 4NM W Savannah VOR, Ga

26. Jacksonville Beach Fla

a. Position report to Jacksonville Center
Position Jacksonville Beach
Time_____
Alt_____
ETA 4NM Savannah VOR
NRP 33NM W Florence VOR, S.C.

b. 90NM Prior to abeam Charleston, S.C. contact Hemingway AFS giving:

(1) Tact call sign & mission name

(2) Position, altitude, & heading

(3) Number acft in stream with time between acft.

4

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c. Request Little Rivers & results.

d. Expect fighters from 90NM prior to until 90NM after Charleston AFB.

e. Monitor APS-54 7 drop SPD chaff from left dispenser (upper control box) using position B of upper control box when tracking signal is detected.

27. Savannah VOR, Ga

a. Position Report to Savannah Radio
Position 4NM W Savannah VOR
Time_____
Alt_____
ETA 33NM W Florence VOR
NRP Danville, Va

28. 22NM W Florence VOR, S.C.

a. Position report to Columbia Radio
Position 22NM W Florence VOR
Time_____
Alt_____
ETA Roxburo, N.C.
NRP 20NM NE Somerset, Ky

29. Roxboro, N.C.

a. Position report to Danville Radio
Position Roxboro, N.C.
Time_____
Alt_____
ETA 20NM NE Somerset, Ky
NRP 25NM N Paducah, Ky

30. 20NM NE Somerset Ky

a. Position report to Corbin VOR
Position 20NM NE Somerset Ky
Time_____
Alt_____
ETA 25NM N Paducah Ky
NRP 30NM E Fayetteville Ark

31. 25NM N Paducah Ky

a. Position report to Paducah Radio
Position 25NM N Paducah Ky
Time_____
Alt_____
ETA 30NM E Fayetteville Ark
NRP 8NM S Pauls Valey Okla

32. 30NM E Fayetteville Ark

a. Position report to Ft Smith Radio
Position 30NM E Fayetteville Ark
Time_____
Alt_____
ETA 8NM S Pauls Valley Okla
NRP Abilene VOR

33. 8NM S Pauls Valley Okla

a. Position report to Ardmore Radio
Position 8NM S Pauls Valley Okla
Time_____
Alt_____
ETA Abilene VOR
NRP Destination

b. Letdown instructions to Dyess AFB.



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B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plan.

2. HF Radio checks are prohibited IFF procedures will be in accordance with SACR 55-23.

3. All aircraft will monitor guard channel and interplane frequency (ch 12) except while making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft's position and call sign.

6. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after breakup.

C. REFUELING FORMATION:

1. Tanker Orbit: Junction VOR, Tex

2. Orbit Altitude: 16,000 (Bravo) 17,000 (Alfa)

3. Refueling Altitude: 15,500 base (Bravo) 16,500 (Alfa)

4. Refueling Track: 358 degrees.

5. Rend Point: 31-12N, 99-52W

6. End IFR: 32-46N, 99-55W Anson, Texas

7. CR Plan: Alpha Cell - Helen ZI Alpha
Bravo Cell - Helen ZI Alpha

8. Tanker Call Sign: Walker Helen Leader

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.



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4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action. Loss of two engines abort mission and land at nearest SAC Base.

5. Emergency Bases enroute :

| | | | |
|---|---|---|---|
| 1. Carswell | 5. Lake Charles | 9. Tinker | 13. Whiteman |
| 2. Kelly | 6. MacDill | 10. Shaw | 14. Forbes |
| 3. Altus | 7. Pinecastle | 11. Lockbourne | |
| 4. Barksdale | 8. Hunter | 12. Bunker Hill | |

6. Strip Alert Tankers Dyess AFB, Spiral Control, Walker Tanker.

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-167, R-161, R-159, P-378, R-109, R-343, R-229, R-230, R-208

F. MISSION ACCOMPLISHMENTS:

1 - Max Gross Weight refueling
1 - Water take-off
1 - Rendezvous, lead aircraft
1 - Fighter Attack
1 - Little River run
1 - Hour Combat Oxygen
1 - Emergency procedure
1 - Cell mission
1 - Bomber Stream (Primary Accomp-1 mass nite refueling
2 - Grid Celestials
1 - Jet Penetration
1 - GCA
1 - Landing
1 - Max Chaff

G. Mission briefing will be conducted in the 11th Air Refueling Squadron briefing room at 1300 hours on 15 October.

H. Debriefing will be conducted in the 11th Air Refueling Squadron briefing room immediately after flight.

I. FUEL DECISION POINT AT Savannah, Ga Aircraft will less than 41,000# "F" configuration remaining and 43 000# "G" configuration remaining and IFR conditions prevail at Dyess will rpceed direct on a navigation leg to Dyess.

J. Acft with "g" configuration in Alpha flight will depart cell break-up in #1 and #2 position.

K. Acft will not over fly populated areas.

L. Acft will switch to secondary freq if undue radio chatter is necessary.

M. Receiver acft will call fuel on board and Spiral No. to respective tanker in sequence.



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SOUTH TAKE OFF

TAKE OFF
ALFA 1820
BRAVO 1920

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :25½ | :25½ | *Kerrville, Tex (Town) | Level Off |
| 22-25 | :05½ | :31 | 40NM W Kelly VOR | Turn Point |
| 22-25 | :09 | :40 | *33NM So. Junction VOR | Descend |
| 15-18 | :03½ | :43½ | 8NM So. Junction VOR | Level Off |
| 12-18 | :22 | 1:05½ | 10NM So. Abilene VOR | Descent |
| 8-12 | :07½ | 1:13 | *18NM N Abilene VOR | Start Climb |
| CLIMB | :16 | 1:29 | *18NM E Childress VOR | Level Off |
| 23-26 | :30 | 1:59 | *Paris, Texas (Town) | Cell Breakup |
| 23-25 | :27 | 2:26 | *45NM N Lake Charles VOR,La | Report Point |
| 23-25 | :27 | 2:53 | *28-06N 91-20W | Report Point |
| 23-25 | :20 | 3:13 | *26-00N 90-00W | Turn Point & Climb |
| CLIMB | :02 | 3:15 | 26-00N 89-44W | Level Off |
| 24-26 | :28 | 3:43 | *26-05N 85-50W | Report Point |
| 24-26 | :30 | 4:13 | *Cape Ramono, Fla. | Turn Point & Climb |
| CLIMB | :02 | 4:15 | 32NM SE Ft. Myers VOR Fla. | Level Off |
| 26-28 | :10 | 4:25 | *Lake Okeechobee, Fla (Island) | Turn Point & Climb |
| CLIMB | :02 | 4:27 | 28NM SW Vero Beach, Fla VOR | Level Off |
| 28-30 | :26 | 4:53 | *Jacksonville Bch Fla, (Town) | Turn Point |
| 28-30 | :17 | 5:10 | *4NM W Savannah VOR, Ga. | Turn Point |
| 28-30 | 1:19 | 5:29 | *22NM W Florence VOR. S.C. | Report Point |
| 28-30 | :19 | 5:48 | *Roxboro, N.C. | Turn Point & Climb |
| CLIMB | :09 | 5:57 | 30NM S Roanoke Va. | Level Off |
| 29-31 | :30 | 6:27 | *20NM NE Somerset, Ky | Report Point |
| 29-31 | :30 | 6:57 | *25NM N Paducah Ky | Report Point |
| 29-31 | :07 | 7:04 | 13NM N Cape Girardeau, Mo | Turn Point & Climb |
| CLIMB | :02 | 7:06 | 14NM NW Cape Girardeau, Mo | Level Off |
| 31-33 | :30 | 7:36 | *30NM E Fayetteville, Ark | Report Point |
| 31-33 | :30 | 8:06 | *8NM S Pauls Valley, Okla | Report Point |
| 31-33 | :16 | 8:22 | Lake Kemp, Tex | Turn Point |
| 31-33 | :12 | 8:34 | *Abilene VOR, Tex | Letdown |
| | 15 | 8:49 | Dyess AFB, Tex | Land |

* REPORTING POINTS



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ECM FOR "DRY MARTINI"

I. DD Form 781-2, Block 26 should indicate 1 carton of RR-39 in left hopper 3 cartons of RR-20 in right hopper.

II. In remarks section of DD Form 175 enter following:

a. BIG PHOTO, Random chaff, Hemingway_____Z (90NM prior point abeam Charleston, S.C.); TWIG_____Z

III. Lead aircraft will contact FAT CHANCE on channel 10 giving following info:

1. Time of T.O.

2. Number aircraft in stream.

3. Time interval between aircraft.

4. Time 1st and last acft over point 90NM prior Charleston AFB, S.C. and Knoxville, Tenn.

5. Request that info be passed to Hemingway and TWIG AFS.

IV. Chaff and Fighters

a. 30 min SUD of chaff; begin at coast out point and continue to 2600N, 9000W. Utilize Pos E of lower control box. Monitor both light and counters on control box.

b. Max dispense out of chaff; begin at 2600 N, 90 00W and continue until chaff supply is exhausted. Utilize all alphabetical settings and 2.5 and 5 feet/minute settings of lower control box during dispense out. Majority of chaff be dispensed on position B.

c. Dispense chaff to break fighter rader lock-on only as needed utilizing pos B of upper control box.

d. Fighters based at Charleston AFB, S.C. and McGee-Tyson Field at Knoxville, Tenn will support this mission.

e. 90NM prior to point abeam Charleston, S.C. and Knoxville, Tenn, lead acft of each cell will contact Hemingway AFS & TWIG AFS respectively, giving following information:

(a) Tactical call sign and mission name

(b) Position, altitude, and heading.

(c) Number acft in stream and time interval between acft.

(d) Request Little Rivers.



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Expect fighters from 90NM prior until 90NM after Charleston AFB & Knoxville, Tenn.

f. In determining when to drop chaff, listen to audio indication of APs-54. When signal changes from intermittent to constant-drop chaff in accordance with TAC DOCTRINE. For best results set gain controls of APs-54 to position 7 (control on face of both nose and tail amplifiers on floor behind co-pilot).



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**MISSION FLIGHT PLAN** — O. O. AND NICKNAME: DRY MARTINI — UNIT: 341 BW — TYPE ACFT: B-47 — WAVE: I & II — CELL CALL SIGN: ALPHA / BRAVO — REMARKS: #6 ACFT WITH EXT TANKS

| | POUNDS | | | | POUNDS |
|---|---|---|---|---|---|
| ACFT BASIC | 82810 | AM | 18000 | BOMBS | 7500 |
| CREW | 582 | FM | 18752 | AMMO | 473 |
| OIL | 410 | F AUX | 6720 | WATER AUG | 5300 |
| ATO | | A AUX | 7808 | STATIC | 199898 |
| RACK | | C M | 17984 | | |
| EXT TANKS WEIGHT (Empty) | 1560 | B BAY | 9200 | | |
| MISCELLANEOUS | 607 | EXT | 21696 | START ENGINES AND TAXI FUEL ALLOWANCE | 3000 |
| CHAFF | 136 | | | | |
| OPERATING | 86465 | TOTAL FUEL | 100160 | TAKE-OFF GROSS | 196898 |

NR FULL ATO REQUIRED — NR EMPTY ATO REQUIRED — ATO FIRING SPEED

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH | AIR TEMP |
| 2000 | 13500 | 78°F |
| CRITICAL FIELD LENGTH | | CRITICAL AIR TEMP |
| 12,100' | | 78°F |
| TAKE-OFF DISTANCE | TAKE-OFF SPEED | |
| 10,350 | 162 Kts | |

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

**PRE-FLIGHT PLAN** — T.O. TIME 68 SEC

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DYESS AFB, TEX | | | | | | | | | | | | | | | 97160 | 196898 |
| TAKE OFF & ACCELERATION | | | | | | | | | | | 9 | | | | 2050 | 7350 |
| | | | | | | | | | | | 9 | | | | 95110 | 189548 |
| LEVEL OFF | | | | | | | | 310 | | | 130 | | | | 8300 | 8300 |
| 30-12N 99-10W | CL | 166 | | | -10 | | 22.5-25 | | 390 | | 139 | | | | 86810 | 181248 |
| KERRVILLE, TEX | | | | | | | | 290 | | | 8 | | | | | |
| 30-03N 99-10W | CR | 166 | | | -10 | | 22.5-25 | | 385 | | 147 | | | | | |
| WEST OF KELLY VOR | | | | | | | | | | | 34 | | | | | |
| 29-33N 99-26W | CR | 211 | | | -10 | | 22.5-25 | | 385 | | 181 | | | | | |
| TURN | | | | | | | | | | | 25 | | | | | |
| 29-33N 99-50W | CR | | | | -10 | | 22.5-25 | | 385 | | 206 | | | | | |
| START DESCENT | | | | | | | | | | | 30 | | | | 3200 | 3200 |
| 30-03N 99-50W | CR | 358 | | | -10 | | 22.5-25 | | 385 | | 236 | | | | 83610 | 178048 |
| LEVEL OFF | | | | | | | | 330 | | | 25 | | | | 400 | 400 |
| 30-28N 99-52W | DES | 358 | | | -10 | | 15.5-18 | | 450 | | 261 | | | | 83210 | 177648 |
| RENDEVOUS | | | | | | | | 330 | | | 45 | | | | 2030 | 2030 |
| 31-12N 99-52W | REND | 358 | | | -10 | | 15.5-18 | 215 | | | 306 | | | | 81180 | 175618 |
| END IFR ANSON, TEX | | | | | | | | 215 | | | 104 | | | | 6700 | 6700 |
| 32-46N 99-55W | IFR | 358 | | | -10 | | 8-15.5 | 234 | | | 410 | | | | 74480 | 168718 |
| ON LOAD | | | | | | | | | | | | | | | 41100 | 41100 |
| | | | | | | | | | | | | | | | 115580 | 210018 |
| | | | | | | | | 284 | | | 8 | 02 | | | 700 | 700 |
| ACCELERATION | ACC | 358 | | | | | | 310 | | | 418 | | | | 114880 | 209318 |
| ABEAM CHILDRESS VOR | | | | | | | | 310 | | | 96 | | | | 5100 | 5100 |
| 34-22N 99-58W | CL | 358 | | | -11 | | 23-26 | | 390 | | 514 | | | | 109780 | 204218 |
| PARIS TEX | | | | | | | | | | | 230 | | | | 7500 | 7500 |
| 33-40 95-34W | CR | 102 | | | -10 | | 27-21 | | 430 | | 744 | | | | 102280 | 197218 |
| | | | | | | | | | | | | 50 | | | 11620 | 11620 |
| CELL BREAK UP | | | | | | | | | | | | | | | 90660 | 185098 |

Air Force—SAC, Offutt O-1049(38)

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PAGE 2

## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM PARIS, TEX / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 90660 | 185098 |
| 26-00N 80-00W | CR | 148 | | | -7 | | 23-25 | | 430 | | 540 / 1284 | | | | 16300 / 74360 | 16300 / 168798 |
| CAPE RAMANO FLA 25-57N 81-45W | CR | 090 | | | -4 | | 24-26 | | 430 | | 450 / 1734 | | | | 12270 / 62090 | 12270 / 156728 |
| LAKE OKEECHOBEE, FLA 27-06N 80-51W | CR | 032 | | | -1 | | 26-28 | | 430 | | 85 / 1819 | | | | 2250 / 59840 | 2250 / 154278 |
| JACKSONVILLE BCN 30-17N 81-2[illegible]W | CR | 351 | | | -1 | | 28-30 | | 430 | | 196 / 2015 | | | | 5240 / 54600 | 5240 / 149038 |
| SAV. MUNI (TRAVIS) GA 32-08N 81-12W | CR | 005 | | | -1 | | 28-30 | | 430 | | 109 / 2124 | | | | 2840 / 51760 | 2976 * / 146062 |
| ROXBORO, NC 36-23N 77-00W | CR | 022 | | | +2 | | 28-30 | | 430 | | 277 / 2401 | | | | 7000 / 44[illegible] | 7000 / 179[illegible] |
| LAKE 36-47N 80-03W | CR | 276 | | | +3 | | 29-31 | | 430 | | 59 / 2460 | | | | 1[illegible] / 43240 | 15[illegible] / 137542 |
| 37-30N 89-30W | CR | 276 | | | 0 | | 29-31 | | 430 | | 456 / 2916 | | | | 11300 / 31940 | 11300 / 126242 |
| LAKE KEMP TEX 31-45N 99-08W | CR | 245 | | | -8 | | 31-33 | | 430 | | 522 / 3438 | | | | 11700 / 20240 | 11700 / 114542 |
| DYESS AFB TEX | CR | 206 | | | -11 | | 31-33 | | 430 | | 85 / 3523 | | | | 1710 / 18530 | 1710 / 112832 |
| GCA & LAND | | | | | | | | | | | | :15 | | | 3000 / 15530 | 3000 / 109832 |

* DROP CHAFF

SAC FORM 1b

Air Force-SAC, Offset O-1050(36)

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## MISSION FLIGHT PLAN

| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | DRY MARTINI | 341 BW | B-47 | I + II | | ALTERNATE REFUELING |

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

### PRE-FLIGHT PLAN

FROM: DYESS AFB, Tex

| ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TAKE OFF + ACCELERATION | | | | | | | | | | | 9 / 9 | | | | | |
| LEVEL OFF | CL | 341 | | | -11 | | 22.5-25 | 310 | 390 | | 130 / 139 | | | | | |
| CLARENDON TEX 34-56N 100-54W | CR | 341 | | | -11 | | 22.5-25 | 290 | 385 | | 27 / 166 | | | | | |
| 15 NM S. PAMPA, TEX 35-18N 100-55W | CR | 356 | | | -11 | | 22.5-25 | 290 | 385 | | 20 / 186 | | | | | |
| TURN 35-19N 100-32W | CR | | | | | | 22.5-25 | | 385 | | 24 / 210 | | | | | |
| START DESCENT 34-55N 100-25W | CR | 169 | | | -11 | | 22.5-25 | | 385 | | 26 / 236 | | | | | |
| LEVEL OFF 34-30N 100-20W | DES | 169 | | | -11 | | 15.5-18 | | 450 | | 25 / 261 | | | | | |
| RENDEVOUS 33-16N 100-10W | REND | 169 | | | -11 | | 15.5-18 | | | | 45 / 306 | | | | | |
| END IFR 32-05N 99-46W | IFR | 169 | | | -11 | | 8-15.5 | | | | 104 / 410 | | | | | |
| ON LOAD | | | | | | | | | | | | | | | | |
| ACCELERATION | | | | | | | | | | | 8 / 418 | | | | | |
| JUNCTION VOR TEX 30-36N 99-52W | CL | 191 | | | -10 | | 23-26 | | 390 | | 28 / 476 | | | | | |
| CELL BREAK UP | | | | | | | 23-26 | | 430 | | | | | | | |
| AUS VOR TEX | CR | 091 | | | -9½ | | 23-25 | | 430 | | 112 / 608 | | | | | |
| 26-00N 90-00W | CR | 122 | | | -8 | | 23-25 | | 430 | | 4[illegible]6 | | | | | |

Fuel Used + Acft Loading as SAME PRIMARY Route

SAC FORM 1a 16 APR 56 FC: 2720

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

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# MISSION FLIGHT PLAN

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| DRY MARTINI | 341 BW | B-47 | | | |

NORTH TAKE OFF

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

RUNWAY: PRESSURE ALT | LENGTH | AIR TEMP

CRITICAL FIELD LENGTH | CRITICAL AIR TEMP

TAKE-OFF DISTANCE | TAKE-OFF SPEED

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

## PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TAKE OFF & ACCELERATION | | | | | | | | | | | 9 / 9 | | | | | |
| 33-05N 99-55W | CL | 360 | | | -11 | | | 310 | 390 | | 31 / 40 | | | | | |
| TURN | CL | | | | | | | | 390 | | 24 / 64 | | | | | |
| LEVEL OFF 32-20N 99-25W | CL | 178 | | | -10 | | 22.5-25 | | 390 | | 45 / 109 | | | | | |
| BRADY, TEX 31-08N 99-20W | CR | 178 | | | -10 | | 22.5-25 | | 385 | | 73 / 182 | | | | | |
| ABEAM KERRVILLE TEX 30-03N 99-17W | CR | 178 | | | -10 | | 22.5-25 | | 385 | | 65 / 247 | | | | | |
| THRN + 5# DESCENT 30-03N 99-50W | CR | | | | | | 22.5-25 | | 385 | | 26 / 273 | | | | | |
| LEVEL OFF 30-28N 99-52W | DES | 358 | | | -10 | | 15.5-18 | 330 | 450 | | 25 / 298 | | | | | |
| RENDEVOUS 31-12N 99-52W | REND | 358 | | | -10 | | 15.5-18 | 370 / 215 | | | 45 / 343 | | | | | |
| END IFR ANSON, TEX 32-46N 99-55W | IFR | 358 | | | -10 | | 8-15.5 | 215 / 234 | | | 104 / 447 | | | | | |
| ON LOAD | | | | | | | | | | | | | | | | |



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
21 October 1957

CREW FLIMSY

"CONEY ISLAND"

21 OCT 57

COURTESY OF 10TH BOMBARDMENT SQUADRON, 341ST BOMBARDMENT WING
DYESS AIR FORCE BASE, TEXAS

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## TAKE OFF SCHEDULE

## "CONEY ISLAND"

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR B OPS | STA TIME | START ENG | TAXI TIME | T.O. TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | ALPHA CELL | | | | |
| 1 | | | | 1340 | 1410 | 1640 | 1650 | 1710 |
| 2 | | | | 1340 | 1411½ | 1641½ | 1651½ | 1711½ |
| 3 | | | | 1340 | 1413 | 1643 | 1653 | 1713 |
| 4 | | | | 1340 | 1414½ | 1644½ | 1654½ | 1714½ |
| 5 | | | | 1340 | 1416 | 1646 | 1656 | 1716 |
| 6 | | | | 1340 | 1417½ | 1647½ | 1657½ | 1717½ |
| 7 | | | | 1340 | 1419 | 1649 | 1659 | 1719 (Spare) |
| 8 | | | | 1340 | 1420½ | 1650½ | 1700½ | 1720½ (Spare) |
| | | | | BRAVO CELL | | | | |
| 1 | | | | 1530 | 1600 | 1830 | 1840 | 1900 |
| 2 | | | | 1530 | 1601½ | 1831½ | 1841½ | 1901½ |
| 3 | | | | 1530 | 1603 | 1833 | 1843 | 1903 |
| 4 | | | | 1530 | 1604½ | 1834½ | 1844½ | 1904½ |
| 5 | | | | 1530 | 1606 | 1836 | 1846 | 1906 |
| 6 | | | | 1530 | 1607½ | 1837½ | 1847½ | 1907½ |
| 7 | | | | 1530 | 1609 | 1839 | 1849 | 1909 (Spare) |
| 8 | | | | 1530 | 1610½ | 1840½ | 1850½ | 1910½ (Spare) |



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A. TOURAIDE

1. Wx briefing_____(3+30 prior to T.O.) Base Weather Station.

2. In remarks section of DD Form 175 enter code name, call name & positions.

2A. Big Photo Random chaff, carrot_____Z(Time over point at 3630N, 10800W)

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____T/O - 30

6. Taxi at_____T/O - 20

7. Take Off_____

a. 1½ minutes between aircraft.

b. 1+50 hours between cells.

c. All take offs with water.

d. Monitor channel #2 for taxi and T.O.

8. After take-off switch to channel 12 and check in with cell leader. Leader call Spiral control and give the number of aircraft airborne and status.

a. Immediately after T.O. lead aircraft will contact Fat Chance on Channel #10 giving following information:

1. Time of T.O.

2. Number in stream

3. Interval between aircraft

4. ETA over point at 36 30N, 108 00W

5. Request information be passed to Carrot

b. All aircraft check APN-76 with A&E rendezvous on channel 16, 235.1mcs.

c. Turn APN-76 to standby after check.

9. North take off climb on course to Guthrie VOR



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a. South take off 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position Report

Abilene Approach Control
Position Brady (Guthrie 116.2 GTH)
Time_____

Alt_____
ETA Midland, Texas
NRP Roswell, N. Mex

11. All aircraft climb to an altitude of_____base altitude is 28,000 ft. Check alt measure and altimeter calibration at Midland, Texas.

12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check with leader when in position.

| | APP MACH | ALT | | APP MACH | ALT |
|---|---|---|---|---|---|
| #1 | .72 | 28 | #4 | .78 | 29.5 |
| #2 | .78 | 28.5 | #5 | .78 | 30 |
| #3 | .78 | 29 | #6 | .78 | 30.5 |

13. Midland, Texas VOR 114.8 MAF

a. Position Report

Midland Radio
Midland, Texas
Time_____

Alt_____
ETA Roswell, N. Mex
NRP Iraan, Texas

14. Roswell, N. Mexico VOR 116.1 ROW

a. Position Report

Roswell Radio
Roswell, N. Mex
Time_____

Alt_____
ETA Iraan, Texas
NRP Cotulla, Texas VOR

b. All circraft turn left, APN-76 on T_____R_____.

15. Abeam Artesia, New Mexico switch to initial contact freq_____mcs.

a. Contact tanker load (call sign) Walker Helen Leader.

Give ETA to Rend Point_____
Descent Range_____from SP_____Tanker orbit 17 SW Ozona, Tex

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq_____, APN-76 standby except leader. Leader makes radar rendezvous.

16. Echelon formation 60 degrees right for refueling formation, set alt 29.92



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17. Start descent Iraan, Texas, to 15,000 base altitude.

18. Contact tankers, move in for fuel in formation leaders signal and on load 12,000 lbs.

19. Formation speed 200 knots - - End - - 206 knots.

20. End A/R at Cotulla, Texas VOR, accelerate and climb to base altitude 29M, and proceed to cell break-up at Edinburg, Texas.

21. Cotulla, Texas VOR 115.8 COT

a. Position report to San Antonio Center

Position Cotulla OMNI
Time_____

Alt Climbing to 28-31M block alt
ETA Edinburg, Texas
NRP 26-00N, 96-40W

22. Edinburg, Texas

a. Execute standard 6 ship cell break up left hand orbit.

b. Position report to San Antonio Center

Position Edinburg
Time_____

Alt 28-31M block alt
ETA 26-00N, 96-40W
NRP Victoria, Texas

c. Start climb to 33-35M departing Edinburg.

23. 26-00N, 96-40W

a. Position report to San Antonio Center

Position 26-00N, 96-40W
Time_____

Alt_____
ETA Victoria, Texas
NRP Houston, Texas

24. Victoria, Texas VOR (109.6 VCT Training Status)

a. Position Report to San Antonio Center

Position Victoria, Texas
Time_____

Alt_____
ETA Houston, Texas
NRP Tyler, Texas RNG

b. Contact Houston RBS (7/356.8)

25. Houston, Texas VOR 115.9 HOU

a. Position Report to San Antonio Center 319.8

Position Houston, Texas
Time_____

Alt_____
ETA Tyler, Texas RNG
NRP Paris, Texas



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26. Tyler, Texas RNG 320 KCS TYR

a. Position Report to Fort Worth Center
Time_____

Alt_____
ETA Paris, Texas
NRP Oklahoma City

27. Paris, Texas

a. Position report to Ft Werth Center

Position Paris, Texas
Time_____

Alt_____
ETA Oklahoma City
NRP Anthony, Kansas

b. Contact OKC RBS (8/273.4)

28. Oklahoma City VOR 115.0 OKC

a. Position Report to OKC Center

Position OKC
Time_____

Alt_____
ETA Anthony Kansas
NRP 60NM NE Dalhart, Tex

b. Start Climb to 36-38M departing OKC

29. Anthony, Kansas (VOR 112.5 ANY)

a. Position Report

Position Anthony, Kansas
Time_____

Alt_____
ETA 60NM NE Dalhart, Tex
NRP 70NM NW Santa Fe, N.M.

b. Start Climb to 37-39M departing Anthony VOR

30. 60NM NE Dalhart, Tex (VOR 114.9 DHT)

a. Position Report

Position 60NM NE Dalhart, Tex
Time_____

Alt_____
ETA 70NM NW Santa Fe, N.M.
NRP 36-30N, 108-00W

31. 70NM NW Santa Fe, N.M.

a. Position Report

Position 70NM NW Santa Fe, N.M.
Time_____

Alt_____
ETA 36-30N, 108-00W
NRP Alburquerque



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32. 36-30N, 108-00W

a. Position Report to Albuquerque Center

| | |
|---|---|
| | Alt_____ |
| Position 36-30N, 108-00W | ETA Albuquerque, N.M. |
| Time_____ | NRP 15NM E Roswell, N.M. |

33. Prior 36-30N, 108-00W lead aircraft of each cell will contact Carrot giving following information.

a. Tactical Call Sign & mission name

b. Position, Altitude, Heading

c. Number acft in cell & interval between acft.

34. Expect fighter attacks between 36-30N, 108-00W and Roswell N. Mex.

a. One carton of RR-39A/L in left hopper, weight 55 lbs., will be dispensed on position B of top control box (controls left hopper). Chaff will be dispensed in conjunction with Audio indication of APS-54 to break radar lock ons.

35. Albuquerque, N.Mex VOR 117.5 ABQ

a. Position report to Albuquerque Center

| | |
|---|---|
| | Alt_____ |
| Position Albuquerque, N.M. | ETA 15NM E Roswell N. M. |
| Time_____ | NRP Odessa, Texas |

36. Roswell, N.M. VOR 116.1 ROW

a. Position Report to Albuquerque Center

| | |
|---|---|
| | Alt_____ |
| Position 15NM E Roswell, N.M. | ETA Odessa, Texas |
| Time_____ | NRP Abilene, Texas |

37. Odessa, Texas

a. Position Report to Midland, Radio

| | |
|---|---|
| | Alt_____ |
| Position Odessa, Texas | ETA Abilene, Texas |
| Time_____ | Destination |

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF Radio checks are prohibited IFF procedures will be in accordance with SACR 55-23.



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3. All aircraft will monitor guard channel and interplane frequency (ch 12) except while making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft's position and call sign.

6. Lead A/C will make all position reports till cell breakup - 1st and last aircraft in each cell after breakup.

7. RBS Channelization: Houston 7/356.8
Okla City 8/273.4

C. REFUELING INFORMATION:

1. Tanker Orbit: 17NM SW Ozona, Texas

2. Orbit Altitude: 15,500 (Base)

3. Refueling Altitude: 15,000 Base

4. Refueling Track 134 degrees

5. Rend Poijt: 29-42N, 100-31W

6. End IFR: Cotulla, Texas VOR

7. CR Plan Alpha Cell - Helen ZI Alpha
Bravo Cell - Helen ZI Alpha

8. Tanker Call Sign: Walker Helen Leader

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action. Loss of two engines abort mission and land at neares SAC Base.



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5. Emergency Bases enroute:

| | | |
|---|---|---|
| 1. Carswell | 4. Lowry | 7. Tinker |
| 2. Kelly | 5. Hill | 8. Walker |
| 3. Altus | 6. Smokey Hill | |

6. Strip Alert Tankers

| | |
|---|---|
| Altus AFB | Sunfish Control |
| Call Sign | Sunfish Frequency 12/321.0 |

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-209, R-425, R-196, P-207

F. MISSION ACCOMPLISHMENTS:

| | |
|---|---|
| 1 - Mass Night Refueling | 1 - Nite cell mission |
| 1- Water take off | 1 - Bomber stream |
| 1 - Rendezvous, lead aircraft | (Primary accomp - 1 mass nite refueling. |
| 1 - Fighter Attack | 1 - Nite celestial or grid celestial as |
| 1 - Little River Run | needed |
| 1 - Hour combat oxygen | 1 - Jet penetration |
| 1 - Emergency procedure | 1 - GCA |
| 2 - RBS as needed | 1 - Landing |

G. FUEL INFORMATION:

1. Missed refueling - replan mission after Oklahoma City - Tng for bootleg run on Amarillo - come home. Fuel on board required to proceed at Optimum.

FROM: 36-30N, 108-00W direct Tucson with 15,000# reserve, 20,500# fuel on board no wind.

FROM: 36-30N, 108-00W direct Roswell with 15,000# reserve; 19500# fuel on board required no wind.

FROM: Roswell direct Abilene with 15,000# reserve; 19,200# no wind

FROM: Roswell direct Biggs with 15,000# reserve; 17,500# no wind

FROM: Roswell direct Altus with 15,000# reserve; 19,800# no wind

H. MISSION BRIEFING will be conducted in the 11th Air Refueling Squadron briefing room at 1000 hours 18 October.

I. DEBRIEFING will be conducted in the 10th Bombardment Squadron briefing room immediately after flight.

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ECM

"CONEY ISLAND"

1. Ferm 781-2, Block 26:

   a. 1 Carton of RR-39 left hopper; weight 55#

2. In remarks section of DD Ferm 175 enter following:

   a. BIG PHOTO, Random Chaff, Carret _____ Z
   (Time over point at 36-30N 108-00W

   b. Pass information to 34 ADIV (DEF)

3. After T.O. lead aircraft will contact FAT CHANCE on channel #10 giving following information:

   a. Time T.O.

   b. Number of aircraft in stream.

   c. Time interval between aircraft.

   d. ETA over point at 36-30N 108-00W

   e. Request this information be passed to Carret AFS.

4. Prior 36-30N 108-00W lead aircraft of each cell will contact Carret giving following information:

   a. Tactical Call Sign and mission name.

   b. Position, Altitude, Heading.

   c. Number acft in cell and interval between acft.

5. When the audio presentation of the APS-54 indicates that the fighters gunnery system has changed from search to track mode drop chaff using Pos B of upper control box.



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## SOUTH TAKE OFF

| ALT | TIME | ACC TIME | | |
|---|---|---|---|---|
| CLIMB | :16 | :16 | *Brady, Texas (Town) | Turn Point |
| CLIMB | :19 | :35 | 31-37N 101-13W | Level Off |
| 28-31 | :08 | :43 | *Midland, Texas (Town) | Turn Point |
| 28-31 | :22 | 1:05 | *Roswell, New Mex (Town) | Turn Point |
| 28-31 | :27 | 1:32 | *Iraan, Texas (Town) | Descend |
| 15-18 | :08 | 1:40 | 30NM S Ozona, Tex (Town) | Level Off |
| 15-18 | :32 | 02:12 | *Cotulla, Texas VOR | Start Climb |
| 28-31 | :19 | 02:31 | 26-34N 98-16W | Level Off |
| 28-31 | :03 | 02:34 | *Edinburg, Texas (Town) | Cell Break Up Cl Dept. Ed- |
| CLIMB | :02 | 02:36 | 26-14N 97-58W | Level Off inburg |
| 33-35 | :09 | 02:45 | *26-00N 96-40W | Turn Point |
| 33-35 | :26 | 03:11 | *Victoria, Texas (Town) | Turn Point |
| 33-35 | :14 | 03:25 | *Houston, Texas (Town) | Turn Point |
| 33-35 | :22 | 03:47 | *Tyler, Texas RNG | Report Point |
| 33-35 | :10 | 03:57 | *Paris, Texas VOR | Turn Point |
| 33-35 | :22 | 04:19 | *Okla City VOR | Turn Point |
| CLIMB | :02 | 04:21 | 35-41N 97-37W | Level Off |
| 36-38 | :13 | 04:34 | *Anthony, Kansas, VOR | Turn Point |
| CLIMB | :02 | 04:36 | 37-20N 98-15W | Cl Dep Anthony VOR |
| 37-39 | :28 | 05:04 | *60NM NE Dalhart, Tex VOR | Report Point |
| 37-39 | :30 | 05:34 | *70NM NW Santa Fe, N.M. VOR | Report Point |
| 37-39 | :12 | 05:46 | *36-30N 108-00W | Turn Point |
| 37-39 | :17 | 06:03 | *Albuquerque, N.Mex VOR | Report Point |
| 37-39 | :20 | 06:23 | *Roswell, N. Mex VOR | Report Point |
| 37-39 | :19 | 06:42 | *Odessa, Texas (Town) | Turn Point |
| 37-39 | :18 | 07:00 | *Abilene, Texas VOR | Let Down |
| | :15 | 07:15 | Dyess AFB, Texas | Land |

## NORTH TAKE OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Guthrie VOR, Tex | Turn Point |
| CLIMB | :17 | :31 | 18NM SE LaMessa, Tex | Level Off |
| 28-31 | :06 | :37 | *Midland, Tex (Town) | Turn Point |

## CONEY ISLAND ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Brady, Tex (Town) | 16-21 |
| CLIMB | :17½ | :31½ | 4NM SW Kelly VOR, Tex | Level Off |
| 28-31 | :16 | :47½ | *Alice VOR, Tex | Turn Point |
| 28-31 | :13 | 1:00½ | Cotulla VOR, Tex | Turn Point |
| 28-31 | :29 | 1:29½ | *Iraan, Tex (Town) | Start Descent |
| DESCEND | :08½ | 1:38 | 30 SE Wink VOR, Tex | Level Off |
| 15-18 | :19½ | 1:57½ | *Roswell VOR, N.Mex | Start Climb |
| CLIMB | :23½ | 2:21 | *Albuquerque | Level Off |
| 28-31 | | | | Level Off |

* REPORTING POINTS



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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | Coney Island | 341 BW | B-47E | A & B | | Computed for #6 ACFT with wing tanks |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82,600 | FM | 18,700 | BOMBS | — | | |
| CREW | 1176 | CM | 17,900 | AMMO | — | | |
| OIL | 410 | AM | 21,900 | WATER AUG | 5,300 | | |
| ATO | — | FWD ABN | 6,300 | STATIC | 184,455 | NR FULL ATO REQUIRED | |
| RACK | | BB | 20,600 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | AFT ALT | 7,800 | START ENGINES AND TAXI FUEL ALLOWANCE | 3,050 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 154 | | | | | | |
| CHAFF | 55 | TOTAL FUEL | 93,200 | TAKE-OFF GROSS | 181,405 | ATO FIRING SPEED | |
| OPERATING | 85,955 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH | AIR TEMP |
| 2000 | 13500 | 90°F |
| CRITICAL FIELD LENGTH | | CRITICAL AIR TEMP |
| 10,800 | | |
| TAKE-OFF DISTANCE | | TAKE-OFF SPEED |
| 9,400 | | 155 |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |
| | | |

PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dyess, AFB | | | | | | | | | | | | | | | 90,150 | 181,405 |
| | T.O. & Acc | ACC | | | | | | | | | | 12 | :03 | | | 2,050 | 7,350 |
| | | | | | | | | | | | | 12 | :03 | | | 88,100 | 174,055 |
| A | South T.O. Brady Texas | CL | 161 | | | -10½ | | | | | | 85 | | | | ↓ | ↓ |
| | | | | | | | | | | | | 97 | | | | | |
| B | L.O. 31-37 N 101-13 W | CL | 295 | | | -10½ | | 28-31 | | | | 115 | | | | 10,900 | 10,900 |
| | | | | | | | | | | | | 212 | | | | 77,200 | 163,155 |
| C | Midland, Texas 31-58 N 102-07 W | CR | 295 | | | -11 | | 28-31 | | 430 | | 51 | | | | ↓ | ↓ |
| | | | | | | | | | | | | 263 | | | | | |
| D | Roswell, N. Mex. 33-24 N 104-32 W | CR | 305 | | | -12 | | 28-31 | | 430 | | 149 | | | | 6,700 | 6,700 |
| | | | | | | | | | | | | 412 | | | | 70,500 | 156,455 |
| E | Iraan, Tex. St/Des 30-55 N 101-56 W | CR | 134 | | | -11½ | | 28-31 | | 430 | | 197 | | | | 5,220 | 5,220 |
| | | | | | | | | | | | | 609 | | | | 65,280 | 151,235 |
| F | L.O. 30-10 N 101-03 W | DES | 134 | | | -10½ | | 15-18 | | 470 | | 63 | | | | 700 | 700 |
| | | | | | | | | | | | | 672 | | | | 64,580 | 150,535 |
| G | Rendezvous 29-42 N 100-31 W | CR | 134 | | | -10½ | | 15-18 | | 250 | | 42 | | | | 2,020 | 2,020 |
| | | | | | | | | | | | | 714 | | | | 62,560 | 148,515 |
| H | End 1 FR Cotulla VOR 28-27 N 99-08 W | REF | 134 | | | -10 | | 15-18 | | 250 | | 103 | | | | 6,150 | 6,150 |
| | | | | | | | | | | | | 817 | | | | 56,410 | 142,365 |
| | ON LOAD | | | | | | | | | | | | | | | 12,000 | 12,000 |
| | | | | | | | | | | | | | | | | 68,410 | 154,365 |
| I | Accelerate | ACC | 158 | | | -9½ | | 15-17.5 | | | | 6 | :01 | | | 400 | 400 |
| | | | | | | | | | | | | 823 | | | | 68,010 | 153,965 |
| J | L.O. 26-34 N 98-16 W | CL | 158 | | | -9½ | | 28-31 | | 390 | | 120 | | | | 4,300 | 4,300 |
| | | | | | | | | | | | | 943 | | | | 63,710 | 149,665 |
| K | Edinburg, Texas 26- N 98-10 W | CR | 158 | | | -9½ | | 28-[illegible] | | 430 | | 18 | | | | ↓ | ↓ |
| | | | | | | | | | | | | 961 | | | | | |
| | Cell Breakup | | | | | | | 28-31 | | 430 | | | :50 | | | 8600 | 8600 |
| | | | | | | | | | | | | | | | | 55,110 | 141,065 |

SAC FORM 1a [illegible]

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

0971

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CELL BREAKUP | | | | | | | | | | | | | | | 55,110 | 141,065 |
| L | T.P. 26-00N 96-40W | CR | 099 | | | -9 | | 33-35 | | 430 | | 82 / 1043 | | | | 1,900 / 53,210 | 139,165 |
| M | VICTORIA, TEXAS PIP 28-48N 97-00W | CR | 347 | | | -9 | | 33-35 | | 430 | | 180 / 1223 | | | | 4,440 / 48,770 | 134,725 |
| N | EL CAMPO, TEXAS IP 29-11N 96-17W | CR | 068 | | | -8½ | | 33-35 | | 430 | | 49 / 1272 | | | | 1,180 / 47,590 | 133,545 |
| O | HOUSTON TEXAS RBS TGT "B" | BR | 055 | | | -8½ | | 33-35 | | 430 | | 61 / 1333 | | | | 1,320 / 46,270 | 132,225 |
| P | PARIS, TEXAS AIP 33-39N 95-33W | CR | 355 | | | -8½ | | 33-35 | | 430 | | 231 / 1564 | | | | 5,100 / 41,170 | 127,125 |
| Q | ADA, OKLA IP 34-46N 96-42W | CR | 319 | | | -8½ | | 33-35 | | 430 | | 89 / 1653 | | | | 2,050 / 39,120 | 125,075 |
| R | OAKLA CITY RBS TGT "E" | BR | 315 | | | -9½ | | 33-35 | | 430 | | 59 / 1712 | | | | 1,380 / 37,740 | 123,695 |
| S | ANTHONY, KAN 37-08N 98-02W | CR | 347 | | | -10 | | 36-38 | | 430 | | 106 / 1818 | | | | 2,260 / 35,480 | 121,435 |
| T | T.P. 36-30N 108-00W | CR | 265 | | | -12 | | 37-39 | | 430 | | 484 / 2302 | | | | 11,100 / 24,380 | 110,335 |
| U | ODESSA, TEXAS 31-51N 102-24W | CR | 133 | | | -11½ | | 37-39 | | 430 | | 403 / 2705 | | | | 7,200 / 17,180 | 103,080 * |
| V | DYESS, AFB, TEXAS 32-24N 99-52W | CR | 011 | | | -11 | | 37-39 | | 430 | | 136 / 2841 | | | | 2,200 / 14,980 | 100,880 |
| | GCA & LAND | DES | — | — | - | — | - | — | - | - | - | - | :15 | | | 3,000 / 11,980 | 97,880 |

*DROP CHAFF

SAC FORM 75b FC: 2720

Air Force-SAC, Offset O-1050(30)

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| START, TAXI | | | | NORTH | | | | TAKE | | OFF | 12 | :03 | | | | |
| T.O & ACC | | | | | | | | | | | 12 | :03 | | | | |
| GUTHRIE, VOR | | | | | | | | | | | 72 | | | | | |
| 33-46N 100-19W | CL | 342 | | | -11 | | | | 390 | | 84 | | | | | |
| L.O. | | | | | | | | | | | 107 | | | | | |
| 32-33N 101-40W | CL | 213 | | | -11 | | 28-31 | | 390 | | 191 | | | | | |
| MIDLAND, TEXAS | | | | | | | | | | | 40 | | | | | |
| 31-58N 102-07W | CR | 213 | | | -11 | | 28-31 | | 430 | | 231 | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | ALTERNATE | | | REFUELING | | | ROUTE | | | | | 90,150 | 181,405 |
| START, TAXI | | | | | | | | | | | 9 | :03 | | | 2,050 | 7,350 |
| T.O. & ACC | | | | | | | | | | | 9 | :03 | | | 88,100 | 173,055 |
| BRADY, TEXAS | | | | | | | | | | | 70 | | | | ↓ | ↓ |
| 31-08N 99-20W | CL | 161 | | | -10 | | | | 390 | | 79 | | | | | |
| L.O. | | | | | | | | | | | 104 | | | | 10,900 | 10,900 |
| 29-30N 98-42W | CL | 162 | | | -10 | | 28-31 | | 390 | | 183 | | | | 77,200 | 163,155 |
| ALICE, VOR | | | | | | | | | | | 113 | | | | 3,270 | 3,270 |
| 27-44N 98-02W | CR | 162 | | | -9½ | | 28-31 | | 430 | | 296 | | | | 73,930 | 159,885 |
| COTULLA, VOR | | | | | | | | | | | 94 | | | | 2,580 | 2,580 |
| 28-27N 99-08W | CR | 323 | | | -9½ | | 28-31 | | 430 | | 390 | | | | 71,350 | 157,305 |
| IRAAN, TEX. | | | | | | | | | | | 208 | | | | 5,570 | 5,570 |
| 30-55N 101-57W | CR | 315 | | | -10½ | | 28-31 | | 430 | | 598 | | | | 65,780 | 151,735 |
| L.O. | | | | | | | | | | | 60 | | | | 750 | 750 |
| 31-38N 102-45W | DES | 317 | | | -11 | | 15-18 | | 460 | | 658 | | | | 65,030 | 150,985 |
| RENDEZVOUS | | | | | | | | | | | 40 | | | | 1,130 | 1,130 |
| 32-08N 103-17W | REND | 317 | | | -11 | | 15-18 | | 250 | | 698 | | | | 63,900 | 149,855 |
| END IFR ROSWELL NM | | | | | | | | | | | 100 | | | | 6,150 | 6,150 |
| 33-20N 104-37W | IFR | 317 | | | -12 | | 15-18 | | 250 | | 798 | | | | 57,750 | 143,705 |
| | | | | | | | | | | | | | | | 12,000 | 12,000 |
| | | | | ON | LOAD | | | | | | | | | | 69,750 | 155,705 |
| | | | | | | | | | | | 8 | | | | 700 | 700 |
| ACCELERATION | ACC | 314 | | | | | | | | | 806 | | | | 69,050 | 155,005 |
| L.O. ALBUQUERQUE VOR | | | | | | | | | | | 140 | | | | 5,020 | 5,020 |
| 35-03N 106-49W | CL | 314 | | | -13 | | 29-32 | | 390 | | 946 | | | | 64,030 | 150,685 |

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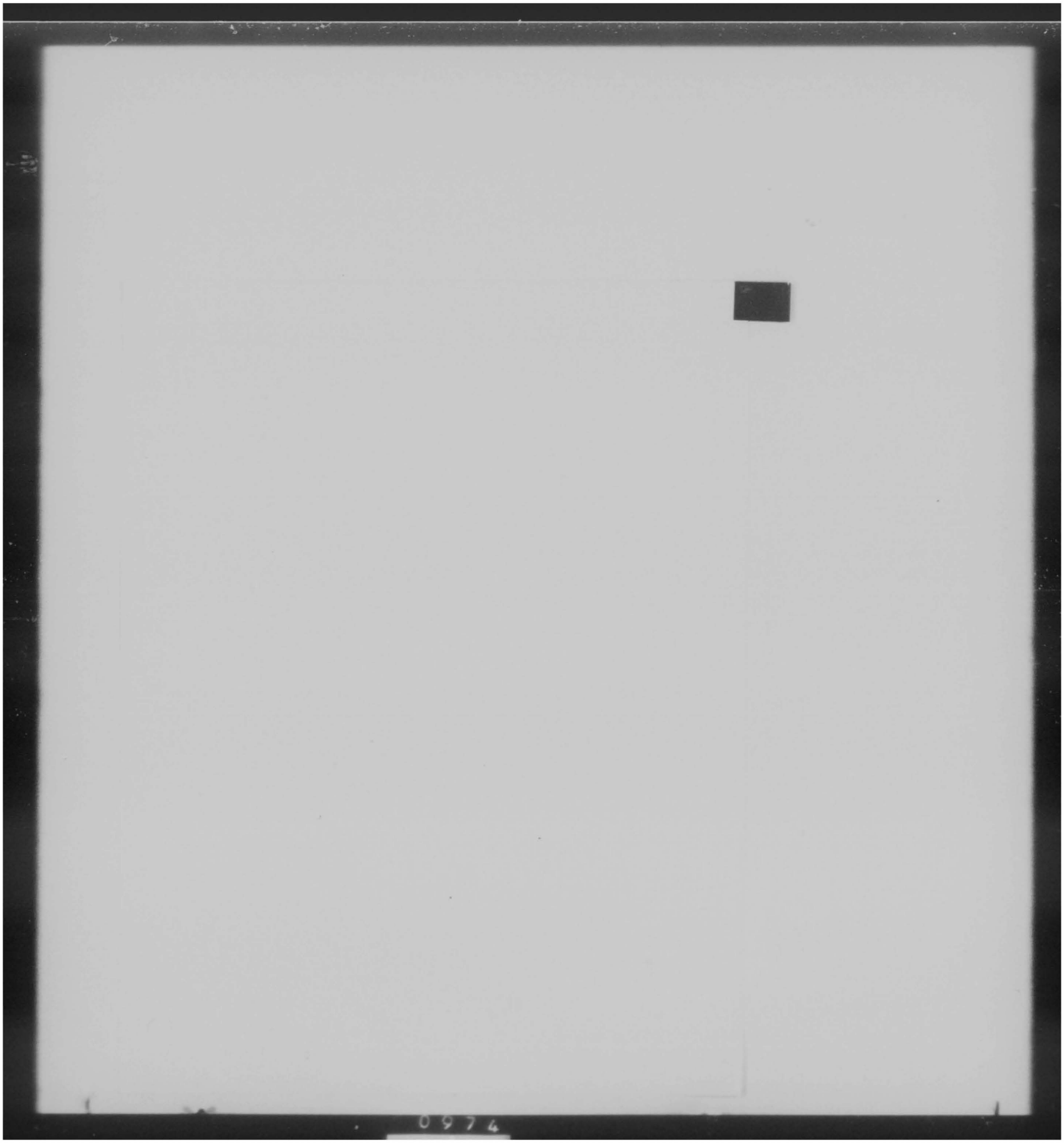


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HEADQUARTERS, 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
24 October 1957

HISTORY

LT walker

CREW FLIMSY

"SHORT CIRCUIT"

24 OCT 57



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CREW FLIMSY

"SHORT CIRCUIT"

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR 11ARS | STA TIME | START ENG | TAXI TIME | T.O. TIME | CHILDRESS VOR TIME | ABILENE VOR | LAND TIME | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | B-47 AIRCRAFT | | | | | |
| | | | | | | | 1610 | 1630 | 1929½ | 1949½ | 1959½ | |
| 1 | 96th | | | | | | 1611½ | 1631½ | 1939½ | 1959½ | 2009½ | |
| 2 | 96th | | | | | | 1613 | 1633 | 1949½ | 2009½ | 2019½ | *TAS 350 CHILDRESS VOR TO ABILENE VOR |
| 3 | HAMMOND | 2269 | 15 | 1300 | 1333 | 1603 | 1614½ | 1634½ | 1959½ | 2019½ | 2029½ | |
| 4 | BRECHEL | 5234 | 19 | 1300 | 1334½ | 1603 | 1616 | 1636 | 2059½ | 2119½ | 2129½ | |
| 5 | PODBESEK | 2254 | 17 | 1300 | 1336½ | 1606 | 1617½ | 1637½ | 2109½ | 2129½ | 2139½ | |
| 6 | MONGE | 2041 | 77 | 1300 | 1337½ | 1606 | 1619 | 1639 | 2119½ | 2139½ | 2149½ | |
| 7 | BALLARD | 2079 | 50 | 1300 | 1339 | 1606 | 1620½ | 1640½ | 2129½ | 2149½ | 2159½ | |
| 8 | SMITH | 2030 | 71 | 1300 | 1340½ | 1606 | 1622 | 1642 | 2139½ | 2159½ | 2209½ | |
| 9 | CREAHAN | 5227 | 51 | 1300 | 1342 | 1606 | 1623½ | 1643½ | 2239½ | 2259½ | 2309½ | |
| 10 | BARRETT | 2385 | 41 | 1300 | 1343½ | 1613½ | 1625 | 1645 | 2249½ | 2309½ | 2319½ | |
| 11 | HOPWOOD | 2097 | 84 | 1300 | 1345 | 1613½ | 1626½ | 1646½ | 2259½ | 2319½ | 2329½ | |
| 12 | PLATNER | 2309 | 12 | 1300 | 1346½ | 1613½ | 1628 | 1648 | 2309½ | 2329½ | 2339½ | |
| 13 | FLOWERS | 5228 | 20 | 1300 | 1348 | 1613½ | 1629½ | 1649½ | 2319½ | 2339½ | 2349½ | |
| 14 | GRIFFIS | 2044 | 80 | 1300 | 1349½ | 1613½ | 1631 | 1651 | 2009½ | 2029½ | 2039½ | |
| 15 | 96th | | | | | | 1632½ | 1652½ | 2019½ | 2039½ | 2049½ | |
| 16 | 96th | | | | | | 1634 | 1654 | 2029½ | 2049½ | 2059½ | |
| 17 | 96th | | | | | | 1635½ | 1655½ | 2039½ | 2059½ | 2109½ | |
| 18 | 96th | | | | | | 1637 | 1657 | 2049½ | 2109½ | 2119½ | |
| 19 | 96th | | | | | | 1638½ | 1658½ | 2149½ | 2209½ | 2219½ | |
| 20 | 96th | | | | | | 1640 | 1700 | 2159½ | 2219½ | 2229½ | |
| 21 | 96th | | | | | | 1641½ | 1701½ | 2209½ | 2229½ | 2239½ | |
| 22 | 96th | | | | | | 1643 | 1703 | 2219½ | 2239½ | 2249½ | |
| 23 | 96th | | | | | | 1644½ | 1704½ | 2229½ | 2249½ | 2259½ | |
| 24 | 96th | | | | | | | **1810 | | | | **T.O. TIME IF NOT USED AS PRIMARY AIRCRAFT. ALL SPARES #3 FUEL LOAD. SPARES DO NOT TAXI UNLESS DIRECTED BY TOWER |
| Sp | FOOR | 2092 | 52 | 1300 | 1404½ | 1634 | | 1813 | | | | |
| Sp | TIDWELL | 5223 | 21 | 1300 | 1404½ | 1634 | | 1816 | | | | |
| Sp | FISHER | 2386 | 47 | 1300 | 1404½ | 1634 | | 1819 | | | | |
| Sp | ELLING | 2376 | 46 | 1300 | 1404½ | 1634 | | 1821 | | | | |
| Sp | ELZEY | 2043 | 81 | 1300 | 1404½ | 1634 | | | | | | |
| St. | MCCLARNON | 2387 | - | STATIC DISPLAY | | | | | | | | |



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CREW FLIMSY

"SHORT CIRCUIT" 11TH ARS

| POS NO | ACFT COMDR | ACFT NO | WALKER | WX BR SQ OPS | FIRST STA TIME | SECOND STA TIME | START ENG | TAXI TIME | T.O. TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | KC-97 AIRCRAFT | | | | | |
| 1 | HIBBITTS | 314 | 14 | 1300 | 1435 | 1615 | 1630 | 1640½ | 1705½ | |
| 2 | EMEIGH | 315 | 15 | 1300 | 1435 | 1615 | 1630 | 1641½ | 1706½ | |
| 3 | KAHLER | 316 | 16 | 1300 | 1435 | 1615 | 1630 | 1642½ | 1707½ | |
| 4 | CARSWELL | 317 | 17 | 1300 | 1435 | 1615 | 1630 | 1643½ | 1708½ | |
| 5 | BEEBE | 318 | 18 | 1300 | 1435 | 1615 | 1630 | 1644½ | 1709½ | |
| 6 | HALL | 320 | 20 | 1300 | 1435 | 1615 | 1630 | 1645½ | 1710½ | SPARE |
| 7 | PIERSON | 313 | | | | | | | | STATIC DISPLAY |

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A. TOURAIDE:

1. GENERAL: The 341st Bombardment Wing (M) will fly a simulated EWP takeoff at 1½ minute intervals on 24 October 1957. Crews will fly individual missions as required under SAC Regs 51-26, 50-43 and 51-19. Alert E-hour is 1600 CST, 24 October 1957.

2. TAKE-OFF: All aircraft of the 341st will depart on a common course to Brady, Texas, direct to Stepenville, Texas at an assigned altitude of 27-29 thousand feet. From Stephenville all aircraft will proceed VFR on top on individually filed flight plans. The 11th ARS will depart on a common couse to Brady, Texas at an assigned altitude of 10-12 thousand feet. From Brady the 11th ARS aircraft will proceed VFR on top on individually filed flight plans.

3. LANDING TIMES: The landing times as indicated in crew flimsy will be adhered to. The landing times are scheduled versus takeoff sequence and landing time. Any aircraft aborting will require succeeding aircraft to assume an earlier takeoff and landing sequence. The Control Tower will advise each aircraft commander of his takeoff sequence, and the aircraft commander will make good landing time assigned to his takeoff sequence.

4. ABORTS:

(1) Aircraft aborting prior to taxi will call the control tower on channel 2. The control tower will direct substitution of ground spares for aborting aircraft.

(2) Aircraft aborting during taxi will clear the taxiway for following aircraft. All aircraft in the mass takeoff will move up in the mass takeoff order. Aborting aircraft will call the control tower to inform them of abort. The control tower will substitute ground spares at the end of the stream.

(3) Aircraft aborting takeoff roll will clear the runway as quickly as possible.

5. RECOVERY:

(1) All aircraft of the 341st Bombardment Wing will return to Dyess Air Force Base by a route through Childress VOR to the Abilene VOR, accomplishing stacking procedures at Childress VOR if necessary. Aircraft arriving at Childress VOR at appointed times will contact Fort Worth Center and request expected approach time as listed in flimsy. Ft Worth Center will either clear aircraft to Abilene or use Childress VOR as a holding fix.

(2) The 96th Bombardment Wing will utilize Wichita Falls, Texas VOR as an entry point to Abilene VOR. Each aircraft commander will ascertain if traffic permits the aircraft to enter Abilene area for immediate

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let-down before departing Childress VOR.

6. ALTERNATES: The 341st Bombardment Wing will utilize the following bases in order of preference if diversion is necessary.

a. Walker AFB

b. Biggs AFB

c. Altus AFB

7. SPARE AIRCRAFT: Crews are assigned to spare aircraft with scheduled takeoff times. These aircraft will start engines at scheduled time and await taxi instructions from controller in the tower. Primary aircraft ground aborting will advise the tower controller immediately to insure sufficient taxi time exists for the spare. Aircraft not utilized as spares will not shut off engines until advised to do so by the controller in the tower.

8. TAXI PROCEDURES: Engines will be started as scheduled in the flimsy and the tower controller advised when the aircraft is ready for taxi. Aircraft WILL NOT TAXI until cleared by the tower controller.

9. LOCAL AIRCRAFT: Three aircraft will depart at 0931½, 1001½, and 0831½ on individually filed flight plans. Duration of these missions will be six hours. At the end of four and one half hours each aircraft will enter the traffic pattern and spend the remaining time accomplishing GCA's and transition. Aircraft will fly at odd altitudes above 20 thousand during instrument work.

10. STATIC DISPLAY: One B-47 crew and one KC-97 crew will be in place with full personal equipment for static display at 1500 24 October 1957. Aircraft will be positioned at Base Operations. Briefing on security aspects will be conducted by the Director of Operations, 341st Bomb Wing immediately following the General Briefing. The briefing will be conducted in the Director of Operations Office, 341st Bomb Wing Headquarters building.

11. EMERGENCY PROCEDURES:

a. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

b. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

c. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action.

d. Strip Alert Tankers: Altus AFB - Sunfish Control - Tanker Call Sunfish - Frequency 321.0.

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12. COMMUNICATIONS:

a. HF radio will be used for ICAO reports while flying over-water.

b. No strike reports will be submitted.

c. All aircraft will monitor guard channel and CAA frequency.

d. In event of an abort aircraft will close up and succeeding aircraft will assume the aborted aircraft sequence number.

e. Each A/C will make individual position reports.

13. AIRCRAFT AND EQUIPMENT STATUS: To assure the specified number of aircraft becomeing airborne as scheduled minimum operational equipment consistant with safety of flight will be required for takeoff. Unless severe weather exist in the area radar malfunction will not be considered grounds for abort.

14. RBS TIMES: No scheduled RBS times are available. There is a list of available Bootleg RBS sites listed in this flimsy.

15. ALERT STATUS: Aircrews scheduled to fly "Short Circuit" missions will be in full "ALERT" status by 1300 hours 24 October 1957. Flight crews will be positioned in the aircraft at least 45 minutes prior to the scheduled time for engine start.



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AVAILABLE BOOTLEG SITES FOR RBS

ALL TIMES ARE LOCAL:

| | | | | |
|---|---|---|---|---|
| Amarillo | - | open to 2400 | - | Assigned 8th AF |
| Dallas | - | open to 2100 | - | Assigned to 2nd AF |
| Oklahoma City | - | open to 2100 | - | Assigned 8th AF |
| Houston | - | open to 2100 | - | Assigned to 28th BW |
| San Antonio | - | open to 2100 | - | Assigned to 2nd AF |
| Denver | - | open to 2300 | - | Assigned to 8th AF |
| Salt Lake City | - | open to 2300 | - | Assigned to 97th & 320th BW |
| Phoenix | - | open to 2200 | - | Assgined to 97th & 509th BW |

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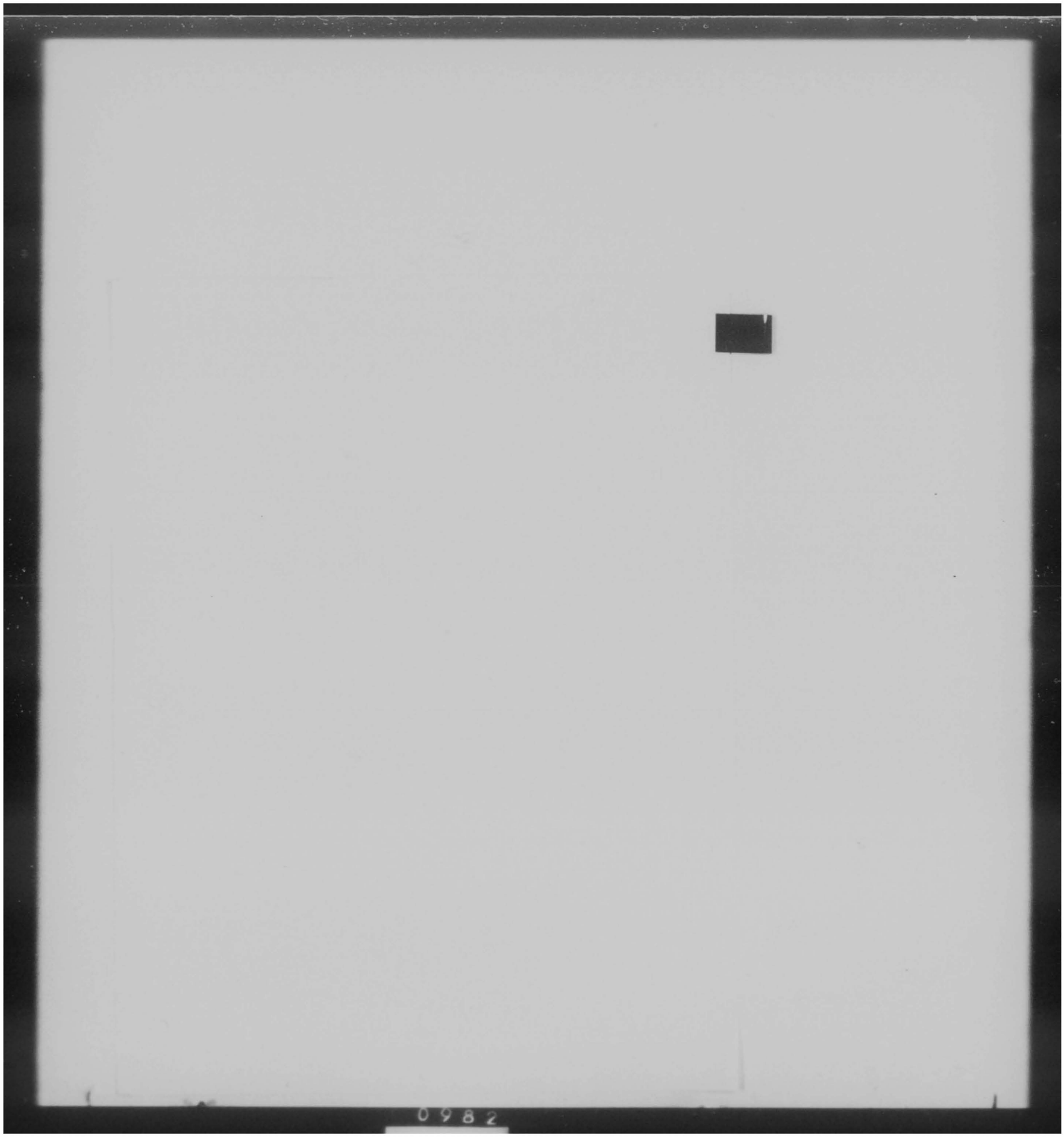



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HEADQUARTERS, 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
29 October 1957

CREW FLIMSY

"SOUND WAVE"

29 October 1957



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TAKE OFF SCHEDULE

29 OCT 57

"SOUND WAVE"

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR BS OPS | STA TIME | START ENGS | TAXI TIME | T.O. TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | ALPHA CELL | | | | |
| 1 | | | | 1400 | 1430 | 1700 | 1710 | 1730 |
| 2 | | | | 1400 | 1431½ | 1701½ | 1711½ | 1731½ |
| 3 | | | | 1400 | 1433 | 1703 | 1713 | 1733 |
| 4 | | | | 1400 | 1434½ | 1704½ | 1714½ | 1734½ |
| | | | | BRAVO CELL | | | | |
| 1 | | | | 1500 | 1530 | 1800 | 1810 | 1830 |
| 2 | | | | 1500 | 1531½ | 1801½ | 1811½ | 1831½ |
| 3 | | | | 1500 | 1533 | 1803 | 1813 | 1833 |
| 4 | | | | 1500 | 1534½ | 1804½ | 1814½ | 1834½ |
| | | | | COCOA CELL | | | | |
| 1 | | | | 1600 | 1630 | 1900 | 1910 | 1930 |
| 2 | | | | 1600 | 1631½ | 1901½ | 1911½ | 1931½ |
| 3 | | | | 1600 | 1633 | 1903 | 1913 | 1933 |
| 4 | | | | 1600 | 1634½ | 1904½ | 1914½ | 1934½ |

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TAKE OFF SCHEDULE

30 OCT 57

" SOUND WAVE "

WAVE II

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR BS OPS | STA TIME | START ENG | TAXI TIME | TAKE OFF TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | DELTA CELL | | | | |
| 1 | | | | 0200 | 0230 | 0500 | 0510 | 0530 |
| 2 | | | | 0200 | 0231½ | 0501½ | 0511½ | 0531½ |
| 3 | | | | 0200 | 0233 | 0503 | 0513 | 0533 |
| 4 | | | | 0200 | 0234½ | 0504½ | 0514½ | 0534½ |
| | | | | ECHO CELL | | | | |
| 1 | | | | 0300 | 0330 | 0600 | 0610 | 0630 |
| 2 | | | | 0300 | 0331½ | 0601½ | 0611½ | 0631½ |
| 3 | | | | 0300 | 0333 | 0603 | 0613 | 0633 |
| 4 | | | | 0300 | 0334½ | 0604½ | 0614½ | 0634½ |
| | | | | FOXTROT CELL | | | | |
| 1 | | | | 0400 | 0430 | 0700 | 0710 | 0730 |
| 2 | | | | 0400 | 0431½ | 0701½ | 0711½ | 0731½ |
| 3 | | | | 0400 | 0433 | 0703 | 0713 | 0733 |
| 4 | | | | 0400 | 0434½ | 0704½ | 0714½ | 0734½ |

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TAKE OFF SCHEDULE

30 OCT 57

"SOUND WAVE"

WAVE III

| POS NO | ACFT COMDR | ACFT NO | SPIRAL | WX BR BS OPS | STA TIME | START ENG | TAXI TIME | TAKEOFF TIME |
|---|---|---|---|---|---|---|---|---|
| | | | | GOLF CELL | | | | |
| 1 | | | | 1400 | 1430 | 1700 | 1710 | 1730 |
| 2 | | | | 1400 | 1431½ | 1701½ | 1711½ | 1731½ |
| 3 | | | | 1400 | 1433 | 1703 | 1703 | 1733 |
| | | | | HOTEL CELL | | | | |
| 1 | | | | 1500 | 1530 | 1800 | 1810 | 1830 |
| 2 | | | | 1500 | 1531½ | 1801½ | 1811½ | 1831½ |
| 3 | | | | 1500 | 1533 | 1803 | 1803 | 1833 |

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A. TOURAIDE

1. Wx briefing_____(3+30 prior to T.O.) Base Weather Station.

2. In remarks section of DD Form 175 enter code name, call name and position.

a. BIG PHOTO, Random Chaff Carrot_____Z(time over 35-10N 108-30W)

Max Chaff_____Z(time over 34-30N 106-00W

Random Chaff_____Z(time over 33-30N 103-30W)

3. Call Spiral control on completion of preflight giving status of aircraft if a take off delay is anticipated at any time, call spiral control for further instructions.

4. Cell leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All aircraft monitor channel #2.

5. Start Engines_____T/O - 30

6. Taxi at_____T/O - 20

7. Take off_____

a. 1½ minutes between aircraft.

b. 1:00 hours between cells.

c. All take offs with water.

d. Moniter channel #2 for taxi and T.O.

8. After take-off switch to channel 12 and check in with cell leader.

Leader call Spiral control and give the number of acft airborne and status.

a. Immediately after T.O. lead aircraft will contact Fat Chance on channel #10 giving the following information:

1. Mission nickname

2. Time of T.O.

3. ETA over 35 10N 108 30W

4. Pass information to Carrot

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b. All aircraft check APN-76 with A&E rendezvous on channel 16, 235.1 mcs.

c. Turn APN-76 to standby after check.

9. North takeoff climb on course to Guthrie VOR

a. South takeoff 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position Report

Abilene Approach Control
Position Brady (Guthrie 116.2 GTH)
Time_____

Alt_____
ETA Midland, Texas
NRP Dalhart, Texas VOR

11. All aircraft climb to an altitude of_____base altitude is 28,000 ft. Check alt measure & altimeter calibration at Midland, Texas.

12. Upon reaching altitude each aircraft assume speed listed below until cell join up is effected. Check in with leader when in position.

| | APP MACH | ALT | | APP MACH | |
|---|---|---|---|---|---|
| #1 | .72 | 28 | #4 | .78 | 29.5 |
| #2 | .78 | 28.5 | | | |
| #3 | .78 | 29 | | | |

13. Midland, Texas VOR 114.8 MAF

a. Position Report

Midland Radio
Midland, Texas
TIME_____

Alt_____
ETA Dalhart, VOR
NRP Woodward, Oklahoma

14. Dalhart, Tex VOR

a. Execute Cell break up left orbit

b. Position report to Dalhart Radio
Position Dalhart, Tex
Time_____

Alt 28-31 Block
ETA Wogdward, Oklahoma
NRP OK City

c. Start climb 33-35m departing Dalhart.

15. Woodward Okla

a. Position report to OK City Center

b. Position woodward Okla
Time_____

Alt_____
ETA OK City VOR
NRP Mineral Wells Tex VOR

c. Contact Houston HRS (7/356.8)





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16. Okla City VOR 115.0

a. Position report to OKC Center

b. Position Oklahoma City
Time_____

Alt_____
ETA Mineral Wells Tex VOR
NRP College Station Tex VOR

17. Mineral Wells Tex VOR 117.5

a. Position report to Fort Worth Center

b. Position Mineral Wells Tex
Time_____

Alt_____
ETA College Station VOR
NRP Houston Tex

18. College Station VOR

a. Position report to San Antonio Center

b. Position Bryan Texas
Time_____

c. Contact Houston RBS (7/356.8)

Alt_____
ETA Houston Tex
NRP Lake Charles, La. VOR

19. Houston Tex VOR 115.9

a. Position report to San Antonio Center

b. Position Houston Tex
Time_____

Alt_____
ETA Lake Charles VOR
NRP 30 SW Texarkana VOR

20. Lake Charles La VOR 113.4

a. Position report to Lake Charles Radio

b. Position Lake Charles
Time_____

Alt_____
ETA 30 SW Texarkana Tex
NRP Tulsa Okla VOR

21. 30 SW Texarkana Tex VOR 117.1

a. Position report to Texarkana Radio

b. Position_____NM SW Texarkana
Time_____

Alt_____
ETA Tulsa VOR
NRP 36NM S Dodge City VOR

22. Tulsa Okla VOR 114.4

a. Position report to OKC Center

b. Position Tulsa OK
Time_____

c. Climb to 34-36M depart Tulsa Okla

Alt_____
ETA 36NM S Dodge City VOR
NRP Pueblo Colorado VOR



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23. 36 NM S Dodge City VOR 116.4

a. Position report to Dodge City Radio

b. Position _____NM S Dodge City VOR
Time_____

Alt_____
ETA Pueblo VOR
NRP 80 NM NW Albuquerque VOR

24. Pueblo Colo VOR 112.0

a. Position report to Denver Center

b. Position Pueblo Colo
Time_____

Alt_____
ETA 80 NW Albuquerque VOR
NRP Gallup New Mexico

24A. At 38-00N, 104-40W begin MAX chaff run. Terminate run when 500 bundles of chaff have been dispensed.

25. 80NW Albuquerque VOR 117.5

a. Position report to Albuquerque Center

b. Position_____NM NW Albuquerque VOR
Time_____

Alt_____
ETA Gallup, New Mexico
NRP

26. At 36-00N 108-00W lead aircraft will contact CARROT radar site giving following info:

(1) Mission nickname

(2) Position, altitude and heading

(3) Request Little Rivers

27. Expect fighter attacks between 35-10N, 108-30W and 34-30N, 105-30W

a. Dispense chaff using Position B of upper control box when needed to break fighter radar lock-ons

28. Gallup New Mex

a. Position report to Albuquerque Center

b. Position Gallup New Mex
Time_____

Alt_____
ETA 30 SE Corona VOR
NRP 50NM Big Spring VOR

c. Climb to 36-38M departing Gallup N.M.





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29. 30 SE Corona VOR 115.5

a. Position report to Roswell Radio

b. Position _____ NM SE Corona VOR Alt _____
Time _____ ETA 50NM N Big Springs VOR
NRP Abilene VOR

29A. At 33 30N - 103 30N begin single unit dispensing using Position E of lower control box and continue to Abilene VOR.

30. 50NM N Big Spring Tex VOR

a. Position report to Abilene Radio

b. Position _____ NM N Big Spring VOR Alt _____
Time _____ ETA Abilene VOR

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flt plans.

2. HF Radio checks are prohibited, IFF procedures will be in accordance with SACR 55-23.

3. All aircraft will monitor guard channel and interplane frequency (ch 12) except while making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position and call sign.

6. Lead A/C will make all position reports till cell breakup - 1st and last acft in each cell after breakup.

7. RBS Channelization: Houston 7/356.8
Okla City 8/273.4

C. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after fire shut down, land at nearest SAC Base.

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4. Loss of engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action. Loss of two engines abort mission and land at nearest SAC Base.

5. Emergency Bases enroute:

| | | |
|---|---|---|
| 1. Walker AFB | 4. Carswell AFB | 7. Tinker AFB |
| 2. Schilling AFB | 5. Lake Charles AFB | 8. Lowry AFB |
| 3. Altus AFB | 6. Barksdale AFB | 9. Kirtland AFB |

D. DANGER AREAS AND PROHIBITED AREAS

1. No prohibited areas are over flown.

2. Danger area R-313 is over flown at 36-38M

a. Be especially cautious of the following areas as courses come close:

P-207 R-209 R-185 R-219 R-343 Eastern ADIZ

E. MISSION ACCOMPLISHMENTS:

1 - Water Take off

1 - Fighter attack

1 - Little River Run

1 - Hour combat oxygen

1 - Emergency Procedure

2 - RNS

1 - Radar Grid

1 - night or day celestial or grid celestial as needed

1 - jet penetration

1 - GCA

1 - Landing

F. Mission briefing will be conducted in the 11th Air Refueling Squadron briefing room at 1500 hours on 25 October 1957.

G. Debriefing will be conducted in the 11th Air Refueling Squadron briefing room immediately after flight.

H. Fuel Decision: All aircraft with less than 33,800# at Pueblo, Colorado and instrument conditions prevail at Dyess will proceed direct from Pueblo to Dyess.





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ECM ANNEX FOR "SOUND WAVE"

1. Check DD Form 781-2, Block 26 for one-half carton of RR-39 A/L in left hopper; 4 cartons of RR-19 A/U in right hopper.

2. Total weight is 310 pounds.

3. Check chaff counters for 512 bundles on lower control box and 24 bundles in upper control box.

4. Enter in remarks section of DD Form 175:

BIG PHOTO Chaff, CARROT_____Z(Time over 35 10N 108 30W), max chaff_____Z(Time over 38 00N 104 40W), Random Chaff, FAT CHANCE_____Z. (Time over 33 30N 103 30W)

5. Lead aircraft will contact FAT CHANCE giving following information:

a. Time of T.O.

b. ETA over 35 10N 108 30W

c. Request this information be passed to CARROT radar site.

6. At 38 00N, 104 40W begin maximum chaff run. Briefly check positions A-B-C-D-2.5-5 for proper operation returning to position B for remainder of run. Terminate run when 500 bundles have been dispensed.

7. At 36 00N, 108 00W Lead aircraft will contact CARROT giving following information:

a. Mission nickname

b. Position, Altitude and Heading

c. Request Little Rivers

8. Expect fighter attacks between 35 10N, 108 30W and 34 14N, 105 06W.

a. Monitor APS-54 for audible indication of presence of fighter. Dispense chaff using position B on upper control box to break fighter radar lock ons.

9. At 33 30N, 103 30W begin single unit dispensing using Position E of lower control box and cotinue to Abilene VOR. Dispense remaining chaff in left hopper while on this run.

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SOUTH TAKE OFF "SOUND WAVE"

| ALT | TIME | ACC TIME | | |
|---|---|---|---|---|
| CLIMB | :16 | :16 | *Brady, Texas (Town) | Turn Point |
| CLIMB | :19 | :35 | 31-37N 101-13W | Level Off |
| 28-31 | :08 | :43 | *Midland, Texas (Town) | Turn Point |
| 28-31 | :35 | 1:17½ | *Dalhart, Texas (Town) | Cell Break Up |
| CLIMB | :02 | 1:19½ | Depart Dalhart, Texas | Level Off |
| 33-35 | :18 | 1:37½ | *Woodward Oklahoma | Turn Point |
| 33-35 | :13½ | 1:51 | *Oklahoma City OK (Town) | Turn Point |
| 33-35 | :15 | 2:06 | *Mineral Weels Texas (Town) | Turn Point |
| 33-35 | :21 | 2:27 | *Bryan, Texas (Town) | Turn Point |
| 33-35 | :10 | 2:37 | *Houston, Texas (Town) | Turn Point |
| 33-35 | :14 | 2:51 | *Lake Charles La (Town) | Turn Point |
| 33-35 | :29 | 3:20 | *30NM SW Texarkana Tex (Town) | Report Point |
| 33-35 | :27 | 3:47 | *Tulsa, Okla (Town) | Turn Point |
| CLIMB | :02 | 3:49 | Depart Tulsa Okla (Town) | Level Off |
| 34-36 | :29 | 4:18 | *36 S Dodge City Kansas VOR | Report Point |
| 34-36 | :37 | 4:55 | *Pueblo, Colo VOR | Turn Point |
| 34-36 | :30 | 5:25 | *80NW Albuquerque, N.M. VOR | Report Point |
| 34-36 | :10 | 5:35 | *Gallup, N. Mexico (Town) | Turn Point |
| CLIMB | :02 | 5:37 | Depart Gallup, N. Mex (Town) | Level Off |
| 36-38 | :24 | 6:01 | *Corona, N. Mexico VOR | Report Point |
| 36-38 | :26 | 6:27 | *50 N Big Spring Texas VOR | Report Point |
| 36-38 | :09 | 6:36 | *Abilene Texas VOR | Let Down |
| | 15 | 6:51 | Dyess AFB, Texas | Land |

* REPORTING POINT

//



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**MISSION FLIGHT PLAN** — O. O. AND NICKNAME: SOUND WAVE — UNIT: 34th Bomb Wg — TYPE ACFT: 47E — WAVE: I-II-III — CELL CALL SIGN: Alpha Bravo Cocoa Delta Echo — REMARKS: Computed For #4 With ex. T 5

| | POUNDS |
|---|---|
| ACFT BASIC | 82 870 |
| CREW | 882 |
| OIL | 410 |
| ATO | |
| RACK | |
| EXT TANKS WEIGHT (Empty) | 1560 |
| MISCELLANEOUS | 607 |
| CHAFF | 310 |
| OPERATING | 86639 |

| | |
|---|---|
| AM | 18000 |
| FM | 18752 |
| F. AUX | 6720 |
| AFT AUX | 7808 |
| C.M | 17984 |
| B.B | 8200 |
| TIP | 21696 |
| TOTAL FUEL | 99 160 |

| | POUNDS |
|---|---|
| BOMBS | |
| AMMO (700) | 441 |
| WATER AUG | 5300 |
| STATIC | 191540 |
| START ENGINES AND TAXI FUEL ALLOWANCE | 3000 |
| TAKE-OFF GROSS | 188540 |

NR FULL ATO REQUIRED

NR EMPTY ATO REQUIRED

ATO FIRING SPEED

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2000' | 13500 | 80°F |

| CRITICAL FIELD LENGTH | CRITICAL AIR TEMP |
|---|---|
| 10600' | 100°F |

| TAKE-OFF DISTANCE | TAKE-OFF SPEED |
|---|---|
| 9400 | 158K |

CRITICAL WIND COMPONENT

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| FOXTROT | GOLF | HOTEL |

## PRE-FLIGHT PLAN

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dyess AFB TEX | | | | | | | | | | | | | | | 96160 | 188540 |
| ST. Taxi T.O. & Accl | | | | | | | | | | | 9 | :03 | | | 20550 | 7350 |
| | | | | | | | | | | | 9410 | | | | 94110 | 181190 |
| BRADY TEX | CL | 161 | | | -10½ | | | | 390 | | 85 | :13 | | | | |
| | | | | | | | | | | | 94 | :16 | | | | |
| L.O. 31-37N 101-13W | CL | 295 | | | -10½ | | 28-30 | | 390 | | 115 | :19 | | | 10600 | 10600 |
| | | | | | | | | | | | 209 | :35 | | | 83570 | 170590 |
| 31-58N 102-07W Midland Tex | CR | 295 | | | -11 | | | | 430 | | 51 | :07½ | | | 1500 | 1500 |
| | | | | | | | | | | | 260 | :42½ | | | 82010 | 169090 |
| DALHART VOR Tex 36-06N 102-35W | CR | 357 | | | | | | | 430 | | 248 | :35 | | | 7150 | 7150 |
| | | | | | | | | | | | 508 | 1:17½ | | | 74860 | 161940 |
| | | | | | | | | 250 IAS | | | | :30 | | | 5540 | 5540 |
| Cell Break Up | | | | | | | ↓ | ↓ | | | | 1:47½ | | | 69320 | 156400 |
| Woodward, Okla 36-26N 99-24W | CR | 082 | | | -12 | | 33-35 | | 430 | | 156 | :20 | | | 4850 | 4850 |
| | | | | | | | | | | | 664 | 2:07½ | | | 64470 | 151550 |
| Lake 36-05N 98-35W | CR | 118 | | | -10 | | | | | | 45 | :06 | | | 1360 | 1360 |
| | | | | | | | | | | | 709 | 2:13½ | | | 63110 | 150190 |
| Okla City Tgt 'C' | CR | 125 | | | -10 | | | | | | 63 | :07½ | | | 1900 | 1900 |
| | | | | | | | | | | | 772 | 2:21 | | | 61210 | 148290 |
| Mineral Wells 32-50N 98-08W | CR | 197 | | | -10 | | | | | | 102 | :15 | | | 2710 | 2710 |
| | | | | | | | | | | | 874 | 2:36 | | | 58500 | 145580 |
| WACO Tex Pre IP 31-34N 97-10W | CR | 146 | | | -10 | | | | | | 90 | :12 | | | 2220 | 2270 |
| | | | | | | | | | | | 964 | 2:48 | | | 56230 | 143310 |
| BRYAN Tex IP 30-40N 96-44W | CR | 143 | | | -9 | | | | | | 66 | :07 | | | 1660 | 1660 |
| | | | | | | | | | | | 1030 | 2:59 | | | 54570 | 141650 |
| HOUSTON Tgt 'A' | CR | 135 | | | -8½ | | | | | | 96 | :10 | | | 1870 | 1870 |
| | | | | | | | | | | | 1106 | 3:07 | | | 52700 | 139780 |
| Lake Charles La. 30-14N 93-15W | CR | 72 | | | -8 | | ↓ | | | | 110 | :14 | | | 2680 | 2680 |
| | | | | | | | | | | | 1216 | 3:21 | | | 50020 | 137100 |

SAC FORM 15 APR 56 1a FC: 2720

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



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Sound Wave



## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM Lake Charles 30-14N 93-15W / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 50020 | 137100 |
| Tulsa - Okla 36-08N 96-00W | CR | 338 | | | -8 | | 33-35 | | 430 | | 378 / 1604 | :56 / 4:17 | | | 9120 / 40900 | 9120 / 127980 |
| Pueblo Colo 38-14N 104-37W | CR | 288 | | | -11 | | 35-36 | | 430 | | 450 / 2034 | 1:08 / 5:25 | | | 10380 / 30520 | 10380 / 117600 |
| Gallup N. Mex 35-30N 108-45W | CR | 231 | | | -14 | | 36-38 | | 430 | | 260 / 2294 | :40 / 6:05 | | | 5700 / 24820 | 5700 / 111900 |
| Dyess AFB Tex | CR | 109 | | | -13 | | ↓ | | 430 | | 480 / 2774 | 1:01 / 7:06 | | | 8100 / 16720 | 8100 / 103800 |
| GCA + LAND | | | | | | | | | | | | :15 / 7:21 | | | 3000 / 13720 | 3000 / 100800 |



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K-WG-341-HI
Nov 1957

HISTORY

OF THE

341ST BOMBARDMENT WING(M)

1-30 NOVEMBER 1957

(UNCLASSIFIED TITLE)

Unit Assigned To The

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

B8-1

STRATEGIC AIR COMMAND

4-1983-6A

4205

SECRET

1001

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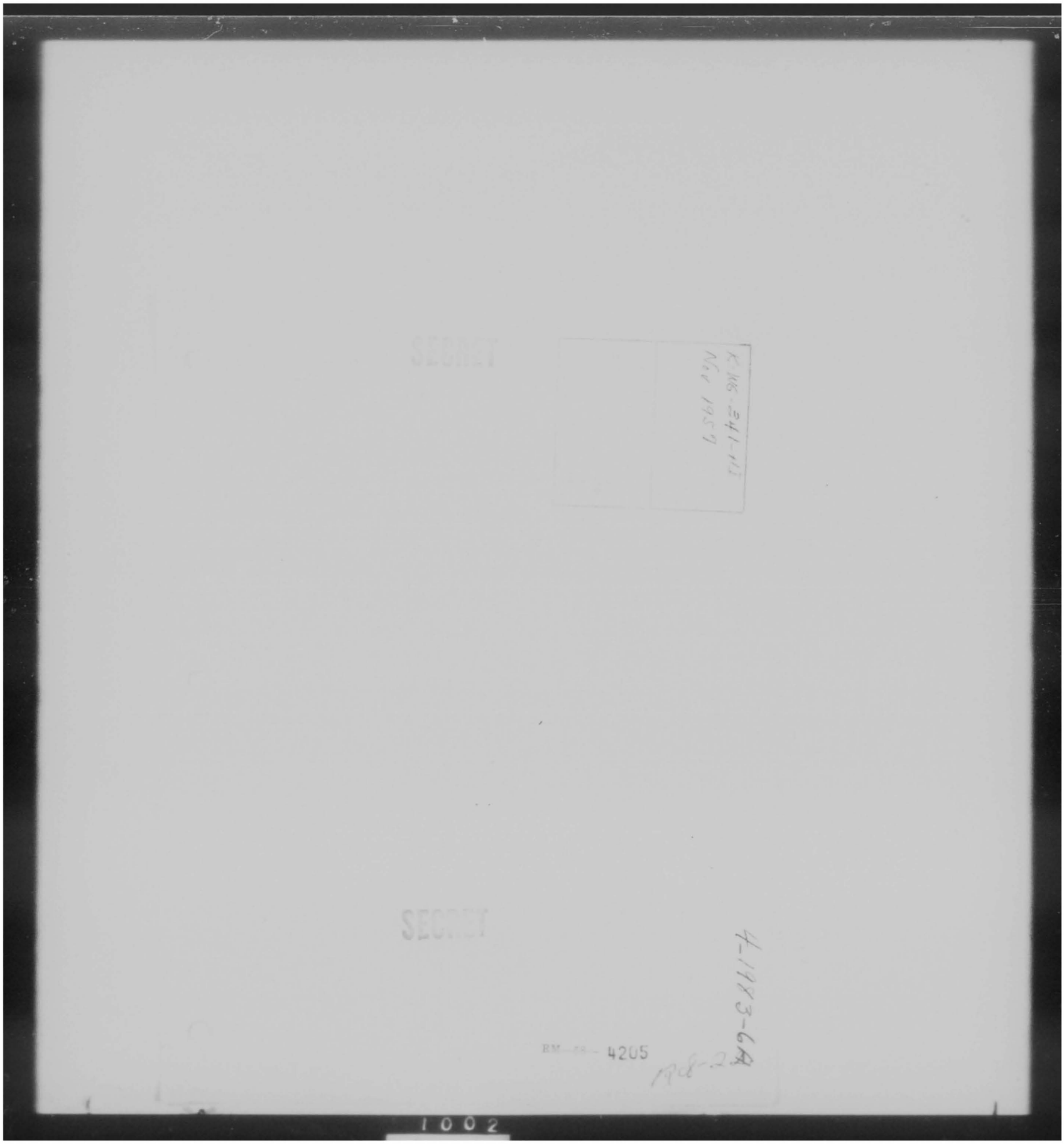


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SECRET

HISTORY OF THE

341ST BOMBARDMENT WING (M)

1-30 NOVEMBER 1957

(UNCLASSIFIED TITLE)

UNIT ASSIGNED TO THE

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

HOME STATION:
DYESS AIR FORCE BASE, ABILENE, TEXAS

THIS DOCUMENT WAS PREPARED BY A/2C DONALD H. MASTERS, UNIT HISTORIAN, UNDER THE SUPERVISION OF MAJOR HOWARD W. PENNEBAKER, INFORMATION SERVICES OFFICER. THIS HISTORY IS CLASSIFIED SECRET UNDER THE PROVISIONS OF PARAGRAPH 30B, AFR 205-1, 3 JANUARY 1957. THIS CLASSIFICATION CONFORMS TO THAT OF ITS APPENDED SUPPORTING DOCUMENTS, WHICH REVEAL THE COMBAT CAPABILITY OF THIS UNIT. (UNCLASSIFIED)

ANTHONY J. PERNA
COLONEL, USAF
COMMANDER

CHECKED AND
APPROVED BY

H. W. Pennebaker
HOWARD W. PENNEBAKER
MAJOR, USAF
BASE INFORMATION SVCS OFFICER

SECRET



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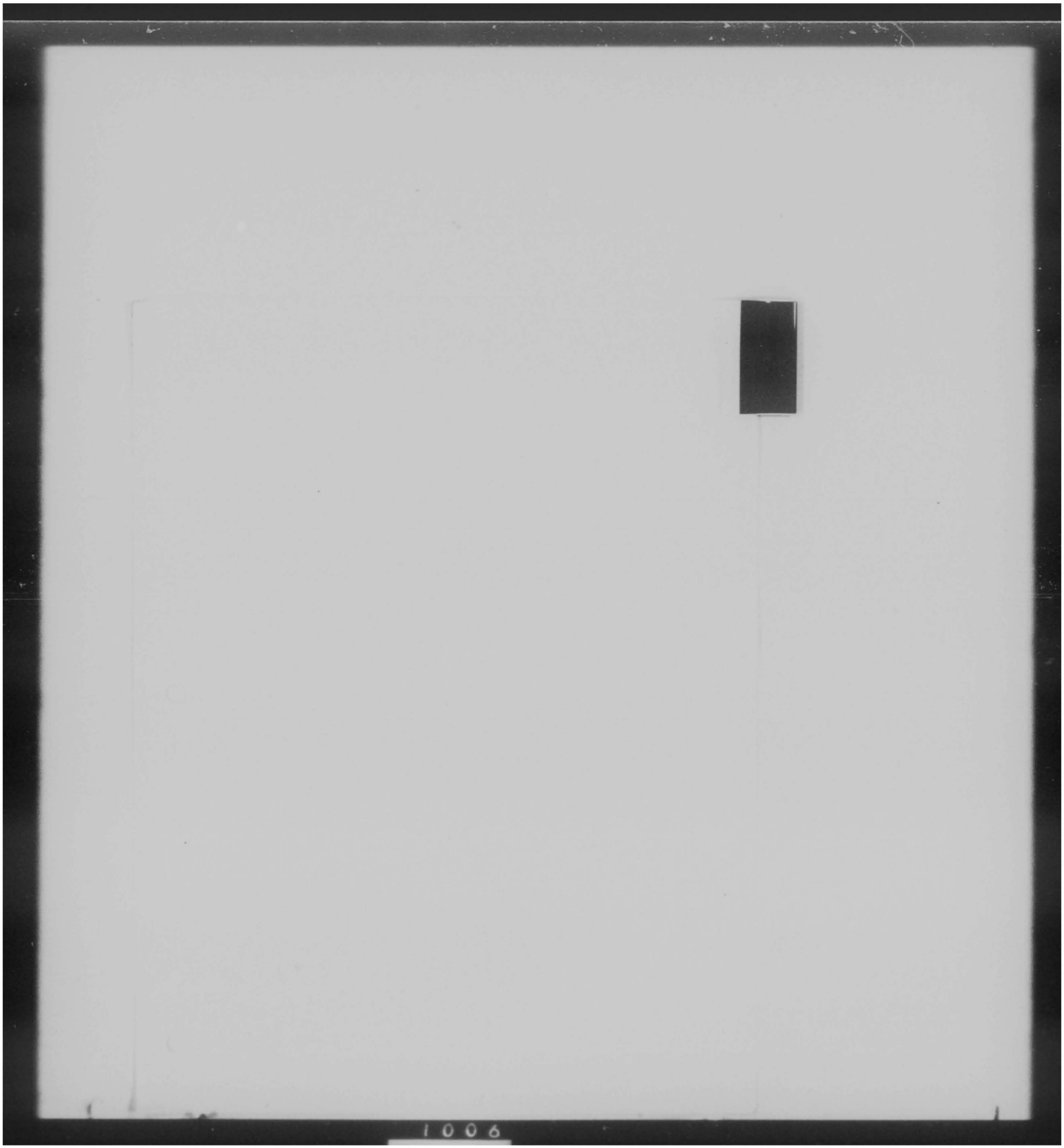



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CHAPTER I

MISSION AND ORGANIZATION

MISSION:

THE MISSION OF THE 341ST BOMBARDMENT WING (MEDIUM) REMAINED THE SAME DURING NOVEMBER 1957 AS IN PREVIOUS MONTHS. THIS MISSION WAS TO TRAIN TO A STATE OF COMBAT READINESS AND EFFECTIVELY CONDUCT LONG-RANGE RECONNAISSANCE AND BOMBING TACTICS USING EITHER CONVENTIONAL OR NUCLEAR WEAPONS. THE WING WAS ALSO REQUIRED TO CONDUCT EFFECTIVE AIR-TO-AIR REFUELING OPERATIONS, OPERATE A MOBILITY CAPABILITY FROM ADVANCED OVERSEAS BASES, PARTICIPATE IN DOMESTIC EMERGENCIES AND PERFORM SPECIAL MISSIONS AS DIRECTED BY HIGHER HEADQUARTERS.[1] (UNCLASSIFIED)

ORGANIZATION:

THE 341ST BOMBARDMENT WING, UNDER THE COMMAND OF COLONEL ANTHONY J. PERNA, WAS A UNIT OF THE 819TH AIR DIVISION OF THE FIFTEENTH AIR FORCE OF THE STRATEGIC AIR COMMAND, DURING THE MONTH OF NOVEMBER. THE ORGANIZATION WAS LOCATED IN CENTRAL WEST TEXAS, IN ABILENE, TEXAS. (UNCLASSIFIED)

THE 341ST BOMB WING WAS COMPOSED OF THREE BOMB SQUADRONS. THE 10TH BOMB SQUADRON, 12TH BOMB SQUADRON, AND THE 490TH BOMB SQUADRON. THE 11TH AIR REFUELING SQUADRON WAS ALSO ATTACHED TO THIS UNIT. IN DIRECT SUPPORT OF THE 341ST BOMB WING WERE THE: 341ST PERIODIC MAINTENANCE SQUADRON, 341ST FIELD MAINTENANCE SQUADRON AND THE 341ST ARMAMENT & ELECTRONICS SQUADRON. TWO OTHER UNITS OF THE WING WERE THE 341ST TACTICAL HOSPITAL AND A HEADQUARTERS SECTION.[2] (UNCLASSIFIED)

---

1. 15AFR 20-14, 7 OCT 1955. AF ORGANIZATION FOR CONDUCT OF THE DEFENSE DEPARTMENT PROGRAM.
2. GO 58 HQ. SAC, 8 AUG 1955



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COMMAND:

A CHANGE OF COMMAND OF THE 341ST BOMBARDMENT WING TOOK PLACE DURING THE MONTH OF NOVEMBER. COLONEL FRANK P. STURDIVANT, 819TH AIR DIVISION COMMANDER, WAS RELIEVED OF COMMAND OF THE 341ST BOMB WING BY COLONEL ANTHONY J. PERNA. COLONEL PERNA WAS FORMERLY COMMANDER OF THE 97TH BOMB WING AT BIGGS AIR FORCE BASE IN EL PASO, TEXAS.[3] COLONEL PERNA, IN AUGUST 1955, WAS THE FIRST COMMANDER OF THE 341ST BOMB WING. ALTHOUGH THE POSITION AT THE TIME WAS ONLY A TEMPORARY ONE, COLONEL PERNA COMMANDED THE WING UNTIL THE ARRIVAL OF COLONEL STURDIVANT. UPON HIS RETURN TO DYESS AIR FORCE BASE, COLONEL PERNA EXPRESSED GREAT SATISFACTION AT BEING ABLE TO TAKE COMMAND OF HIS FORMER WING.[4, 5] (UNCLASSIFIED)

TEMPORARY COMMAND:

PRIOR TO COLONEL PERNA'S ARRIVAL TO DYESS AIR FORCE BASE, THE COMMAND OF THE 341ST BOMBARDMENT WING WAS TEMPORARILY ASSIGNED TO COLONEL CALVIN E. PEELER.[6] DURING HIS SHORT PERIOD OF COMMAND, COLONEL PEELER HELD A STAFF MEETING ON 1 NOVEMBER[7] AT WHICH HE ANNOUNCED THAT THE SHORTAGE OF FUNDS WAS AFFECTING ALL OPERATIONS AND IN TURN WAS AFFECTING WORK ORDERS AND SUPPLY REQUISITIONS. COLONEL PEELER AT THIS STAFF MEETING ALSO MENTIONED THAT FINAL APPROVAL FOR THE SCHEDULING OF TRAINING MISSIONS TO HICKAM AIR FORCE BASE, HAWAII HAD BEEN RECEIVED.[8, 9] IN A LETTER DATED 17 APRIL 1957, BRIGADIER GENERAL CHARLES B. WESTOVER, FORMER COMMANDER OF THE 819TH AIR DIVISION, PROPOSED A PLAN FOR SENDING PERSONNEL TO HICKAM AFB, HAWAII, FOR TRAINING FLIGHTS. (UNCLASSIFIED)

---

3. PHOTO: PORTRAIT OF COLONEL ANTHONY J. PERNS. — EXHIBIT #1
4. SO 228 HQ. 810TH ADV, BIGGS AFB, TEXAS — EXHIBIT #2
5. BIOGRAPHY OF COLONEL PERNA — APPENDIX 1
6. AFR 35-54, USAF, 3 JULY 1956, FILED ISO DAFB, TEXAS
7. STAFF MEETING MINUTES, DTD. 1 NOVEMBER 1957 — EXHIBIT #3
8. INDORSEMENT FROM 15AF APPROVAL OF PERIODIC FLIGHTS. — EXHIBIT #4
9. 819TH ADV INDORSEMENT TO 341ST BW CONCERNING FLIGHTS — EXHIBIT #5
10. LTR DTD. 17 APR 1957, SUBJ: PERIODIC FLIGHTS TO HAWAII (CONFIDENTIAL) ON FILE COMMANDERS OFFICE, 341ST BW, DYESS AFB, TEXAS



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AERONAUTICAL ORDERS:

THE FOLLOWING AERONAUTICAL RATINGS WERE AWARDED MEMBERS OF THIS COMMAND:

| | | |
|---|---|---|
| MAJOR RALPH L. GRIFFITH | AO 793615 | COMMAND PILOT [11] |
| CAPTAIN CLAIR C. THORNE JR. | AO 1911617 | SENIOR PILOT [12] |
| CAPTAIN JOHN G. FLEMING JR. | AO 780914 | SENIOR PILOT [13] |

EWP EXERCISE AND INSPECTION:

AT 0800 HOURS ON THE 25TH OF NOVEMBER THE COMMANDER OF THE 341ST BOMB WING WAS SUMMONED TO THE 819TH AIR DIVISION COMMANDER'S OFFICE WHERE HE RECEIVED INSTRUCTIONS TO PLACE THE 341ST BOMB WING ON AN ALERT STATUS FOR AN INSPECTION OF IT'S ASSIGNED EMERGENCY WAR PLAN. THE INSPECTION WAS CONDUCTED BY THE INSPECTOR GENERAL OF THE STRATEGIC AIR COMMAND. AT THE START OF THE EXERCISE THERE APPEARED TO BE A GENERAL MISUNDERSTANDING OF THE REQUIREMENTS TO GENERATE AIRCRAFT IN ACCORDANCE WITH SAC MANUAL 55-7. DUE TO THIS ERROR THE WING FAILED TO GENERATE 40 AIRCRAFT BY E/ 30 AS INDICATED BY FLIGHT PLANNING FACTORS OUTLINED IN SAC MANUAL 55-7. THE WING DID CONFIGURE ALL 45 AIRCRAFT BY E/ 60 HOURS. (SECRET)

MISSION STUDY OF THE 341ST BOMB WING WAS SATISFACTORY TO EXCELLENT IN SOME CASES AND POOR IN OTHER INSTANCES. ALL COMBAT READY CREWS HAD COMPLETED THE SAC EWP EXAM AND HAD BRIEFED THE COMMANDER. ULTRA SONIC TRAINER UTILIZATION WAS EXCELLENT AND EWP SCHEDULING WAS SATISFACTORY. THE EWP ULTRA SONIC TRAINER PLATES WERE WELL PREPARED AND MAINTAINED. MISSION FOLDERS WERE STANDARDIZED AND CURRENT AND A SYSTEM WAS DEVELOPED FOR INTEGRATION FOR CORRECTIONS AND NEW INFORMATION, HOWEVER, IT WAS NOT ADHERED TO IN MANY CASES. (SECRET)

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11. AERONAUTICAL ORDERS NUMBER 50 EXHIBIT #6
12. AERONAUTICAL ORDERS NUMBER 47 EXHIBIT #7
13. AERONAUTICAL ORDERS NUMBER 48 EXHIBIT #8

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TARGET PLANNING FOLDERS WERE GENERALLY SATISFACTORY BUT IN SOME CASES THERE WERE SOME OUTDATED 100 SERIES TARGET MATERIALS. COMBAT MISSION FOLDERS CONTAINED AN EXCESSIVE BULK OF STUDY MATERIAL AND REFLECTED INSUFFICIENT EFFORTS IN FOLDER MAINTENANCE. FLIGHT FLIMSIES CONTAINED INACCURATE CREW ANNOTATIONS. INFORMATION CONCERNING CREW FLIMSIES AND FLIGHT PLANS FOR PRIMARY TARGET ASSIGNMENTS WERE CORRECTED ONLY WHEN THE CREW WAS SCHEDULED FOR STUDY OF THE PARTICULAR TARGET. IN SOME CASES ALTHOUGH THE DGZ HAD BEEN REPLOTTED, CREWS FAILED TO OFFSET COMPONENTS OR HAD NOT AMENDED ALL REFERENCES MADE TO THESE OFFSETS. CMF'S DID NOT CONTAIN AVAILABLE 25 SERIES TARGET MOASICS REQUIRED BY SAC MANUAL 50-12. SUMMER AND WINTER BALLISTIC COMPUTATIONS HAD NO SEASONAL ANNOTATIONS AND SIMULATED PHOTOGRAPHY LACKED TARGET IDENTIFICATION. (SECRET)

CREW MISSION KNOWLEDGE WAS SATISFACTORY TO EXCELLENT. ALL CREWS EXPRESSED CONFIDENCE IN THEIR ABILITY TO EXECUTE THE ASSIGNED MISSION. ALL COMBAT CREWS WERE INTERROGATED ON THEIR EWP ASSIGNMENTS FOLLOWING THE ACCEPTANCE OF THEIR AIRCRAFT FOR THE IRON BAR MISSION. CREWS WERE QUERIED ON EWP MISSION DETAILS INCLUDING GENERAL ROUTE KNOWLEDGE, POST STRIKE AND RECOVERY PROCEDURES, ECM, BOMBING TACTICS AND ESCAPE AND SURVIVAL INFORMATION. (SECRET)

MISSION BRIEFINGS WERE GENERALLY SATISFACTORY. QUALIFIED STAFF MEMBERS PRESENTED COMPREHENSIVE SUMMARIES OF CREW ASSIGNMENTS, ROUTES, EMERGENCY PROCEDURES, WEATHER, COMMUNICATIONS, INTELLIGENCE AND WEAPONS INSTRUCTIONS. FUTURE BRIEFINGS COULD BE IMPROVED THROUGH A REDUCTION IN THE MISSION DETAILS AND THE ELIMINATION OF AN INTELLIGENCE SITUATION SUMMARY. (SECRET)





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To summarize the 341st Bombardment Wing Emergency War Plan capability according to the Inspector General: "The 341st Bomb Wing is considered capable of performing it's assigned EWP mission." This evaluation was based on the Wing's ability to generate crews and aircraft in accordance with SAC Manual 55-7. (SECRET) 14

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14. Inspection report, Inspector General SAC 25-30 November 1957 (Draft Copy) on file Information Services Office, Dyess AFB, Texas

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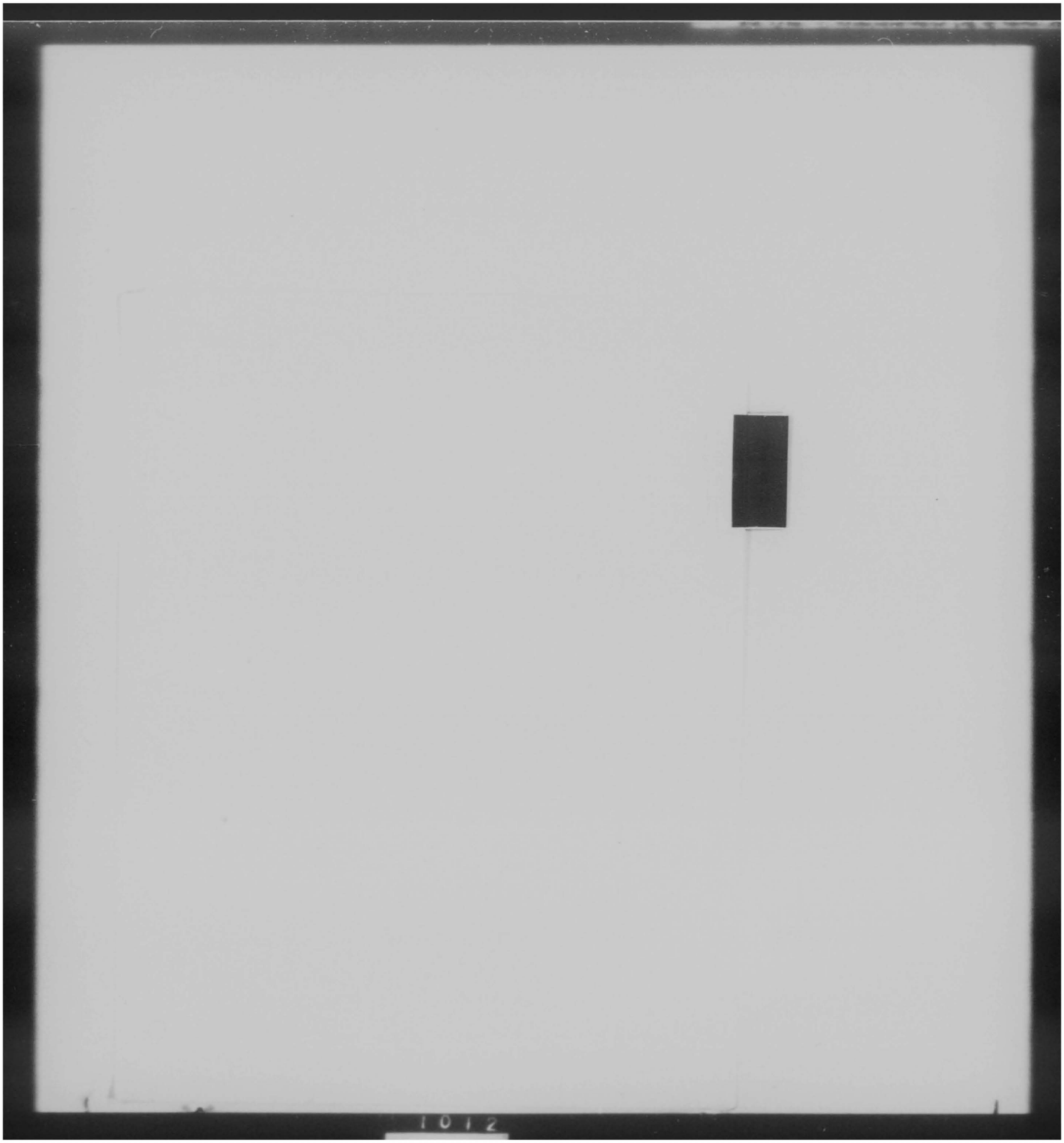



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CHAPTER II

PERSONNEL

STRENGTH:

THE STRENGTH OF THE 341ST BOMB WING FOR THE MONTH OF NOVEMBER WAS: 417 OFFICERS AUTHORIZED, 457 ASSIGNED; 1534 AIRMEN AUTHORIZED, 1623 ASSIGNED; AND 12 CIVILIANS AUTHORIZED WITH 20 BEING ASSIGNED.[15] THESE FIGURES, WHEN MADE UP IN A COMPOSITE FORM, REVEAL THAT HHE 341ST BOMBARDMENT WING HAD AN EXCESS OF 137 UNAUTHORIZED PERSONS. PERCENTAGE WISE THE FIGURE REPRESENTS AN OVERAGE OF 7% OF THE ENTIRE WING'S STRENGTH. (UNCLASSIFIED)

COMBAT CREW RESOURCES:

THE FOLLOWING WAS THE NUMBER OF COMBAT-READY AND NON-COMBAT READY CREWS ASSIGNED TO THE 341ST BOMB WING AS OF 30 NOVEMBER 1957.[16] (UNCLASSIFIED)

| SQUADRON | READY | NON-READY | TOTAL |
|---|---|---|---|
| 10TH BOMB SQUADRON | 11 | 10 | 21 |
| 12TH BOMB SQUADRON | 12 | 7 | 19 |
| 490TH BOMB SQUADRON | 12 | 9 | 21 |
| 11TH AIR REFUELING SQUADRON | 24 | 6 | 30 |

OFFICERS RECORDS BRANCH:

THE FOLLOWING IS A RESUME OF OFFICER ACTIONS THAT WERE INITIATED OR COMPLETED DURING THE MONTH OF NOVEMBER. THESE ACTIONS CONCERNED OFFICERS ASSIGNED TO THIS WING. ONE OFFICER WAS NOMINATED FOR AN ASSIGNMENT TO THE NAVAL ACADEMY PREPARATORY SCHOOL, ANOTHER WAS NOMINATED FOR AN ASSIGNMENT TO MARCH AIR FORCE BASE, CALIFORNIA. TWO OFFICERS WERE NOMINATED TO ASSIGNMENT TO HEADQUARTERS SAC, WHILE ANOTHER OFFICER WAS NOMINATED FOR ASSIGNMENT TO THE 16TH AIR FORCE.(UNCLASSIFIED)

15. 341ST BOMB WING STRENGTH CHART. APPENDIX II
16. MONTHLY COMBAT CREW ROSTER EXHIBIT #9



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OJT STANDINGS:

In November, the 341st Bomb Wing had achieved an OJT standing of 100 percent. This meant that 100 percent of the persons placed on OJT status were complying with the program. This in itself was very good. However, on the other hand only 58 percent of the people tested for upgrading passed their upgrading tests. In the Strategic Air Command Management Rating System this figure was so low, that it did not even register on the rating.[17] (UNCLASSIFIED)

RETENTION:

The retention rate of the 341st Bomb Wing for the month of November was slightly hampered because of frozen career fields. Airmen eligible for reenlistment were hesitant because of the lack of advancement under the present program. Thirty-seven airmen were eligible for discharge in November and of these thirty-seven persons, twenty-seven were eligible for reenlistment. Only seven airmen of the twenty-seven did reenlist. This figure when figured out in a percentage represents a rate of 25.9 percent.[18] Of the 7 airmen to reenlist there were four first termers. These four persons were placed on the SAC "Tree of Peace", a Command reenlistment movement. (UNCLASSIFIED)

Colonel Perna, Commander of the 341st Bomb Wing had a letter drawn up to be passed out to all discharged personnel and it asked many questions in regards to why the person affected did not choose to remain in the AF.[19] (UNCLASSIFIED)

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17. Interview with the Personnel Officer of the 341st Bomb Wing, in charge of OJT statistics.
18. IBID
19. Colonel Perna's letter addressed to all separated personnel. Exhibit #10



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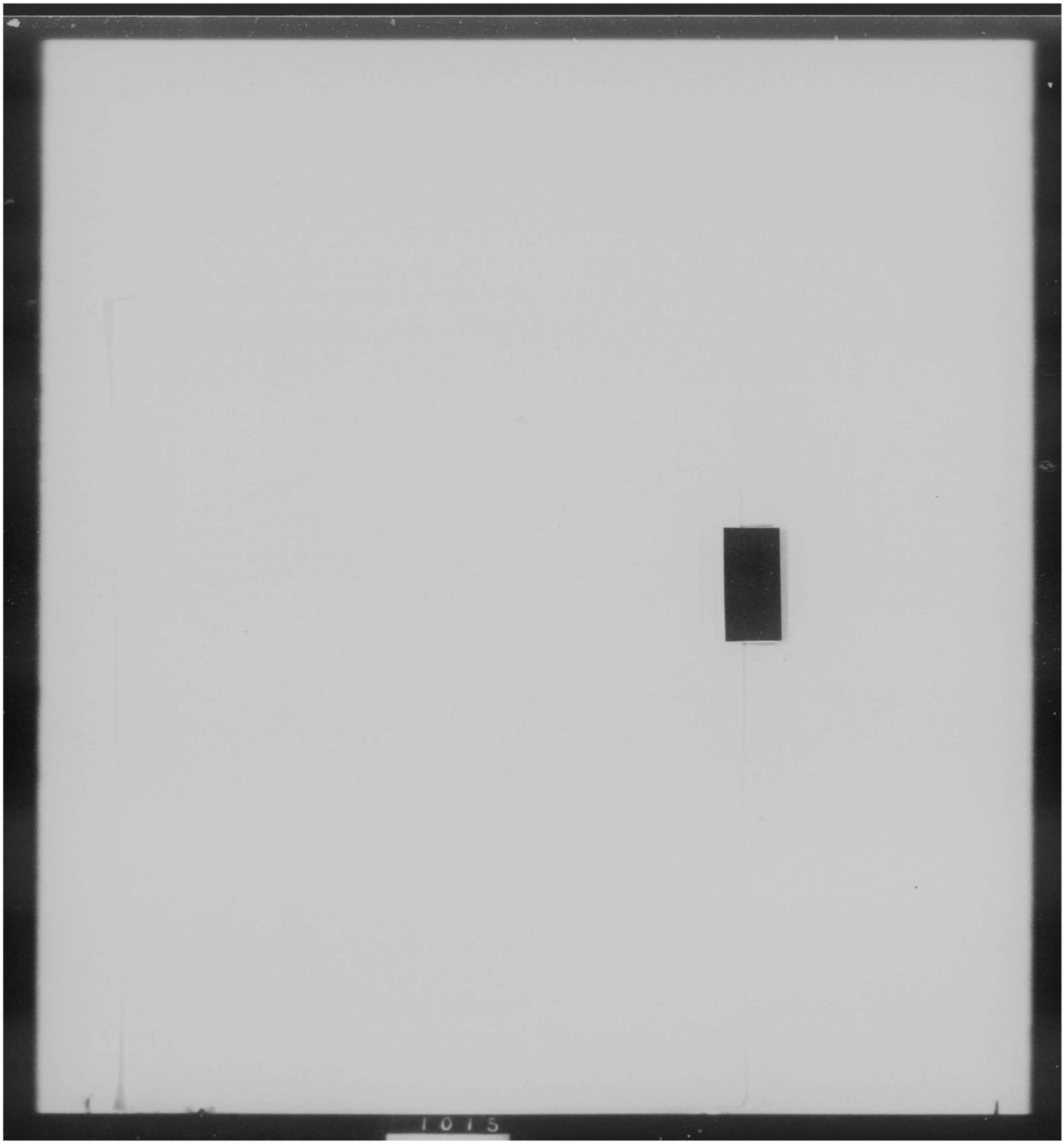


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CHAPTER III

OPERATIONS AND TRAINING

GENERAL:

NOVEMBER'S ACTIVITIES WERE PLANNED TO PLACE PRIMARY EMPHASIS ON OPERATION POP UP, A LOW LEVEL FLYING TRAINING REQUIREMENT FOR ALL SAC B-47 BOMBER INSTALLATIONS, AND SECONDARY EMPHASIS PLACED ON THE COMPLETION OF SAC REGULATION 51-26 REQUIREMENTS FOR ALL COMBAT READY CREWS.[20] THE REQUIREMENT FOR OPERATION POP UP TRAINING WAS DELAYED,[21] AND GREATER EMPHASIS WAS PLACED ON THE UP GRADING OF THE NON-COMBAT READY CREWS. THE WING HAD MADE AN ATTEMPT TO HAVE FORTY-FIVE COMBAT READY CREWS, COMBAT READY BY THE FIRST OF FEBRUARY 1958. FOURTEEN CREWS HAD BEEN SELECTED FOR EXTENSIVE TRAINING, FLYING THREE TIMES A WEEK UNTIL THEY WERE COMBAT READY. THIS PROGRAM DIRECTED BY SAC AND FIFTEENTH AIR FORCE HEADQUARTERS HAD PRIORITY OVER ALL OTHER ACTIVITIES.[22] THE FLYING TRAINING ACCOMPLISHMENTS BY SQUADRONS WAS INDICATED IN THE FLYING TRAINING SUMMARY.[23] (SECRET)

BOMB NAVIGATION:

FLIGHT PLANS AND CREW FLIMSIES ON THE 341ST BOMB WING UNIT MISSIONS, CONEY ISLAND, AND IRON BAR, WERE COMPLETED IN NOVEMBER. OPERATION CONEY ISLAND[24] WAS A LOCAL REFUELING MISSION ORIGINALLY SCHEDULED FOR THE MONTH OF OCTOBER BUT DUE TO ADVERSE WEATHER WAS POSTPONED UNTIL THE 6TH OF NOVEMBER. THE MISSION WAS SUCCESSFUL. OPERATION IRON

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20. OPERATIONS ORDER 483-57 NOVEMBER EXHIBIT #11
21. TWX DOTF 5913, 15 AF TO 341ST BOMB WING. DTD. 21 NOV 1957, SUBJ: TRAINING IN LOW LEVEL TACTICS.
22. MESSAGE ON FILE 819TH ADV OPS
23. MONTHLY FLYING TRAINING SUMMARY. EXHIBIT #12
24. CREW FLIMSY FOR OPERATION CONEY ISLAND, 6 NOV 1957 EXHIBIT #13

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BAR WAS BEGUN IN THE LATTER PART OF NOVEMBER WITH NO CONCLUSION AS TO THE RESULTS AT THE TIME OF THIS HISTORY. (SECRET)

TWO CREWS REPRESENTED THE 341ST BOMBARDMENT WING AT PINECASTLE AIR FORCE BASE, FLORIDA, IN THE ANNUAL SAC BOMBING-NAVIGATION COMPETITION. THE CREWS FROM DYESS CONSISTED OF CREW NUMBER S-42; MAJOR NORMAN J. ELZEY, AIRCRAFT COMMANDER, CAPTAIN MAX H. BENTLEY, CO-PILOT AND MAJOR FRANK R. SANTORE, NAVIGATOR-BOMBARDIER. THIS CREW WAS FROM THE 490TH BOMB SQUADRON. CREW NUMBER L-38 FROM THE 10TH BOMB SQUADRON WAS THE OTHER TEAM THAT REPRESENTED DYESS AFB AT THE COMPETITION. THE MEMBERS OF CREW L-38 WERE CAPTAIN JAMES M. GRAVES, AIRCRAFT-COMMANDER, FIRST LIEUTENANT JAMES E. OBENAUF, CO-PILOT, AND CAPTAIN JOHN E. WIGHTMAN, NAVIGATOR-BOMBARDIER. THE DYESS CREWS OVERALL SUCCESS WAS HINDERED BY EQUIPMENT MALFUNCTIONS. (UNCLASSIFIED)

OUT OF 90 COMBAT CREWS IN COMPETITION, MAJOR SANTORE PLACED 89TH AND CAPTAIN WIGHTMAN PLACED 14TH. THE WING PLACED 36TH OUT OF THE 90 CREWS IN THE BOMBING PHASE OF THE COMPETITION. IN NAVIGATION, MAJOR SANTORE WAS 88TH AND CAPTAIN WIGHTMAN WAS 66TH OUT OF NINETY CREWS FOR A WING STANDING OF 44TH. IN BOMBING-NAVIGATION COMBINED, MAJOR SANTORE WAS 89TH AND CAPTAIN WIGHTMAN WAS 31ST FOR A WING STANDING OF 41ST OUT OF 45 WINGS. (UNCLASSIFIED)

AIR REFUELING:

THE MONTH OF NOVEMBER SAW A TOTAL OF SIXTY-FIVE AIR REFUELING SORTIES ALLOCATED TO THE 341ST BOMBARDMENT WING FROM RESOURCES OF THREE TANKER UNITS: THE 11TH AIR REFUELING SQUADRON, DYESS AFB, TEXAS, FORTY SORTIES; THE 3510TH AIR REFUELING SQUADRON, RANDOLPH AFB, TEXAS, FIVE SORTIES; AND THE 68TH AIR REFUELING SQUADRON, BUNKER HILL AFB, INDIANA, 20 SORTIES. OF THE 65 SORTIES ALLOCATED, 65 WERE EFFECTIVE

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FOR A TOTAL OF 100 PERCENT EFFECTIVENESS. (UNCLASSIFIED)

THERE WERE NO MAJOR PROBLEMS IN AIR REFUELING DURING THE MONTH OF NOVEMBER EXCEPT IN THE DIFFICULTY IN SERVICING DUE TO ADVERSE WEATHER. THE LARGEST NUMBER OF AIR REFUELING SORTIES LOST TO THE WING WAS BROUGHT ABOUT BY THE ACCIDENT OF A TRANSIENT AIRCRAFT WHICH SHUT THE RUNWAY FOR A 24 HOUR PERIOD, HOWEVER, THESE SORTIES WERE MADE UP THE FOLLOWING WEEK. (UNCLASSIFIED)

COMBAT CREW PROGRESS, B-47

THE 341ST BOMBARDMENT WING LOST TWO COMBAT CREWS TO THE 96TH BOMBARDMENT WING IN NOVEMBER, THUS LOWERING THE POTENTIAL OF ITS HAVING THE REQUIRED CREWS DESIRED BY FIFTEENTH AIR FORCE. THIS LOSS CONSTITUTED ANOTHER OF THE WING'S DIFFICULTIES SINCE THE WING WAS PLACED ON PROBATION ON THE 29TH OF NOVEMBER.[25] (CONFIDENTIAL)

NOVEMBER ENDED THE CURRENT 51-26 QUARTER. NO AREAS OF WEAKNESS IN THE 51-26 CREW TRAINING WERE EVIDENCED DURING THE MONTH OF NOVEMBER. PROGRAMS 50-8 AND 51-26 WERE WAIVED FOR THE QUARTER BECAUSE OF THE 341ST BOMB WING CREW UPGRADING PROGRAM. DURING THE ENTIRE QUARTER THERE WERE EIGHT HUNDRED AND FORTY-NINE SORTIES SCHEDULED FOR A TOTAL OF FOUR THOUSAND AND FIFTY-FIVE HOURS AND OF THESE SCHEDULED SORTIES AND HOURS, SIX HUNDRED AND NINETY-NINE SORTIES WERE FLOWN FOR A TOTAL OF FOUR THOUSAND, FOUR HUNDRED, THIRTEEN HOURS AND FORTY MINUTES. (C). TWO HUNDRED AND SIXTY-SIX SORTIES WERE SCHEDULED FOR NOVEMBER IN THE 60-9 PROGRAM OF WHICH ONLY TWO HUNDRED AND THIRTY SORTIES WERE ACTUALLY FLOWN. THIS NUMBER OF SORTIES COMPILED ONE THOUSAND, FIVE HUNDRED AND FIFTEEN HOURS. (CONFIDENTIAL)

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25. TWX, SAC 7895 FROM SAC DO TO 15AF, SUBJ: UNIT CAPABILITY PANEL PROBATION, 15AF INDORSEMENT C 6039 SUBJ: UNIT CAPABILITY PROBATION, DTD 29 NOV 57 (SECRET)

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DURING NOVEMBER THERE WERE A TOTAL OF TWENTY-FOUR LATE TAKEOFFS AND EIGHTY-TWO SCHEDULED DEVIATIONS, OF WHICH FOUR OF THE DEVIATIONS WERE ADDITIONS. THE SEVENTY-EIGHT REMAINING DEVIATIONS WERE CANCELLATIONS BROKEN DOWN AS FOLLOWS: THIRTY-SEVEN DUE TO ADVERSE WEATHER CONDITIONS; SEVEN DUE TO AN AIRCRAFT INCIDENT INVOLVING A TRANSIENT AIRCRAFT WHICH CLOSED THE RUNWAY FOR APPROXIMATELY TWENTY-FOUR HOURS; FOUR DUE TO BOOST PUMP CHANGES; FIVE DUE TO FUEL LEAKS; THREE REQUIRED TEST HOPS; THREE DUE TO PCU LEAKS; ONE DUE TO WATER ALCOHOL SYSTEM MALFUNCTIONS; ONE POST-FLIGHT; ONE DUE TAXI TEST; ONE NUMBER FIVE ENGINE WOULD NOT START; THREE OUT OF CYCLE; ONE NUMBER THREE ENGINE MALFUNCTION; ONE DUE TO BLUE RIDGE AIRCRAFT; ONE DUE TO HIGH OIL PRESSURE IN NUMBER FIVE ENGINE; ONE WAITING PARTS FOR NUMBER FOUR HYDRAULIC PUMP; ONE DUE TO ARC-27 ANTENNA CHANGE; ONE DUE TO FUMES IN THE COCKPIT; ONE DUE TO UHF MALFUNCTION; ONE HYDRAULIC SYSTEM MALFUNCTION; AND FOUR DUE TO EXCESSIVE MAINTENANCE. (CONFIDENTIAL)

COMBAT CREW PROGRESS KC-97:

THE MONTH OF NOVEMBER ENDED THE CURRENT TRAINING QUARTER FOR THE 11TH AIR REFUELING SQUADRON. THIS UNIT WAS RELIEVED OF SACR 50-8 TRAINING REQUIREMENTS FOR THIS PERIOD. DURING THE MONTH, THE 11TH ARS SCHEDULED ONE HUNDRED THIRTY-SEVEN SORTIES AND ONLY FLEW ONE HUNDRED TEN SORTIES FOR SEVEN HUNDRED, FOUR HOURS AND FIFTY MINUTES.[26] OF THESE ONE HUNDRED TEN SORTIES FLOWN, ONE HUNDRED AND NINE WERE COMPLETED MISSIONS. THERE WERE TWENTY-SEVEN CANCELLATIONS: TEN LATE TAKEOFFS; ONE INCOMPLETE MISSION AND TWENTY-EIGHT DEVIATIONS FROM THE WEEKLY 60-9 SCHEDULES. (CONFIDENTIAL)

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26. 9 SAC T-12, TRAINING REPORT, NOVEMBER, PART I.

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THE 11TH ARS UPGRADED TWO CREWS AND LOST ONE COMBAT READY CREW IN NOVEMBER. CREW M-34 WAS UPGRADED TO "T" STATUS ON THE TWENTY-FIRST OF THE MONTH AND COMBAT READY CREW T-32 WAS TRANSFERRED TO THE AIR BASE SIMULATOR ON THE TWENTY-NINTH OF THE MONTH. THESE CHANGES LEFT THE 11TH AIR REFUELING SQUADRON WITH A TOTAL OF TWENTY-FIVE READY AND SEVEN NON-READY CREWS AT THE END OF NOVEMBER. (CONFIDENTIAL)

EWP STUDY PROGRAM:

THE ACCOMPLISHMENTS IN THE EMERGENCY WAR PLAN STUDY PROGRAM FOR THE MONTH OF NOVEMBER WERE:

| | |
|---|---|
| PRIMARY ZI TARGET ASSIGNMENTS | 504 MANHOURS |
| ALTERNATE ZI TARGET ASSIGNMENTS | 44 MANHOURS |
| PRIMARY ROTATION TARGET ASSIGNMENTS | 784 MANHOURS |
| ALTERNATE SORTIE TARGET ASSIGNMENTS | 255 MANHOURS |

OF THIRTY-EIGHT EWP ASSIGNEE CREWS, SIXTEEN CREWS HAD ACCOMPLISHED ONLY PARTIAL ROTATIONAL PRIMARY TARGET ASSIGNMENT STUDY. (CONFIDENTIAL)

COMMUNICATIONS:

THE MAJORITY OF THE MONTH WAS SPENT PREPARING FOR AND BRIEFING CREWS ON THE UNIT SIMULATED COMBAT MISSION, IRON BAR.[27] CREWS WERE ALSO BRIEFED ON THEIR EWP COMMUNICATIONS REQUIREMENTS AND INITIAL PLANNING FOR OPERATION BLOCK HOUSE,[28] WING DEPLOYMENT TO TAKE PLACE IN JANUARY 1958, GOT UNDER WAY. (SECRET)

A UHF RADIO WAS INSTALLED IN THE WING COMMANDER'S STAFF CAR. THIS RADIO IS CHANNELED TO THE CONTROL TOWER TAXI FREQUENCY OF 275.8 MEGA-CYCLES. EVEN MORE DESIRABLE WOULD BE TO PLACE THE RADIO ON A TACTICAL FREQUENCY AND ACTION HAD BEEN TAKEN TO DO THAT. (UNCLASSIFIED)

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27. IBID
28. MATERIAL NOT AVAILABLE AT THE TIME OF THE WRITING OF THIS DOCUMENT.

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INTELLIGENCE:

IN THE RECENTLY COMPLETED INSPECTION, BY STRATEGIC AIR COMMAND PERSONNEL, THE INTELLIGENCE DIVISION WAS INFORMED THAT IT'S FUNCTIONS AND PERFORMANCE WAS FOUND TO BE SATISFACTORY. VARIOUS MINOR DEFICIENCIES WERE FOUND IN THE OVERALL INTELLIGENCE DIVISION FUNCTIONAL AND OPERATIONAL CAPABILITIES, BUT WERE OF A NATURE THAT THEY COULD BE CORRECTED IN A VERY SHORT TIME. THE MAJORITY OF THE DESCREPANCIES WERE CONTRIBUTED TO ERRORS BY OMISSION OR COMMISSION ON THE PART OF FLYING CREWS. CORRECTIVE ACTION WAS BEGUN TO CLEAR THESE DEFICIENCIES.(U) THE INSPECTOR GENERAL'S REPRESENTATIVE WAS HELPFUL IN PROVIDING COUNSEL AND GUIDANCE ON THE VARIOUS FACETS OF THE ACTIVITIES AND FUNCTIONS OF THE INTELLIGENCE DIVISION AT BOMBARDMENT WING LEVEL. ADVICE WAS ALSO GIVEN TO THE INTELLIGENCE PERSONNEL IN THE VARIOUS CHANGES IN PROCEDURES AND NEW PLANS BEING DEVELOPED IN SAC HEADQUARTERS FOR FUTURE IMPLEMENTATION BY THE SUBORDINATE UNITS. IT WAS FELT THAT THE ADVICE AND GUIDANCE OF THE SAC REPRESENTATIVES WILL IMPROVE THE CAPABILITY OF THE INTELLIGENCE DIVISION TO THE ENTIRE SATISFACTION OF HIGHER HEADQUARTERS. (UNCLASSIFIED)

A RATING OF "THE MOST SATISFACTORY AND OUTSTANDING INTELLIGENCE DIVISION IN SAC" WAS THE GOAL OF THE DIVISION, BUT IT WAS ESTABLISHED BY THE INSPECTOR'S REPRESENTATIVE THAT THE RATING COULD NOT GO ANY HIGHER THAN SATISFACTORY. HOWEVER, THE REPRESENTATIVE WAS PLEASED TO NOTE THAT IN THE IMPLEMENTATION OF CERTAIN FUNCTIONS, THE ACCOMPLISHMENTS OF VARIOUS PROJECTS WAS DONE WITH MUCH MORE DETAIL ACCURACY AND EFFECTIVENESS THAN THE AVERAGE INTELLIGENCE DIVISION IN SAC.(UNCLASSIFIED)[29]

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OPERATIONAL INTELLIGENCE:

THE MISSION SUPPORT SECTION COMPLETED ALL ENEMY DEFENSE REACTION CHARTS FOR INCLUSION IN THE CMF'S AND TFF'S FOR ROTATIONAL EWP TARGETS. GUIDANCE WAS RECEIVED FROM FIFTEENTH AIR FORCE IN REGARD TO DEFENSE ANALYSIS ON LOW LEVEL SORTIES.[30] (SECRET)

WITH THE TRANSFER OF THE PLANS DIVISION DRAFTSMAN, MISSION SUPPORT BEGAN MAKING AIDS REQUIRED BY COLONEL PERNA FOR BRIEFING THE FIFTEENTH AIR FORCE COMMANDER ON THE ROTATIONAL EWP.[31] BY ORDER OF COLONEL PERNA, SPECIAL EMERGENCY AND SURVIVAL PROCEDURES FLIMSIES WERE PREPARED TO COVER THE FLY-OVER ON BOTH IRON BAR AND BLOCK HOUSE.[32] A SHIPMENT OF 225 CLOTH CHARTS 204-205 (MONGOLIA AND NORTH CHINA) WAS RECEIVED FROM FIFTEENTH AIR FORCE, ENABLING MISSION SUPPORT TO COMPLETE THE STOCKING OF E&E BELTS FOR ROTATIONAL TARGET ASSIGNMENTS. (S) DURING NOVEMBER SEVERAL GENERAL AND INDIVIDUAL BRIEFINGS WERE GIVEN TO COMBAT CREWS ON ENEMY ORDER OF BATTLE AND E&E FOR THEIR NEW ROTATIONAL EWP TARGETS. (UNCLASSIFIED)

TARGET INTELLIGENCE:

THE PLOT BOOK FOR ROTATIONAL EWP TARGETS WAS RECEIVED FROM FIFTEENTH AIR FORCE AND ALL OFFSET AIMING POINT COMPONENTS WERE COMPUTED. THE REQUIRED DELETIONS WERE MADE IN THE SAC TARGET MATERIALS CATALOG,[33] AND ALL TARGET COMPLEX FOLDERS WERE RECEIVED AND BROUGHT UP TO DATE WITH THE NEW MATERIALS RECEIVED DURING THE MONTH.[34] (UNCLASSIFIED)

ALL PLATES AND TRAINER PHOTOGRAPHY FOR ROTATION EWP TARGETS WERE COMPLETED DURING THE MONTH OF NOVEMBER. ALL BUT TWO STATESIDE EWP TARGET PLATES HAD BEEN COMPLETED, AND THE REMAINING TWO ARE TO BE MADE IN DECEMBER. (CONFIDENTIAL)

30. FIFTEENTH AIR FORCE MESSAGE, DICT 5954, 23 NOVEMBER 1957.
31. FIFTEENTH AIR FORCE REGULATION 55-9, 9 APRIL 1957
32. IBID
33. REFERENCE CHANGES 3-6 TO SAC TMC, TMD, SAC DIRECTORATE OF INTELLIGENCE, DATED 1 AUG 1957, 1 SEPT 1957, 1 OCT 1957 AND 15 OCT 1957 RESPECTIVELY.
34. REFERENCE 341ST BOMBARDMENT WING INTELLIGENCE SOP 200-3-2.



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AN INCREASE IN ECM SCHEDULING BY THE SQUADRONS WAS EVIDENT IN NOVEMBER. THE PRINCIPLE ACCOMPLISHMENT WAS BIG PHOTO DELTA RUNS AND SINGLE UNIT DISPENSING OF CHAFF. ALTHOUGH ADEQUATE NUMBER OF LITTLE RIVER RUNS WERE SCHEDULED AND ATTEMPTED, THE LACK OF FIGHTER SUPPORT FOR THESE RUNS WAS SEVERELY LIMITED THUS LIMITING THE AMOUNT THAT COULD BE ACCOMPLISHED. (UNCLASSIFIED)

SEVERAL ECM LECTURES WERE GIVEN DURING THE MONTH. THE SIX HOUR FAMILIARIZATION COURSE WAS GIVEN TO EIGHT CO-PILOTS AND OBSERVERS. THE CO-PILOTS WERE GIVEN ADDITIONAL INSTRUCTION ON ECM EQUIPMENT USING THE B-41 A&E EQUIPMENT MOCK UPS. LECTURES WERE GIVEN AT SQUADRON COMMANDER'S CALLS DURING WHICH OPERATING PROCEDURES OF THE EQUIPMENT WERE DISCUSSED, AND THE RECORDINGS OF RADAR SIGNALS WERE RUN. (UNCLASSIFIED)

THE EQUIPMENT CAPABILITY OF THE WING HAD REMAINED UNCHANGED WITH THE EXCEPTION OF MINOR INCREASES IN COMPONENTS. AN ECM PENETRATION WAS PLANNED INTO THE 341ST BOMBARDMENT WING IRON BAR. THE PENETRATION INVOLVED LIMITED ELECTRONIC JAMMING, SINGLE UNIT DISPENSING OF CHAFF AND SELF PROTECTION DISPENSING OF CHAFF AGAINST RADARS AND FIGHTERS OF THE EASTERN AIR DEFENSE FORCE. (CONFIDENTIAL)

GROUND TRAINING:

GROUND TRAINING HAD SUFFERED GREATLY IN NOVEMBER DUE TO THE MAXIMUM EFFORTS PLACED ON FLYING AND PREPARATION OF OPERATION IRON BAR AND BLOCK HOUSE.[35] ONE HUNDRED AND SEVENTY-THREE HOURS, TWENTY-FIVE MINUTES OF TRAINING WERE ACCOMPLISHED BY THIS WING ON THE C-11 JET INSTRUMENT TRAINER: FIFTY-ONE HOURS ON THE P-3A CONVENTIONAL

35. IBID

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INSTRUMENT TRAINER. SIXTY-NINE HOURS WERE ACCOMPLISHED ON THE T-1A GUNNERY TRAINER; FIFTY HOURS, FIVE MINUTES ON THE T-2A AND SIX HOURS ON THE T-3A ULTRASONIC RADAR TRAINERS. THE T-3A TRAINER IS PRESENTLY EQUIPPED WITH A K SYSTEM AND DOES NOT CONFORM TO OUR AIRCRAFT CONFIGURATION, WHICH ARE EQUIPPED WITH MA-7A; THEREFORE, UTILIZATION OF THIS UNIT IS LIMITED TO THOSE PERSONNEL WHO ARE UNDER 51-19 TRAINING AND NEED ADDITIONAL TIME NOT AVAILABLE ON THE T-2A. A TOTAL OF NINETY-FIVE HOURS AND THIRTY MINUTES WERE ACCOMPLISHED ON THE B-47 FLIGHT SIMULATOR. THESE FIGURES OF TIME UTILIZED, OF ALL SYNTHETIC TRAINERS ASSIGNED, REPRESENTS A UTILIZATION OF 82.4% OF THE TIME AVAILABLE. OUR B-47 SIMULATOR CONTINUED TO OPERATE ON A NINE HOUR A DAY BASIS THROUGHOUT NOVEMBER BECAUSE OF THE SHORTAGE OF INSTRUCTOR PERSONNEL; HOWEVER, ADEQUATE TIME HAD BEEN AVAILABLE TO MEET SACR 51-19 AND 50-24 TRAINING REQUIREMENTS AND OUR ANNUAL STANDARDIZATION CHECKS. THE KC-97 SIMULATOR IS PROGRAMMED TO ARRIVE AT THIS STATION IN DECEMBER AND TO BE OPERATIONAL BY JANUARY 1958. (UNCLASSIFIED)

THE TOTAL MAN HOUR UTILIZATION FOR THE B-47 FTF WAS THIRTY-FIVE HOURS AND FIFTY-EIGHT MINUTES. THIS REPRESENTS A TOTAL INCREASE, FOR THE 341ST BOMB WING OF 2 PERCENT OVER THE OCTOBER UTILIZATION. FOUR CO-PILOTS COMPLETED OQ GUNNERY EXERCISE AT DAVIS-MONTHAN AIR FORCE BASE, CALIFORNIA, WHILE TEN INDIVIDUALS ATTENDED ALTITUDE CHAMBER REFRESHER TRAINING AT BIGGS AIR FORCE BASE, TEXAS. TWO PERSONS ATTENDED PASSENGER TRAINING AND ONE REFRESHER TRAINING AT CARSWELL AIR FORCE BASE, TEXAS. FOUR AIRCREW MEMBERS COMPLETED SACR 50-24 BLOCK TRAINING, NONE ATTENDED LOCAL SURVIVAL EXERCISE AND FIVE COMPLETED INITIAL OR REFRESHER HANDGUN QUALIFICATION. (UNCLASSIFIED)



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NON-COMBAT CREW BLOCK TRAINING WAS ATTENDED BY TWO HUNDRED AND EIGHTY-THREE INDIVIDUALS AND TWO HUNDRED PERSONS COMPLETED ARMS QUALIFICATION. ADVANCED CBR ACADEMIC AND EXERCISE TRAINING WAS CONTINUED DURING NOVEMBER FOR CREW CHIEFS AND DECONTAMINATION CREWS. PLANS WERE BEING DRAWN UP FOR PHASE I TRAINING FOR 1958. LESSON PLANS WERE EXPECTED TO BE COMPLETED IN THE EARLY PART OF DECEMBER WITH THE EXCEPTION OF PERSONAL EQUIPMENT AND GROUND POSITION INDICATOR LECTURES. THESE COURSE OUTLINE AMENDMENTS TO SAC MANUAL 50-248 HAD NOT BEEN RECEIVED. (UNCLASSIFIED)

SPECIAL WEAPONS:

THE NOVEMBER OPLAN SCHEDULED EIGHT FLIGHT CREWS TO ATTEND THE SPECIAL WEAPONS SCHOOL. FIVE CREWS COMPLETED THE COURSE AND THREE CREWS WERE INCOMPLETE. MAJOR DIAZ, A MEMBER OF THE INSPECTOR GENERAL INSPECTION TEAM, INSPECTED THE SPECIAL WEAPONS SCHOOL ON THE 28TH OF NOVEMBER.[36] REVISED CHECK LISTS WERE RECEIVED FROM FIFTEENTH AIR FORCE AND WERE REPRODUCED AND INSERTED INTO THE BOMB COMMANDER'S FOLDERS. LETTERS OF INTRODUCTION FOR EACH INDIVIDUAL CREW MEMBER WERE COMPLETED AND INSERTED INTO THE BOMB COMMANDER'S FOLDERS. (UNCLASSIFIED)

STANDARDIZATION (B-47):

THE B-47 WING STANDARDIZATION SECTION FLEW A TOTAL OF FORTY-THREE STANDARDIZATION MISSIONS; NINETEEN PILOT MISSIONS (FIVE NO-NOTICE) ELEVEN NAVIGATOR MISSIONS, AND THIRTEEN NIGHT HEAVY WEIGHT REFUELING MISSIONS. EIGHT CREWS COMPLETED FORMAL STANDARDIZATION CHECKS, THREE OF WHICH WERE UNSUCCESSFULLY COMPLETED. FIVE SAC

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REGULATION 60-7 INSTRUCTOR STANDARDIZATION CHECKS WERE ADMINISTERED AND FOUR PRE-SOLO CREWS WERE SUCCESSFULLY COMPLETED. (UNCLASSIFIED)

THREE STANDARDIZATION CREWS (S-42, L-38, AND L-18) WERE TDY ON THE ANNUAL BOMB COMPETITION FOR THE FIRST WEEK IN NOVEMBER;[37] ONE CREW WAS ON LEAVE FOR FIFTEEN DAYS, AND ONE CREW MEMBER WAS DNIF IN THE HOSPITAL. THE MONTHLY STANDARDIZATION REVIEW PANEL WAS HELD ON 18 NOVEMBER AND THE PROFICIENCY OF CREWS AND QUALIFICATIONS OF STAFF PERSONNEL IN THE B-47E AIRCRAFT WERE DISCUSSED. THE CO-PILOTS ASSIGNED TO THE SECTION CONTINUED SPECIAL WEAPONS EVALUATIONS, T-1A TRAINER CHECKS, AND HEAVY WEIGHT REFUELING CHECKS. (UNCLASSIFIED)

STANDARDIZATION KC-97:

CREW T-31, CAPTAIN CHARLES L. BEEBE, FLEW A 5L-19 TRAINING MISSION WITH M-26 ROBERT J. PARTRIDGE, FOR PURPOSE OF INSTRUMENT FLYING INSTRUCTION, 1 NOVEMBER. CAPTAIN BEEBE, CREW T-31, ON AN EMERGENCY LEAVE AS OF 4 NOVEMBER, CREW M-14, COMPLETED STANDARDIZATION EXAMS. MASTER SERGEANT LEROY F. ADAMS, FLIGHT ENGINEER, FAILED BOTH PROFICIENCY AND EMERGENCY EXAMINATIONS. CREW T-01, CAPTAIN LEROY A. BRUFLAT, TERMINATED STANDARDIZATION CHECK OF CREW M-14 ON THE 6TH ON FAILURE TO PERFORM SATISFACTORY PREFLIGHT. CREW T-02, CAPTAIN JAMES K. HAILEY, FLEW A 51-19 TRAINING MISSION WITH CREW M-29, MAJOR ALEXANDER JACY, ON THE 7TH. CREW T-01 CAPTAIN BRUFLAT, FAILED CREW T-22, CAPTAIN ROBERT L. REID ON A NO-NOTICE CHECK FOR UNSATISFACTORY PREFLIGHT. CREW T-22 WAS PLACED ON SUPERVISED STUDENT STATUS ON NOVEMBER THE 8TH. PERSONNEL ATTENDED THE COMMANDER'S CALL ON THE 9TH AND LT RONALD W. WASTON, CREW T-31 LECTURED SQUADRON NAVIGATORS FOR TWO HOURS ON THE USE OF CHECKLISTS. (UNCLASSIFIED)

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CREW T-01, CAPTAIN BRUFLAT, CRITIQUED CREW T-22, CAPTAIN REID, COVERING THE DISCREPANCIES NOTED ON UNSATISFACTORY NO NOTICE CHECKS. ON THE TWELTH CREW T-01 CAPTAIN BRUFLAT NO-NOTICE CHECK, CHECKED CREW T-16, LT ROSS E. EVERS, AND CREW T-02, CAPTAIN HAILEY, FLEW A 51-19 TRAINING MISSION WITH M-27, CAPTAIN THOMAS W. DAVIS. A/1C RONALD L. ALLEN, BOOM OPERATOR ON CREW T-16, FAILED THE PROFICIENCY EXAM AND WAS PLACED ON A SOLO STUDENT STATUS UNTIL CORRECTIVE ACTION WAS COMPLETED. CREW T-35, CAPTAIN TURNER HIBBITS, COMPLETED STANDARDIZATION EXAMINATIONS FOR NECESSARY FORMAL AND INSTRUCTOR CHECK PRIOR TO THEIR ASSIGNMENT TO THIS SECTION AS A STANDARDIZATION CREW. T-01, CAPTAIN BRUFLAT, ON NOTICE CHECKED CREW T-20, CAPTAIN RICHARD D. MAHONEY, AND CREW T-02, CAPTAIN HAILEY, FLEW A TRAINING MISSION WITH CREW M-27, CAPTAIN THOMAS W. DAVIS, ON THE 14TH OF NOVEMBER. (UNCLASSIFIED)

ON THE 19TH, CREW T-02, CAPTAIN HAILEY, FLEW FIRST MISSION OF CREW M-34, CAPTAIN CLYDE H. SHERRILL, FINAL STANDARDIZATION CHECK, AND CREW T-01, CAPTAIN BRUFLAT, FLEW A 51-19 TRAINING MISSION WITH CREW M-27 CAPTAIN DAVIS. THIS CHECK SCHEDULED AS A FORMAL FINAL CHECK OUT OF 51-4, FOR CREW M-27, BUT WAS TERMINATED INFLIGHT BECAUSE OF UNSATISFACTORY INSTRUMENT AND EMERGENCY PROCEDURES AND CONTINUED AS A 51-19 TRAINING MISSION. CREW T-01, CAPTAIN BRUFLAT, FLEW FORMAL CHECK WITH CREW T-35 CAPTAIN TURNER H. HIBBITS, ON NOVEMBER THE 20TH. CREW T-02, CAPTAIN HAILEY, COMPLETED CHECK OF M-34, CAPTAIN SHERRILL AND ALSO NO NOTICED CHECK OF LT COLONEL M. M. STALLINGS ON THE 21ST OF THE MONTH.[38] (UNCLASSIFIED)

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38. INFORMATION TAKEN FROM OPERATIONS REPORT FROM 341ST DO, NOVEMBER 1957



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CREWS T-01 AND T-02 WERE ON ALERT ON THE 25TH OF NOVEMBER AT THE START OF THE ALERT (EWP). THEY WERE INVOLVED IN THE EWP BUILDUP AND AIRCRAFT LOADING. THE CREWS WERE INSPECTED BY THE INSPECTOR GENERAL'S TEAM. ON THE 26TH, CREW T-01 CAPTAIN BRUFLAT, FLEW FORMAL CHECK, FIRST MISSION, WITH CREW T-14, MAJOR EVERETTE V. ANDREWS, AND CREW T-02 FLEW FORMAL CHECK WITH CREW M-26, MAJOR PARTRIDGE, AND A FORMAL STAFF CHECK FOR LT COLONEL CHARLES M. HUNTER, COMMANDER OF THE 11TH AIR REFUELING SQUADRON, CREW T-02, CAPTAIN HAILEY, FLEW A NO-NOTICE CHECK WITH CREW T-13, MAJOR DON O. CLARK, ON THE 27TH OF NOVEMBER. CREW T-01 FLEW FINAL PORTION OF FORMAL CHECK OF CREW M-14, MAJOR ANDREWS AND CREW T-02 FLEW A NO-NOTICE CHECK OF CREW T-08, MAJOR WALLACE M. AUSTIN. (UNCLASSIFIED)

SAFETY:

THERE WAS ONE AIRCRAFT INCIDENT IN THE MONTH OF NOVEMBER THAT MERITS MENTION. A B-47 BOMBER FROM THE 301ST BOMB WING AT BARKSDALE AIR FORCE BASE, LOUISIANA, WAS SHOOTING TOUCH AND GO LANDINGS AND AT ONE OF THESE LANDINGS THE PLANE VEERED OFF TO THE LEFT OF THE RUNWAY AND INTO THE SOFT MUD CAUSING ONLY MINOR DAMAGE TO THE AIRCRAFT. THIS INCIDENT AND THE FACILITIES REQUIRED TO REMOVE THE PLANE NECESSITATED THE CLOSING OF THE RUNWAY FOR APPROXIMATELY TWENTY-FOUR HOURS. THERE WERE NO PERSONAL INJURIES AT THE TIME OF THE ACCIDENT. (UNCLASSIFIED)



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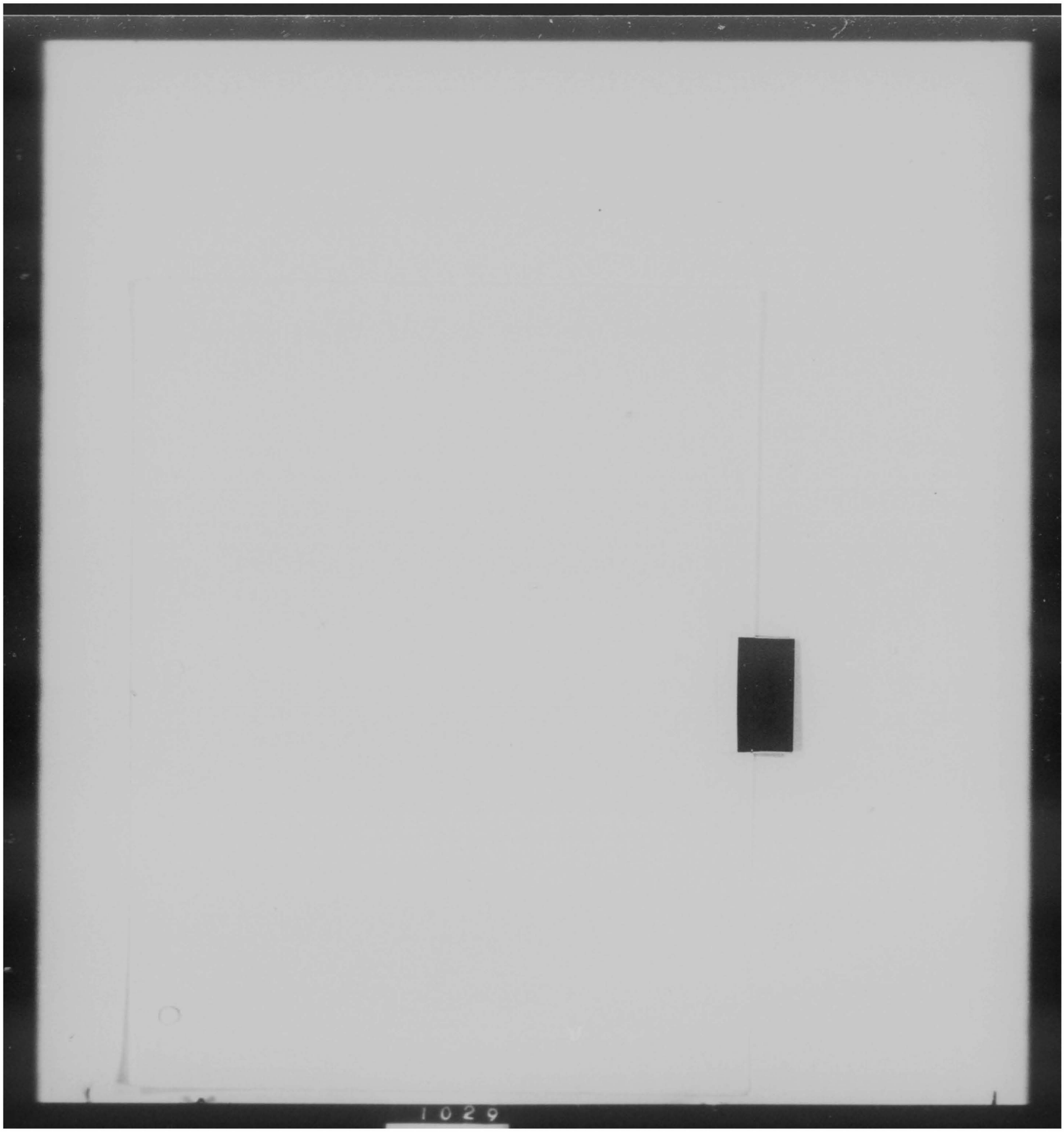



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CHAPTER IV

MATERIEL

SAC INSPECTION RESULTS

WITH MINOR EXCEPTIONS, MAINTENANCE ORGANIZATIONS OF THE 341ST BOMB WING WERE GENERALLY OPERATING IN ACCORDANCE WITH ESTABLISHED PROCEDURES AS OUTLINED IN PERTINENT SAC MAINTENANCE MANUALS. (SECRET)

THE WING MAINTENANCE ORGANIZATIONS HAD WORKED THE WEEK-END PRIOR TO THE INSPECTION IN PREPARATION OF EXERCISE IRON BAR [39] AND AS A RESULT, THE OVERALL STATUS OF PROCESSED AIRCRAFT WAS VERY FAVORABLE. AIRCRAFT WERE GENERALLY FUELED FOR THE MISSION. JOB CONTROL HAD SELECTED FORTY-FOUR OF THE ASSIGNED FORTY-SIX AIRCRAFT IN EWP PRIORITY AS OF NOON THE PREVIOUS FRIDAY. (THE INSPECTION PERIOD COMMENCED AT 0800 HOURS, 25 NOVEMBER 1957). TWO OF THESE AIRCRAFT WERE IN AN ALERT CONFIGURATION. AT THE OUTSET OF THE ALERT, 30 AIRCRAFT WERE IN COMMISSION, EIGHT WERE OUT FOR MINOR MAINTENANCE AND EIGHT FOR MAJOR MAINTENANCE. (SECRET)

A STRIKE MEETING WAS HELD ONE HOUR AFTER THE EXERCISE HAD BEGUN AND ALL KEY SUPERVISORS OF MAINTENANCE ATTENDED. AFTER A BRIEF EXPLANATION OF THE GROUND RULES THE LATEST AIRCRAFT STATUS WAS REVIEWED. NO CHANGE TO THE PRIORITY LISTING WAS MADE AS A RESULT OF THE STRIKE MEETING. THE FIRST TWELVE AIRCRAFT WERE CONFIRMED TO THE TACTICAL SQUADRON IN A TIMELY MANNER, FOLLOWED, IN INCREMENTS, THROUGH NUMBER 26. TWO CHANGES, PRIORITY NUMBERS 11 AND 14, WERE MADE TO THESE FIRST 26 AIRCRAFT. FROM THE 27TH AIRCRAFT ON, A COMPLETE REVISION OF THE AIRCRAFT LISTING WAS EFFECTED DUE TO UNFORESEEN MAINTENANCE PROBLEMS. ALTHOUGH THE POSTURE OF THE WING'S AIRCRAFT WAS RELATIVELY FAVORABLE, A CONSIDERABLE AMOUNT OF DIFFICULTY WAS ENCOUNTERED IN MEETING THE GENERATION RATE OUTLINED IN SAC MANUAL 55-7. (SECRET)

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SECRET



MANY MAINTENANCE COMPLETIONS WERE BEHIND THE TIME STANDARDS AS OUTLINED IN UNIT MAINTENANCE FLOW CHARTS, PARTICULARLY IN LOADING OF ECM EQUIPMENT, CAMERA EQUIPMENT AND CHAFF. DELAYS WERE ALSO NOTED IN FUEL AND WATER ALCOHOL, SERVICING, AND WEAPONS LOADINGS. MAJOR AREAS THAT DETERRED MAXIMUM EFFECTIVENESS IN AIRCRAFT PREPARATION WERE:

A. JOB CONTROL FAILED TO EXERCISE POSITIVE DIRECTION OVER MAINTENANCE PREPARATION. JOB CONTROL WAS OPERATING AS A MONITORING RATHER THAN A CONTROL AGENCY. IT WAS FELT THAT A NUMBER OF LATE GENERATIONS COULD HAVE BEEN PREVENTED HAD AN AGGRESSIVE FOLLOW-UP ACTION BEEN COMPLETED IMMEDIATELY TAKEN WHEN THE DEFICIENCIES BECAME APPARENT.

B. POOR LIAISON EXISTED BETWEEN THE WING AND BASE SUPPORT AGENCIES.

C. POOR COMMUNICATIONS AVAILABLE TO WEAPONS CONTROL RESULTED IN DELAYED INFORMATION TO ADS AND JOB CONTROL WITH THE RESULT THAT TIMELY CORRECTIVE ACTION COULD NOT BE TAKEN.

D. LACK OF FLEXIBILITY OF JOB CONTROL AND MAINTENANCE SECTIONS TO COPE WITH UNUSUAL PROBLEM AREAS. FOR EXAMPLE. A&E'S LONG DELAY IN ESTABLISHING ADDITIONAL CHAFF LOADING TEAMS TO MAINTAIN CHAFF LOADING SCHEDULES.

E. THE FAILURE TO SUBORDINATE AGENCIES TO FOLLOW ESTABLISHED SOP'S WERE ALSO A CONTRIBUTING FACTOR AS OUTLINED BELOW:

(1) PROMPT AND ACCURATE REPORTING OF JOB COMPLETION BY THE RADIO VEHICLES WAS NOT ACCOMPLISHED. WHILE THE METHOD OF REPORTING LOAD COMPLETIONS AN HOURLY BASIS RELIEVED THE CONJESTION ON THE RADIO NET, FIRM CONTROL BY JOB CONTROL RELATIVE TO DIFFICULTIES ENCOUNTERED DURING VARIOUS LOADINGS WAS LOST. UNDER THE PRESENT SYSTEM IT WAS POSSIBLE FOR LOADING INFORMATION TO BE DELAYED AS MUCH AS ONE HOUR BEFORE JOB CONTROL WAS AWARE OF THE DIFFICULTY. THE TACTICAL SQUADRONS DID NOT REPORT DIFFICULTIES ENCOUNTERED ON A TIMELY BASIS.

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(2) THE INDIVIDUAL AIRCRAFT MAINTENANCE PLANS (SAC FORMS 526 AND 322) AS REQUIRED BY SACM 66-13 WERE NOT UTILIZED.

(3) SPECIALIST AUDITS TAKEN DURING THE EXERCISE REVEALED THAT A NUMBER OF SPECIALISTS AVAILABLE FOR DISPATCH IN VARIOUS SHOPS WAS NOT COMPATIBLE WITH THOSE REFLECTED ON JOB CONTROL BOARDS. (SECRET)

(4) AN OVERALL MAINTENANCE FLOW CHART HAD BEEN PREPARED AND GENERALLY INCLUDED ALL KNOWN MAINTENANCE REQUIREMENTS. THE CHART DID NOT, HOWEVER, INCLUDE A FINAL CREW PRE-FLIGHT, CONSEQUENTLY, A NUMBER OF WORK ORDERS AROSE SUBSEQUENT TO REPORTED COMPLETED MAINTENANCE PREPARATIONS. LATE COMPLETION TIMES OF VARIOUS LOADINGS WERE NOT POSTED IN RED TO THE CHART. (SECRET)

(5) ALL MAINTENANCE AND PERTINENT SUPPORT PERSONNEL WERE NOT THOROUGHLY ORIENTATED WITH THE COMPLETE COMPOSITE MAINTENANCE PLAN, CONSEQUENTLY, CONTINUITY OF EQUIPMENT LOADING WAS SERIOUSLY HAMPERED. FOR EXAMPLE, PLANS PROVIDED FOR CONCURRENT CAMERA AND WEAPONS LOADINGS; HOWEVER, BECAUSE OF LACK OF FAMILIARITY WITH THE FLOW PLANS, CAMERA PERSONNEL WERE DENIED ACCESS TO THE AIRCRAFT DURING EARLY STAGES OF THE EXERCISE. AFTER CONSIDERABLE LOSS OF TIME THIS PROBLEM WAS RESOLVED. SUFFICIENT GROUND POWER WAS AVAILABLE TO SUPPORT THE EWP REQUIREMENT. CONTROL OF THIS EQUIPMENT WAS GOOD. ONLY FOUR CASES OF INTERRUPTED POWER SUPPORT AROSE THAT MATERIALLY AFFECTED MAINTENANCE AND LOADING PREPARATION. THESE WERE QUICKLY RESOLVED. IT WAS NOTED, HOWEVER, THAT APPROXIMATELY 12% OF THE GROUND POWER UNITS WERE DEADLINED FOR PARTS. (SECRET)

IT APPEARS THAT ROUTINE MAINTENANCE PRACTICES AND PROCEDURES REQUIRE CONSIDERABLE IMPROVEMENT. A SPOT CHECK OF TWELVE B-47 AIRCRAFT AND 13 KC-97 AIRCRAFT REVEALED:





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(A) An excessive number of delayed discrepancies in parts 2 and 3 of the 780 series forms. Many of the discrepancies were for supply items and that had been back ordered in early 1957.

(B) Outstanding TOC's had been carried since early 1957.

(C) One B-47 aircraft had time change items carried over from the last periodic inspection accomplished some 3 months prior to this exercise. There was no indication that replacement parts had been ordered.

(D) Although a procedure had been established to effect records checks at least once each month, a comparison of aircraft records with Supply Liaison records revealed marked variances. (SECRET)

(E) B-47 and KC-97 Aircraft were generally dirty.

(F) Local interpertation of Technical Order 00-20A-1 requires KC-97 propellers to be magnafluxed if non-flying periods extend beyond thirty-six hours. To reduce workloads, as a result of this policy, the Wing delays magnafluxing of props until just prior to the next scheduled flight. As a result, KC-97 propeller magnafluxing was accomplished on only two aircraft inspected. Magnafluxing of the remaining KC-97 aircraft was waived by the Wing due to early deployment of magnafluxing machines and excessive workload. (SECRET) [40]

TECHNICAL ORDERS B-47 E:

No Tech Orders were gained in November for B-47 aircraft. The only change that occurred this month was two Tech Orders that were dropped as they were changed from Wing Base Maintenance to Depot Level. This accounts for a drop in compliances of 368 and a drop of 536 man-

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40. Inspection report, Inspector General SAC 25-30 November 1957 (Draft Copy) on file Information Services Office, Dyess AFB, Texas.

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HOURS. THIS MONTH WAS THE BEST MONTH IN TECH ORDER COMPLIANCE THAT THE WING HAD SEEN IN A LONG TIME. KITS WERE RECEIVED ON SEVEN TECH ORDERS WHICH ACCOUNTED FOR 347 COMPLIANCES AND 515 MANHOURS. ONE TECH ORDER WAS OUTSTANDING BUT HAD NOT BEEN RECEIVED. SEVEN ROUTINE ACTION TECH ORDER KITS WERE NOT AVAILABLE LEAVING A TOTAL OF EIGHT TECH ORDERS NOT ABLE TO BE COMPLETED. A TOTAL OF 333 TECH ORDER COMPLIANCES WERE COMPLETED AND THIS REPRESENTED 947 MANHOURS.[41] (UNCLASSIFIED)

TECHNICAL ORDERS KC-97:

THE DEPOT TEAM FINISHED COMPLYING WITH THE SOLAR APU INSTALLATION IN THE FIRST PART OF THE MONTH. THIS TECH ORDER ACCOUNTED FOR 3,000 MANHOURS THAT WERE COMPLIED WITH THIS MONTH. TWO TECH ORDERS WERE RECEIVED IN NOVEMBER ON THE KC-97G AIRCRAFT. THIS INCREASE ONLY ACCOUNTED FOR 42 COMPLIANCES AND 21 MANHOURS. ONE ONE OUTSTANDING TECH ORDER KIT DID NOT BECOME AVAILABLE UNTIL THE 27TH OF THE MONTH. IT TOOK 21 COMPLIANCES AND 2,100 MANHOURS TO COMPLETE IT. THERE WERE STILL FOUR TECH ORDERS FOR WHICH NO KITS HAVE BEEN MADE AVAILABLE. THIS ACCOUNTED FOR 84 COMPLIANCES AND 315 MANHOURS. FROM THE FIRST OF NOVEMBER TO THE 25TH OF NOVEMBER 183 COMPLIANCES HAD BEEN COMPLETED FOR A TOTAL OF 3,260 MANHOURS ON THE KC-97's.[42] (UNCLASSIFIED)

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41. MONTHLY REPORT FROM THE 341ST DIRECTOR OF MATERIEL.
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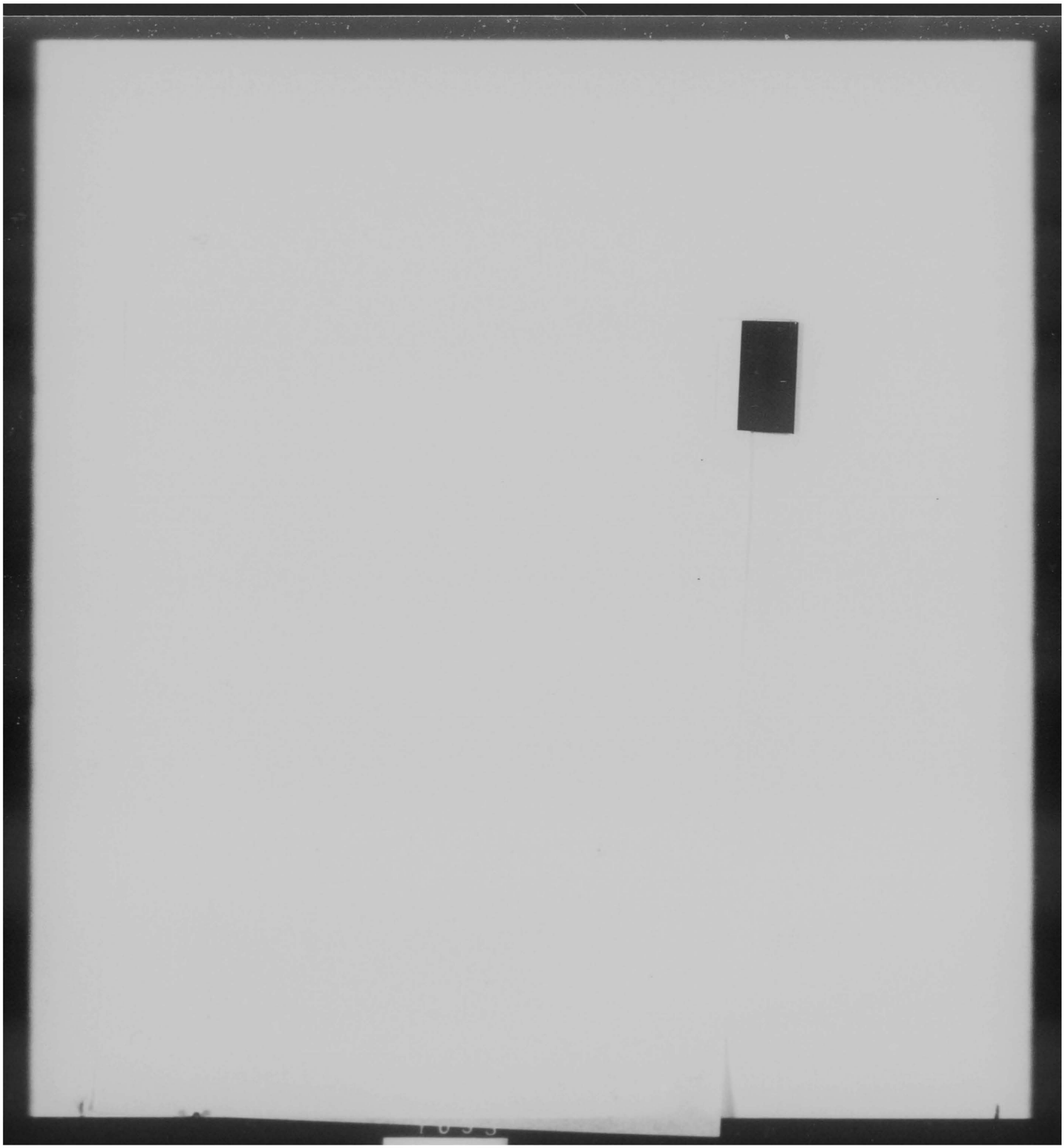

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APPENDIX

BIOGRAPHY of Colonel Anthony J. Perna .....Appendix I

CHART of Personnel status of the 341st Bombardment Wing .....Appendix II

KEY PERSONNEL chart of Key Officers of the 341st Bomb Wing .....Appendix III

BIBLIOGRAPHY of source material for history .....Appendix IV

GLOSSARY of terms and abreviations .....Appendix V



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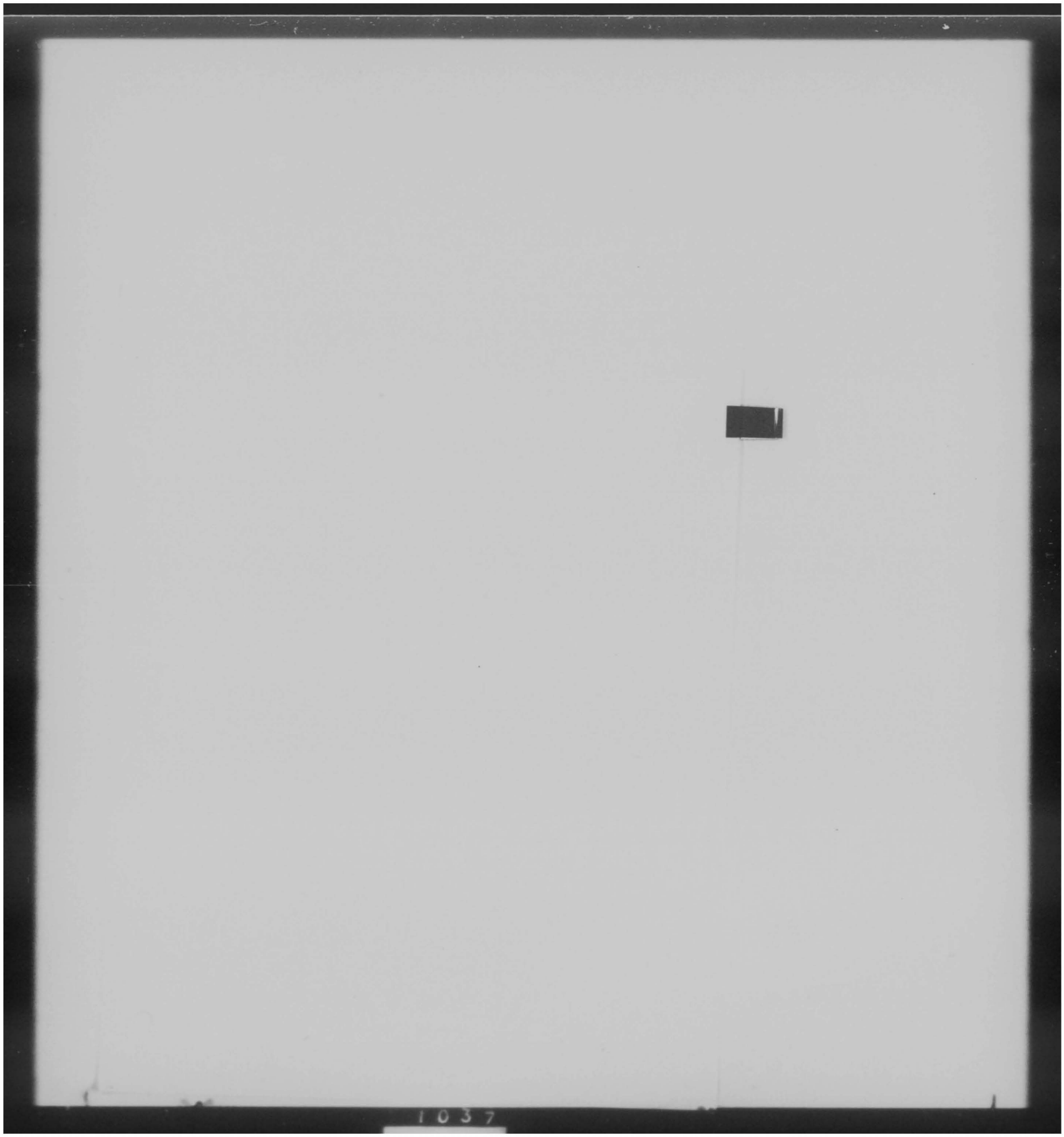


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BIOGRAPHICAL SKETCH OF COLONEL ANTHONY J. PERNA

A native of Long Island, New York, Colonel Anthony J. Perna joined the Air Force in 1940 and graduated from Randolph and Kelly Field at San Antonio, Texas.

Colonel Perna is a graduate of Syracuse University and holds a degree in International Relations.

Colonel Perna has been Chief Of Special Training Devices at Headquarters USAF for 3 years, Base Commander at Fairchild AFB, Base Commander at Lakenheath, England, Base Commander at Mildenhall, England, Deputy Commander of the 509th Bomb Wing, Deputy Commander of the 376th Bomb Wing and Deputy Commander of the 341st Bomb Wing at Abilene AFB, Texas.

Colonel Perna was selected to open the B-47 program at Abilene AFB, Texas, and moved the Cadre from Barksdale to Abilene in 1955.

During World War II, the colonel served with the Anti-Submarine Command, and in the Pacific.

For many years a 4E pilot instructor and flying school director, Colonel Perna numbers many of our senior General officers amongst his former students. Originally an instructor in B-17's and B-24's, the Colonel was also an instructor in B-29's and was the Director of Training of the B-29 Transition School at Lowry AFB.

Among his decorations and ribbons, Colonel Perna holds the Legion of Merit and the Commendation Medal with two Oak Leaf Clusters.

Mrs. Perna, the former Mary Elizabeth Silliman, is also from Long Island, New York, and was raised in the town of Mineola. Mrs Perna holds a degree from Syracuse University, New York, and is a member of the DAR and has been associated with the Girl Scout Program in a direct capacity for many years. Mrs. Perna holds the Golden Eaglet Scouting Award.

The Perna's have four children; Ellen Hartney, Betty Grace, Tony Jim, and Christine.



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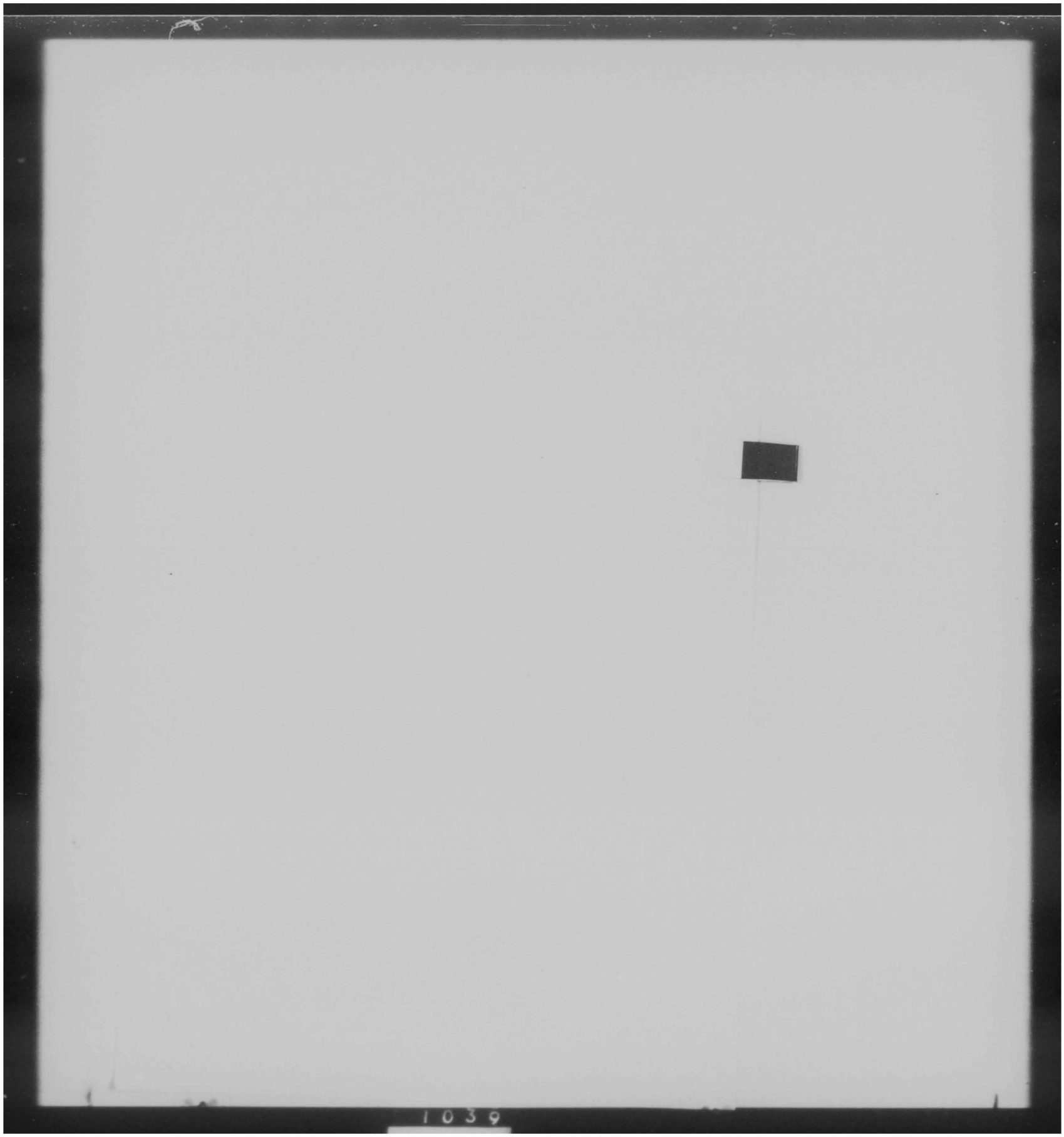



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341ST BOMB WING STRENGTH CHART as of 30 November, 1957.

| | OFFICERS | | | | AIRMEN | | | | CIVILIANS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Authorized | Assigned | Overage | Shortage | Authorized | Assigned | Overage | Shortage | Authorized | Assigned | Overage | Shortage |
| WG. HQ. SQ. | 61 | 61 | 0 | 0 | 142 | 165 | 23 | 0 | 4 | 3 | 0 | 1 |
| 10TH BS | 71 | 82 | 11 | 0 | 93 | 116 | 23 | 0 | 0 | 0 | 0 | 0 |
| 12TH BS | 71 | 84 | 13 | 0 | 93 | 115 | 22 | 0 | 0 | 0 | 0 | 0 |
| 490TH BS | 71 | 75 | 4 | 0 | 93 | 114 | 21 | 0 | 0 | 0 | 0 | 0 |
| 11TH AREFS | 97 | 114 | 17 | 0 | 189 | 189 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1ST PMS | 3 | 5 | 2 | 0 | 106 | 101 | 0 | 5 | 0 | 0 | 0 | 0 |
| 341ST PMS | 8 | 7 | 0 | 1 | 413 | 407 | 0 | 6 | 8 | 17 | 9 | 0 |
| 341ST A&E | 10 | 9 | 0 | 1 | 323 | 341 | 18 | 0 | 0 | 0 | 0 | 0 |
| 341ST TH | 25 | 20 | 0 | 5 | 82 | 75 | 0 | 7 | 0 | 0 | 0 | 0 |
| TOTALS: | 417 | 457 | +33 | -7 | 1534 | 1623 | +71 | -18 | 12 | 20 | +9 | -1 |

The total assigned strength of the 341st Bomb Wing for the month of November 1957 was 2100 personnel. The authorized strength was 1963 thus creating an overage of 137 persons. This figure represented in a percentage was 7%.



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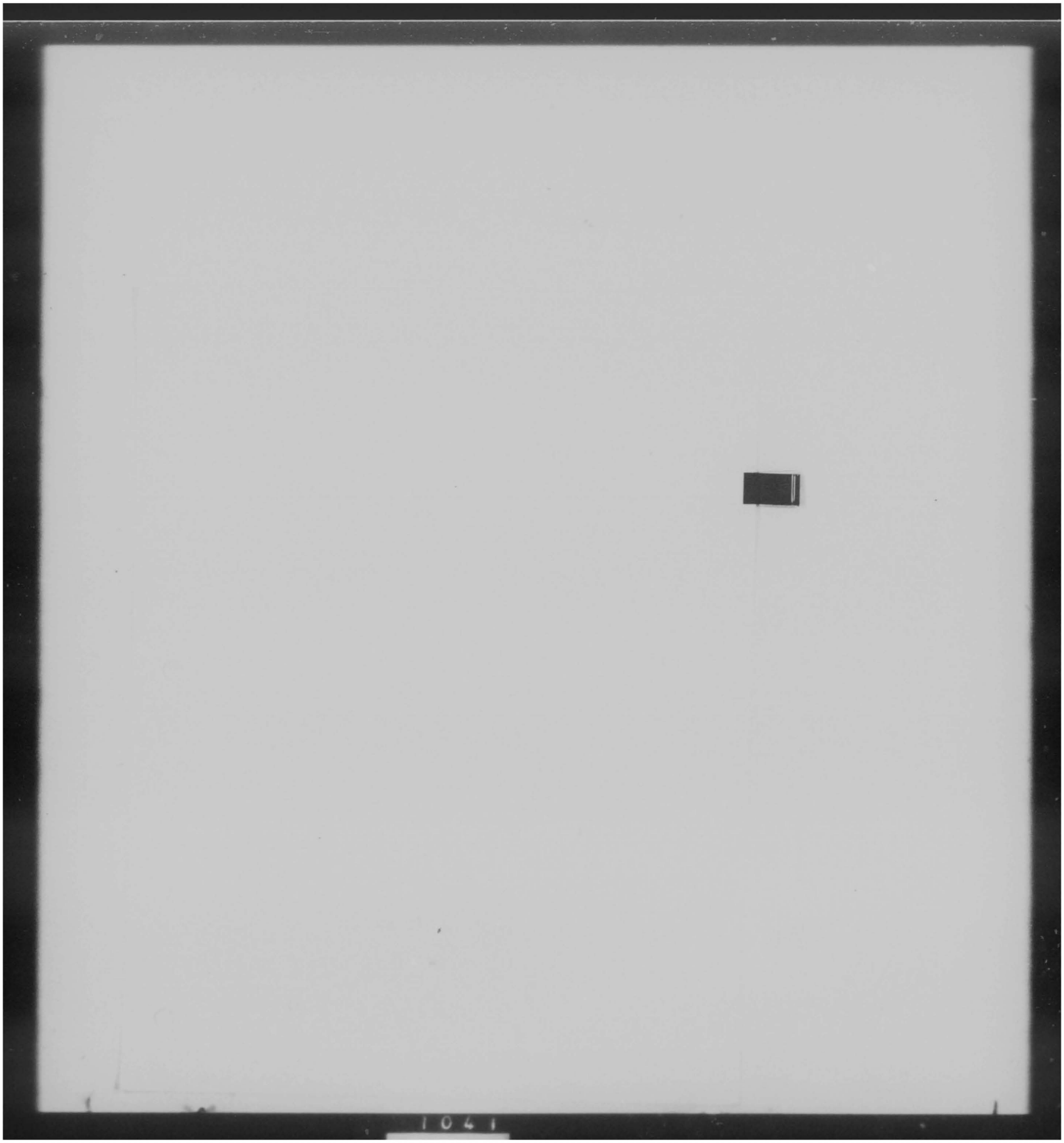


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KEY PERSONNEL

341ST BOMBARDMENT WING (HEAVY)

| | | |
|---|---|---|
| COMMANDER | COLONEL | ANTHONY J. PERNA |
| DEPUTY COMMANDER | COLONEL | ERNEST C. EDDY |
| DIRECTOR MATERIEL | COLONEL | CALVIN E. PEELER |
| DIRECTOR OPERATIONS | COLONEL | GEORGE F. LOCKHART |
| DIRECTOR PERSONNEL | LT. COLONEL | PAUL C. KENDALL |
| CHIEF OF INTELLIGENCE | LT. COLONEL | JOSE CASTRO |
| ADJUTANT | CAPTAIN | JAMES E. REAVLEY |
| DIRECTOR SAFETY | CAPTAIN | LEO G. MILLER |
| MANAGEMENT & ANALYSIS | CAPTAIN | WILLIAM R. DONE JR. |

341ST BOMBARDMENT WING, SQUADRON COMMANDERS

| | | |
|---|---|---|
| 10TH BOMB SQUADRON | LT. COLONEL | SAMUEL R. SMITH |
| 12TH BOMB SQUADRON | LT. COLONEL | RAYMOND E. HANLYN |
| 490TH BOMB SQUADRON | LT. COLONEL | CAMPBELL PALFREY |
| 341ST PERIODIC MAINTENANCE SQUADRON | LT. COLONEL | ROBERT L. CANNON |
| 341ST FIELD MAINTENANCE SQUADRON | LT. COLONEL | SHERRILL L. POWELL, JR. |
| 341ST ARMAMENT & ELECTRONICS SQUADRON | LT. COLONEL | CHARLES J. STEVENS |
| 11TH AIR REFUELING SQUADRON | LT. COLONEL | CHARLES M. HUNTER |
| 341ST HEADQUARTERS SECTION SQUADRON | LT. COLONEL | GREGORY Q. STANLEY |



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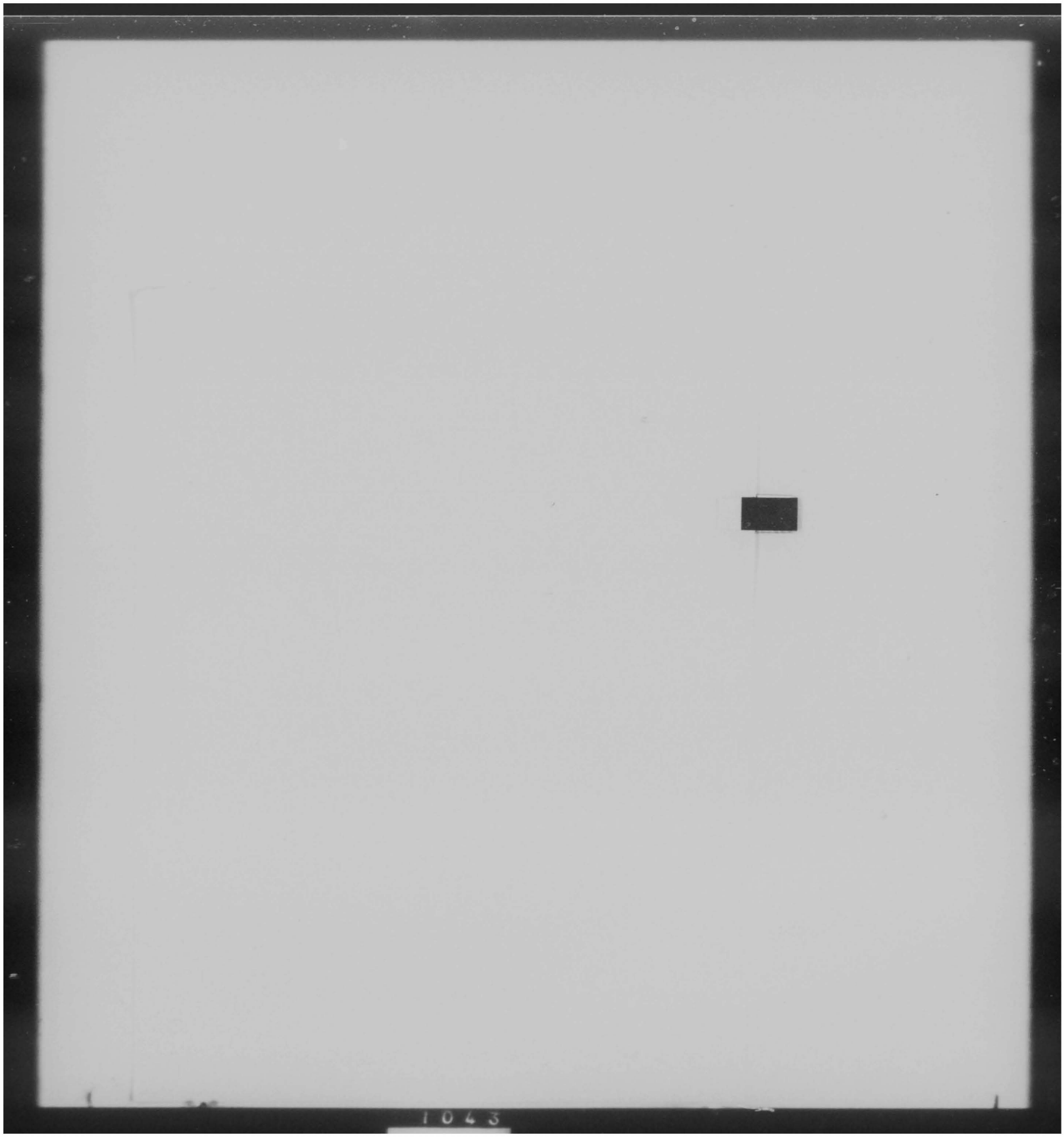


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# BIBLIOGRAPHY

The material used in compiling the November History was obtained from the following sources:

Wing Classified Files

Operations Classified Files

Squadron and Staff Reports

Personal Interviews.



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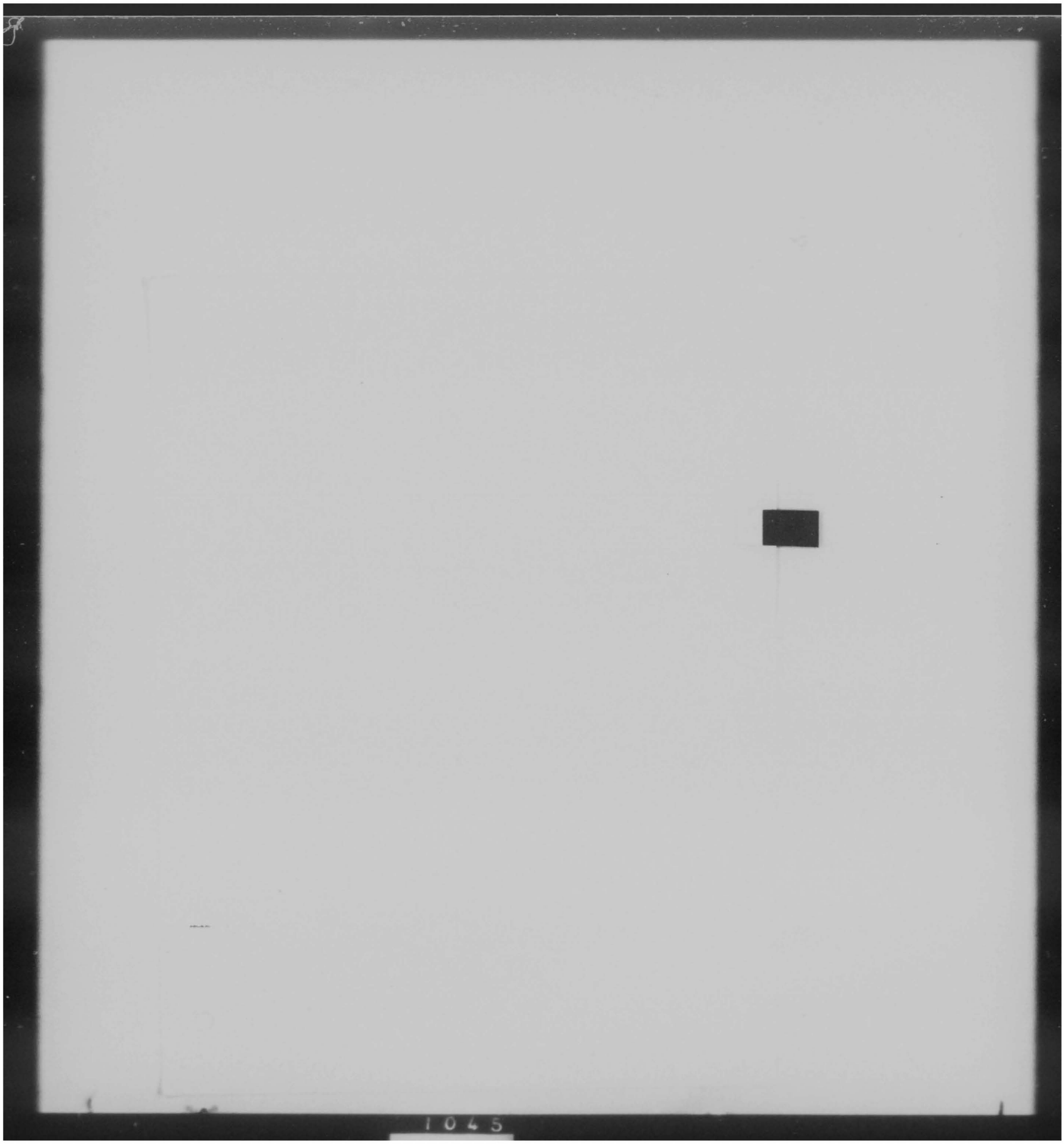


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GLOSSARY

| | |
|---|---|
| EWP | Emergency War Plan |
| CMF | Combat Mission Folder |
| DGZ | Designated Ground Zero |
| ARS | Air Refueling Squadron |
| ECM | Electronic Counter Measure |
| UHF | Ultr High Frequency |
| TO | Technical Order |



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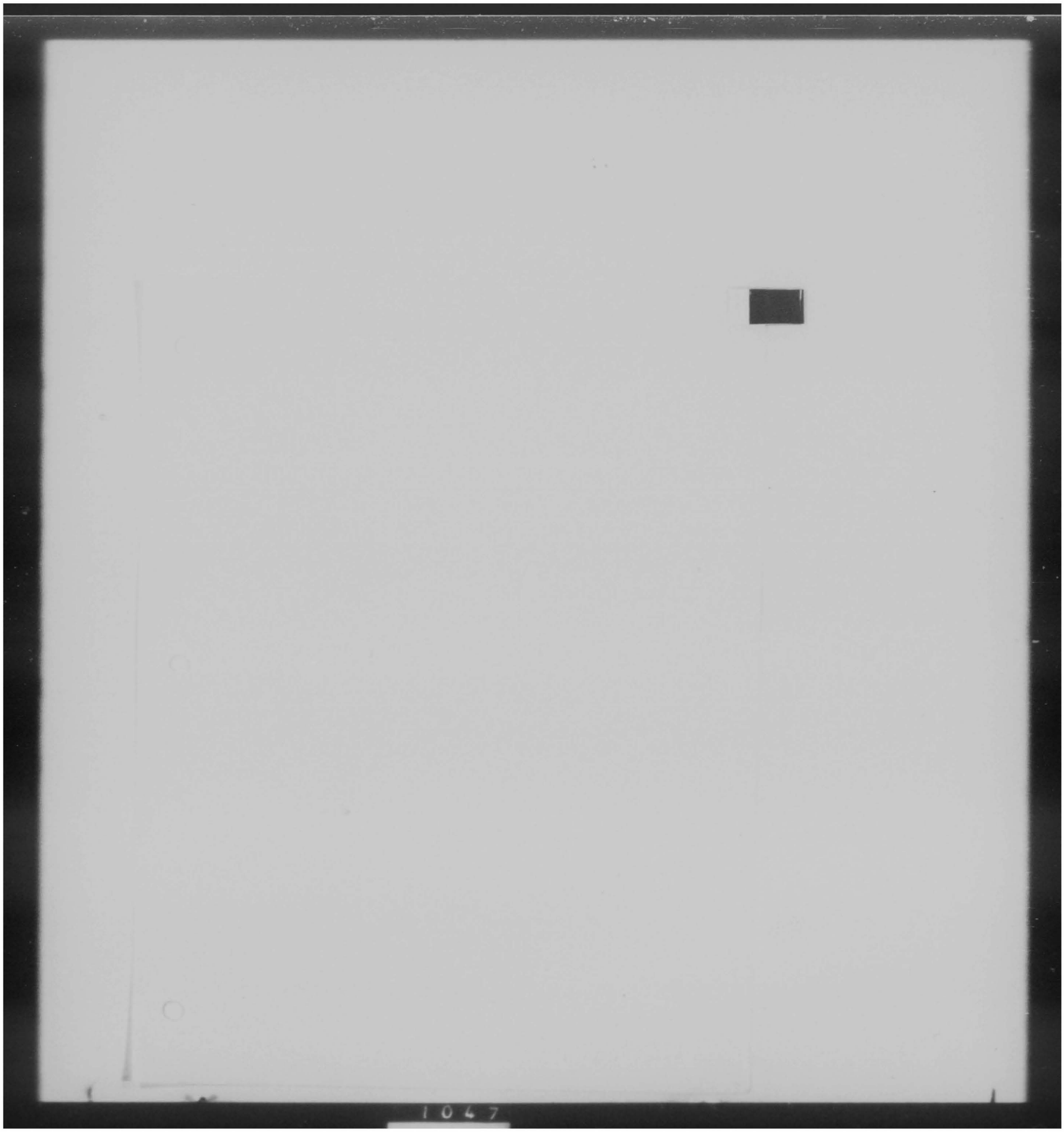



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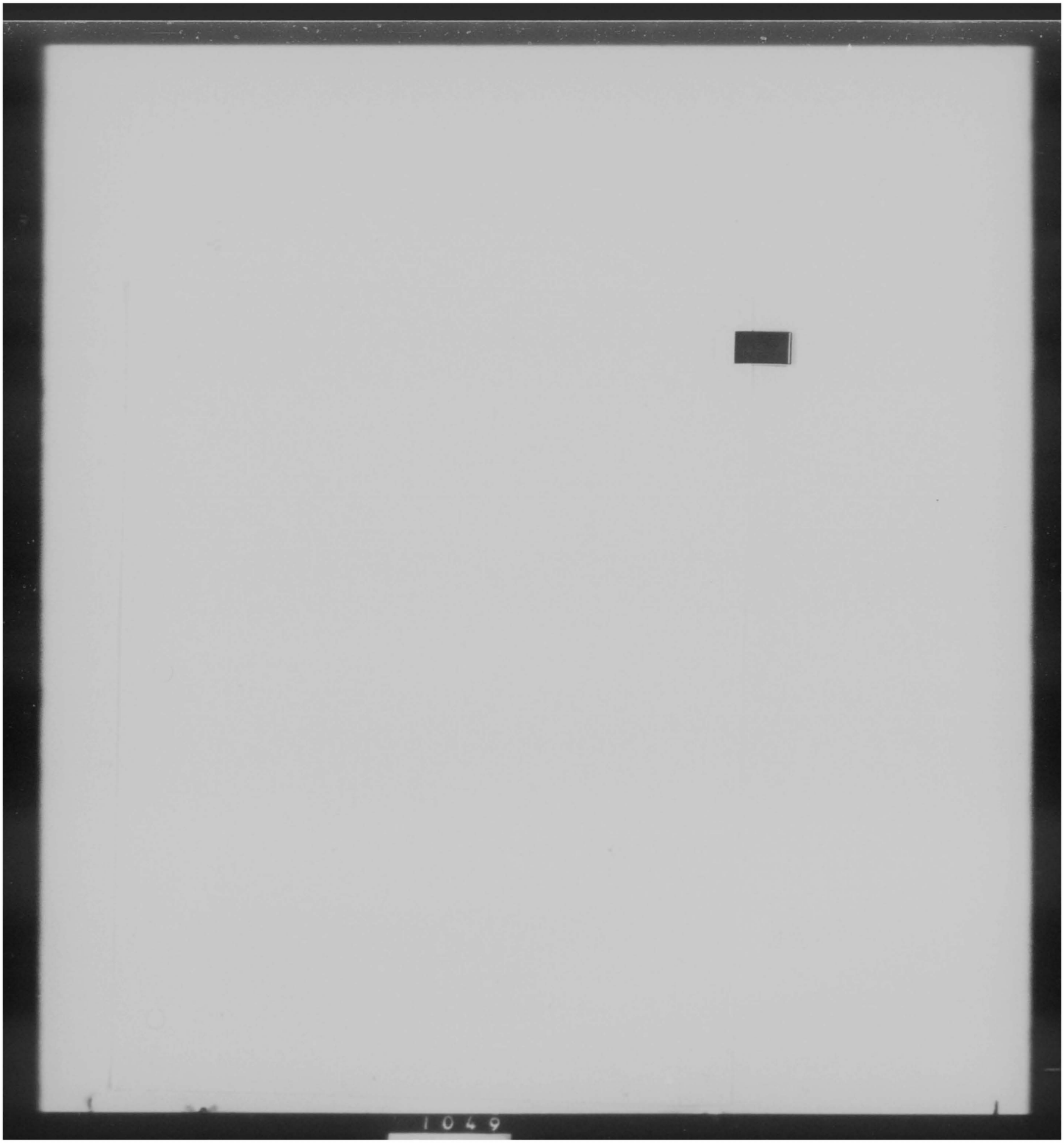



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HEADQUARTERS
810TH AIR DIVISION (SAC)
United States Air Force
Biggs Air Force Base, Texas

SPECIAL ORDERS)
NUMBER 228)

17 October 1957

EXTRACT

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

23. COL ANTHONY J PERNA, 4641A.
ASSIGNMENT: Is rel fr asg Hq 97th BomWg (M) SAC, this sta; Asg 341st BomWg, SAC Dyess AFB, Tex.
REPORTING DATA: Off w/rept NLT 1 Nov 57. EDCSA: 1 Nov 57
GENERAL INSTRUCTIONS: Auth: AFM 35-11 & Msg Hq 15th AF C-195, Subj: Ksg of Senior Offs dt 12 Oct 57
TRANSPORTATION: PCS TDN. (Dislocation ALW Other) 5783500 067-2500 P351.10-02-03 S41-603. TPA w/2 days tvl time auth. If POV is not used, travel time will be the time of the comm carrier used.

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

CERTIFIED TRUE COPY:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

1050

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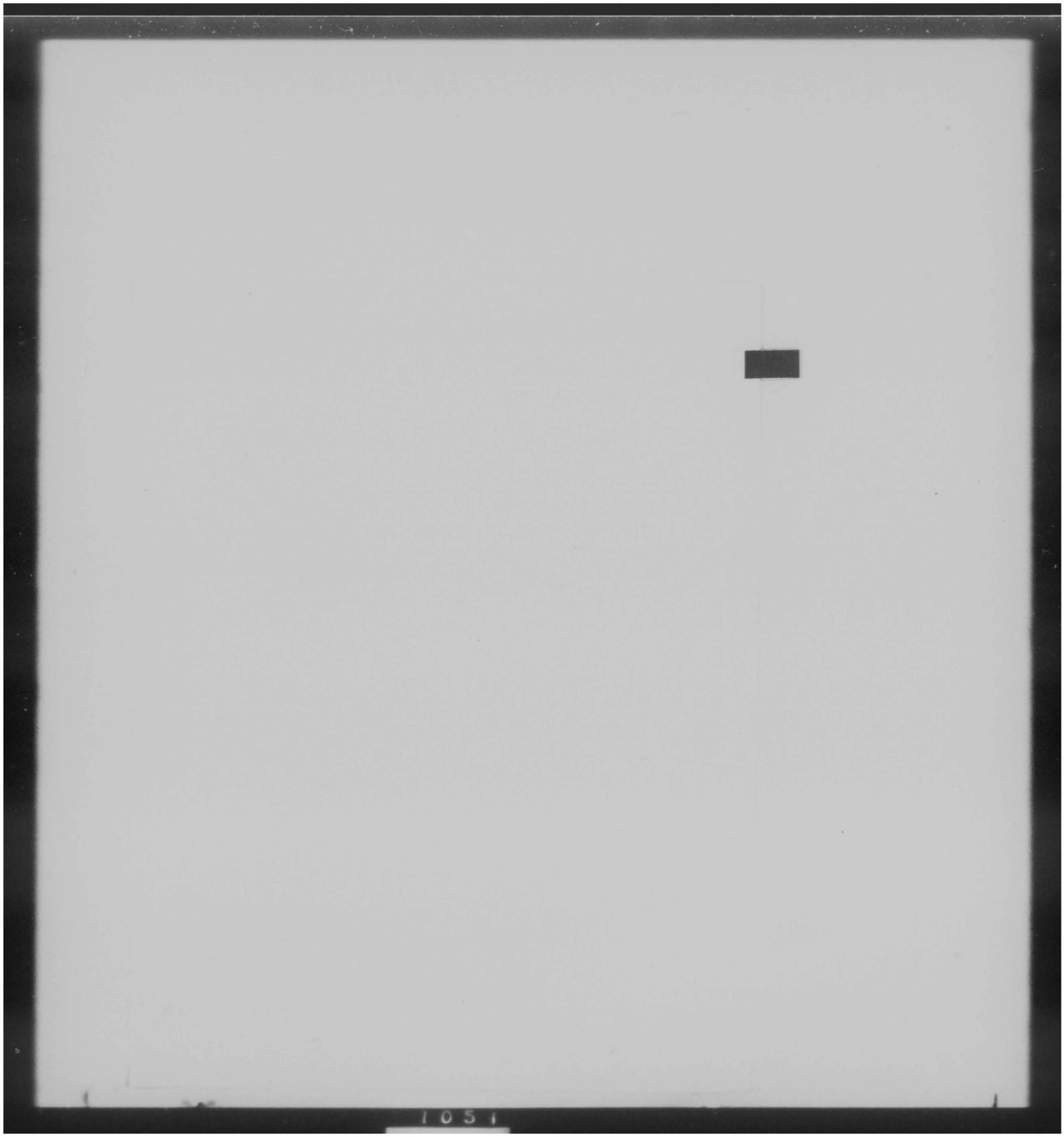



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HEADQUARTERS
341ST BOMBARDMENT WING (MEDIUM)
United States Air Force
Dyess Air Force Base, Texas

1 November 1957

STAFF MEETING MINUTES

1. The Staff Meeting convened at 1500 hours, 31 October 1957.

2. WING COMPTROLLER: Captain Bone mentioned that the V-2 report was late, primarily because squadrons sent their individual reports through distribution instead of hand-carrying them as is required. Squadron Commanders were asked to screen errata sheets and to report any incorrect items immediately.

3. DIRECTOR OF SAFETY: Captain Miller mentioned very briefly that the safety record of the Wing is very bad right now because of the rash of accidents during the past few weeks.

4. 11TH AIR REFUELING SQUADRON: Lieutenant Colonel Hunter mentioned that there has been an increase of injuries lately in the intra-mural athletic program. One principle factor is believed to be the lack of proper officiating which results in some of the contests getting out of hand as to unnecessary roughness and thereby increasing the possibility of injuries. The Wing Adjutant, Captain Reavley was asked to look into the situation to see what might be done to correct this situation.

5. FIELD MAINTENANCE SQUADRON: Lieutenant Colonel Powell mentioned the item brought up at the last Non-commissioned Officer's Advisory Council meeting, regarding the shortage of uniform clothing items at the clothing sales store, and asked what the possibility was for increasing the stock. Colonel Peeler explained that this problem is again one of shortage of funds, and that the clothing sales store operates on a limited budget. Present allocations of funds has been exhausted and that therefore, no relief can be seen for the immediate future.

6. ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON: Lieutenant Colonel Stevens asked if a policy has been established for granting leaves of absence during the next sixty (60) day period. Lieutenant Colonel Kendall stated that a general Wing policy has been formulated and that as soon as the new Wing Commander, Colonel Anthony Perna, can O.K. the proposed plan, information will be distributed to the Squadrons. In the meantime, squadron commanders should make tentative plans, based on requirements within their own squadrons. Lieutenant Colonel Stevens also asked whether or not mobility gear, particularly Arctic weather clothing could be worn during cold weather on this station. Policy regarding wear of mobility gear last year was that it could be worn and this policy will hold true this year also unless instructions to the contrary are announced. Lieutenant Colonel Stevens stated that in several instances, Non-commissioned officers confined to the Base Hospital had been required to perform kitchen police duty, and questioned the wisdom



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of this practice in the light of maintaining Non-commissioned Officer prestige. The hospital commander, Lieutenant Colonel Sutherland explained that kitchen police duty in the hospital is not the same as is usually associated with mess hall kitchen police. He also stated that all patients in the hospital, regardless of rank, are frequently required to assist in the upkeep duties in the various wards, primarily because of the severe shortage of hospital staff personnel.

7. 490TH BOMBARDMENT SQUADRON: Lieutenant Colonel Palfrey asked about the policy regarding the Wing rotation in relation to personnel who should not be deployed due to dates of separation, pregnancy of wives and various other personal problems. Lieutenant Colonel Kendall stated that this situation would also be firmed up very shortly and that the policy would be announced as quickly as possible.

8. HOSPITAL COMMANDER: Lieutenant Colonel Sutherland stated that there is a serious epidemic of illnesses which is taxing the capability of the hospital beyond its' normal capacity. There is a mistaken idea that the illness is influenza, but this is not the case. The actual illnesses has not been identified as yet except that the common symptoms are simuliar to strep infection of the throat. Lieutenant Colonel Sutherland also mentioned that of the 5100 on the base, only 3700 had received their influenza innoculations. Time schedules for completion of influenza innoculations are being set up by the hospital personnel and all remaining personnel are expected to receive their influenza innoculations as quickly as possible. This applies particularily to personnel who will be participating in a Wing exercise in the near future.

9. WING COMMANDER: The acting Wing Commander, Colonel Calvin E. Peeler spoke briefly about the shortage of funds which is effecting all operations and its' effect upon work orders, and supply requisitions. Colonel Peeler then read to the Staff a letter of appreciation written by Mr. Paul J. Files, governor of the Texas and Oklahoma Kiwanis organization for the efforts of the Officers and Airmen of Dyess Air Force Base, Texas, during the recent Kid's Day Program. Colonel Peeler announced that the request for the scheduling of training missions to Hickam Air Force Base, Hawaii, has been approved. Colonel Peeler also read a letter regarding the ability of the Base to furnish protection for flight line activities which in brief outline the great need for further assistance from all individual units in as much as the security forces available can not afford adequate protection due to the recent arrival of the second Bomb Wing. Colonel Peeler also read a letter of appreciation from Lieutenant Colonel Hunter, Commander of the 11th Air Refueling Squadron in which it was stated that the recent award of the Outstanding Unit Award to the 11th Air Refueling Squadron was





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made possible, in the large measure, by the cooperation of other units in the Wing.

10. The meeting adjourned at 1550 hours, 31 October 1957.

JAMES P. REAVLEY
Captain, USAF
Adjutant





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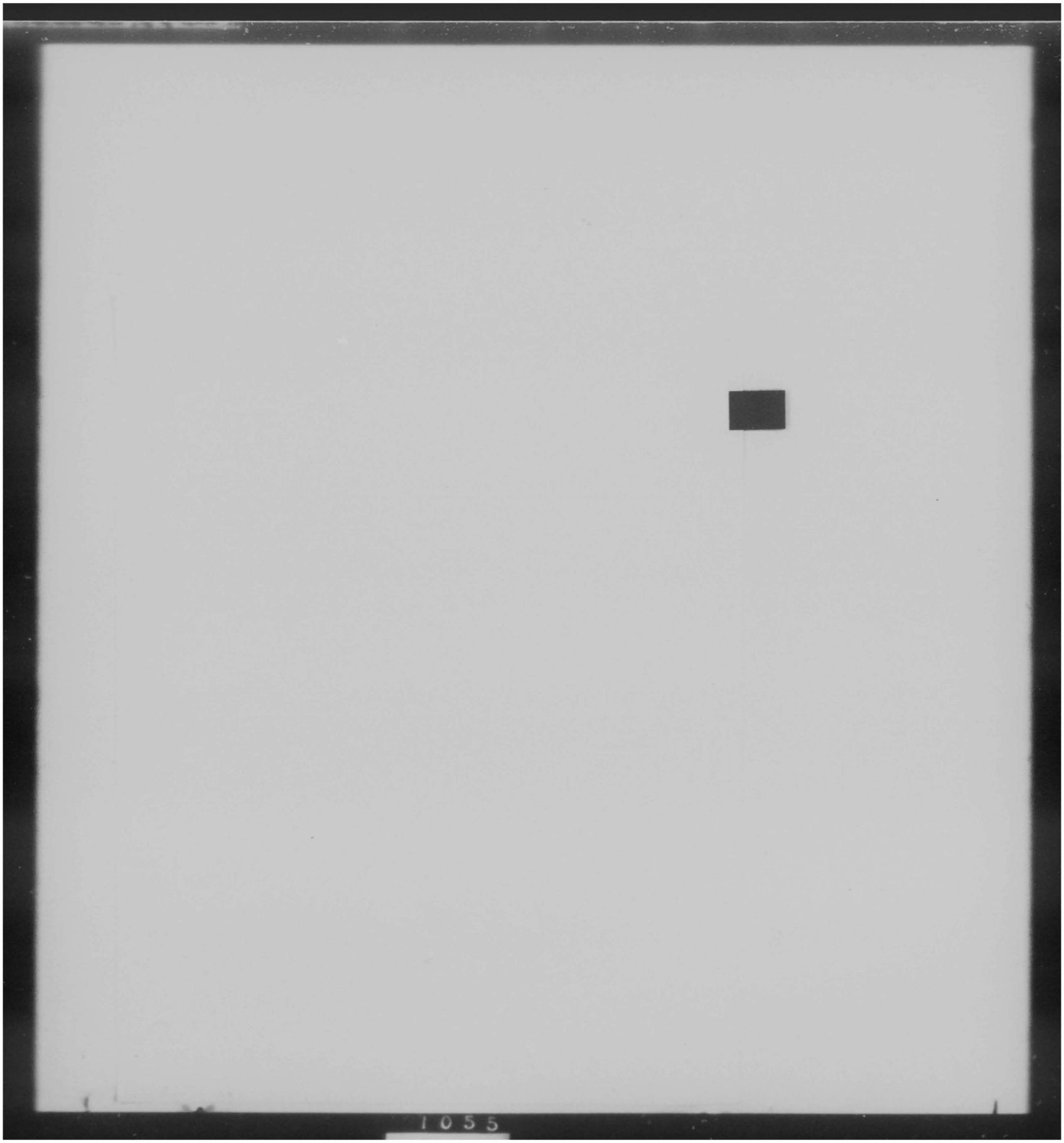


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HEADQUARTERS
FIFTEENTH AIR FORCE
March Air Force Base
California

9 October 1957

CS

SUBJECT: Combat Crew Training Flights to Hickam Air Force Base

TO: Commander
819th Air Division
Dyess Air Force Base, Texas

1. Your request for combat crew training flights contained in letter, Headquarters 819th Air Division, 17 April 1957, subject as above, is approved for inauguration on a "trial" basis, subject to the following conditions:

a. EWP requirements and directed training programs are not compromised.

b. KC-97 aircraft are not utilized for support.

c. No more than one aircraft per month is scheduled.

2. This headquarters will process your requests for subject flights on an individual basis. Requests will be forwarded to arrive this headquarters not later than ten working days prior to the estimated date of departure.

FOR THE COMMANDER:

/s/t/ PINKHAM SMITH
Colonel, USAF
Chief of Staff



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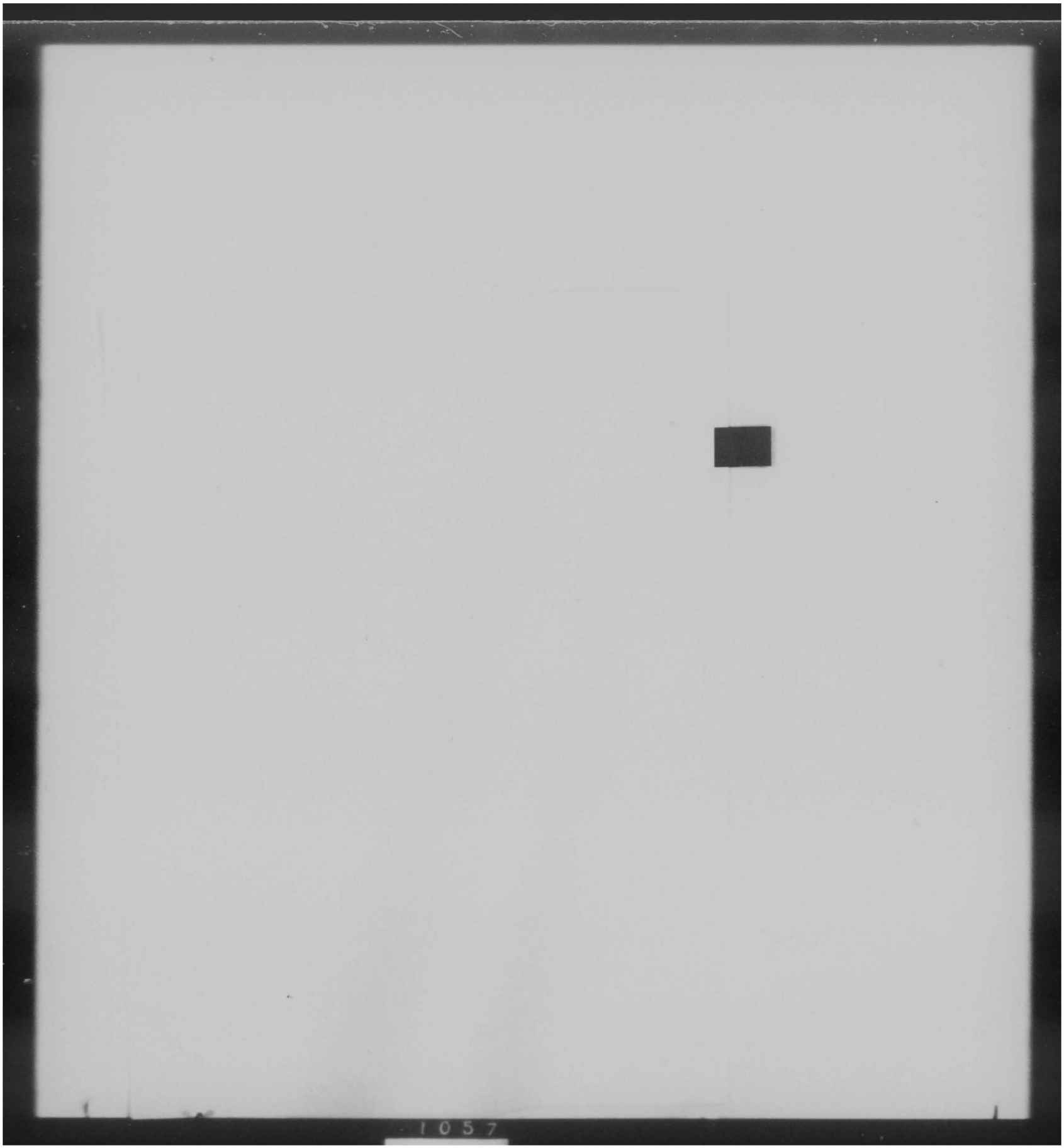


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CS, Hq 15AF, 9 Oct 57, Subj: Combat Crew Training Flights to Hickam Air Force Base

C

1st Ind

Headquarters 819th Air Division, Dyess Air Force Base, Texas, 25 Oct 1957

TO: Commander, 341st Bombardment Wing(M), Dyess Air Force Base, Texas

1. Reference is made to Headquarters 819th Air Division letter C, Subject: Periodic Flights to Hawaii, dated 17 April 1957. The basic letter is in answer to our request to higher headquarters for such flights.

2. You are hereby authorized to conduct such flights within the limitations of paragraph 1 of the basic letter. With reference to paragraph 2 of the basic letter, your request to accomplish such flights should be submitted in accordance with SAC Regulation 55-40 through this headquarters.

/s/t/ CHARLES B. WESTOVER
Brigadier General, USAF
Commander

2



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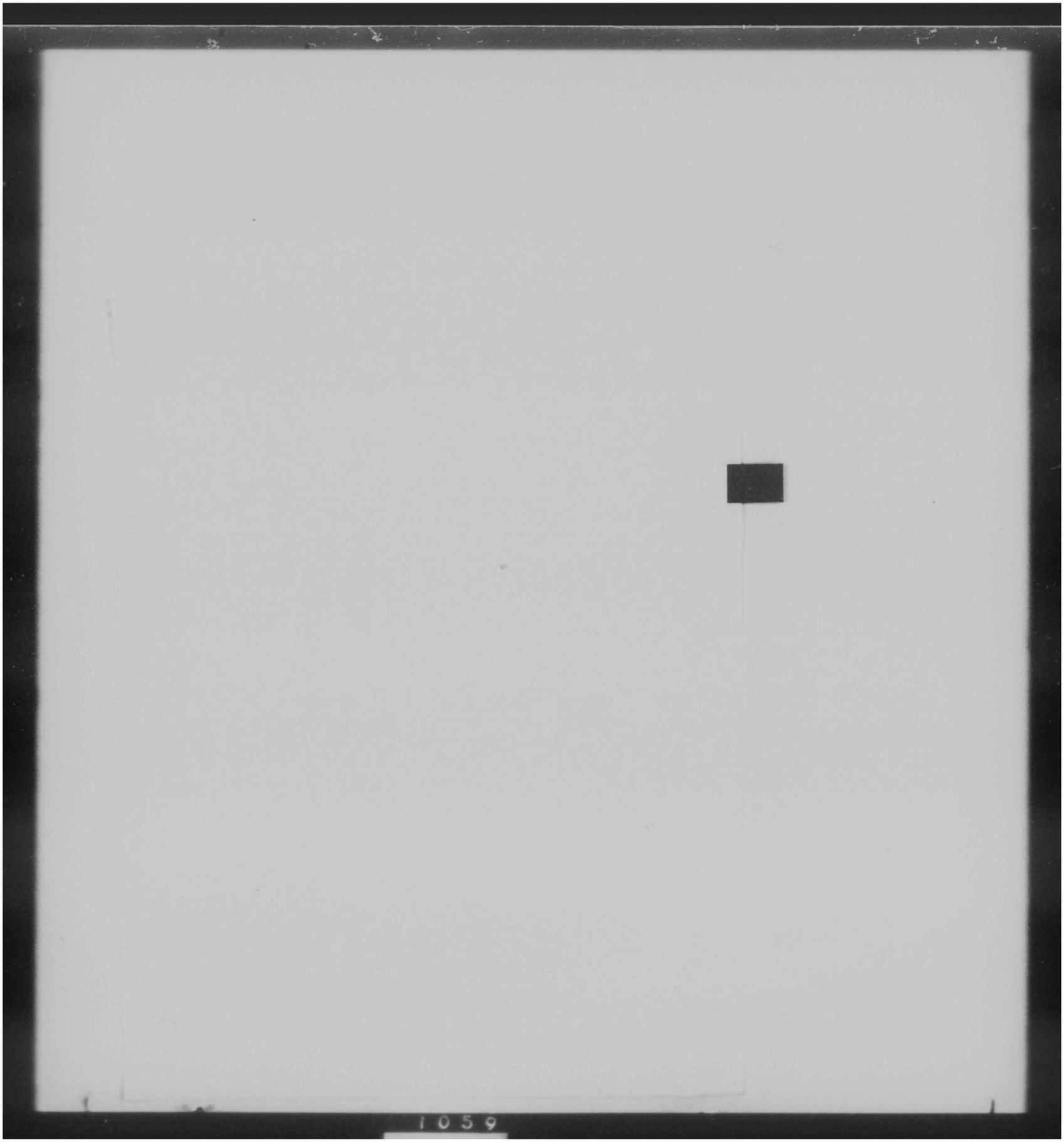



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HEADQUARTERS
3411ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 50)

18 November 1957

MAJ RALPH L GRIFFITH, AO793615, 11TH AREFS, this STA, is granted the Aero Rating of Command Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15 AF, DPRP 33492, 14 MAY 57.

FOR THE COMMANDER:

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV.
WASH 25, D. C.

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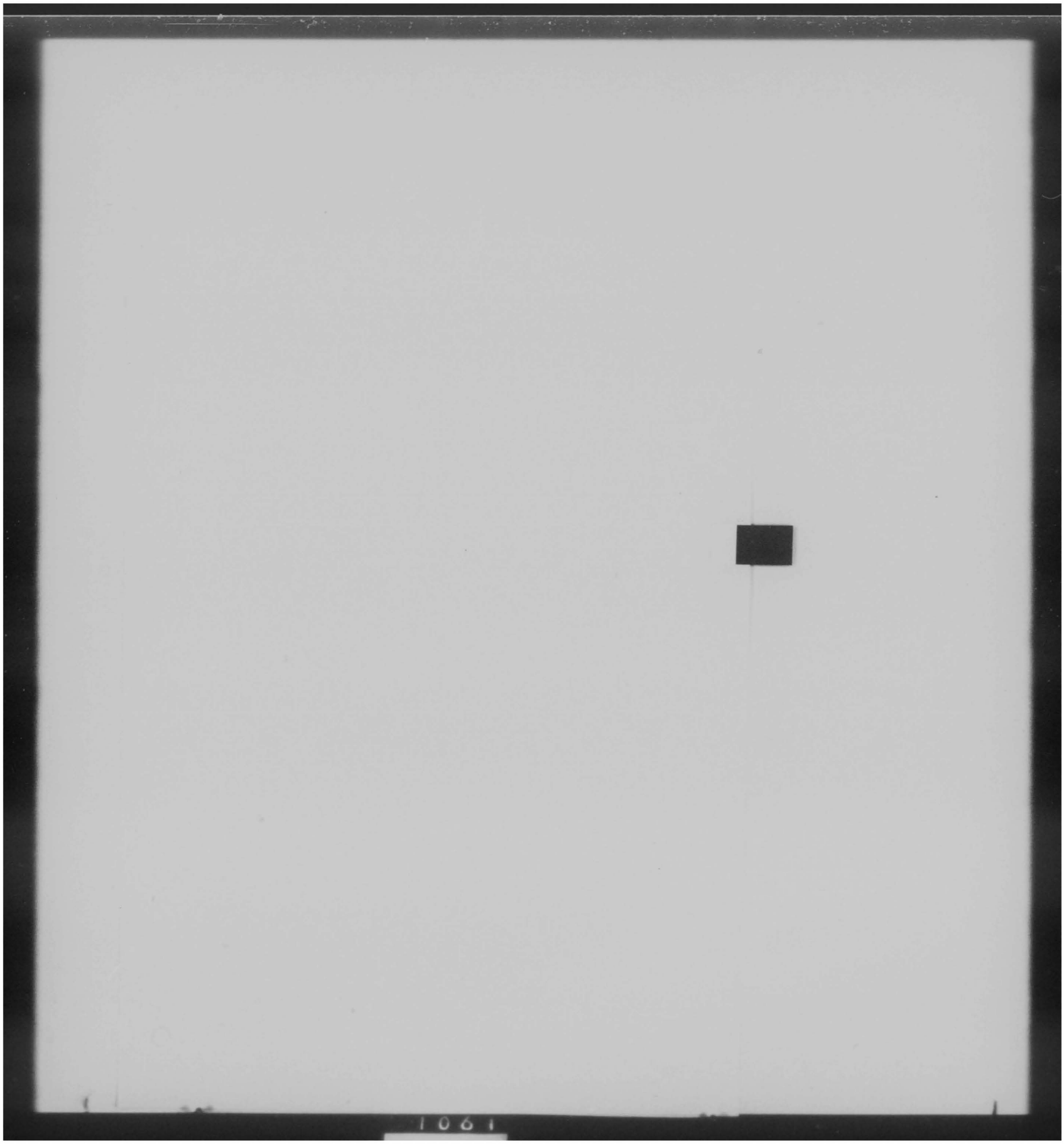


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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 47)

11 November 1957

1. CAPTAIN CLAIR C THORNE, JR., AO1911617, 12TH BOMRON, this STA, is granted the Aero Rating of Senior Pilot under PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

2. SMOP 3, AO 42, this HQ, 10 OCT 57, as pertains to Non-Crew Members to participate frequently and regularly in Aerial Flights, for PD 7 OCT 57 through 31 OCT 57, IATD " TSGT ROBERT J SADLER, AF16233672, 11TH AREFS, this STA."

3. SMOP 1, AO 45, this HQ, 30 OCT 57, as pertains to Non-Crew Members to participate frequently and regularly in Aerial Flights, (B-47 type ACFT) for PD 1 NOV 57 through 30 NOV 57, IATI " A/1C JESSE C NEWTON, AF18428723, 12TH BOMRON, this STA."

FOR THE COMMANDER:

James E Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.

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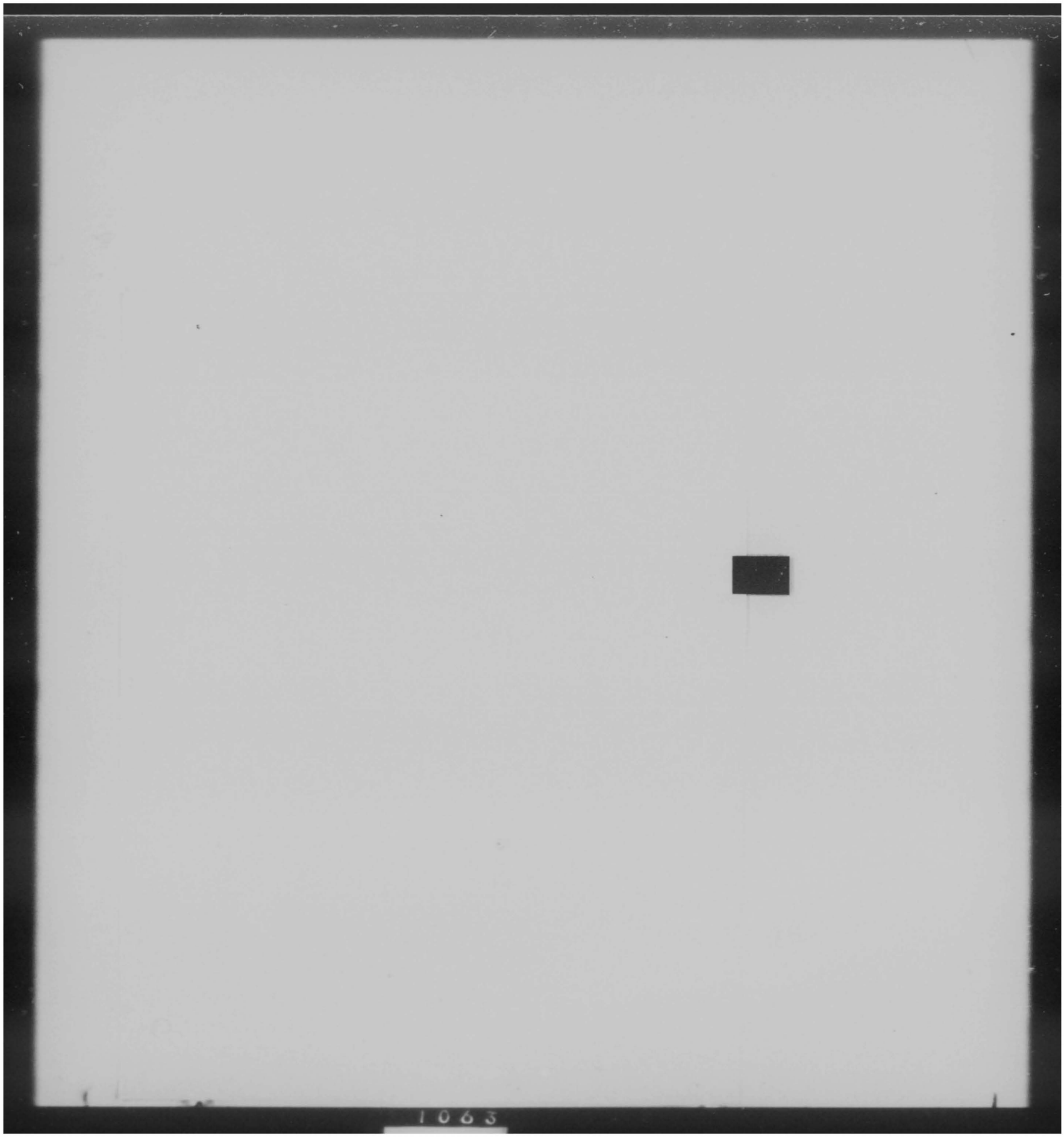


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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

13 November 1957

AERONAUTICAL ORDERS)
NUMBER 48)

1. CAPTAIN JOHN G FLEMING JR., AO780914, 10TH BOMRON, this STA, is granted the Aero Rating of Senior Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492,14 MAY 57.

2. MASTER SERGEANT [illegible]R B BARNHILL, AF15230602, 12TH BOMRON, this STA, is DSG as Non-Crew Member IAW PARA 5, CHAP 2, AFR 35-13, DTD 12 JUN 57 (B-47 type ACFT). AMN is required to participate frequently and regularly in Aerial Flights for the PD of 13 NOV 57 thru 30 NOV 57. AUTH: PARA 5, CHAP 2, AFR 35-13, DTD 12 JUN 57.

FOR THE COMMANDER:

James E. Reavley

JAMES E. REAVLEY
Captain, USAF
Adjutant

DISTRIBUTION:
G Plus
4 CYS to DIR MIL PERS, HQ USAF
ATTN: SEP BR, WASH 25, D. C.
4 CYS to DEP IG, USAF, Norton AFB, CALIF
1 CY AAG, HQ USAF, ATTN: MIL PERS REC DIV,
WASH 25, D. C.



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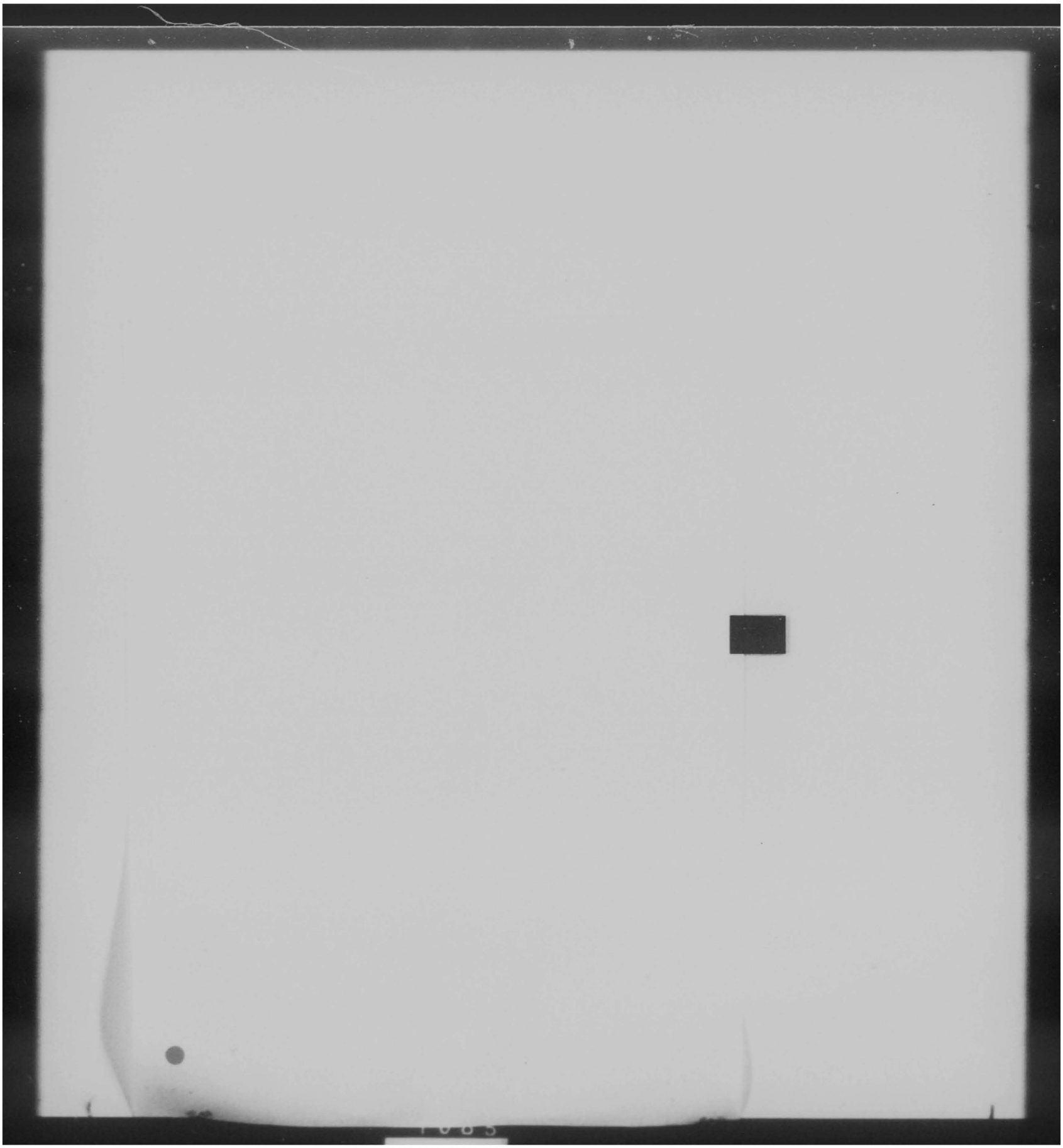

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MONTHLY COMBAT CREW ROSTER
341ST Bombardment Wing Medium (SAC)
As of 4 November 1957

| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Smith | Samuel | R | A0406487 | 20 | IND |
| Ops Officer | | Maj | Skartvedt | Paul | A | 23782A | 22 | IND |
| Maint Off | | Maj | Deel | Ollie | I | 14608A | 19 | IND |
| Navigator | | Maj | Brooks | William | C | 12663A | 21 | IND |
| Supp Off | | 2LT | Macheers | Francis | H | A03071412 | 33 | 18 Aug 60 |
| S02 | AC | Maj | Warner | Willis | L | A0517805 | 20 | IND |
| | P | 1LT | Holton | Carl | E | A02225775 | 30 | IND |
| | NB | Lt Col | Trexler | Troy | L | A0754817 | 16 | IND |
| R04 | AC | Cpt | Brechel | Lqwrence | E | A0731804 | 21 | IND |
| | P | Cpt | Myers | Thomas | H | A0837253 | 25 | IND |
| | NB | Cpt | Roe | Peter | J | A0736728 | 19 | IND |
| R05 | AC | Cpt | McKnight | Max | L | A0674845 | 17 | IND |
| | P | Cpt | Cole | Darrell | V | A0782177 | 22 | IND |
| | NB | 1LT | Meehan | Harry | D | A0303984 9 | 32 | IND |
| L07 | AC | Cpt | Podbesek | Thomas | W | A0837356 | [illegible] | IND |
| | P | 1LT | Tobin | Thomas | O | A03050663 | 23 | 24 Jan 59 Adj |
| | NB | Cpt | Brzozowski | John | A | A0706687 | 24 | IND |
| L09 | AC | 1LT | Hammond | Felton | L | A02224779 | 28 | IND |
| | P | 1LT | Duffer | Harold | E | A03008577 | 29 | IND |
| | NB | 1LT | Jenkins | Worthy | L | A02220628 | 27 | IND |
| L10 | AC | Maj | Ligon | Vernon | P | A0745428 | 21 | IND |
| | P | Cpt | Herman | Joseph | J | A0839020 | 23 | IND |
| | NB | 1LT | Bryant | William | P | A0221948 | 24 | IND |
| R11 | AC | Cpt | Hull | Bobert | L | A0944923 | 25 | IND |
| | P | Cpt | Megargle | Russell | J | A0686261 | 22 | IND |
| | NB | 1LT | Cobb | John | P | A0304 0602 | 33 | IND |
| L30 | AC | Maj | Routh | Ralph | O | A0838844 | 18 | IND |
| | P | 1LT | Karns | James | ML | 26119A | 32 | IND |
| | NB | 1LT | L'Abbe | Joseph | A | A0303984 1 | 33 | 21 Jun 58 Adj |
| R36 | AC | Maj | Platner | Lyle | P | A0822800 | 22 | IND |
| | P | 1LT | Ennis | Ralph | E | 26043A | 32 | IND |
| | NB | 1LT | Cunningham | William | J | A0937509 | 25 | IND |
| L38 | AC | Cpt | Graves | James | M | A02009137 | 24 | IND |
| | P | 1LT | Obenauf | James | E | A03057997 | 35 | IND |
| | NB | Cpt | Wightman | John | E | A0933356 | 23 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| R39 | AC | Maj | Pendergast | Wilbert | M | A0675281 | 17 | IND |
| | P | Cpt | Feeney | Robert | E | A0184734O | 26 | IND |
| | NB | Maj | Hudson | Robert | P | A02056798 | 17 | IND |
| N46 | AC | Cpt | Flowers | Idus | R | A0675190 | 21 | IND |
| | P | 1LT | Youngblood | Arvel | G | A0940044 | 23 | IND |
| | NB | 1LT | Dudderar | Louis | G | A03039691 | 33 | IND |
| N52 | AC | Cpt | Fraser | Hiram | B | A0937883 | 21 | IND |
| | P | 1LT | Daniel | Gordon | S | A02209875 | 32 | 11 Apr 59 |
| | NB | Cpt | Bennett | Alexander | G | A020604 32 | 24 | IND |
| N78 | AC | Cpt | Bla ckburn | Robert | L | A02080594 | 17 | IND |
| | P | 1LT | Raley | William | L | A03048102 | 33 | 15 Nov 58 |
| | NB | 1LT | Howe | Bruce | H | A03046219 | 32 | 4 Dec 58 |
| N81 | AC | Cpt | Nelson | James | J | A02221780 | 28 | IND |
| | P | 1LT | Newell | Ronald | K | A02211127 | 33 | 28 May 59 |
| | NB | 1LT | Johnson | Robert | M | A03020568 | 31 | IND |
| N93 | AC | Maj | Dauteuil | Donat | F | 13809A | 21 | IND |
| | P | 1LT | Sevier | Vernon | A | A03028459 | 33 | 14 Nov 58 |
| | NB | 1LT | Turner | Gerald | L | 31196A | 29 | IND |
| N99 | AC | Cpt | Mohan | Bernard | J | A0705759 | 24 | IND |
| | P | Cpt | Webb | Luther | A | A01908783 | 26 | IND |
| | NB | 1LT | Suppes | David | E | A03046136 | 33 | 5 Dec 58 |
| IN03 | AC | Cpt | Roe | Warren | E | A0765087 | 19 | IND |
| | P | 1LT | Persson | Lorens | AA | A03049929 | 33 | 2 Jan 59 |
| | NB | 1LT | Nofsinger | William | M | A03046780 | 32 | 6 Dec 58 |
| N47 | AC | Cpt | Rogers | James | A | A0784559 | 24 | IND |
| | P | 1LT | George | Lloyd | D | A03051618 | 30 | 15 Nov 58 |
| | NB | 1LT | Hawkins | Van | E | A03048866 | 33 | IND |
| N49 | AC | Cpt | Davidson | Charles | A | 20158A | 21 | IND |
| | P | 1LT | Nelson | Paul | A | A03048043 | 33 | 15 Nov 58 |
| | NB | 1LT | Eliot | Robert | L | A02210238 | 32 | IND |
| N88 | AC | Cpt | Tidwell | John | E | A01903161 | 28 | IND |
| | P | 1LT | Rice | Lindley | M | A03049719 | 31 | 13 Nov 58 |
| | NB | 1LT | Bailey | Charles | S | A03050350 | 33 | IND |
| SCM | AC | Cpt | Sorrell | Mackie | L | A02230833 | 26 | IND |
| | AC | Cpt | Fleming | John | G | A0780914 | 25 | IND |
| | AC | 1LT | Kindle | Melvin | E | A0936034 | 21 | IND |
| | AC | 1LT | Griffin | William | B | A03024710 | 32 | IND |
| | P | 1LT | Tester | John | W | A03051963 | 33 | 24 Jan 59 |
| | P | 1LT | Mulkey | Charles | W | A03027382 | 32 | IND |
| | P | 1LT | Halton | Roger | L | A03057985 | 33 | 2 Apr 58 Ad |
| | P | 1LT | Bushore | Bruce | B | A02228509 | 30 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| SQM | NB | 1LT | Clark | Donald | E | A03048780 | 32 | 1 Mar 58 Adj |
| | NB | 1LT | Gray | John | D | A03028746 | 34 | 16 Feb 58 Adj |
| | NB | 1LT | Harcourt | Donald | H | A03040935 | 32 | IND |
| | NB | 1LT | Farnham | Frank | L | A03049099 | 32 | IND |
| | P | 1LT | Shackelford | Clayton | W | A022111280 | 31 | 27 Feb 58 Adj |
| | P | 1LT | Wilkinson | John | S | A03050235 | 33 | 9 Apr 59 |

12th BOMRON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Hamlyn | Raymond | E | 9956A | 21 | IND |
| Ops Off | | Maj | Stevens | Bernard | H | A0926907 | 22 | IND |
| Maint Off | | Maj | White | Clayton | L | A0819370 | 19 | IND |
| Navigator | | Maj | Peterson | Leonard | U | A0679168 | 17 | IND |
| Supp Off | | 2LT | Hedrick | Charles | L | A03071795 | 34 | 16 Aug 60 |
| SO1 | AC | Lt Col | Ritter | Henry | W | 13847A | 19 | IND |
| | P | Cpt | Hillerud | Robert | T | A02227205 | 29 | IND |
| | NB | Maj | Watson | Wallace | R | 16561A | 20 | IND |
| R12 | AC | Maj | Jennings | George | H | A0805477 | 23 | IND |
| | P | Cpt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | NB | 1LT | Draper | Derwin | D | A03016335 | 32 | 8 May 58 |
| L13 | AC | Cpt | Hall | Robert | C | A0782731 | 22 | IND |
| | P | 1LT | Gerding | John | M | 26065A | 31 | IND |
| | NB | Cpt | Allison | Willis | W | A02091753 | 25 | IND |
| L14 | AC | Cpt | Payton | William | D | A0776013 | 22 | IND |
| | P | 1LT | Evans | David | W | A03057949 | 28 | IND |
| | NB | 1LT | Kelly | James | S | 31753A | 32 | IND |
| L15 | AC | Cpt | Long | William | E | A01903110 | 28 | IND |
| | P | 1LT | Brittain | Douglas | B | A03057975 | 32 | 29 Sep 59 |
| | NB | 1LT | Christensen | Donald | J | A03040200 | 34 | 8 May 58 |
| L18 | AC | Cpt | Weeks | Joseph | H | A0787880 | 26 | IND |
| | P | 1LT | Schuehler | James | K | A03058010 | 34 | IND |
| | NB | 1LT | Covington | Harold | M | A03007834 | 26 | IND |
| R19 | AC | Cpt | Creahan | James | L | A01911009 | 26 | IND |
| | P | 1LT | Dallas | Gerald | C | A03014946 | 30 | IND |
| | NB | Maj | Badger | Harold | W | A0562145 | 19 | IND |
| L29 | AC | Cpt | Long | William | D | A0340806 | 27 | IND |
| | P | Cpt | Buckley | Edward | C | A0696685 | 24 | IND |
| | NB | Cpt | Carrillo | John | C | A0703447 | 23 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| R32 | AC | Maj | Ballard | Dempsey | E | 16508A | 24 | IND |
| | P | 1LT | Smith | Charles | ND | 26250A | 31 | IND |
| | NB | Maj | Ramirez | Rafael | | A0660902 | 18 | IND |
| R37 | AC | Cpt | Krueger | William | E | A0819544 | 23 | IND |
| | P | 1LT | Ridgeway | Terry | R | 26224A | 32 | IND |
| | NB | 1LT | Lovell | Jessie | A | 30941A | 27 | IND |
| R41 | AC | Maj | Foor | Harold | L | A0783949 | 19 | IND |
| | P | 1LT | Teaney | David | E | A03058015 | 33 | IND |
| | NB | Cpt | Sands | Herman | | A0936935 | 22 | IND |
| S45 | AC | Maj | Youngmark | Don | E | A0760520 | 21 | IND |
| | P | Cpt | Weimer | Lawrence | D | A0767926 | 23 | IND |
| | NB | Maj | Couch | Clarence | M | A02080658 | 22 | IND |
| R48 | AC | Maj | Barrett | Pleasant | W | A0792093 | 21 | IND |
| | P | Maj | Hastin | James | D | A0676788 | 22 | IND |
| | NB | Cpt | Nulph | George | E | A0808125 | 15 | IND |
| N54 | AC | Cpt | Donaldson | Merle | D | A0591328 | 25 | IND |
| | P | 1LT | Legate | Howard | H | A03027291 | 32 | 22 Apr 58 Adj |
| | NB | 1LT | Suttle | Richard | T | A0220444O | 31 | 19 Jun 59 |
| IN70 | AC | Cpt | Rozell | William | F | A03014946 | 24 | IND |
| | P | 1LT | Hanna | Warren | L | A03048031 | 33 | 15 Nov 58 |
| | NB | 1LT | Johnson | Paul | A | A03051209 | 33 | IND |
| N63 | AC | Cpt | Elling | Harvey | G | A0727428 | 20 | IND |
| | P | 1LT | Tidwell | Arthur | E | A02211767 | 32 | 12 Jun 59 |
| | NB | 1LT | Enders | William | E | A03046398 | 33 | IND |
| N85 | AC | Maj | Fisher | Robert | L | 12138A | 24 | IND |
| | P | 1LT | Rosso | Louis | T | A03048874 | 33 | 5 Dec 58 |
| | NB | 1LT | Litjen | James | G | A02211950 | 33 | IND |
| N86 | AC | Cpt | Grossart | James | J | A0767530 | 21 | IND |
| | P | 1LT | Case | Wayne | L | A03049563 | 31 | 5 Dec 58 |
| | NB | 1LT | Kunz | Richard | E | 28089A | 24 | IND |
| N96 | AC | Cpt | VanGaasbeck | Everett | J | A0783467 | 24 | IND |
| | P | 1LT | Dahl | John | G | A03048381 | 33 | 6 Dec 58 |
| | NB | 2LT | Mason | Charles | R | 32249A | 35 | IND |
| IN23 | AC | Maj | Grace | Gerald | J | 14940A | 21 | IND |
| | P | 1LT | Oliver | John | F | A03046914 | 33 | IND |
| | NB | 1LT | Lawson | Elliot | C | A03050739 | 33 | 4 Dec 58 |
| SCM | AC | Cpt | Morris | Troy | J | A0537954 | 21 | IND |
| | AC | Maj | Daffern | Troey | | 15043A | 23 | IND |
| | AC | Maj | Floyd | Charles | M | A0784701 | 22 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| SCM | AC | 1LT | Ballard | David | D | A03023618 | 31 | IND |
| | AC | Cpt | Carman | Kenneth | R | A0938456 | 25 | IND |
| | AC | Cpt | Pierpont | Walter | J | A0718927 | 21 | IND |
| | P | Cpt | Mullins | Bernie | C | A02101653 | 23 | IND |
| | P | 1LT | Hayes | Joseph | D | A03029427 | 33 | 17 Mar 58 Adj |
| | P | 1LT | Dye | Elden | H | A03029070 | 32 | 30 Mar 58 Adj |
| | P | 1LT | Hruby | Robert | L | A02211545 | 31 | 10 Feb 58 Adj |
| | P | Cpt | Dobyns | Thurman | L | A01911338 | 27 | IND |
| | P | Cpt | Thorne | Claire | C | A01911617 | 25 | IND |
| | P | 1LT | Martin | Charles | H | 27324A | 32 | IND |
| | P | 1LT | Womelsdorf | Albert | S | A03049848 | 31 | 23 Jan 59 |
| | P | 1LT | Newman | Robert | L | A03024764 | 26 | IND |
| | P | 1LT | Neitzel | Paul | A | A03048098 | 33 | 15 Nov 58 |
| | P | 1LT | Mueller | Paul | R | A03048905 | 33 | 24 Jan 59 |
| | NB | 1LT | Cantwell | Joe | A | A02220996 | 29 | IND |
| | NB | 1LT | Dorrill | Robert | L | A03027277 | 31 | 14 Jan 58 Adj |
| | NB | 1LT | Crowell | James | B | A03049565 | 33 | 2 Mar 58 Adj |
| | NB | 1LT | Joyce | Walter | J | A03046273 | 33 | 16 Feb 58 Adj |

490th BOMRON

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Commander | | Lt Col | Palfrey | Campbell | | 8892A | 18 | IND |
| Ops Officer | | Maj | Bridges | Wilbur | A | A0790787 | 19 | IND |
| Navigator | | Maj | Plascak | Nick | | 11966A | 19 | IND |
| Maint Off | | Maj | Wright | William | E | A0660087 | 18 | IND |
| SuppOff | | 1LT | Collier | Jack | S | A03029728 | 32 | 26 Mar 59 |
| ROB | AC | Cpt | McClarnon | Marshall | H | A01908705 | 27 | IND |
| | P | 1LT | Powell | Leslie | A | A03040732 | 32 | IND |
| | NB | 1LT | Zavaldriga | John | J | A03039181 | 34 | IND |
| S17 | AC | Maj | Hopwood | David | P | A0780958 | 22 | IND |
| | P | 1LT | Lenihan | William | E | A02205801 | 32 | IND |
| | NB | Maj | Maxwell | Joseph | E | A02084365 | 25 | IND |
| L21 | AC | Cpt | Welling | Lewis | D | A0834229 | 24 | IND |
| | P | 1LT | Marsh | Edwin | L | A02204595 | 30 | IND |
| | NB | 1LT | Schumacher | Herman | E | 27144A | 28 | IND |
| L22 | AC | Cpt | Ware | John | R | A0169425 | 21 | IND |
| | P | 1LT | Blume | Murray | P | 2597LA | 31 | IND |
| | NB | 1LT | Daggs | James | H | A03039108 | 33 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| R24 | AC | Cpt | Griffis | Lester | T | A0816710 | 22 | IND |
| | P | Cpt | Wilson | Elmer | R | A01853984 | 23 | IND |
| | NB | Cpt | Kilmer | Harold | F | A0935097 | 20 | IND |
| L25 | AC | Cpt | Guzowski | Daniel | F | A0942593 | 21 | IND |
| | P | 1LT | Boome | George | T | 28963A | 32 | IND |
| | NB | Cpt | Moreau | Resaire | A | A02089683 | 20 | IND |
| R26 | AC | Cpt | DeSomer | Richard | J | A01850627 | 23 | IND |
| | P | 1LT | Conn | Henry | L | A02205683 | 21 | IND |
| | NB | Cpt | Radcliffe | Roy | E | A01646518 | 17 | IND |
| L27 | AC | 1LT | Yon | Kenneth | W | A02224373 | 28 | IND |
| | P | 1LT | Robinson | Eliot | H | A03058006 | 34 | IND |
| | NB | 1LT | Stilwell | Kenneth | R | A03039872 | 34 | IND |
| S42 | AC | Maj | Elsey | Norman | J | A01099281 | 26 | IND |
| | P | Cpt | Bentley | Max | H | A01099024 | 28 | IND |
| | NB | Maj | Santore | Frank | R | A0932933 | 22 | IND |
| L44 | AC | Cpt | Smith | Kenneth | L | A0675456 | 22 | IND |
| | P | 1LT | Murphy | Paul | E | A03022525 | 30 | IND |
| | NB | Cpt | McCoy | Merle | D | A01855087 | 25 | IND |
| R55 | AC | Cpt | Boyd | Ross | I | A02064811 | 23 | IND |
| | P | Cpt | Buehler | Roger | C | 15736A | 21 | IND |
| | NB | 1LT | Tomlinson | Ross | E | A03040911 | 33 | IND |
| N72 | AC | Cpt | Monge | Raymond | D | A02062264 | 22 | IND |
| | P | 1LT | Young | William | B | A03001508 | 29 | IND |
| | NB | Cpt | Dowling | John | M | 25833A | 28 | IND |
| N87 | AC | Cpt | Manning | Jack | E | A02083665 | 20 | IND |
| | P | 1LT | Jamieson | Bruce | A | A03049808 | 34 | 23 Jan 59 |
| | NB | 1LT | Karras | Nicholas | P | A03065441 | 35 | IND |
| R33 | AC | Cpt | Frey | James | W | A0733866 | 21 | IND |
| | P | 1LT | Stewart | Harvey | J | A03020865 | 33 | 18 Jan 58 Adj |
| | NB | 1LT | Williams | Donald | B | A03040920 | 34 | IND |
| N62 | AC | Cpt | Alsobrook | Thomas | W | A01910303 | 26 | IND |
| | P | 1LT | Lane | Alfred | J | A03049183 | 32 | 15 Nov 58 |
| | NB | 1LT | Long | Roland | C | A03051540 | 33 | 5 Dec 58 |
| IN91 | AC | Cpt | Osman | Edward | H | A0734152 | 22 | IND |
| | P | 1LT | Reicher | John | H | A03042460 | 29 | IND |
| | NB | 1LT | Backhaus | Murray | D | A03050615 | 33 | 3 Feb 58 |
| N60 | AC | Cpt | Turiont | Alvin | L | A0716004 | 23 | IND |
| | P | 1LT | Turnivant | Harry | E | 25002A | 29 | IND |
| | NB | Maj | Fulwider | Richard | J | A0937148 | 20 | IND |



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| Crew Number | Posit | Rank | Name | | MI | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| IN34 | AC | Maj | Baumgardner | Haynes | M | 14897A | 20 | IND |
| | P | 2LT | Yates | Robert | S | A03050785 | 33 | 23 Jan 59 |
| | NB | Cpt | Charles | Eliot | B | A0667140 | 19 | IND |
| N31 | AC | Cpt | Warren | Walter | H | A0938381 | 23 | IND |
| | P | 1LT | Farney | David | H | A03048080 | 32 | 14 Nov 58 |
| | NB | 1LT | Salisbury | Ernest | E | A03040048 | 34 | IND |
| IN35 | AC | Maj | White | Morris | D | 14320A | 21 | IND |
| | P | 1LT | Safer | Melvyn | I | A03051934 | 33 | 7 Dec 58 |
| | NB | 1LT | Worley | Billy | A | A03047442 | 32 | 5 Dec 58 |
| IN40 | AC | Cpt | Kyle | Charles | M | A0786131 | 22 | IND |
| | P | 1LT | Myers | Milo | E | A02250562 | 29 | IND |
| | NB | 1LT | Zeyhel | Henry | L | A03048733 | 33 | IND |
| N51 | AC | Cpt | VanBibber | Billy | E | A0842157 | 25 | IND |
| | P | 1LT | Greig | William | G | A03047969 | 33 | 23 Jan 59 |
| | NB | 1LT | Whipple | Charles | R | A03047462 | 33 | 6 Dec 58 |
| | | | | (Crew to be formed) | | | | |
| | AC | Cpt | Wojowski | Edward | A | A0809793 | 15 | IND |
| | P | 1LT | Trippi | Carl | J | A03029666 | 33 | 30 Mar 58 Adj |
| | P | 1LT | Covington | James | B | A03027273 | 34 | 7 Dec 58 |
| | NB | 1LT | Pierson | Oliver | B | A03028037 | 34 | 3 Feb 58 Adj |
| | AC | Cpt | Briggs | John | F | A0804546 | 21 | IND |



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MONTHLY COMBAT CREW ROSTER
11th Air Refueling Squadron (SAC)
As of 4 November 1957

| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| COMMANDER | | Lt Col | Hunter | Charles | M | A0797542 | 17 | IND |
| Ops Officer | | Maj | Gray | David | F | 12678A | 17 | IND |
| Maint Officer | | Cpt | Cochran | Robert | D | A0700600 | 21 | IND |
| Sup Officer | | Cpt | Wise | Henry | | A0661059 | 14 | IND |
| T-01 | AC | Cpt | Bruflat | LeRoy | A | A02062435 | 23 | IND |
| | P | 1LT | Thornton | Marvin | D | A03023376 | 30 | IND |
| | N | 1LT | Campbell | James | W | A0226770 | 25 | IND |
| | FE | M/Sgt | Benson | Roland | | AF34400096 | 22 | IND |
| | BO | T/Sgt | Smith | William | J | AF3700330 | 25 | 21 Nov 60 |
| T-02 | AC | Cpt | Hailey | James | K | A02061694 | 21 | IND |
| | P | 1LT | Nushrow | Gerald | E | A03057254 | 35 | IND |
| | N | 1LT | Murphy | Joseph | A | A03008511 | 28 | IND |
| | FE | M/Sgt | Sweatmon | Robert | H | AF14098324 | 23 | 1 Dec 61 |
| | BO | M/Sgt | Rhodes | George | S | AF33599955 | 25 | IND |
| T-04 | AC | 1LT | Kahler | Richard | E | 24289A | 29 | IND |
| | P | 1LT | Poradek | Jerry | C | A03057495 | 34 | 15 Aug 59 |
| | N | 1LT | Haywood | Ronald | E | A03058192 | 34 | 8 Nov 59 |
| | FE | M/Sgt | Moberg | Donald | | AF3972293 | 35 | 7 Jul 59 |
| | BO | T/Sgt | Dodge | John | I | AF13350628 | 30 | 25 Jul 60 |
| T-05 | AC | Cpt | Rast | Robert | H | A0719499 | 19 | IND |
| | P | 1LT | Gecewicz | Leo | J | A03058277 | 30 | IND |
| | N | 1LT | Webb | Fred | M | A03058198 | 35 | 8 Nov 58 |
| | FE | T/Sgt | Sadler | Robert | J | AF16233672 | 29 | 14 Nov 60 |
| | BO | A/1C | Allen | Robert | H | AF13548849 | 36 | 31 Jun 59 |
| T-06 | AC | Cpt | Stutler | James | O | A0537564 | 20 | IND |
| | P | 1LT | Cobble | Billy | G | A03020897 | 31 | IND |
| | N | 1LT | Grofchek | Robert | M | A03064338 | 34 | 4 Apr 59 |
| | FE | M/Sgt | Watford | Stroman | T | AF34849102 | 20 | 20 Apr 61 |
| | BO | S/Sgt | Branson | James | D | AF18411115 | 20 | 8 Dec 61 |
| T-07 | AC | Cpt | Rakestraw | Charles | I | A0942569 | 21 | IND |
| | P | 1LT | Cizek | Lloyd | H | A03019177 | 33 | 23 Aug 58 |
| | N | 1LT | Pagliaroli | Charles | A | A03058194 | 32 | IND |
| | FE | M/Sgt | Cunningham | Ira | L | AF18031214 | 21 | 12 Dec 58 |
| | BO | S/Sgt | Williams | Robert | L | AF18427122 | 31 | 1 Jun 62 |
| T-08 | AC | Maj | Austin | Wallace | M | A0745029 | 15 | IND |
| | P | 1LT | Woodson | Jack | A | A03020853 | 32 | IND |
| | N | 1LT | Adamcik | Frank | J | A02205318 | 32 | 1 Mar 59 |
| | FE | M/Sgt | Wilson | Ray | | AF18099043 | 26 | 17 Sep 60 |
| | BO | A/1C | Williams | Charles | | AF15509024 | 35 | 13 May 63 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| M-10 | AC | Cpt | Asher | John | R | A0736939 | 21 | IND |
| | P | 1LT | Brown | Fred | H | A0305700 | 34 | IND |
| | N | 1LT | Donaldson | Presley | W | A03029870 | 33 | IND |
| | FE | M/Sgt | Adams | Leroy | F | AF19004640 | 23 | 25 Jun 58 |
| | BO | S/Sgt | Flint | Ronald | L | AF13422306 | 33 | 22 Oct 61 |
| T-11 | AC | Cpt | Brandes | Harry | E | A0774501 | 23 | IND |
| | P | 1LT | Emmons | Robert | E | A03057663 | 23 | IND |
| | N | 1LT | Albertsen | John | S | A03058181 | 34 | 8 Nov 58 |
| | FE | T/Sgt | Scott | Willard | A | AF14323087 | 29 | 1 Oct 59 |
| | BO | M/Sgt | Hunt | John | A | AF6994832 | 17 | 18 Aug 60 |
| T-13 | AC | Maj | Clark | Don | O | 14147A | 22 | IND |
| | P | 1LT | Lewis | Richard | L | A03020773 | 31 | IND |
| | N | 1LT | Ashworth | Ronald | | A03059102 | 33 | 4 Apr 59 |
| | FE | M/Sgt | Glezman | Joseph | W | AF6995460 | 20 | 14 Feb 62 |
| | BO | S/Sgt | Dodson | Delma | F | AF18410941 | 32 | 11 Dec 61 |
| T-14 | AC | Maj | Andrews | Everette | V | A0727958 | 17 | IND |
| | P | 1LT | McMahan | Billy | | A03021000 | 31 | IND |
| | N | 1LT | Riley | Terrence | J | A03058195 | 32 | 8 Nov 58 |
| | FE | M/Sgt | Moore | Billy | A | AF 3838959 | 24 | 26 Sep 60 |
| | BO | S/Sgt | Barnett | Jack | | AF18411050 | 28 | 27 Nov 61 |
| T-16 | AC | 1LT | Evers | Ross | E | A03026272 | 31 | IND |
| | P | 1LT | Redmon | Jack | W | A02220773 | 28 | IND |
| | N | 1LT | Lane | Bruce | R | A03026653 | 33 | 27 Apr 58 |
| | FE | M/Sgt | Thompson | Calyton | W | AF35469715 | 21 | 3 Feb 58 |
| | BO | A/2C | Allen | Ronald | L | AF13548846 | 37 | 31 Jul 59 |
| T-17 | AC | Cpt | Lebuef | Leo | A | A0805938 | 21 | IND |
| | P | Cpt | Walker | Billy | L | A059084? | 27 | IND |
| | N | 1LT | Fisher | Lewis | B | A03058188 | 33 | 8 Nov 58 |
| | FE | M/Sgt | Myers | Lyle | G | AF17091012 | 24 | 30 Sep 60 |
| T-19 | AC | Maj | Scuro | Vito | M | 13170A | 21 | IND |
| | P | 1LT | Britton | James | L | A0305700 | 39 | 17 Jul 59 |
| | N | 1LT | Stahl | William | L | A03047032 | 33 | 13 Sep 58 |
| | FE | M/Sgt | Green | Everett | F | AF19253702 | 25 | 2 Jul 63 |
| | BO | A/2C | Alvarez | Rudolpho | G | AF18411149 | 33 | 3 Apr 62 |
| T-20 | AC | Cpt | Mahoney | Richard | D | A0749029 | 21 | IND |
| | P | 1LT | Jeffords | Jacque | M | A03058601 | 29 | IND |
| | N | 1LT | Lambert | Eliot | W | A03064358 | 32 | 4 Apr 59 |
| | FE | M/Sgt | Duckett | Virgil | L | AF19291742 | 28 | 10 Apr 62 |
| | BO | S/Sgt | Forester | L | C | AF2585654 | 31 | 22 Sep 61 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-21 | AC | Cpt | Pearson | Carl | E | A0743266 | 17 | IND |
| | P | 1LT | Knight | Guy | D | A02208890 | 32 | 8 Dec 58 |
| | N | 1LT | Bowles | Donald | G | A03064333 | 35 | 4 Apr 59 |
| | FE | T/Sgt | Farrow | Richard | G | AF13371990 | 29 | 9 Dec 58 |
| | BO | T/Sgt | Frowert | Thomas | R | AF12007563 | 07 | 21 Sep 60 |
| T-22 | AC | Cpt | Reid | Robert | L | A0773222 | 20 | IND |
| | P | 1LT | Genzler | William | E | A03058278 | 28 | IND |
| | N | 1LT | McRae | Therrel | D | A03046682 | 33 | IND |
| | FE | S/Sgt | Pace | James | D | AF18322075 | 31 | 11 Jan 60 |
| | BO | S/Sgt | Brown | Kenneth | | AF37585767 | 25 | 8 Dec 60 |
| T-23 | AC | Maj | Carswell | Robert | E | A0664969 | 18 | IND |
| | P | 1LT | McManus | Ray | V | A02209562 | 23 | IND |
| | N | 1LT | Thoden | Richard | M | A02204766 | 33 | 1 Mar 59 |
| | FE | T/Sgt | Yeager | Claude | H | AF38537797 | 25 | 3 Jan 59 |
| | BO | T/Sgt | Sylvester | Everett | S | AF11122578 | 23 | 14 Dec 60 |
| T-24 | AC | Cpt | Germano | Ernest | | A0555010 | 18 | IND |
| | P | 1LT | Reynolds | William | R | A03058593 | 32 | 5 Dec 58 |
| | N | 1LT | Smiley | Nathan | J | A03069571 | 33 | 4 Apr 59 |
| | FE | S/Sgt | Stephens | Robert | L | AF16233619 | 29 | 27 Sep 58 |
| | BO | S/Sgt | Steinmetz | William | H | AF18415357 | 33 | 15 Dec 59 |
| M-26 | AC | Maj | Partridge | Robert | J | 12107A | 17 | IND |
| | P | Cpt | Sargent | George | T | A0521071 | 22 | IND |
| | N | 1LT | Marshall | Harry | E | A03033778 | 29 | IND |
| | FE | T/Sgt | Stewart | John | M | AF14316768 | 30 | 10 Jan 58 |
| | BO | T/Sgt | Crenshaw | Bill | J | AF19343881 | 29 | 28 Jun 60 |
| M-27 | AC | Cpt | Davis | Thomas | W | A0503885 | 15 | IND |
| | P | 1LT | Anderson | Emmett | D | A03050459 | 32 | 14 Nov 58 |
| | N | 1LT | Eddins | Boyd | L | A03047377 | 33 | 2 Jan 59 |
| | FE | M/Sgt | Anderson | Arthur | W | AF6954356 | 21 | 2 Aug 60 |
| | BO | A/2C | Maxson | James | R | AF12490334 | 37 | 6 Nov 59 |
| M-29 | AC | Maj | Jacy | Alexander | | A0665032 | 16 | IND |
| | P | 1LT | Wilson | Thomas | M | A03024294 | 31 | IND |
| | N | 1LT | Fowler | Bama | C | A03027372 | 34 | IND |
| | FE | M/Sgt | Gorski | Clarence | J | AF16022711 | 22 | 8 Sep 59 |
| | BO | A/2C | Walker | Harold | G | AF18500252 | 36 | 28 Oct 59 |
| T-30 | AC | Lt Col | Martin | William | M | A02204366 | 32 | IND |
| | P | 1LT | Nickell | Jimmy | E | A02204366 | 32 | IND |
| | N | 1LT | Caldwell | Charles | C | AF3056132 | 28 | IND |
| | FE | M/Sgt | Wallace | William | H | AF14170831 | 22 | 15 Dec 58 |
| | BO | S/Sgt | Rogers | Max | D | AF14413673 | 33 | 29 Nov 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| T-31 | AC | Cpt | Beebe | Charles | L | A0781176 | 23 | IND |
| | P | 1LT | Davis | William | L | A03057660 | 34 | IND |
| | N | 1LT | Watson | Ronald | W | A03058197 | 34 | IND |
| | FE | M/Sgt | Williams | Carl | | AF19109208 | 22 | 11 Feb 61 |
| | BO | S/Sgt | Freer | Donald | H | AF13400104 | 30 | 25 Sep 61 |
| T-32 | AC | Maj | Hall | Edgar | J | A0799554 | 21 | IND |
| | P | 1LT | Phillips | Arthur | B | A03057693 | 27 | 30 Aug 59 |
| | N | 1LT | Hammett | David | M | 27262A | 32 | IND |
| | FE | M/Sgt | Fryman | Marion | E | AF16018765 | 16 | 21 Sep 60 |
| | BO | S/Sgt | Hickman | Walter | B | AF16333208 | 34 | 18 Dec 61 |
| T-33 | AC | Maj | Emeigh | Luther | E | A0817909 | 22 | IND |
| | P | 1LT | Dees | James | E | A03057661 | 31 | 30 Aug 59 |
| | N | 2LT | Rayment | Donald | W | A03064366 | 32 | 4 Apr 59 |
| | FE | T/Sgt | Seebach | Bill | R | AF16233704 | 29 | 9 Nov 61 |
| | BO | S/Sgt | Myers | Roy | T | AF18406272 | 31 | 22 Sep 61 |
| M-34 | AC | Cpt | Sherrill | Clyde | H | A02080570 | 25 | IND |
| | P | 1LT | Bell | Fredrick | T | A03022018 | 29 | IND |
| | N | 2LT | Smith | Donald | H | A03066219 | 36 | IND |
| | FE | T/Sgt | Robertson | Freddie | E | AF18297826 | 31 | 14 Jan 63 |
| | BO | S/Sgt | Bennett | Tom | F | AF17232523 | 30 | 14 Nov 61 |
| T-35 | AC | Cpt | Hibbits | Turner | W | A0686473 | 18 | IND |
| | P | 1LT | Luecke | Conrad | J | A03058404 | 32 | IND |
| | N | 1LT | Pierson | James | H | A03064365 | 35 | IND |
| | FE | T/Sgt | Jacobs | Luverne | W | AF17067750 | 24 | 3 Apr 61 |
| | BO | T/Sgt | Strong | Lester | M | AF17059354 | 22 | 14 Oct 61 |
| M -36 | AC | Cpt | Davies | William | S | A0784402 | 21 | IND |
| | P | Cpt | Valkenaar | John | J | A0407078 | 15 | IND |
| | N | 1LT | Pollom | James | E | A0305096 | 33 | 27 Mar 59 |
| | FE | M/Sgt | Swirozek | Edwin | | AF36656281 | 25 | 22 Dec 60 |
| | BO | A/2C | Satterfield | Ray | A | AF18410830 | 34 | 6 Dec 61 |
| M-37 | AC | Cpt | Hallam | Edward | S | A0549224 | 21 | IND |
| | P | 2LT | Januska | Charles | J | A03047529 | 33 | 26 Mar 59 |
| | N | 2lt | Meyer | Richard | A | A03029679 | 33 | 23 Jan 59 |
| | FE | M/Sgt | Martin | Jack | E | AF6381799 | 12 | 1 Dec 60 |
| | BO | A/2C | Craft | James | J | AF14587342 | 35 | 7 Jul 59 |
| M38 | AC | Cpt | Hamm | John | E | A020904S8 | 25 | IND |
| | P | 2LT | Childs | William | F | A03047904 | 34 | 26 Mar 59 |
| | N | 1LT | Mixon | Paul | S | A03027578 | 33 | 8 Feb 59 |
| | FE | T/Sgt | Danner | Donald | A | AF37721635 | 25 | 28 Jul 61 |
| | BO | A/3C | Brown | James | L | AF19550903 | 38 | 7 Dec 59 |



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| Crew No. | Posit | Rank | Name | | | AFSN | YOB | DOS |
|---|---|---|---|---|---|---|---|---|
| M-39 | AC | Maj | Sielbeck | Lloyd | W | A0837061 | 23 | IND |
| | P | 2LT | Goodman | Clarence | R | A03047798 | 33 | 12 Mar 59 |
| | N | 1LT | Greene | Ainsworth | M | A03049757 | 33 | 12 Sep 58 |
| | FE | M/Sgt | Haston | Lew | M | AF15054260 | 20 | 4 Oct 61 |
| | BO | A/B | McGinley | Bernard | M | AF13409261 | 34 | 11 Sep 61 |
| M-40 | AC | Maj | Griffith | Ralph | L | A0793615 | 20 | IND |
| | P | 1LT | Fain | William | T | A03024673 | 32 | IND |
| | N | 1LT | Wagoner | Wendell | A | A03047361 | 33 | 28 Sep 58 |
| | FE | M/Sgt | Wood | Donald | E | AF6561864 | 19 | 14 Oct 58 |
| | BO | A/2C | McAdams | Richard | O | AF18493357 | 38 | 19 Oct 59 |
| SCM | AC | Maj | Schlabs | Frank | | 11832A | 19 | IND |
| | AC | Cpt | Cassell | William | I | A0452897 | 18 | IND |
| | AC | Cpt | Sloan | Roy | O | A0823470 | 22 | IND |
| | AC | Cpt | Dugger | Jimmy | | A0837908 | 21 | IND |
| | AC | Cpt | Taylor | Richard | E | | | |
| | P | Cpt | Atchey | Robert | L | A02087370 | 19 | IND |
| | P | 1LT | Riley | J | B | A03027191 | 34 | 13 Jul 58 |
| | P | 1LT | Dugat | William | D | A03027102 | 34 | 13 Jul 58 |
| | P | 1LT | Rabone | George | R | A022077h2 | 32 | 20 Nov 57 |
| | P | Cpt | Lee | Robert | H | A0223177h | 28 | IND |
| | N | 1LT | Reichenback | James | E | A03049217 | 33 | 29 Mar 59 |
| | N | 1LT | Kolar | Edward | W | A03046325 | 33 | 1 Nov 58 |
| | N | 1LT | Rosenstein | Yale | A | A0305043 | 33 | 2 Jan 59 |
| | FE | M/Sgt | Davis | David | E | AF6589208 | 13 | 1 Jul 62 |
| | BO | S/Sgt | Cutler | Fred | B | AF12309055 | 29 | 17 Aug 61 |
| | BO | S/Sgt | Jump | Earl | L | AF1940492 | 32 | 4 Sep 60 |
| | BO | T/Sgt | Snelgrove | J | L | AF6295414 | 21 | 20 Dec 60 |
| | BO | A/2C | Behee | Dale | A | AF19550433 | 36 | 10 Nov 59 |
| | BO | A2C | Jarvis | Bernard | R | AF19529361 | 38 | 29 Jul 59 |
| | BO | A/2C | Jones | Harold | R | AF16500788 | 37 | 7 Jul 59 |
| | BO | A/2C | Riseland | Joseph | L | AF19530164 | 37 | 31 Aug 59 |
| | BO | A/2C | Utne | Kenneth | A | AF19546474 | 37 | 15 Nov 59 |
| | BO | A/2C | Schmitt | Fredrick | | AF18493561 | 38 | 16 Nov 59 |
| | BO | A/2C | Baird | Bethel | H | AF18474857 | 37 | 16 Nov 59 |
| | BO | S/Sgt | Kinsey | Glen | R | AF182269214 | 30 | 16 Jul 61 |
| | P | 1LT | Blesoe | Roger | P | A03080651 | | |



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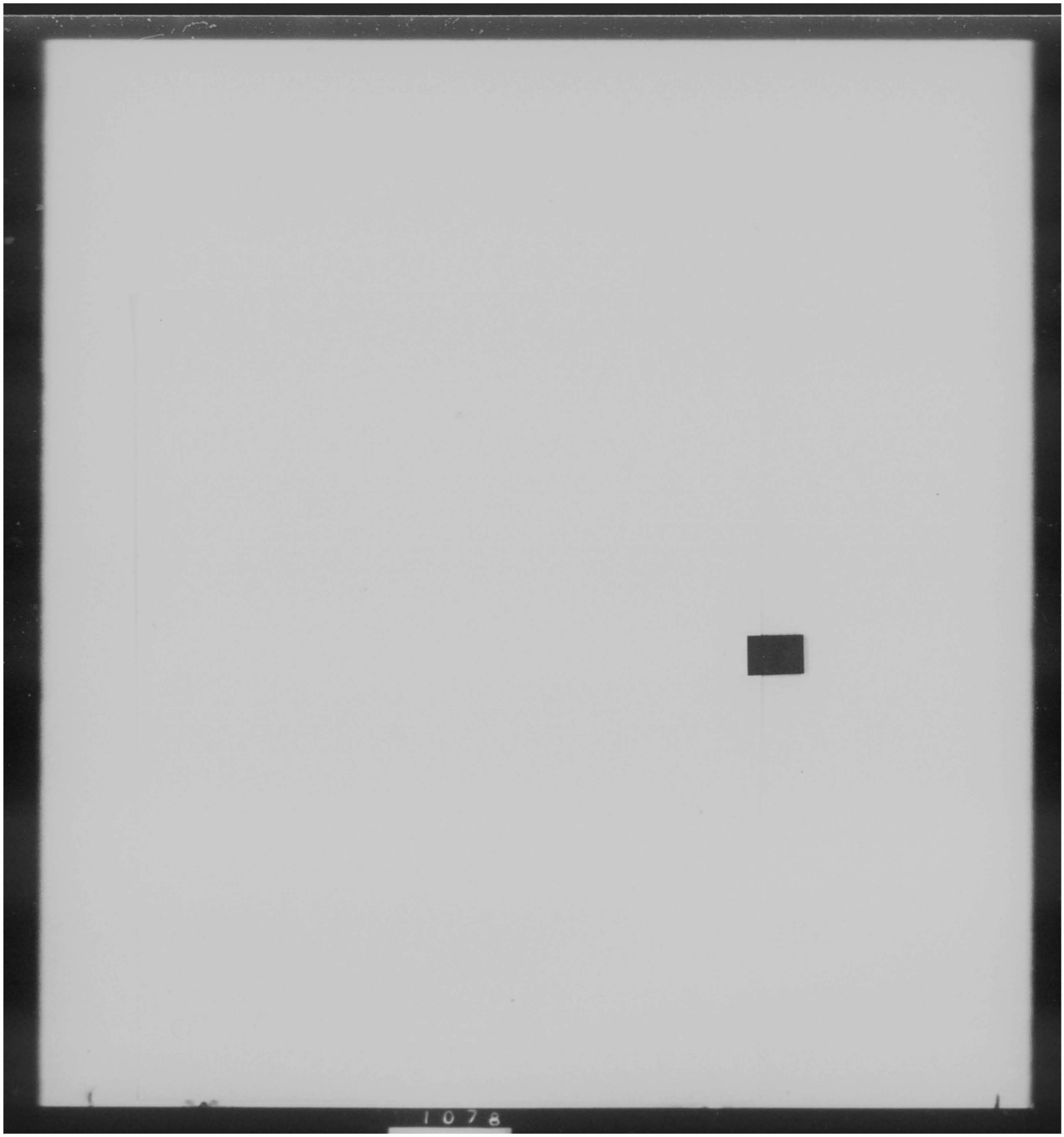



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HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM (SAC)
United States Air Force
Dyess Air Force Base, Texas

341C 7 November 1957

SUBJECT: Retention Within the 341st Bomb Wing

TO: Officers and NCO's

1. I would like to have you develop a program within your area of responsibility to insure that we are emphasizing patriotism and religion to the maximum extent in our efforts to retain people within the Wing.

2. I suggest you use the following outline as a guide in developing your ideas on this subject. These are by no means complete and I would like to see you augment these or revise them as you see fit:

a. What is the B-47 for?

b. What are we doing in West Texas in 1957?

c. What does a B-47 have to do with the defense of this country?

d. Why is it necessary? How is it used?

e. What is our Air Force for?

f. What is the Department of Defense for?

g. Why do we have a Department of Defense?

h. What is the relationship between our Constitution, Bill of Rights, and Christian principals?

i. What are our American principals?

j. Where did they come from?

k. What is the Stars and Stripes symbolic of?

l. What is the Cross of Christianity symbolic of?

m. What is the hammer and sickle symbolic of?

n. Have you considered the significance of the choice people in the satellite countries have with regard to choosing the hammer and sickle or the Cross of Christianity?

o. What did the Crusaders do in the middle ages?



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p. Have you thought about the fact that our money is stamped with the statement, "In God We Trust"?

q. Have you thought about the fact that 1957 is a counting that starts from the year One, or the birth of Christ?

r. Note that oaths of office and pledges of allegiance all correlate God and country.

3. If we can relate the individual's judgment of himself, his worth and his self esteem to the tremendous responsibility he is carrying for his fellow man and for this country, we may achieve some results which, heretofore, have been overlooked.

4. Through encouraging this type of a thought process in the minds of our officers and airmen, we may be able to correlate the fact that they are, in the final analysis, the ones who make it possible for this country to enjoy the freedoms that exist under our flag and the Cross of Christianity.

5. Please see what you can develop along this subject and give me, in writing, your recommendations of how this type of a thought process could be translated into a usable program for a so-called "party line" within the 341st Bomb Wing.

ANTHONY J. PERNA
Colonel, USAF
Commander



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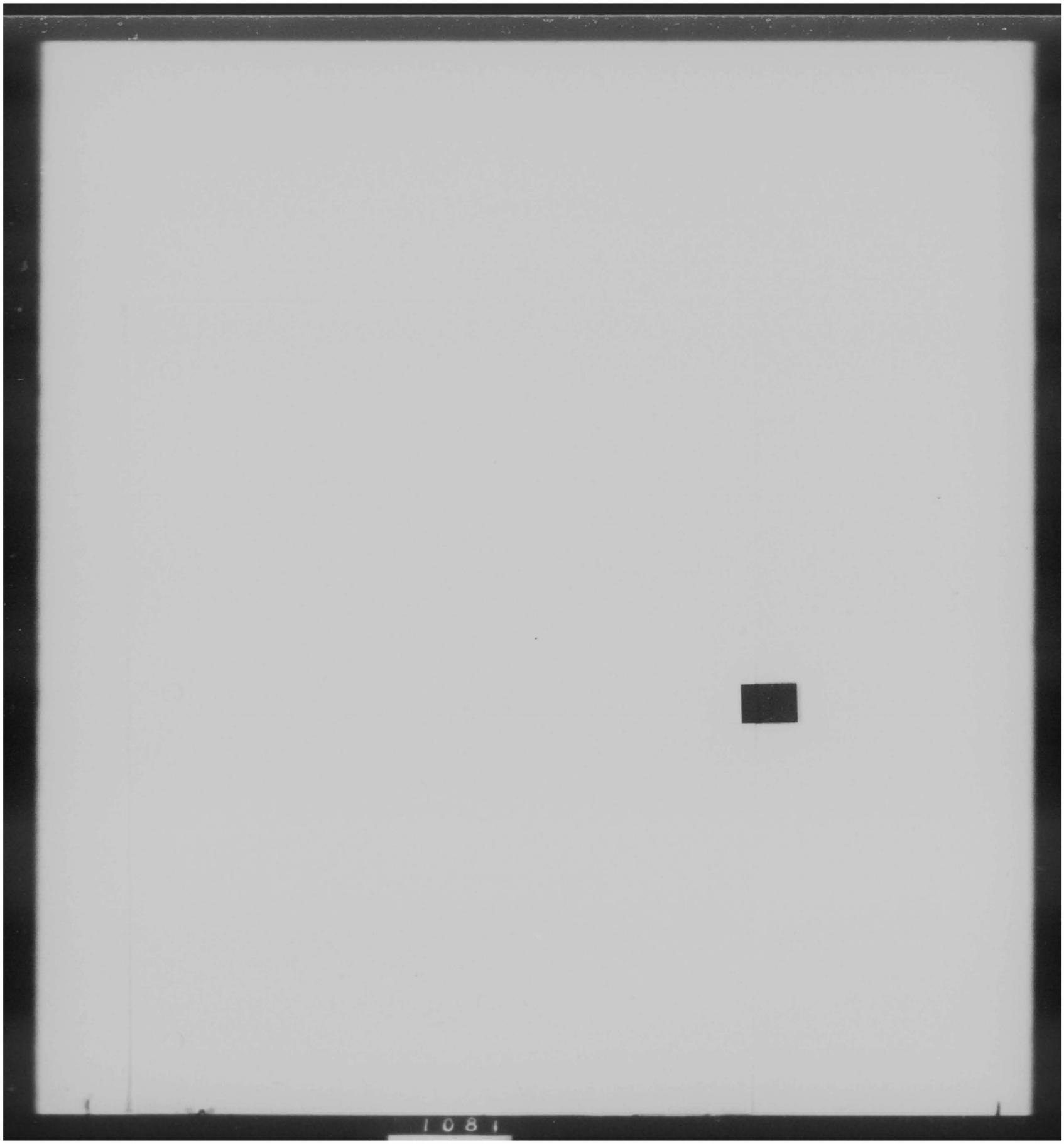



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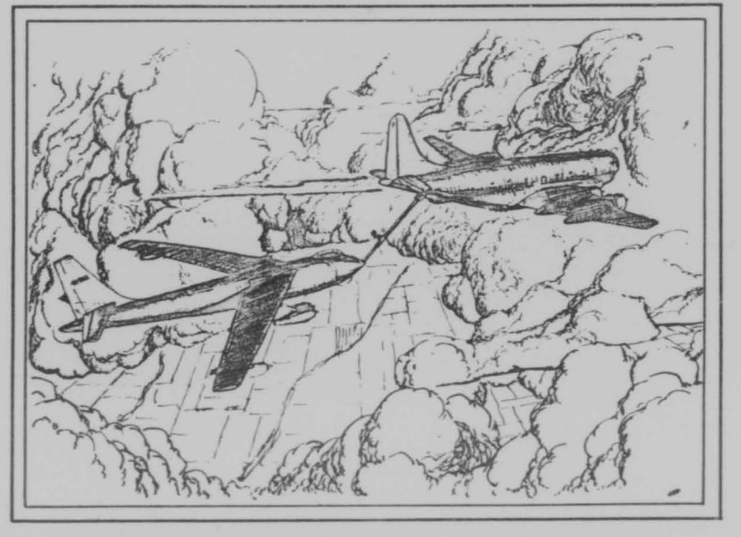
# 341ST BOMBARDMENT WING MEDIUM



# OPERATIONS ORDER

NOVEMBER

SERIAL NUMBER

483-57



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

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OPERATIONS ORDER)
NUMBER 483-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Base Group | Colonel Louis A. Rochez, III |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hamlyn |
| 490th Bombardment Squadron | Lt Col. C. Palfrey |
| 11th Air Refueling Squadron | Lt Col. C. M. Hunter |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr. |
| 341st Periodic Maintenance Squadron | Lt Col. R. L. Cannon |
| 341st A&E Maintenance Squadron | Lt Col. C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G. Q. Stanley |
| 341st Tactical Hospital | Lt Col. Sutherland |

1. GENERAL SITUATION: Primary emphasis for the month of November will be exercise "Pop Up" with secondary emphasis being placed on completion of SAC Reg 51-26 for all ready crews, and continued upgrading on selected non-ready crews. One higher headquarters directed mission "IRON BAR" will be flown during November.

a. Operational requirement for B-47's is 217 sorties including fifteen scheduled test flights sorties. Expected utilization is 212 sorties at 6.5 hours per sortie plus 15 test flights at 1.5 hours per sortie for a grand total of 1430 hours.

b. Operational requirment for KC-97's is 108 sorties at 6 hour for 594 hours. Expected utilization will be 108 sorties at 6 hour sorties for 594 hours.

(1) Enemy Forces: Omitted.

(2) Friendly Forces:

(a) Detachment Commander, Detachment 14, 9th Weather Squadron provide weather briefing and weather cross section for 341st Bombardment Wing aircrews as scheduled by this Operations Order.

(b) Commander, 819th Air Base Group, will provide required personnel and material to support the 341st Bombardment Wing.

2. Priority for flight training in November is as follows:

a. 60-2

b. 51-4 Standardization missions.



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c. Combat ready crews will be scheduled a maximum of four times.

d. Selected 'N' crews will be scheduled a minimum number of flights as indicated in 341st Operations Order for Upgrading Annex.

e. IP and IVO up-grading.

f. Staff proficiency.

g. Non-selected 'N' crews.

3. TASK FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron:

(1) Plan, schedule and accomplished necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21 thru 30 November.

(3) Provide one B-47 aircraft commander and observer on 5th and 19th November to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(4) Provide crews for "Iron Bar" mission as outlined in the Operations Order.

(5) Continue up-grading on Ligon, Routh, Platner, L'Abbe, Bryant, Skartvedt, and Jenkins to instructor status.

(6) Furnish MA-7 Acceptance Officer on 4, 7, 12, 15, 20, 25, 28 November.

b. 12th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 11 thru 20 November.

(3) Provide necessary crews for "Iron Bar" as outlined in Operations Order.



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(4) Provide one B-47 aircraft commander and observer on 12 November to serve as guides for aviation cadet tours. Officers will report to Major Spurrier at Base Operations at 0900.

(5) Continue up-grading on Hall, Ballard, Long, WE and Kelly to instructor status.

(6) Furnish MA-7 Acceptance Officer on 5, 8, 13, 18, 21, 26 and 29 November.

c. 490th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Plan and brief Wing mission of 6 November.

(3) Furnish a qualified Test Flight Crew to Wing Quality Control from 1 thru 10 November.

(4) Provide one B-47 aircraft commander and observer on 26 November to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

(5) Provide necessary crews for "Iron Bar" as outlined in Operations Order.

(6) Continue up-grading on Guzowski, Ware, McCoy, McClarnon, and Zavalydriga to Instructor status.

d. 11th Air Refueling Squadron:

(1) Furnish a strip alert tanker 1 thru 15 November 1957

(2) Furnish a KC-97 aircraft commander and navigator on 5, 12, 19, 26 November to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

5. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 November 1957.

b. Order of execution for routine flights will be issued by the tactical squadrons in the form of flight order.

c. Request for aircraft maintenance will be by work order from Maintenance Control.



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6. ADMINISTRATION AND LOGISTICS:

a. Administration: (Omitted)

b. Logistics: Reference Annex A.

7. COMMAND AND COMMUNICATIONS:

a. Command and Command Posts: Headquarters, 341st Bombardment Wing.

b. Communications: See Communications Operating Instructions, November 1957 (CLASSIFIED)

FRANK P. STURDIVANT
Colonel USAF
Commander

OFFICIAL:

George M Lockhart
GEORGE M LOCKHART
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr, 819th Air Div - 4 cys
Comdr, 819th ABG - 12 Cys
Comdr, 341st BW - 2 cys
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341st DP - 2 cys
341st ADJ - 1 cy
341st Hq Sq - 1 cy
11th AREFS Operations - 5 cys
10th Sq Operations - 5 cys
12th Sq Operations - 5 cys
490th Sq Operations - 5 cys
11th AREFS Eng - 5 cys
10th Sq Eng - 5 cys
12th Sq Eng - 5 cys
490th Sq Eng - 5 cys
341st A&EMS - 20 cys
341st FM - 20 cys
341st PM - 5 cys
341st POL 5 cys
341st DMM - 8 cys
819th FSVS - 1 cy
819th Base Flight - 4 cys
9th Weather Sq - 2 cys
819th ABG Historian - 4 cys
1996 AACS Sq - 2 cys
42nd ADS Munitions - 2 cys
96th Bomb Wg - 2 cys
4th SSS - 2 cys

ANNEXES:

A. Logistics
B. Operations

2A



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 183-57

OPERATIONS

ANNEX "B"
341st Ops Order
1 November 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 19 flying days scheduled during November. No Saturday flying programmed.

3. No Monday takeoffs will be scheduled prior to 1300. No Friday landing will be scheduled after 1300.

4. Squadrons will schedule takeoff on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time within ay hour, by squadron reservation, is reproduced below.

| 10th | 12th | 490th | 11th |
|---|---|---|---|
| 00-08 | 09-17 | 18-26 | 27-34 |

5. RBS schedule for November has been distributed to Squadrons under separate cover.

6. During November aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meeting - weekly at 1300 Wednesday, in the Wing Conference Room. It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the pre-planning 60-9 meeting.

b. Weekly 60-9 meeting - 1600 Wednesday 20 Nov in the Wing Conference Room.

8. Squadrons ar reminded that mission folders are due in the Training Division by 1300 hours on the duty day prior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 will be included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

ANNEX B
341ST OPS ORDER 483-57
1 November 1957



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10. The following named officers will monitor squadron briefings and wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Maj Daffern | 1 - 4 Nov | Capt Hill | 18 - 23 Nov |
| Maj Gootee | 7 - 11 Nov | Capt Logan | 24-29 Nov |
| Maj Smith | 14 - 17 Nov | | |

11. The following named staff officers are due for Standardization checks and must be scheduled in Nove at the earliest possible time. Squadrons will schedule attached personnel with standardization crews.

| | |
|---|---|
| Lt Col Hudson | Maj Tuxworth |
| Maj Reynolds | Lt Col Lowell |
| Maj Reed | Lt Col Hamlyn |
| Maj Skartvedt | Maj Stevens, B.H. |

12. Each combat ready crew must complete a maximum gross weight refueling up to a gross weight of approximately 210,000# prior to 31 December.

ANNEX B
341st Ops Order 483-57
1 November 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 483-57

FLIGHT TRAINING RECAP

APP I TO ANNEX "B"
341st Ops Order
1 November 1957





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FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew scheduling capacity.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. The following crews are assigned standby tanker alert from 1 November thru 15 November 1957:

| DATE | AIRCRAFT COMMANDER |
|---|---|
| 1 Nov | Rakestraw |
| 2 Nov | Austin |
| 3 Nov | Clark |
| 4 Nov | Mahoney |
| 5 Nov | Pearson |
| 6 Nov | Germano |
| 7 Nov | Partridge |
| 8 Nov | Martin |
| 9 Nov | Brandes |
| 10 Nov | Andrews |
| 11 Nov | Atchey |
| 12 Nov | Evers |
| 13 Nov | Stutler |
| 14 Nov | Rast |
| 15 Nov | Lebeuf |

4. Each B-47 combat crew that has not completed one ATO tankeoff this calendar year will be scheduled for an ATO takeoff in November. All B-47 combat ready crews must complete this annual requirement no later than 30 November 1957.

5. Gunnery will not be scheduled on Monday missions before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

6. The following named crews are scheduled into the Standardization Section in November:

| 4 November | 11 November | 13 November |
|---|---|---|
| SMITH | MCCLARNON | DONALDSON |
| BALLARD | YOUNGMARK | |
| MCKNIGHT | | |
| YON | | |

APP I ANNEX B
341st Ops Order 483-57
1 November 1957



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B-47 SCHEDULE NOVEMBER

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OPS REQMT | 9 | 1 | 1 | 11 | 11 | 14 | 12 | 10 | | | | 10 | 14 | 12 | 11 | | | 14 | 9 | 13 | 15 | 9 | | | | | | 12 | 12 | 12 | | 212 |
| MAINT CAPAB | 9 | 1 | 1 | 11 | 11 | 14 | 12 | 10 | | | | 10 | 14 | 12 | 11 | | | 14 | 9 | 13 | 15 | 9 | | | | | | 12 | 12 | 12 | | 212 |
| 10TH SQ | 3 | | 1 | 3 | 4 | 3 | 4 | 3 | | | | 3 | 4 | 4 | 3 | | | 4 | 2 | 3 | 5 | 2 | | | | | | 4 | 4 | 4 | | 63 |
| 12TH SQ | 4 | | | 4 | 4 | 5 | 4 | 4 | | | | 4 | 5 | 4 | 4 | | | 5 | 3 | 5 | 5 | 3 | | | | | | 4 | 4 | 4 | | 75 |
| 490TH SQ | 2 | 1 | | 4 | 3 | 6 | 4 | 3 | | | | 3 | 5 | 4 | 4 | | | 5 | 4 | 5 | 5 | 4 | | | | | | 4 | 4 | 4 | | 74 |
| HIGHER HQ MSN | | | | | | | | | | | | | | | | | | | | | | | | | | | | 12 | 12 | 12 | | 36 |
| WING STAFF | | | | | 1 10 | | | | | | | | 1 12 | | | | | | | 1 490 | | | | | | | | | | | | 3 |
| MASS /AR | | | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | 10 |
| DIVISION STAFF | 1 490 | | | | | | | | | | | 1 12 | | | | | | | | | | | | | | | | | | | | |
| TEST FLIGHTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 15 |
| BOMB COMP | 1 10 | 1 490 | 1 10 | 1 490 | 1 10 | | 1-10 1-490 | | | | | | | | | | | | | | | | | | | | | | | | | |

15AF FORM 173a GENERAL PURPOSE DATA SHEET

AIR FORCE - HQ USAF, MARCH 1951



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APP I ANNEX "B" )
OPERATIONS ORDER)
NUMBER 483-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

SCHEDULING BOARD ACTIVITY CODE

ADVANCED SURVIVAL - - - - - - - SURV
ADVANCED SURVIVAL REFRESHER - - -SURV REF
LOCAL SURVIVAL - - - - - - - - - LOC SURV
AQUATIC SURVIVAL - - - - - - - - AQA
NUCLEAR WEAPONS SCHOOL - - - - - TN
SPECIAL WEAPONS SCHOOL - - - - - SW
SW PRACTICE LINE EXERCISE - - - -SWP
SW STANDBOARD EVALUATION - - - - SWE
OQ RANGE - - - - - - - - - - - - OQ
GUNNERY SCHOOL - - - - - - - - - GUN
ALTITUDE CHAMBER - - - - - - - - ALT
INSTRUMENT SCHOOL - - - - - - - IS
BLOCK TRAINING - - - - - - - - - BLOCK
LEAVE - - - - - - - - - - - - - -LEAVE
STANDBOARDS - - - - - - - - - - -STANDBOARD
ANNUAL FLIGHT PHYSICALS - - - - -PHY
DENTAL APPOINTMENTS - - - - - - DA
SES - - - - - - - - - - - - - - - SES
PRE SES TRAINING - - - - - - - - PSES
T-2A RADAR TRAINER - - - - - - - T-2A
T-1A GUNNERY TRAINER - - - - - - T-1A
C-11 JET INSTRUMENT TRAINER - - -C-11
B-47 SIMULATOR - - - - - - - - - SIM
KC-97 SIMULATOR - - - - - - - - -SIM
P-3 CONVENTIONAL INSTRUMENT
TRAINER - - - - - - - - - - - - -P-3
BRIEFING - - - - - - - - - - - - -B
MISSION PLANNING - - - - - - - - MP
TARGET STUDY - - - - - - - - - - TS
PREFLIGHT - - - - - - - - - - - -PF
CREW REST - - - - - - - - - - - -CR

OFFICERS CALL - - - - - - - - - -OC
AIRDROME OFFICER - - - - - - - - AO
CONTROL ROOM OFFICER - - - - -CRO
OFFICER OF THE DAY - - - - - - OD
TOWER OFFICER - - - - - - - - - -TO
OBSERVER INFLIGHT MAIN-
TENANCE - - - - - - - - - - - - IFM
B-47 PILOT TRANSITION
PROGRAM - - - - - - - - -TRANS
B-47 TRANSITION PROGRAM
WICHITA - - - - - - - - - WICH
BASE GROUND SCHOOL
INSTRUCTOR - - - - - - - -SI
INITIAL HANDGUN COURSE - - - - HG
RADAR ACCEPTANCE CHECK
OFFICER - - - - - - - - - - RA
MTD SCHOOL - - - - - - - - - -MTD
BOMBING COMPETITION - - - - -BC
INSTRUCTOR PILOT BRIEFING - - IPB
FLIGHT TEST CREW - - - - - - - FT
FLIGHT MISSION DAY - - - - - - FD
INSTRUMENT CHECK - - - - - - - IC
CRITIQUE - - - - - - - - - - - -C
BLUE RIDGE RED CREW - - - - BRR
PHYSICAL TRAINING - - - - - - -PT
JUDO - - - - - - - - - - - - - JU
EWP STUDY - - - - - - - - - - EWP
FLYING SAFETY MEETING - - - -FS
STAND-BY TANKER - - - - - - - SAT
FLIGHT MISSION NIGHT - - - - FN



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

10TH BOMB SQUADRON

APP II TO ANNEX "B"
341st Ops Order 483-57
1 November 1957





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Crew Number N-93

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10th B.S.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC DAUTEUIL | 0800 | MP | | | F | | MP | F | | | | | MP | F | MP | F | MP | | F | MP | F | MP | F | | | EWP | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P SEVIER | 0800 | | | | | IO | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | C-11 13-15 | | C-11 15-17 | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS TURNER | 0800 | | | | | | | | | | | | MP | | MP | | | | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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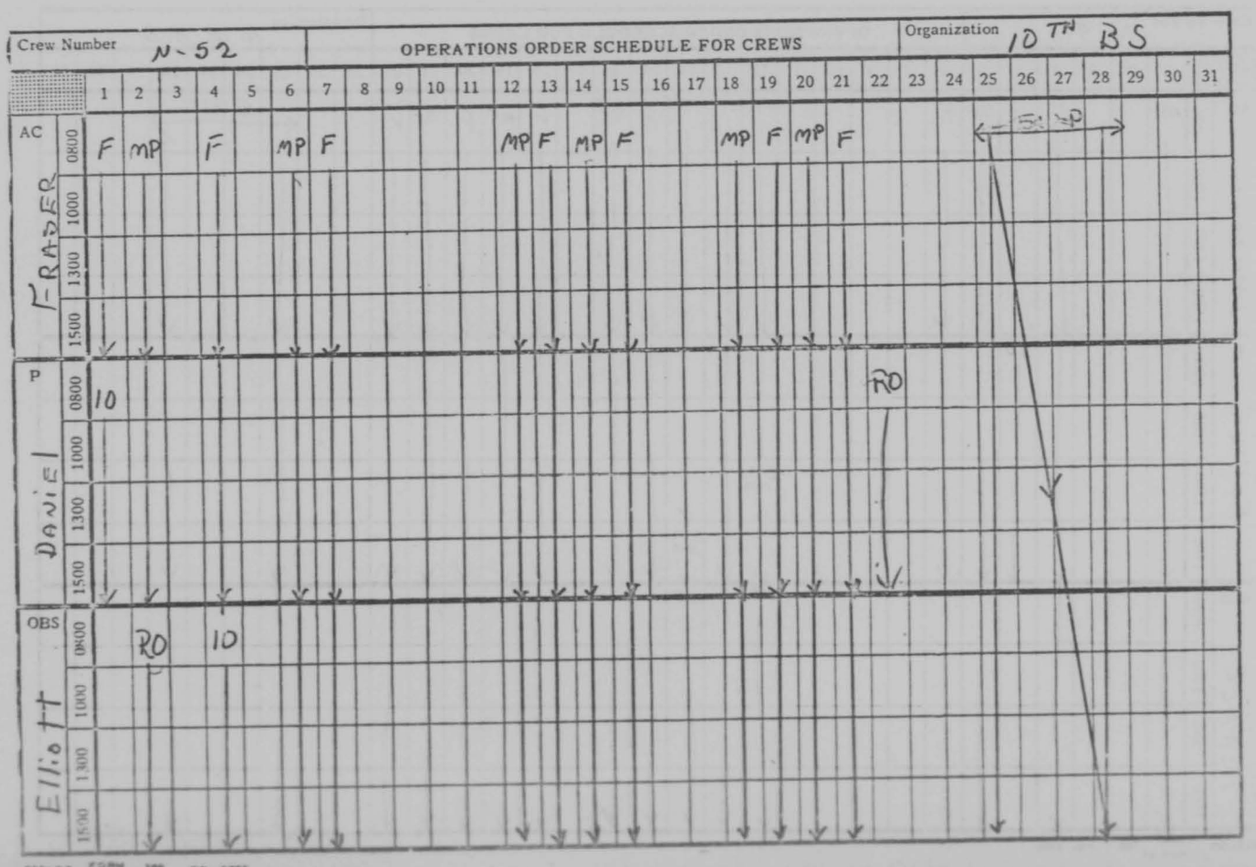




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Crew Number L-09 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH BS

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC Hammond | 0800 | mp | | | F | SW | mp | $F_N$ | DUTY CREW | | | DUTY | SW | SW | LOCAL SURV | | | | EWP ~~SW~~ | EWP ~~SW~~ | EWP ~~SW~~ | EWP ~~SW~~ | | | | | | | | | | |
| | 1000 | | PT | | | | | | | | | CREW | | | | | PT | | | | | | PT | | | | | | | | | |
| | 1300 | C-11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | mp | | | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | |
| P Duffer | 0800 | mp | | | F | SW | mp | $F_N$ | DUTY CREW | | | DUTY | | | LOCAL SURV | | | | EWP ~~SW~~ | EWP ~~SW~~ | EWP ~~SW~~ | EWP ~~SW~~ | | | | | | | | | | |
| | 1000 | | | | | | | | | | | CREW | T/A | | | | | | | | | | PT | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | |
| OBS Jenkins | 0800 | mp | | | F | SW | mp | $F_N$ | DUTY CREW | | | DUTY | SW | SW | LOCAL SURV | | | | EWP ~~SW~~ | EWP ~~SW~~ | EWP ~~SW~~ | | | | | | | | | | | |
| | 1000 | | PT | | | | | | | | | CREW | | | | | PT | | | | | | PT | | | | | | | | | |
| | 1300 | PT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | PT | | | | | | | | | |

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Crew Number 5-02 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10 BS

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC Warner | 0800 | | | | | MP | F | CR | F | | | | SW | SW | SW | SIM Chk | EWP | | EWP | | | | | | | C-11 8-10 | | | | | | |
| | 1000 | PT 10-12 | PT 10-12 | | PT 10-12 | | | | | PT 10-12 | | | | | | | | | | | | | | PT 10-12 | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | PT 15-17 | | | PT 15-17 | PT 15-17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Holton | 0800 | | | | | MP | F | CR | IS | IS | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | PT 10-12 | PT 10-12 | | PT 10-12 | | | | | | | | | | | | | | | | | | | PT 10-12 | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | Judo 15-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Trexler | 0800 | | | | | MP | F | CR | | | | | | | | IFA | | | | | | | | | | | | | | | | |
| | 1000 | PT 10-12 | PT 10-12 | | | | | | F2A | PT 10-12 | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | PT 15-17 | | | | | | | | | | | | | | PT 15-17 | | | | | | | | | | | | | | | | |

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Crew Number N-49

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 BS

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | | | | | | | MP | F | | | | | MP | F | | | | | MP | F | | IS | IS | | | | | | | | |
| MYERS | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | PT 15-17 | PT 15-17 | | | | | | PT 15-17 | | | | | | PT 15-17 | | | | | | | | | | | | | |
| P | 0800 | | | | | | | | IS | IS | | | | | | | | | | | MP | F | | | | | | | | | | |
| NELSON | 1000 | | | | | | | | | | | | | C-H 10-12 | | | | | | | | | | | | | T-A 11-12 | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | | | | RO | | | | | | | | | | RO | | | | | | | | | | | | | | | | | |
| HARCOURT | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | WCK | | | |

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Crew Number N-78

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10th B.S

| | | 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 |
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| AC BLACKBURN | 0800 | F Inst CK | | | | | IO | | | RO | | | MP | $F_N$ | CR | MP | | | $F_N$ | CR | MP | PRE-SOLO F | | | | | | | | | | |
| | 1000 | | | | | | | | SIM 11-17 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | C-11 15-17 | | | C-11 15-17 | | | | | | | | | | | | | | | | | | | | | | | | |
| P RALEY | 0800 | | | | RANGE OFF. | | | IO | | | RO | | | | | RO | | | | | | | | | | $AO_N$ | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS GRAY | 0800 | | | | | | | | RO | | | | | | | | | | | | | | | | $WCR_N$ | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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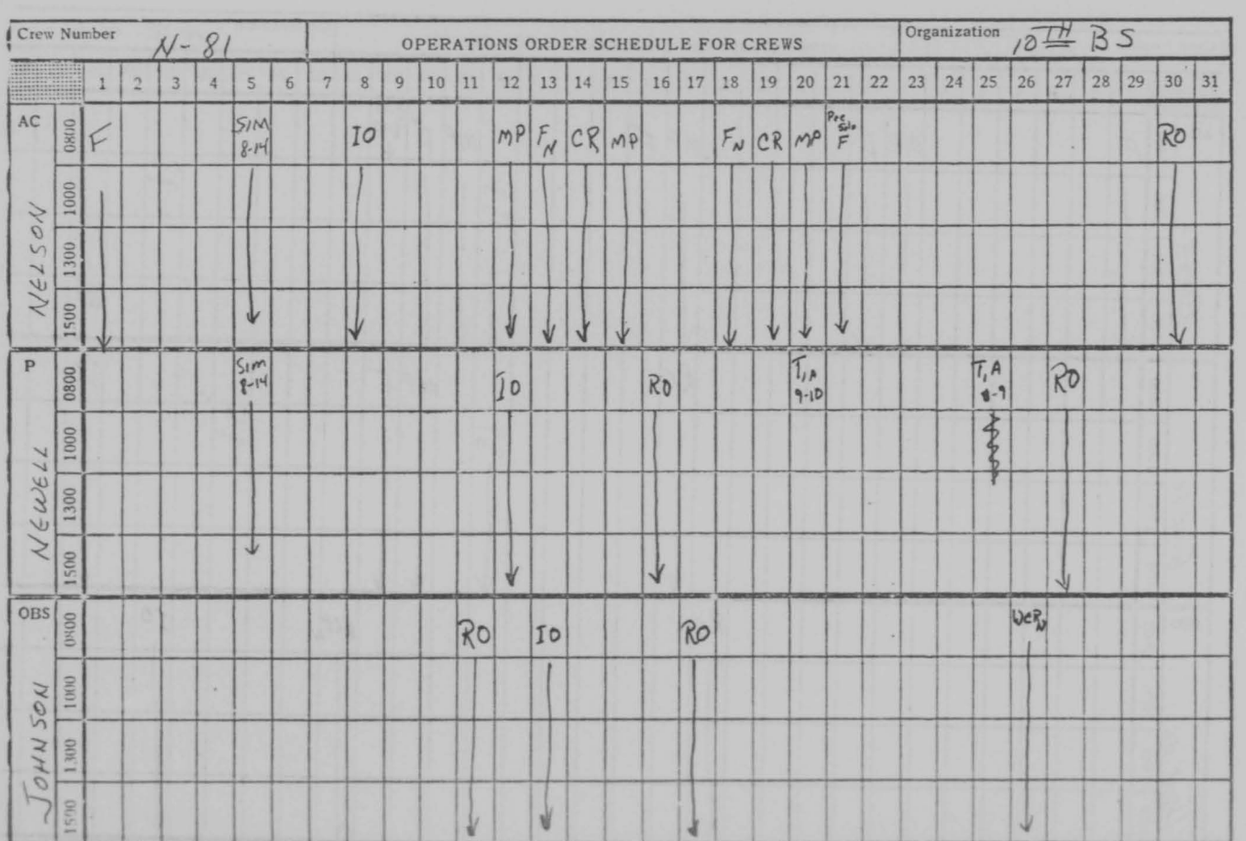


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Crew Number N-47

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10th B.S.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | F | | | | | | MP | F | | | | | MP | F | | | | | MP | F | C-11 8-10 | | | | | | | | | | |
| Rogers | 1000 | | | | | | | | | | | | | | | | | | Sim 11-17 | | | | | | | | | C-11 10-14 | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | C-11 13-15 | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | | | | | | | | | | | | | RO | | | | | | | MP | F | | | | | | | | IO | | |
| George | 1000 | | | | | | | | | | | | | | | | | | Sim 11-17 | | | | | | | T,A 11-12 | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0400 | | | | | | | | | | | | RO | | | | | | | | | | UCA | | | | | IO | | | | |
| Hawkins | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



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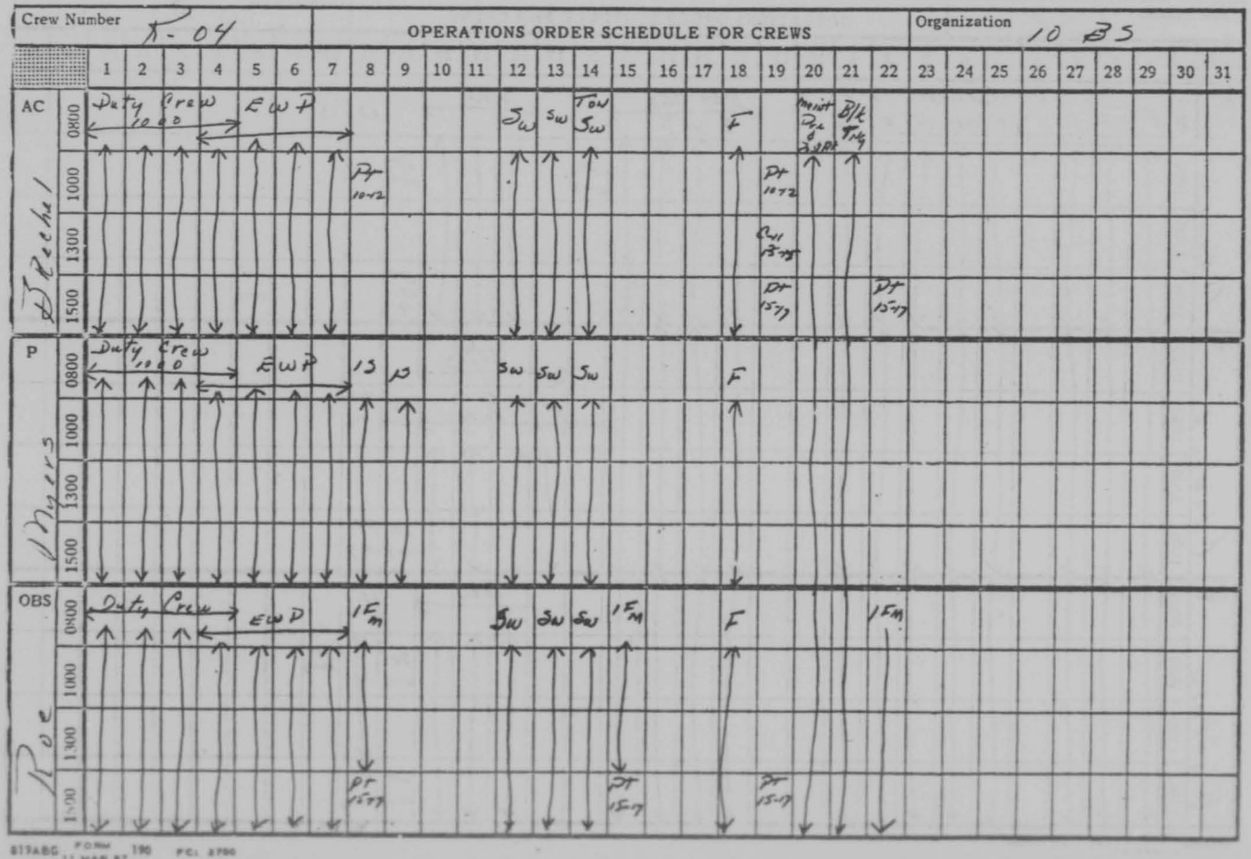




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Crew Number L-38

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10 BS

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC Graves | 0800 | Bomb F | MP | F | | Comp F | MP | F | F | E W P | | | Bomb Trng E | W | P | | | | S W | | | | NS | NS | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | Pt 10-12 | | | | | Pt 10-12 | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | Pt | | | | | | Pt 15-17 | | | | C-11 15-17 | | | | | | |
| P Chenault | 0800 | | | | | | | | | | | | | | | | | O Q Range | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | Pt 10-12 O Q Range | | | | Pt 10-12 | Pt 10-12 | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | Pt 15-17 | Pt 15-17 | | | | | | | | | |
| OBS Wightman | 0800 | | | | | | | | | | | | | | | | | | S W | | | | IF | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | Pt 10-12 | | Pt 10-12 | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | Pt 15-17 | Pt 15-17 | | | | | | | | | |

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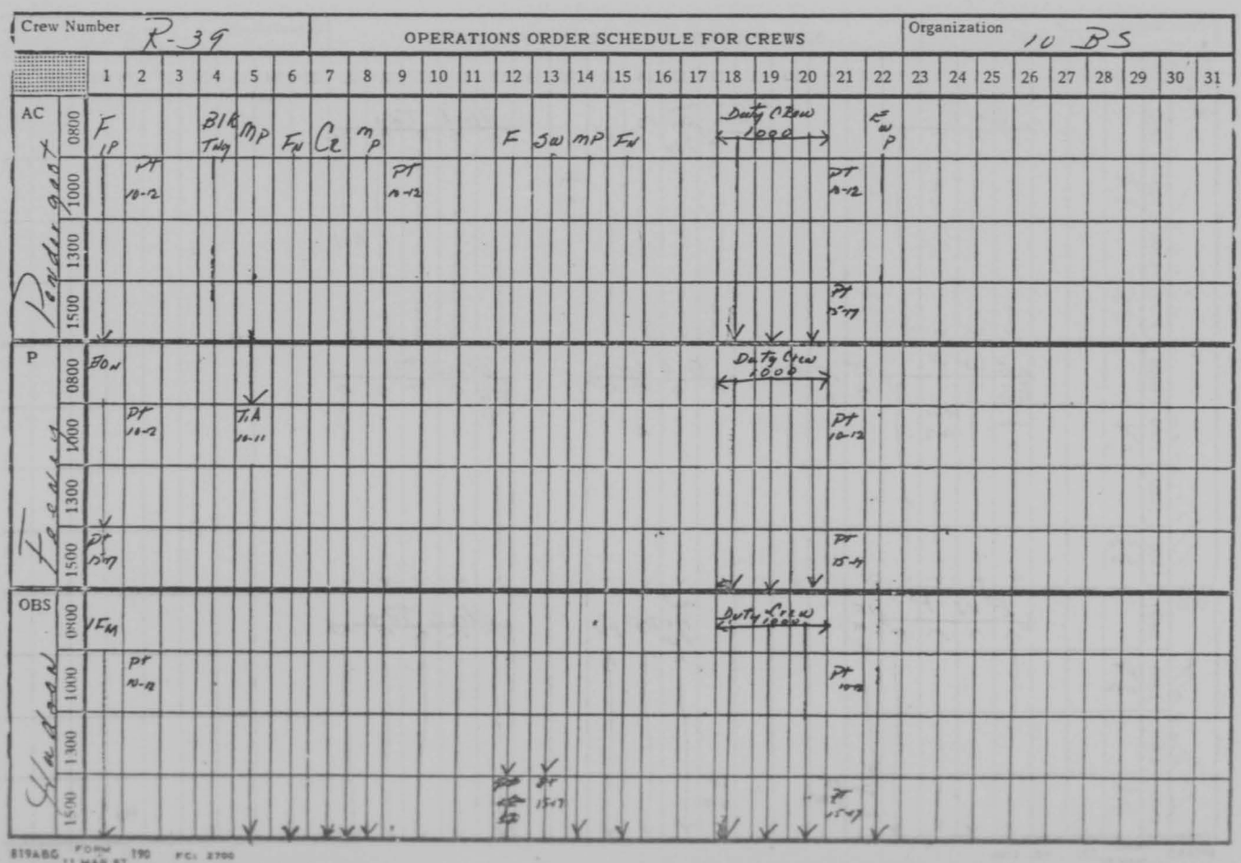




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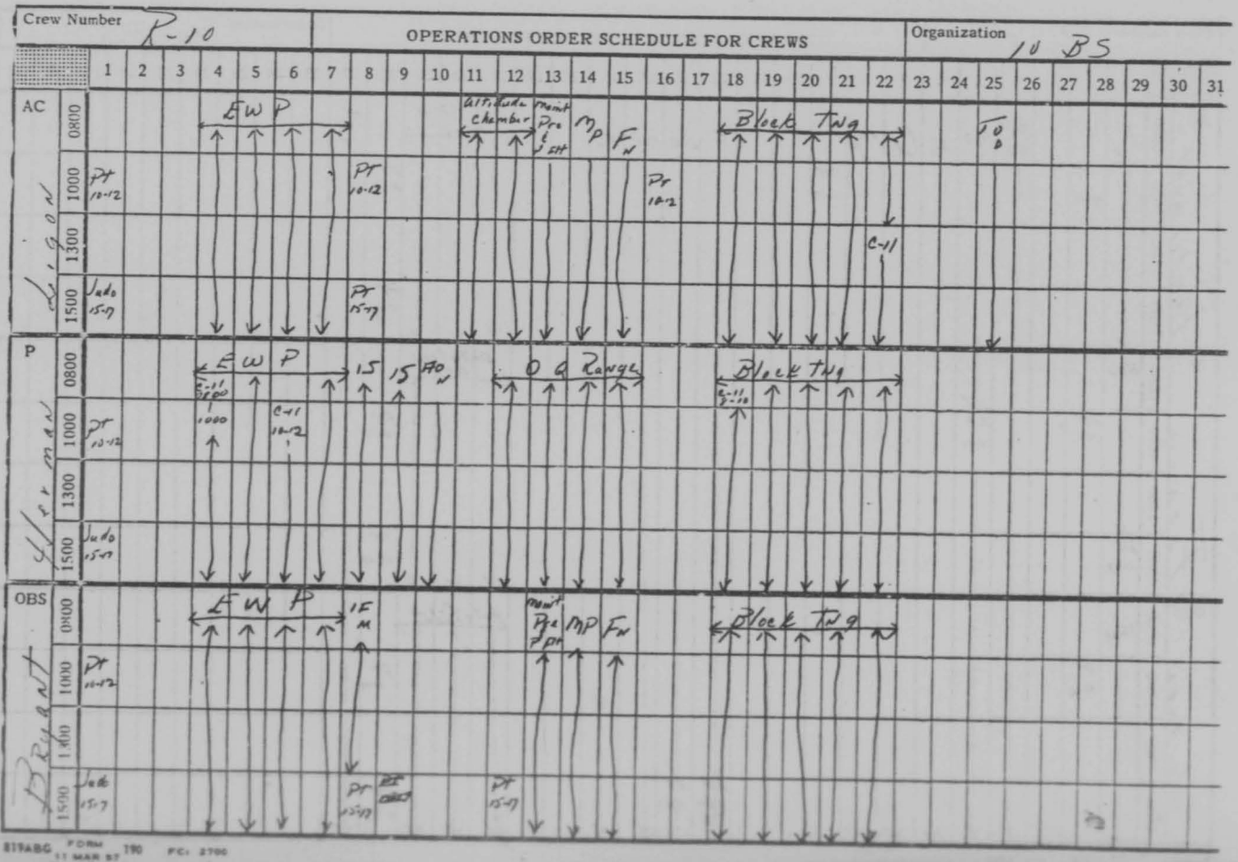




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Crew Number L-30 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 10th B.S.

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | EWP | | | TO | MP | FN | ← | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | | PT 10-12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | ↓ | ↓ | | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | | | | | | | |
| P | 0800 | EWP | | | | MP | FN | ← | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | | PT 10-12 | | PT 10-11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kraus | 1300 | | | | TIA 11-12 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | PT 15-19 | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | ← | | | | | LEAVE | | | | | | | → | IFM | | | | | | | IFM | FWP | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | ↓ | | | | | | | ↓ | ↓ | | | | | | | | |
| L'ABBE | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | PT 15-19 | PT 15-19 | | | | | | PT 18-19 | | | | | | | | | |

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Crew Number R-11 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10TH B.S.

| | | 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 |
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| AC Hull | 0800 | | | LEAVE | | | | | | | → | MP | F | ← Duty Crew to 1000 | | | | | ← EWP | | | PT | PT | TF | PT 10-12 | TF | | TO N | | | | → |
| | 1000 | | | | | | | | | | | | | | | | PT 10-12 | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | C-11 13-15 | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Magargle | 0800 | | | LEAVE | | | | | | | → | MP | F | | | | | | | | | | TF | PT 10-12 | TF | | | | | | | → |
| | 1000 | | | | | | | | | | | | | | | | PT 10-12 | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Cobb | 0800 | | | LEAVE | | | | | | | → | MP | F | | | | | | | | | | IFM TF=1042 | PT | TF | | | | | | | → |
| | 1000 | | | | | | | | | | | | | | | | PT 10-12 | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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819ABG FORM 22 MAR 87 190 FC: 2706

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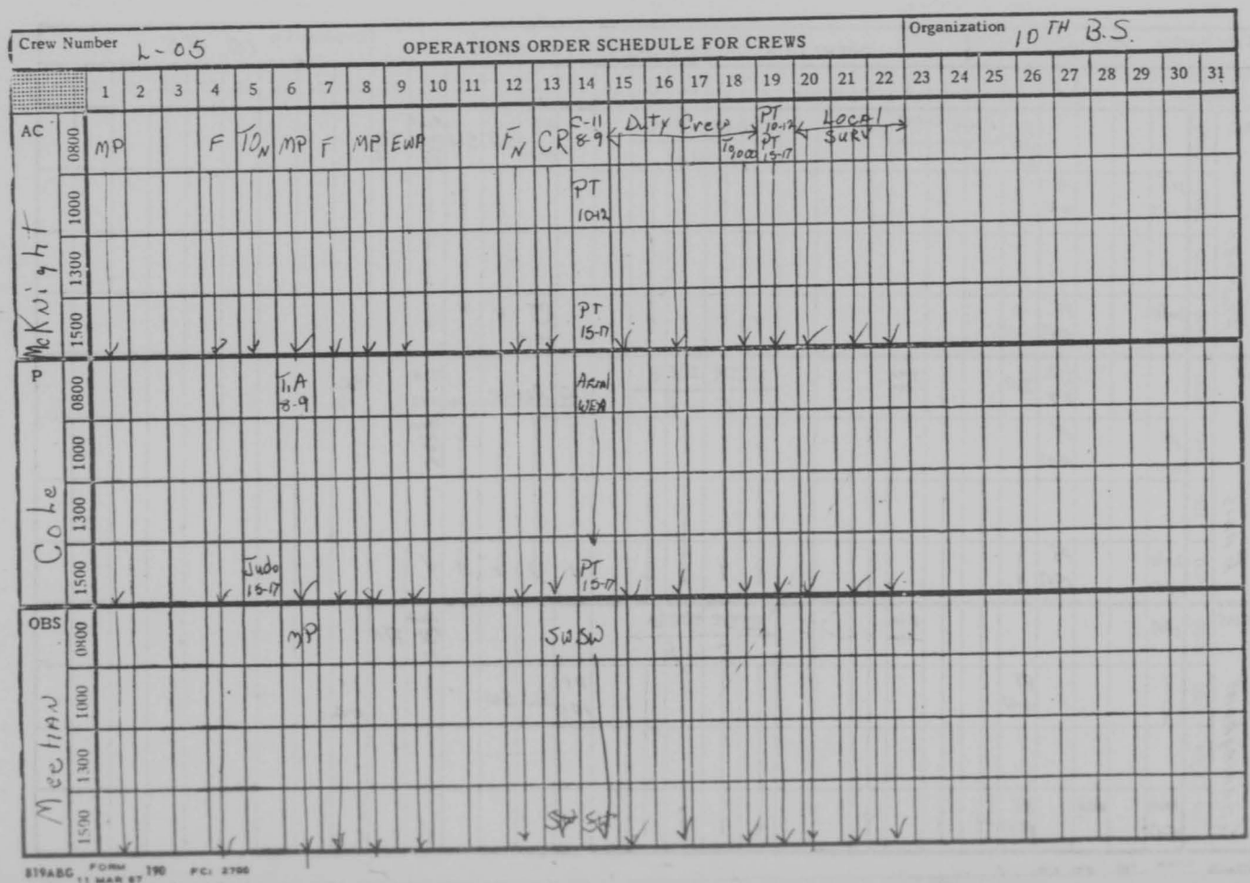




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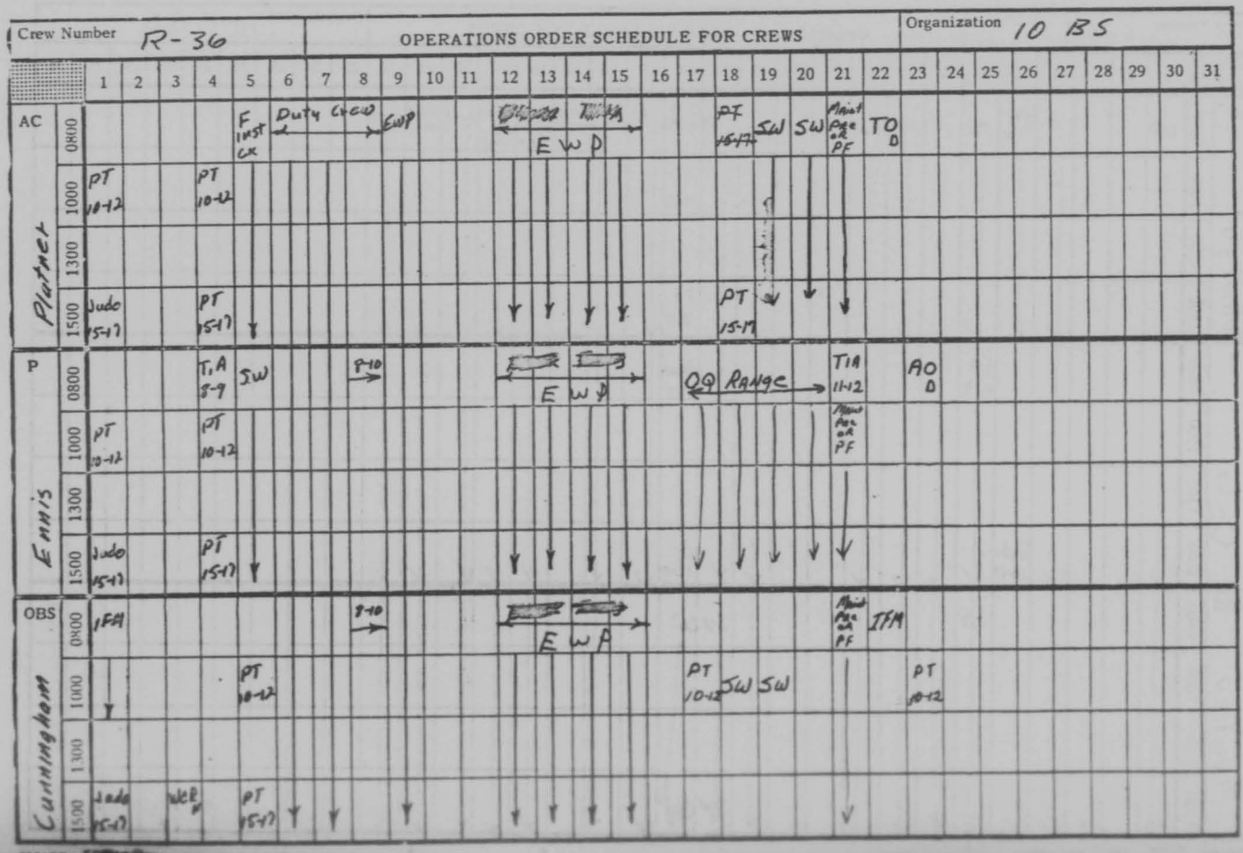


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Crew Number L-07

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH BS

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| AC Podbesek | 0800 | F/P | | | Duty Crew | | To 1000 | TAC Doctrine 8-11 | | | | | EWP | | | | | | MP | F | TO/N | Maint Pres on P.P | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | PT 10-12 | | | | | | | | | |
| | 1300 | | | | | | | | C-11 13-15 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | | | | | | Judo 15-17 | | Judo 15-17 | | | | | | | | | | | | | C-11 13-17 | Judo 15-17 | | | | | | | | | |
| P Halton | 0800 | | | | | | | T.A 8-9 | | | | | | | | | | | MP T.A 8-9 | F | AD/D | Maint Pres on P.T. | | | | | | | | | | |
| | 1000 | PT 10-12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | Judo 15-17 | | | | | | Judo 15/17 | PT 15-17 | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Brzozowski | 0400 | | | | | | | | IFM | | | | | | | | | | MP | F | | | IFM | | | | | | | | | |
| | 1000 | PT 10-12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | Judo 15-17 | | | | | | PT 15-17 | PT 15-17 | | | | | | | | | | | | | | Judo 15-17 | | | | | | | | | |

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1112.

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Crew Number N-46

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 10TH Bomb Squadron

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| AC FLOWERS | 0800 | F | | | SW | MP | F | | E W P | | | DUTY CREW | | TO 1000 | SW OR | 1 | | | BLOCK TRAINING | | | | | | | | | | | | | |
| | 1000 | | P.T. 10-12 | | | | | P.T. 10-12 | | P.T. 10-12 | | | | | MAINT PRE FLT | P.T. 10-12 | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | C-11 14-15 | | | | | | | | | |
| | 1500 | | | | | | | P.T. 15-17 | P.T. 15-17 | | | | | | | P.T. 15-17 | | | | | | | | | | | | | | | | |
| P YOUNGBLOOD | 0800 | | | | | MP | F | C-11 8-10 | E W P | | | | | | T, A 8-9 | | | | | A O D | | | | | | | | | | | | |
| | 1000 | | | | SPEC BOMB STOT 10-11 | | | T, A 11-12 | | | | | | | | | | | T, A 11-12 | | C-11 10-12 | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | P.T. 15-17 | | | | | | P.T. 15-17 | | | | | | | | | | | C-11 15-17 | | | | | | | | | | | | | |
| OBS DUDDERAR | 0800 | IFM | | | | MP | F | | E W P | | | | | | | | | | PERIODIC INSP | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number N-88 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 10 7H B.S.

| | | 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 |
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| AC Tidwell | 0800 | F | | | MP | F | | | MP | | | | F | MP | F | MP | EWP | | F | MP | F | MP | F | | | ← | EWP | | → | TON | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ✓ | | | ✓ | ✓ | | | ✓ | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | | ✓ | | | ✓ | | | |
| P Rice | 0800 | | | | | | | MP | Inst Ck F | | | | | T,A 9-10 MP | | | | | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1500 | ✓ | | | ✓ | ✓ | | ✓ | ✓ | | | | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | | | ✓ | | | ✓ | | | |
| OBS Bailey | 0800 | | | | | | | | MP | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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1114

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX III

TO

ANNEX " B "

TO

OPERATIONS ORDER

NUMBER 483-57

12TH BOMB SQUADRON

APP III TO ANNEX B
341st Ops Order 483-57
1 November 1957



1115

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Crew Number L-45

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bom Ron

| * A | | ** B | 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 |
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| AC | YOUNG MARK | AC | MNVR F | | | | | F | ← | | | | ST | F BD | | F | → | | | ← | EWP | → | | | | | | | | | | |
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| | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | THORNE | AC | | | | | | | ← | | | | ST | F BD | | F | → | | | ← | EWP | C-M → | | | | | | | | | | |
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| CBS | COUCH | AC | | | | | | | ← | | | | ST | F BD | | F | → | | | ← | EWP | → | | | | | | | | | | |
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0800 1000 1300 1500 1700

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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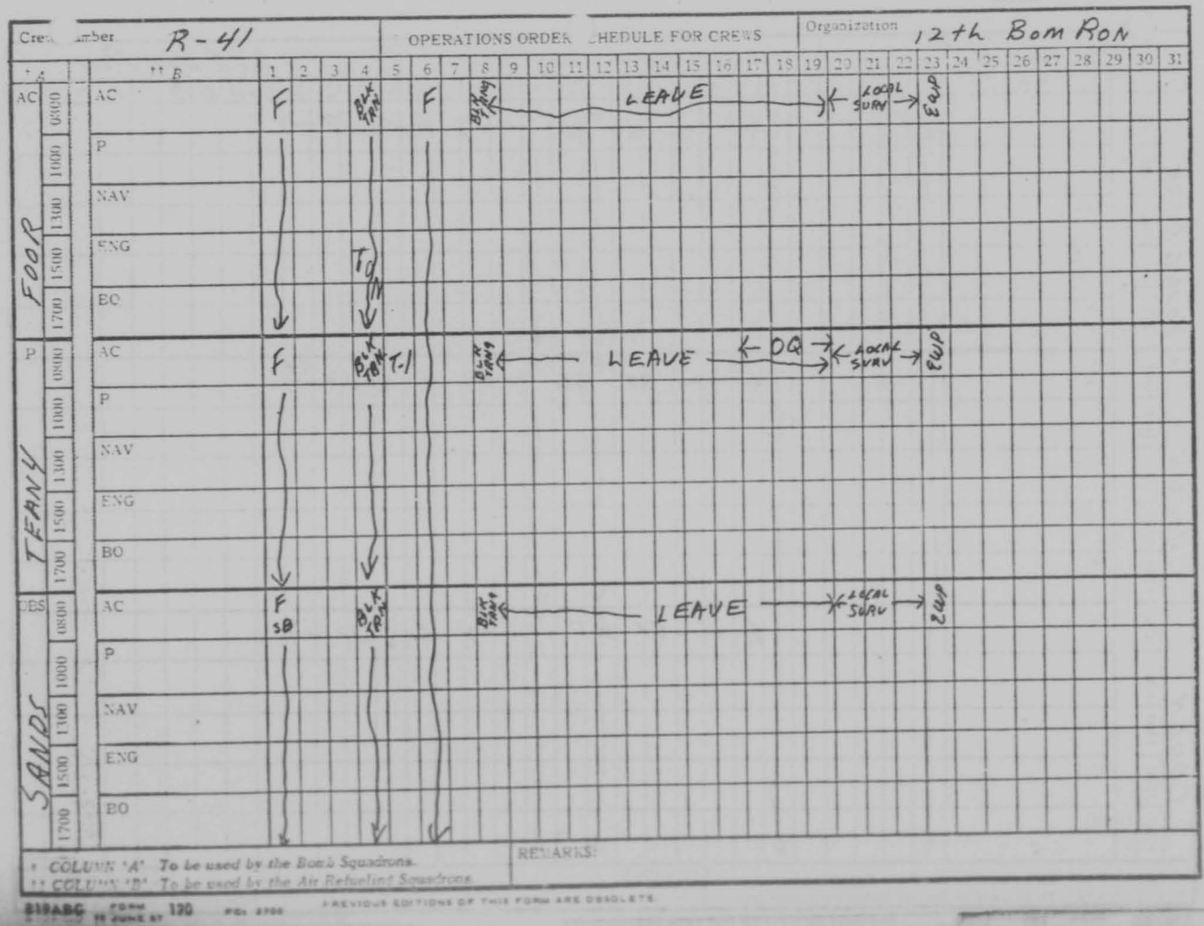


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Crew Number 1N-95 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bom RON

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†† COLUMN "B" To be used by the Air Refueling Squadrons.

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Crew Number L - 14 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bomb Ron

| † A | †† B | 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 |
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| AC 0800 1000 1300 1500 1700 PAYTON | AC | F ← | | | | LEAVE | | | | | | | | | → C-11 | TD/D | EWP | | TF | TF | | | | | | | | ← BLUE RIDGE → | | | | | |
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| P 0800 1000 1300 1500 1700 EVANS | AC | F ← | | | | LEAVE | | | | | | | | | → | C-11 | EWP | | TF | TF | T-1 C-11 | C-11E | INST GEN | | | | | | | | | |
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C Number L-73 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bom Kon

| † A | | †† B | 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 |
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| HALL | AC 0800 | AC | | | | | F IP VRG | ← LOCAL SURV → | | | | | | ← BLK TRNG | | | C-11 → | | | ← | EWP | | → | | | | ← BLUE RIDGE → | | | | | | |
| | 1000 | P | | | | | | TO/D | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GERDING | P 0800 | AC | | | | | T-1 | ← LOCAL SURV → | | | | | | ← BLK TRNG | | | → | | | | | | | | | | | | | | | | |
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| ALLISON | OBS 0800 | AC | ← | | | TDY | | | | → | | | | ← BLK TRNG → | | | | | | | | | | | | | | | | | | | |
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Crew Number N-54

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th BOM RON

| * A | ** B | 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 |
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| P 0800 1000 1300 1500 1700 LEGATE | AC | C-14 | | | F | | F | | F | | | C-11 | T-1 | F | | F | | | F | | F | C-11 | ← INST SIM → | | ← EWP → | | | | | | |
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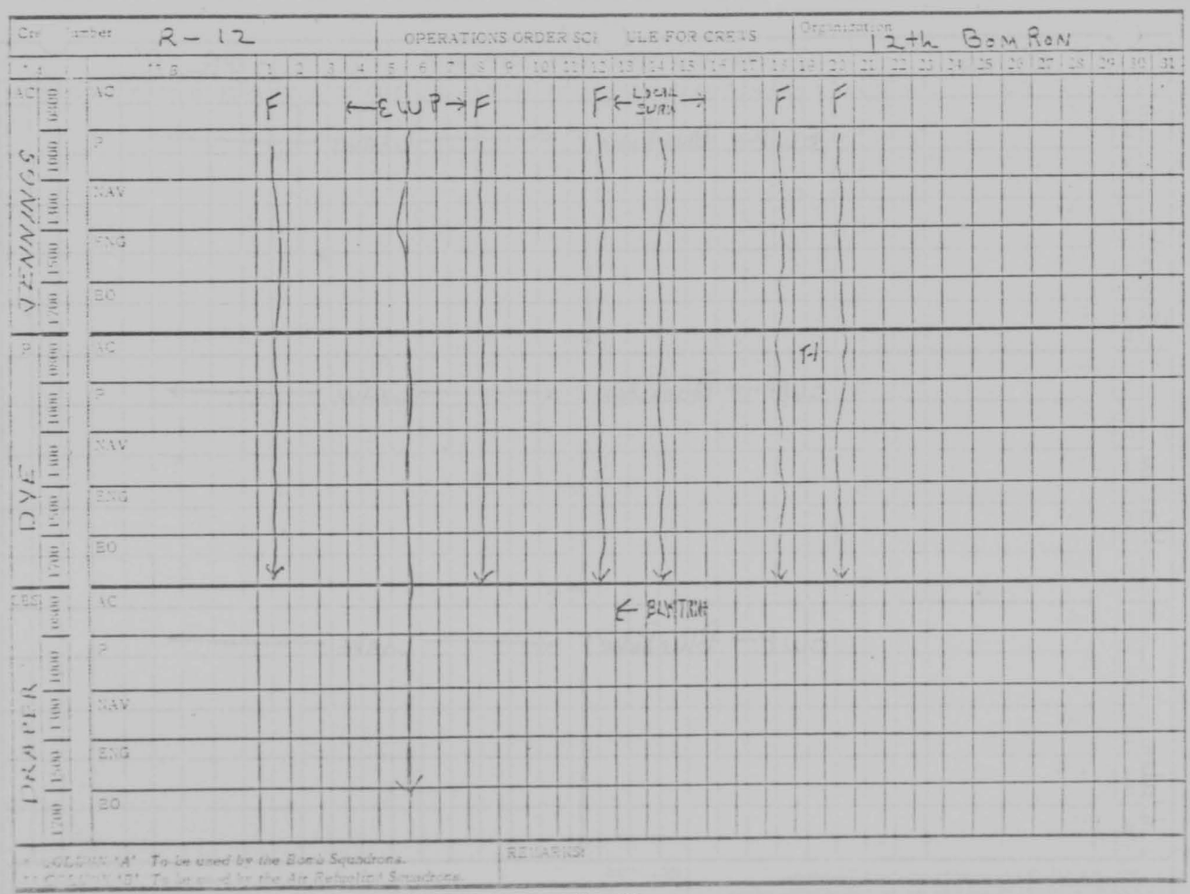




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Crew Number R-48

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH Bom Lon

| * A | | ** B | 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 |
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| AC Barrett | 0800 | AC | | | | | EWP→ | | | Blue Ridge | | | | F | ← | | | | | | LEAVE | | | | | | | → | | | | | |
| | 1000 | P | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Hastin | 0800 | AC | | | | | EWP→ | | | Blue Ridge | | | | F | ← | | | | | | LEAVE | | | | | | | → | | | | | |
| | 1000 | P | | | | | | | | | | | | ↓ | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Vulph | 0800 | AC | | | | | EWP→ | | | Blue Ridge | | | | F | ← | | | | | | LEAVE | | | | | | | → | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number R-32 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12TH Bom Ron

| * A | | ** B | 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 |
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| AC Ballard | 0800 | AC | Standboard | FN → FP EWP → | NHW F TF | Spec Wpns F Inst Sc |
| | 1000 | P | | | | |
| | 1300 | NAV | | | | |
| | 1500 | ENG | | | | |
| | 1700 | BO | | | | |
| P Smith | 0800 | AC | Standboard | FN → FP EWP → | NHW F TF | Spec Wpns F |
| | 1000 | P | | | | |
| | 1300 | NAV | | | | |
| | 1500 | ENG | | | | |
| | 1700 | BO | | | | |
| OBS Ramirez | 0800 | AC | Standboard | FN → FP EWP → | NHW F TF | Spec Wpns F |
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| | 1300 | NAV | | | | |
| | 1500 | ENG | | | | |
| | 1700 | BO | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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1124

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C Number N-85 — OPERATIONS ORD ... SCHEDULE FOR CREWS — Organization 12th Bomb Sq

| * A | ** B | 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 |
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| AC Fisher 0600 1000 1300 1500 1700 | AC | | | | F | | | F | | | | | F | | | F | To N | | | | F | | F | | | | | | | | |
| | P | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
| | NAV | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
| | ENG | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
| | BO | | | | \| | | ↓ | | | | | ↓ | | | | ↓ | | | | | ↓ | | | ↓ | | | | | | | | |
| P Kaso 0800 1000 1300 1500 1700 | AC | | | | F | | | F | | | | | F | | | F | | T-1 | | | F | | F | | | | A/D | | | | |
| | P | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
| | NAV | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
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| CBS Wilson 0800 1000 1300 1500 1700 | AC | | | | \| | | F | | | | | F | | | F | | | | | F | | F | | | | | | | | |
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| | NAV | | | | \| | | \| | | | | \| | | | \| | | | | | \| | | \| | | | | | | | | |
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* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number IN-77

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bom Rev

| * A | | ** B | 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 |
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| AC Ballard | 0800 | AC | | | | | F | | F | | | | | | | F | | | | | F | ← | | | | | | | | | | → | |
| | 1000 | P | | | | | ↓ | | ↓ | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1300 | NAV | | | | | ↓ | | ↓ | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1500 | ENG | | | | | ↓ | | ↓ | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1700 | BO | | | | | ↓ | | ↓ | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| P Newman | 0800 | AC | | | | C-11 | C-11 | | T-1 | Inst Sch | | | | C-11 | | F | | | | | F | ← | | | | | | | | | | → | |
| | 1000 | P | | | | | | | | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | ↓ | | | | | ↓ | | | | | | | | | | | | |
| OBS Kunz | 0800 | AC | | | | | RO | | | | | | | | | | | | | | | ← | | | | | | | | | | → | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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Cr Number N - 80

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bom Ron

| * A | | ** B | 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 |
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| GROSS ART AC | 0800 | AC | | | | F | | | F | | | TO/D | | | F | | F | | | F | | F | | F | | | ←EWP→ | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CASE P | 0800 | AC | C-11 | | | | C-11 | | | ←INST SCAL→ | | | RO | | | T-1 | | | | | | | | | | | ←EWP→ | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CROWELL OBS | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | ←EWP→ | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | CRP | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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Crew Number L-15

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12th Bom Ron

| * A | | ** B | 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 |
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| AC Long, W. E. | 0800 | AC | | | | | F | Blue Rid | | | | | | | ← EWP → | | | | | NHW F | | TF | Ld Sur | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Brittan | 0800 | AC | | | | T-1 | F | Blue Ridge | | | | | T-1 | | ← EWP → | | | | | NHW F | | TF | Ld Sur | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CBS Christenson | 0800 | AC | | | | | F | Blue Ridge | | | | | | | ← EWP → | | | | | NHW F | | TF | Ld Sur | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN 'A' To be used by the Bomb Squadrons.
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Crew Number R-19 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bom Ron

| † A | | †† B | 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 |
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| AC Creahan | 0800 | AC | Blue Ridge | | | | | F | | | | | To/D | ← | EWP | → | | | | | | Ld | Surv | | | | | | | | | | |
| | 1000 | P | | | | | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Weimer | 0800 | AC | Blue Ridge | | | | | F | | C-11 | | | | ← | EWP | → | | | C-11 | T-1 | | Ld | Surv | | | | | | | | | | |
| | 1000 | P | | | | | | ↓ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Badger | 0800 | AC | Blue Ridge | | | | | F | | | | | | ← | EWP | → | | | | | | Ld | Surv | | | | | | | | | | |
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| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

† COLUMN 'A' To be used by the Bomb Squadrons.
†† COLUMN 'B' To be used by the Air Refueling Squadrons.

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Cr Number IN-84 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12th Bomfon

| * A | ** B | 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 |
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| AC Elling 0800 | AC | | | | | | | | F | | | | F | | F | | | | | F | | F | | | | | | | | | |
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| 1300 | NAV | | | | | | | | ↓ | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | | | | | | |
| 1500 | ENG | | | | | | | | ↓ | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | | | | | | |
| 1700 | BO | | | | | | | | ↓ | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | | | | | | |
| P Tidwell 0800 | AC | | | | | | | | F | | | A/D | F | | F | RD | | | | F | | | | | | | | | | | |
| 1000 | P | | | | | | | | ↓ | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | | | | | | |
| 1300 | NAV | | | | | | | | ↓ | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | | | | | | |
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| OBS Dorrell 0800 | AC | | | | | | | RD | | | | C&D | | | | | | | | | | | | | | | | | | | |
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| 1100 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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* COLUMN "A". To be used by the Bomb Squadrons.
** COLUMN "B". To be used by the Air Refueling Squadrons.

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Crew Number L-29 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 12th Bom Ron

| † A | | †† B | 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 |
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| AC Long, WD | 0800 | AC | | | | | ←EWP→ | | | | | | | TF | TF | TF | | | | | F | Blue Ridge | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P Buckley | 0800 | AC | T-1 | | | | ←EWP→ | | | C-11 | | | | TF | TF | TF | T-1 | | | | F | Blue Ridge | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS Carrillo | 0800 | AC | | | | | ←EWP→ | | | | | | | TF | TF | TF | | | | | F | Blue Ridge | | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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†† COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number S-01

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 12TH Bom Ron

| † A | | †† B | 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 |
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| AC Ritter | 0800 | AC | NAW F | | | | | | | | | | EWP | | | | | | | | Block Training | | | | | | | | | | | | |
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Cr. Number 1N-70 — OPERATIONS ORDE.. SCHEDULE FOR CREWS — Organization 12th Bom Rox

| * A | ** B | 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 |
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JOHNSON — HANNA — ROZELL

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number N-83 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12th Bom Rox

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C Number R-37 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12TH Bom Ron

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Cr Number N-80

OPERATIONS ORDER SC ULE FOR CREWS

Organization 12TH Bom Ron

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Cr Number IN-23

OPERATIONS ORD. SCHEDULE FOR CREWS

Organization 12TH Bom Sqn

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** COLUMN "B" To be used by the Air Refueling Squadrons.

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C. Number

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Organization 12th Bomb Sq

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Crew Number N-96 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12th Bom Ron

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Crew Number L-18 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 12th Bom Sqn

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX IV

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

490TH BOMB SQUADRON

APP IV TO ANNEX B
341st Ops Order 483-57
1 November 1957



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Crew Number R-22 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

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| BLUME | AC | LEAVE | | | F | | | | | | | | BLOCK TRG | | | | | | | | | | | | | | | | F | | | |
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| | NAV | | | | | | | | | | | | | | | | | | | EWP | | | BLUE RIDGE RED | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIGGS | AC | | | | | | | | | | | | BLOCK TRG | | | | | | | | | | | | | | | | F | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | EWP | | | BLUE RIDGE RED | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number R-24

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | ** B | 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 |
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| AC 0800 1000 1300 1500 1700 | AC | | | | | | | | | INST SCHOOL | | | | | | | | | F | F | | | | | | | | BLUE RIDGE RED | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | TEST HOP | | | | | | | | EWP | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0800 1000 1300 1500 1700 WILSON | AC | | | | | | | | | | | | | | | | | | F | F | | | | | | | | BLUE RIDGE RED | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | TEST HOP | | | | | | | | EWP | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ES 0800 1000 1300 1500 1700 KRAMER | AC | | | | | | | | | | | | | | | | | | F | F | | | | | | | | BLUE RIDGE RED | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | TEST HOP | | | | | | | | EWP | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number R-26 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

| | | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESOMER | AC | F | | | ↑ | | | ↑ | F | | | | F | | F | ← BLUE RIDGE RED → | | | | F | | F | | | | | TO D | | F | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | ← EWP → | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | ↓ | | | ↓ | ↓ | | | | ↓ | | ↓ | ← → | | | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | |
| CONN | AC | | | | ↑ | | | ↑ | F | | | | F | | | ← → | | | | | | F | | | | | | | F | | |
| | P | | | | | | | | | | | | | | | BLUE RIDGE RED | | | | | | | | | | | | | | | |
| | NAV | | | | ← EWP → | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | ↓ | | | ↓ | ↓ | | | | ↓ | | | ← → | | | | | | ↓ | | | | | | | ↓ | | | |
| RADCLIFFE | AC | | | | ↑ | | | ↑ | F | | | | F | | | ← → | | | | | | F | | | | | | | F | | |
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| | NAV | | | | ← EWP → | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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Crew Number N-60

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490TH

| * A | ** B | 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 |
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| AC 0800 1000 1300 1500 1700 — DUMONT | AC | | | | F | | F | | $E_{wp}$ | | | | F | | | | | | | | F | | F | | | | | | F | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | STAND BOARD | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P 0800 1000 1300 1500 1700 — DUNIVANT | AC | | | | F | | F | | $E_{wp}$ | | | | F | | | | | | | | F | | F | | | | | | F | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | STAND BOARD | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BS 0800 1000 1300 1500 1700 — FULWILER | AC | | | | F | | F | | $E_{wp}$ | | | | F | | | | | | | | F | | F | | | | | | F | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | STAND BOARD | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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** COLUMN 'B' To be used by the Air Rebolimt Squadrons.

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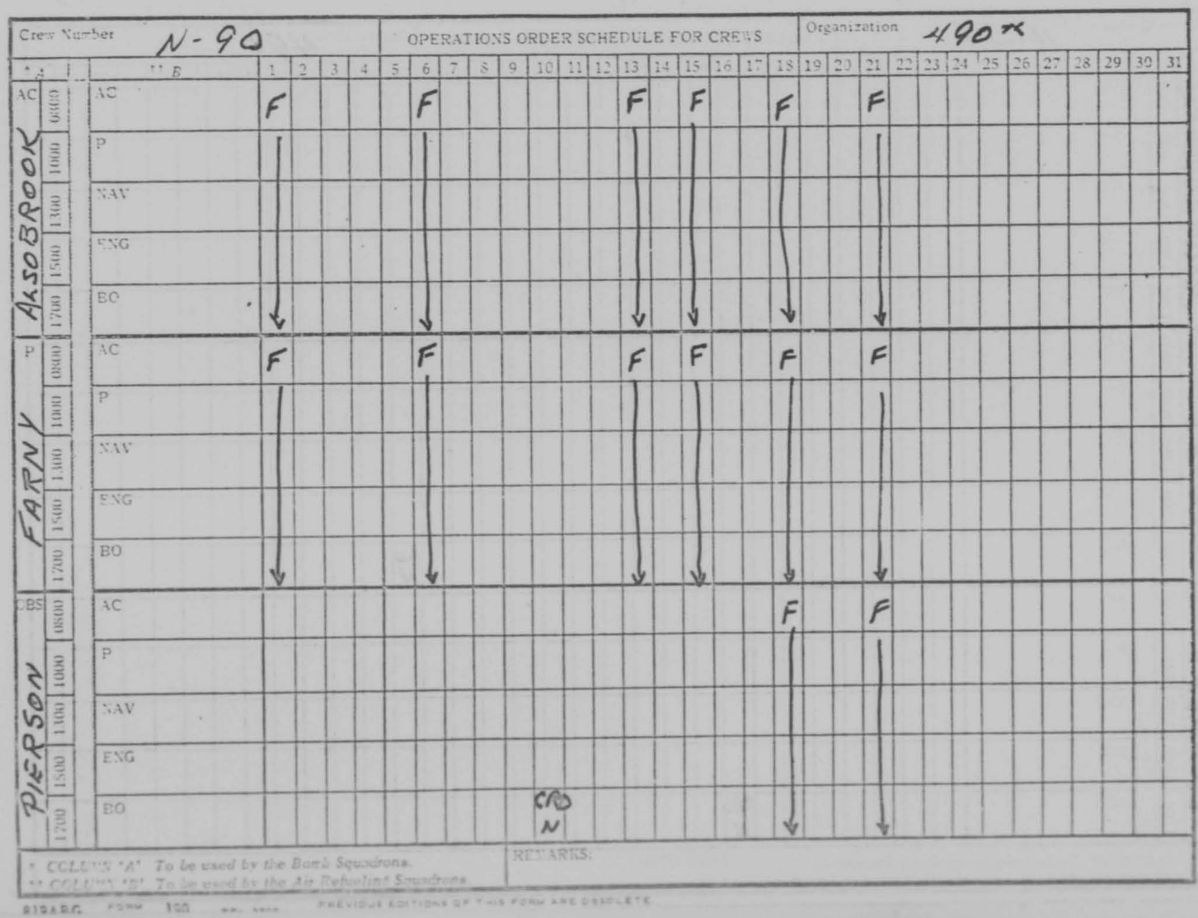

Crew Number N-90 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| *A | | **B | 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 |
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| AC ALSOBROOK | 0800 | AC | F | | | | | F | | | | | | | F | | F | | | F | | | F | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P FARNY | 0800 | AC | F | | | | | F | | | | | | | F | | F | | | F | | | F | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS PIERSON | 0800 | AC | | | | | | | | | | | | | | | | | | F | | | F | | | | | | | | | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | CRO N | | | | | | | | | | | | | | | | | | | | | |

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Crew Number N-34 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| * A | ** B | 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 |
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| BAUMGARDNER 0800 1000 1300 1500 1700 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YATES 0800 1000 1300 1500 1700 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | | | | | | | | | | | | | AO N | | | | | | | | | | | |
| CHARLES 0800 1000 1300 1500 1700 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | | | | | CRO N | | | | | | | | | | | | | | | | | | | | | | | |

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** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number L-44 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| Crew | Time | Position | 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 |
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| SMITH | AC 0800 | AC | F | | | S/m | F | | F | | | | | | | | | | | | | | | F | | | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | ← EWP → | | | | | | | SW | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | TO N | | | | | | | | | | | | | | | | |
| MURPHY | P 0800 | AC | F | | | S/m | F | | F | | | | | | | | | | | | | | | | | | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | ← EWP → | | | | | | | SW | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | AO M | | | | | | | | | | | | | | | | |
| McCOY | OBS 0800 | AC | F | | | | F | | F | | | | | | | | | | | | | | | | | | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | | | | | | | | | ← EWP → | | | | | | | SW | | | | | | | | | | | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number R-08

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 790

| Crew | Time | Position | Entry | Notes |
|---|---|---|---|---|
| McCLARNON | 0800 | AC | F | F F F BLUE RIDGE RED |
| | 1000 | P | | |
| | 1300 | NAV | EWP | STANDBOARD |
| | 1500 | ENG | | |
| | 1700 | BO | | TON |
| POWELL | 0800 | AC | F | F F F BLUE RIDGE RED |
| | 1000 | P | | |
| | 1300 | NAV | EWP | STANDBOARD |
| | 1500 | ENG | | |
| | 1700 | BO | | |
| ZAVALYURIGA | 0800 | AC | F | F F F BLUE RIDGE RED |
| | 1000 | P | | |
| | 1300 | NAV | EWP | STANBOARD |
| | 1500 | ENG | | |
| | 1700 | BO | | |

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Crew Number R-55 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| † A | †† B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0800 / BOYD | AC | F | | | ↑ | | | ↑ | | | | | | BLUE | | | | | F | | F | | | | | | | | | F | | |
| | P | 1ST | | | | | | | | | | | | RIDGE | | | | | | | | | | | | | | | | | | |
| | NAV | | | | ← EWP | | | → | | | | | | RED | | | | | | | | | | | | | | | | | | |
| 1000 / 1200 | ENG | CHK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | ↓ | | | ↓ | | | | | | | | | | | ↓ | | ↓ | | | | | | | | | ↓ | | |
| P 1300 / BUEHLER | AC | | | | ↑ | | | ↑ | | | | | | BLUE | | | | | F | | F | | INST | | | | | | | F | | |
| | P | | | | | | | | | | | | | RIDGE | | | | | | | | | SCHOOL | | | | | | | | | |
| 1500 / 1700 | NAV | | | | ← EWP | | | ↓ | | | | | | RED | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | ↓ | | | ↓ | | | | | | | | | | | ↓ | | ↓ | | | | | | | | | ↓ | | |
| OBS 1600 / TOMLINSON | AC | | | | ↑ | | | ↑ | | | | | | BLUE | | | | | F | | F | | | | | | | | | F | | |
| | P | | | | | | | | | | | | | RIDGE | | | | | | | | | | | | | | | | | | |
| 1800 / 2000 | NAV | | | | ← EWP | | | → | | | | | | RED | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | | | ↓ | | | ↓ | | | | | | | | | | | ↓ | | ↓ | | | | | | | | | ↓ | | |

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Crew Number L-17 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| † A | | †† B | 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 |
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| AC HOPWOOD | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | F | | |
| | 1000 | P | | | | E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P LENIHAN | 0800 | AC | | | | | | T-1 | | TN | | | | | | | | | | | | | | | | | | | | | F | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | | | | E | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | | | | W | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS MAXWELL | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | F | | |
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| | 1500 | ENG | | | | P | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Crew Number N-72 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

| * A | ** B | 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 |
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| AC 0800 | AC | | | | F | | F | | F | | | | | F | | F | | | | F | | F | | | | | | | | | | |
| 1000 | P | | | | ↓ | | ↓ | | ↓ | | | | | ↓ | | ↓ | | | | ↓ | | ↓ | | | | | | | | | | |
| 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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McUGE
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* COLUMN "A". To be used by the Bomb Squadrons.
** COLUMN "B". To be used by the Air Refueling Squadrons.

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Crew Number N-91

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490TH

| | | | 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 |
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| | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AC 0800 1000 1300 1500 1700 | RENCHER | AC | | | | | | F | | | | | | | | | | | | F | | | | | | | | | | | | | |
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| | | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | BO | | | | | | | | | | | | KRO N | | | | | | | | | | | | | | | | | | | |

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Crew Number L-25 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| * A | | ** B | 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 |
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| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RIDGE | | |
| | 1300 | NAV | | | | | | | | EWP | | | | | | | | | | | | | | | | | | | | | RED | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | TO N | | | | | | | | | | | | | | | | | | | | | |
| BOONE | P 0800 | AC | | | | | | F | | | | | | | | | | | | F | | | | F | | | | | | | BLUE | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RIDGE | | |
| | 1300 | NAV | | | | | | | | EWP | | | | | | | | | | | | | | | | | | | | | RED | | |
| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MOREAU | CBS 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | BLUE | | |
| | 1000 | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RIDGE | | |
| | 1300 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | RED | | |
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| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TDY - MATHER

* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number L-21 — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization 490th

| * A | ** B | 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 |
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| 1000 | P | | | | | | | | | | | | | | | | | | RIDGE | | | | | | SIT | | | | | | | |
| 1300 | NAV | | | | ← EWP | | | → | | | | | | | | | | | RED | | | | | SCHOOL | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| C 0800 | AC | | | | ↑ | | | ↑ | | | | | | F | | F | | | BLUE | | | F | | | | | | | | | F | |
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| 1300 | NAV | | | | ← EWP | | | → | | | | | | | | | | | RED | | | | | | | | | | | | | |
| 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| CBS 0800 | AC | | | | ↑ | | | ↑ | | | | | | F | | F | | | BLUE | | | F | | | | | | | | | F | |
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WELLING / MARSH / SCHUMACHER

* COLUMN "A" To be used by the Base Squadrons
** COLUMN "B" To be used by the Air Refueling Squadrons

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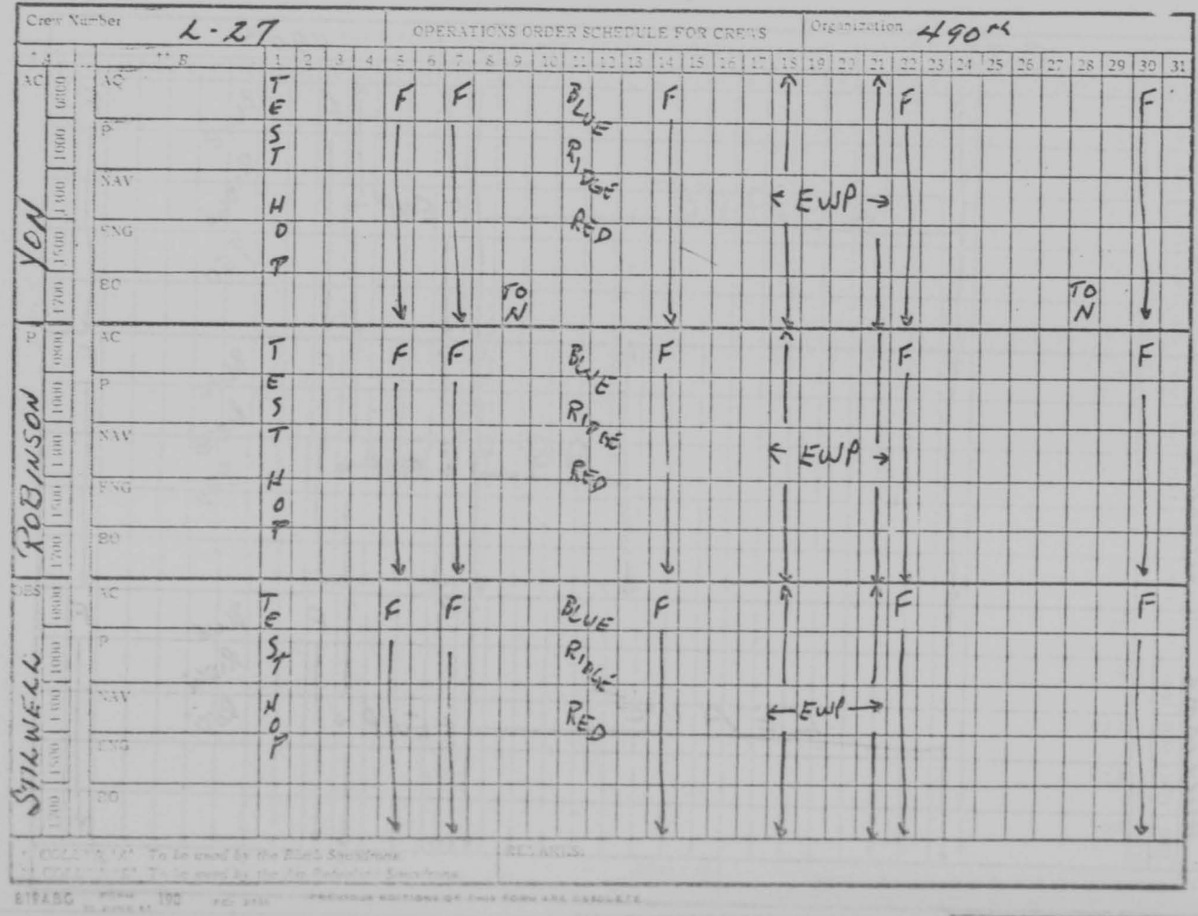




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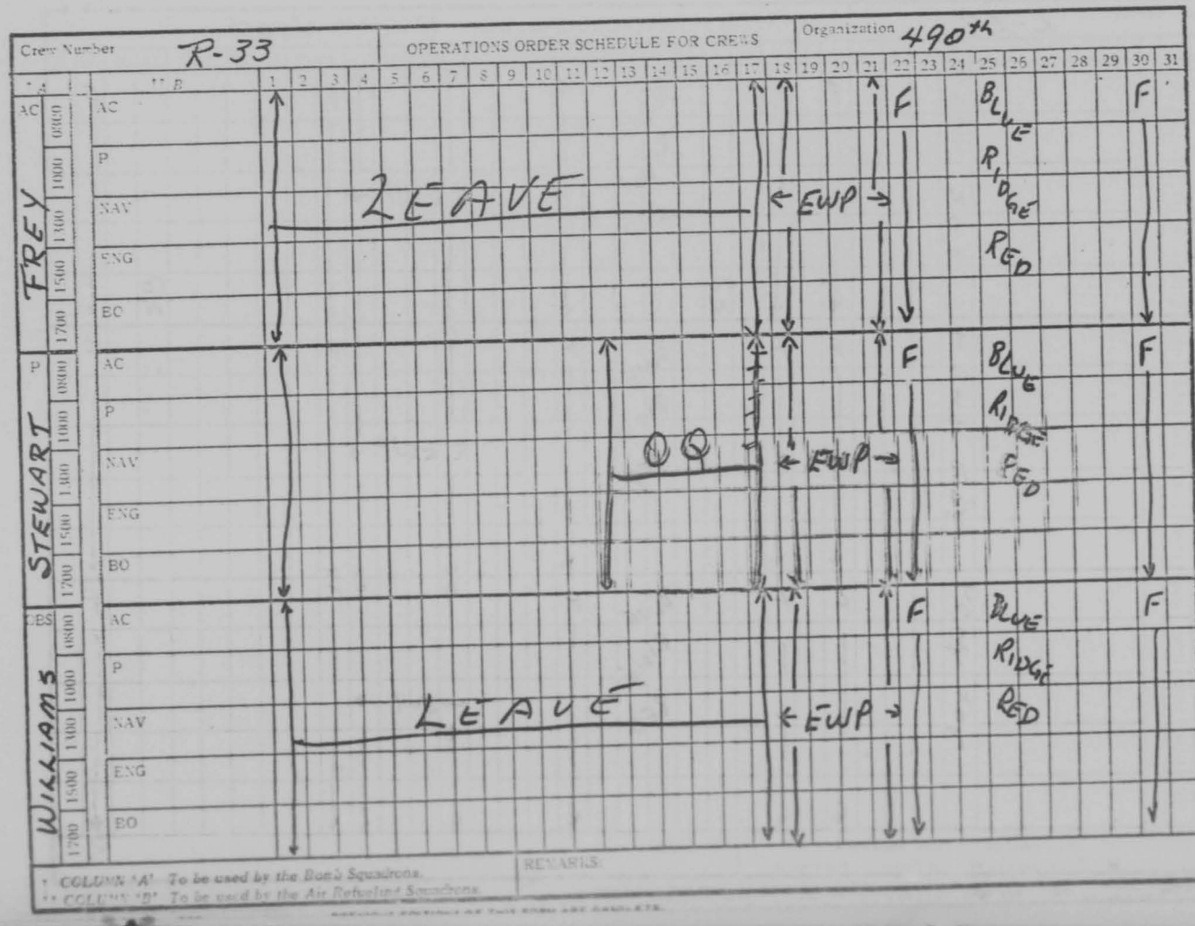




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Crew Number S-42 | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 490th

| * A | ** B | 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 |
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| AC 0600 1000 1300 1500 1700 | AC | | | | | | | | | | | | | | F | | | | | | | | | | | | | | | | F | |
| ELZEY | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | BOMB / COMP | | | | | | | | | | | | | | | | | ← | BLOCK TRG | | | → | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | EWR | | | | | | | | |
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| P 0800 1000 1300 1500 1700 | AC | | | | | | | | | | | | | | F | | | | | | | | | | | | | | | | F | |
| BENTLEY | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV | BOMB / COMP | | | | | | | | | | | | | | | | | ← | BLOCK TRG | | | → | | | | | | | | | |
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| SAUTORE | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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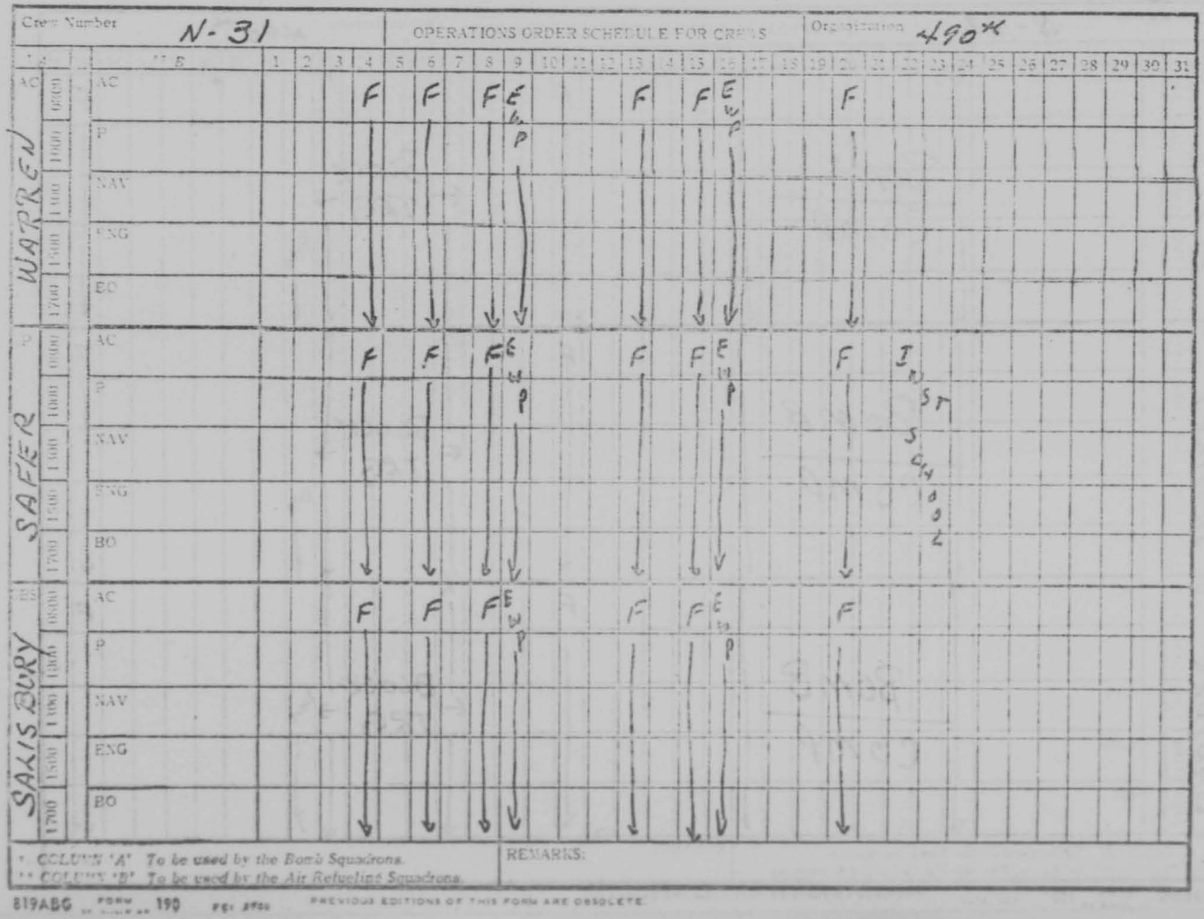




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Crew Number N-87

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | ** B | 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 |
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| AC | AC | | | | | | F | | | | | | | | F | | | | F | | F | | | | | | | | | | | |
| MANNING | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | BO | | | | | | | | | | | | | | | | | | | | CRO N | | | | | | | | | | | |

* COLUMN 'A' To be used by the Base Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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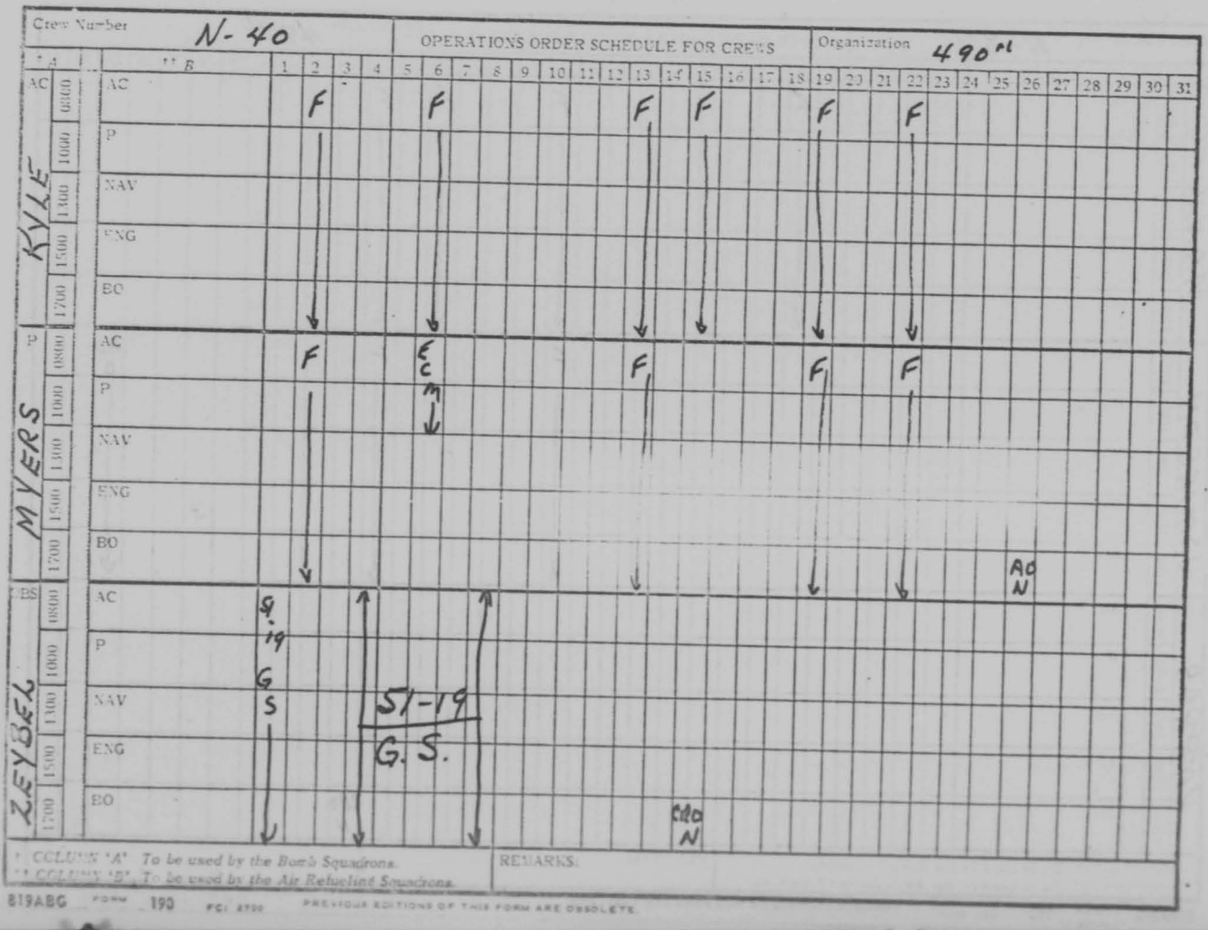




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Crew Number N-35

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | ** B | 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 |
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* COLUMN 'A' To be used by the Bomb Squadrons.
** COLUMN 'B' To be used by the Air Refueling Squadrons.

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Crew Number —

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | | ** B | 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 |
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| | 1500 | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P LANE | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| OBS LONG | 0800 | AC | | | | | | | | | | | | | | | | | | | | | | | | CRO D | | | | | | | |
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Crew number —

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 490th

| * A | ** B | 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 |
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| GRIEG | P | | | | | | | | | | | | | | | | | | | | | D | | | | | | | | | | |
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| 7 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COVINGTON | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 7 | AC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TRIPI | P | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0600 1000 1400 1500 1700 | NAV | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO | | AD N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX V

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

11TH AIR REFUELING SQUADRON

APP V TO ANNEX B
341st OPs Order 483-57
1 November 1957





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C Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization HARES

| Column | Time | Position | Name | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC | M-38 HAMM | | | | F | | | | F | | | | F | | F | | | | F | | F | THANKSGIVING | | | | F | | F | | CR | | |
| | 1000 | P | CHILDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | MIXON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | DANNER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | BROWN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC | M-39 SIELBECK | | | | | F | | F | | | | | | F | NG | F | | | | | F | | F | | | | F | | | F | | |
| | 1000 | P | GOODMAN | AO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | GREEN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | SWIRZCEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | McADAMS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LBS | 0800 | AC | M-40 GRIFFITH | | | | TCR DY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1000 | P | FAIN | | | | | | | AO | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV | EDDINS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG | WOOD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO | McGINLEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

← 51-19 REFRESHER →

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Crew Number | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 11 ARES

| * A | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0800-1000-1300-1500-1700 | AC TOS RAST | | | | HG | | F | | | | | | F | SA | | | | | F | BJ | | T | | | | | | F | | | | |
| | P GRZEWICZ | | | | ↓ | | ↓ | | | | | | ↓ | ↓ | | | | | ↓ | ↓ | | H | | | | | | ↓ | | | | |
| | NAV WEBB | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | | |
| | ENG SADLER | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| | BO ALLEN, R.H. | | | | ↓ | | ↓ | | | | | | ↓ | ↓ | | | | | ↓ | ↓ | | K | | | | | | ↓ | | | | |
| P 0800-1000-1300-1500-1700 | AC T-06 STUTZER | LEAVE | | | | | DO | F | | | | F | | SA | | | | | | | F | S | | O | AO | | F | | | | |
| | P COBLE | ↓ | | | | | ↓ | ↓ | | | | ↓ | | ↓ | | | | | | | ↓ | G | | | | | ↓ | | | | |
| | NAV CROFCHECK | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | ENG WATFORD | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | | |
| | BO BRANSON | ↓ | | | | | ↓ | ↓ | | | | ↓ | | ↓ | | | | | | | ↓ | I | | | | | ↓ | | | | |
| ES 0800-1000-1300-1500-1700 | AC T-07 RAKESTRAW | SU | | | | | DJ | | | | | | | | F | | | | | CR | | G | | | | | | F | | | | |
| | P CIZEK | ↓ | | | | | ↓ | | | | | | | | ↓ | | | | | ↓ | | | | | | AO | | ↓ | | | | |
| | NAV PAGLIAROLI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG CUNNINGHAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO WILLIAMS, R.S. | ↓ | | | | | ↓ | | | | | | | | ↓ | | | | | ↓ | | | | | | | | ↓ | | | | |

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Crew Number | OPERATIONS ORDER SCHEDULE FOR CREWS | Organization 11 AREFS

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T01 BRUFLAT | | | | HG | F | | | F | | | F | | | F | | | | | F | | F | | | | | F | | | F | | |
| | 1000 | P THORTON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV CAMPBELL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG BENSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO SMITH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC T02 HAILEY | | | | | | | | | | | | | | | | | | | | | THANKS GIVING | | | | | | | | | | |
| | 1000 | P Dushrow | | | | | | | | | | | | | | STAND BOARD | | | | | | | | | | | | | | | | | |
| | 1300 | NAV MURPHY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG SWEATMON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO RHODES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OBS | 0800 | AC T04 KAHLER | | | | HG | F | | | F | | | | | | F | | | | | | | | | | | F | | | | F | | |
| | 1000 | P PORADEK | | | | | | | | F | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV HAYWOOD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG MOBERG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO DODGE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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C- Number | OPERATIONS ORDER SC DULE FOR CREWS | Organization 11 AIRES

| * A | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0800 | AC T-13 CLARK | | | | | BT | | | | | | CR | | F | | | | | | | | T | F | | | | | | | F | | |
| 1000 | P LEWIS | | | | | | | | | | | | | | | | | | | | | H | | | | | | | | | | |
| 1300 | NAV HILLWORTH | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | | |
| 1500 | ENG GLEZMAN | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| 1700 | BO DODSON | | | | | | | | | | | | | | | | | | | | | K | | | | | | | | | | |
| P 0800 | AC T-14 ANDREWS | | | | | F | | | F | | | SA | | BT | | | | | | | | STAND BOMB | | | | | | | | | | |
| 1000 | P MCMAHAN | | | | | | | | | | | | | | | | | | | | | S | | | | | | | | | | |
| 1300 | NAV RILEY | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| 1500 | ENG ADAMS | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | | |
| 1700 | BO HICKMAN | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| CBS 0800 | AC T-16 EVERS | | | | | NG | DT | | | | | | | SA | | F | | | | F | | S | | | | | | | | F | | |
| 1000 | P REDMON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1300 | NAV LANE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1500 | ENG THOMPSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1700 | BO ALLEN, R.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Cr. Number — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization: 11 ARES

| * A | ** B | 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 |
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| AC 0800–1200 | AC T-08 DUSTIN | | SA | | | B | T | | | | | F | | | | | | | F | | | T | F | | | | | | F | | |
| | P WOODSON | | | | | | | | | | | | | | | | | | | | | H | | | | | | | | | | |
| | NAV HOAMCIK | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | | |
| | ENG Wilson | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| | BO WILLIAMS | | | | | | | | | | | | | | | | | | | | | K | S | | | | | | | | | |
| P 0800–1200 | AC T-10 ATCHEY | F | | | HQ | | F | | | | | SA | F | | F | | | | | | | G | | | | | | | | | | |
| | P BROWN | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | NAV DONALDSON | | | | | | | | | | | | | | | | | OD | | | | U | | | | | | | | | | |
| | ENG MOORE | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | BO FLINT | | | | | | | | | | | | | | | | | | | | | G | | | | | | | | | | |
| ES 0800–1200 | AC T-11 BRANDES | | | SA | | B | T | | | SA | | HQ | F | | | | | | | | F | | | | | BO | F | | | | | |
| | P EMMONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | NAV HILBERTSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ENG SCOTT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO HUNT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Ci Number | OPERATIONS ORDER SC DULE FOR CREWS | Organization UARES

| * A | | ** B | 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 |
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| AC | 0800 | AC T-21 PEARSON | | | | SA | | HG | F | | | | | B | T | | | | | F | | | T | | | | | F | | | | | |
| | 1000 | P KNIGHT | | | | | | | | | | | | | | | | | | | | | H | | | | | | | | | | |
| | 1300 | NAV BOWLES | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | | |
| | 1500 | ENG FARROW | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| | 1700 | BO FROWERT | | | | | | | | | | | | | | | | | | | | | K | | | | | | | | | | |
| P | 0800 | AC T-22 REID | | | | | | B&T | | | | | F | | | | | | | | | | S | | | | | | | | | | |
| | 1000 | P GENZLER | | | | | | | | | | | | | | | | | | | | | E | | | | | | | | | | |
| | 1300 | NAV McRAE | | | | | | | | | | | | | | | | | | | | | G | | | | | | | | | | |
| | 1500 | ENG PACE | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | 1700 | BO BROWN | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| OBS | 0800 | AC T-23 CARSWELL | | | | F | | | F | | | | HG | F | | | F | | | | | F | G | | | PDO | F | | | | | | |
| | 1000 | P McMANUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV THODEN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG YEAGER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO SYLVESTER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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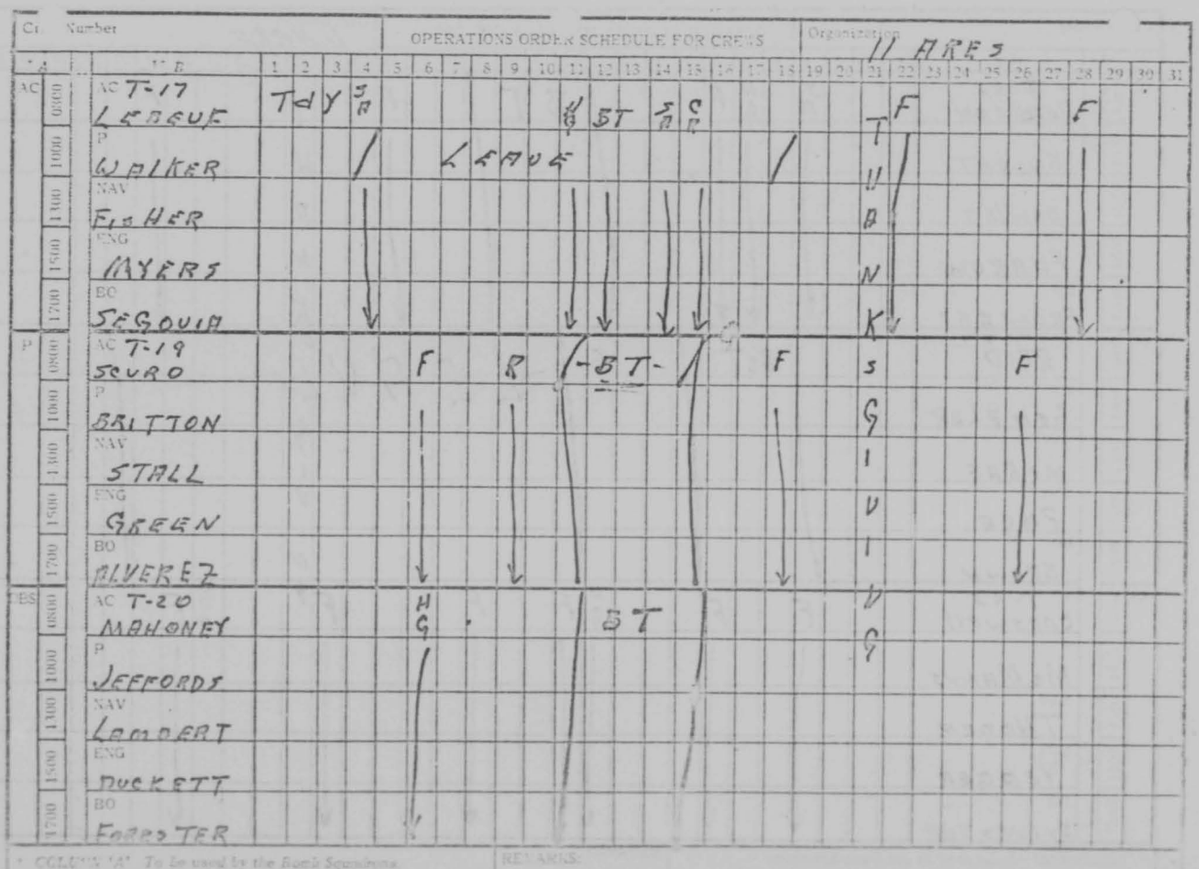




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Crew Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11 ARES

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC M-29 Jacy | | | | | | F | | | | | HG | | F | | | | | | | F | T | | | | | | F | | | | |
| | 1000 | P Wilson | | | | | | | | | | | | | | | | | | | | | H | | | | | | | | | | |
| | 1300 | NAV Meyer | | | | OD | | | | | | | | | | | | | | | | | A | | | | | | | | | OD | |
| | 1500 | ENG Gorski | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | | |
| | 1700 | BO Walker | | | | | | | | | | | | | | | | | | | | | K | | | | | | | | | | |
| P | 0800 | AC M-30 Martin | | | | | F | | | SA | | | | | | F | | | | | | | SDOO | F | | | | | | F | | | |
| | 1000 | P Nickel | | | | | | | | | | | | | | | | | | | | | G | | | | | | | | | | |
| | 1300 | NAV Caldwell | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | 1500 | ENG Walace | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | | |
| | 1700 | BO Rogers | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| LBS | 0800 | AC T-31 Beebe | | | | HG | F | | F | | | | F | | | | | | | | | F | G | | | | | | | | | | |
| | 1000 | P Davis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV Watson | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG Williams | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO Freer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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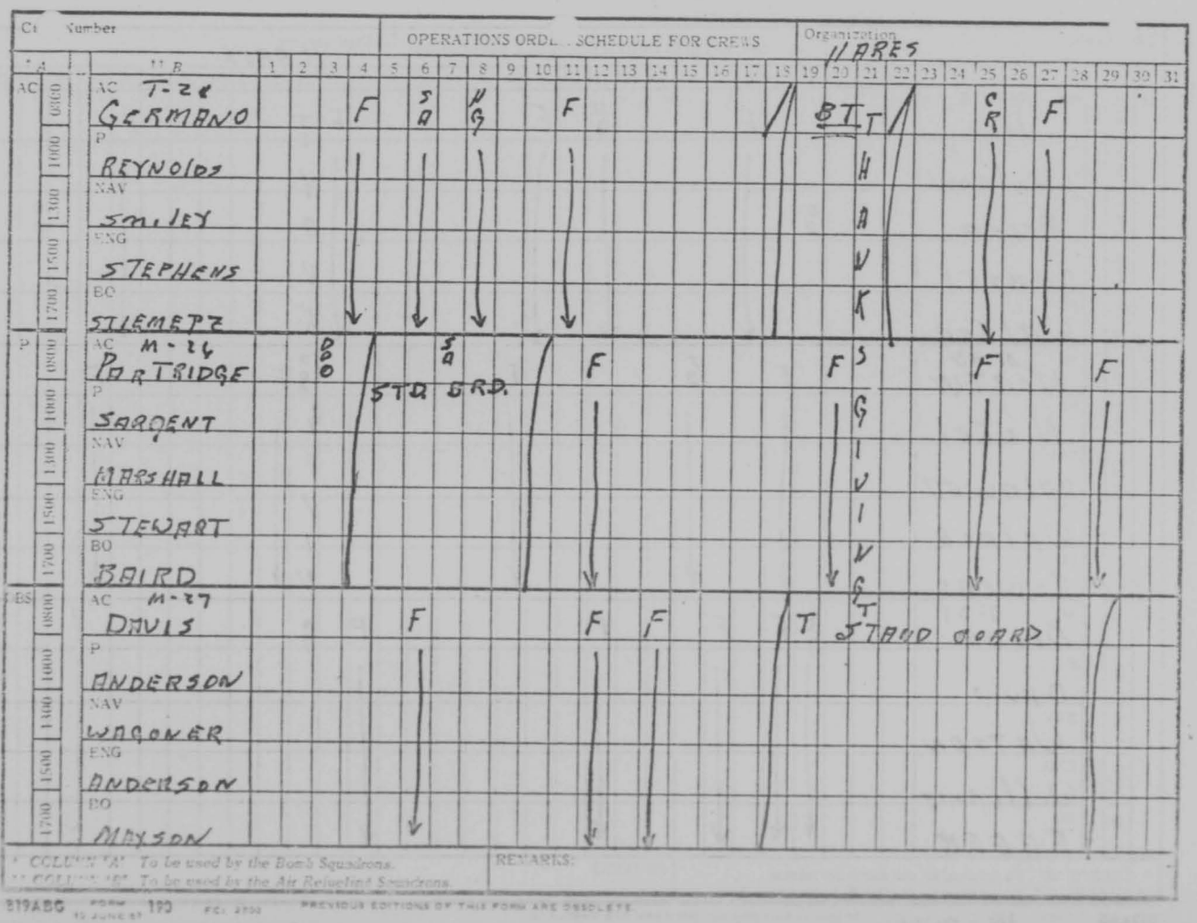

Ct Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11 ARES

| * A | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC 0600 1000 1300 1500 1700 | AC T-28 GERMANO | | | | F | | SA | | HG | | | F | | | | | | | | | | BT | | | | | CR | | F | | | |
| | P REYNOLDS | | | | | | | | | | | | | | | | | | | | | H | | | | | | | | | | |
| | NAV SMILEY | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | | |
| | ENG STEPHENS | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | | |
| | BO SIEMERT | | | | | | | | | | | | | | | | | | | | | K | | | | | | | | | | |
| P 0600 1000 1300 1500 1700 | AC M-26 PARTRIDGE | | | BO | | | | SA | | | | F | | | | | | | | | F | S | | | | F | | | F | | | |
| | P SARGENT | | | | STD BRD. | | | | | | | | | | | | | | | | | G | | | | | | | | | | |
| | NAV MARSHALL | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| | ENG STEWART | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | | |
| | BO BAIRD | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | | |
| BS 0600 1000 1300 1500 1700 | AC M-27 DAVIS | | | | | | F | | | | | F | F | | | | | | | T | | N | STAND BOARD | | | | | | | | | |
| | P ANDERSON | | | | | | | | | | | | | | | | | | | | | G | | | | | | | | | | |
| | NAV WAGONER | | | | | | | | | | | | | | | | | | | | | T | | | | | | | | | | |
| | ENG ANDERSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BO MAYSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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C. Number

OPERATIONS ORDER SCHEDULE FOR CREWS

Organization 11 AGES

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0800 | AC T-35 HIBBITTS | | | | | F | | F | | | | F | | F | | F | | | F | | F | THANKSGIVING | F | | | | F | | | | | |
| | 1000 | P LUECKE | | | | | | | | | | | | | | | | AO | | | | | | | | | | | | | | | |
| | 1300 | NAV PIERSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG JACOBS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO STRONG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P | 0800 | AC M-36 DAVIES | LEAVE — | | | | F | | F | | | | F | | | F | | | | F | | | | | | | F | | F | | | | |
| | 1000 | P WALKENAAR | | | | | | | | | | | | | | | | | | | | | | | | | | | AO | | | | |
| | 1300 | NAV Pollom | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG SWIROZEK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO SATTERFIELD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UBS | 0800 | AC M-37 Hallam | | | | | F | | F | | | | | | | | F | | | | | F | | F | | | | F STd | | F BOARD | | | |
| | 1000 | P JANUSKA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1300 | NAV FOWLER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG MARTIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO CRAFT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* COLUMN "A" To be used by the Bomb Squadrons
** COLUMN "B" To be used by the Air Refueling Squadrons

REMARKS:

819ABG FORM 10 JUNE 57 190 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

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Cr Number — OPERATIONS ORDER SCHEDULE FOR CREWS — Organization: 11 ARES

| * A | | ** B | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AC | 0500 | AC T-32 HALL | | | | CR | | F | | | | | | HG | F | | | | | | | | T | | | | | | F | | | |
| | 1000 | P PHILLIPS | | | | ↓ | | ↓ | | | | | | ↓ | ↓ | | | | | | | | H | | | | | | ↓ | | | |
| | 1400 | NAV HAMMET | | | | | | | | | | | | | | | | | | | | | A | | | | | | | | | |
| | 1500 | ENG FOLMAN | | | | | | | | | | | | | | | | | | | | | N | | | | | | | | | |
| | 1700 | BO HAMMET | | | | | | ↓ | | | | | | ↓ | ↓ | | | | | | | | K | | | | | | ↓ | | | |
| P | 0500 | AC T-33 EMELIN | | | | F | | F | | F | | | | F | UG | F | RO | | | F | | F | S | F | | | | | F | | | |
| | 1000 | P DEES | | | | ↓ | | ↓ | | ↓ | | | | AO ↓ | ↓ | ↓ | | | | ↓ | | ↓ | G | ↓ | | | | | ↓ | | | |
| | 1400 | NAV RAYMENT | | | | | | | | | | | | | | | | | | | | | I | | | | | | | | | |
| | 1500 | ENG SEEBACH | | | | | | | | | | | | | | | | | | | | | V | | | | | | | | | |
| | 1700 | BO MYERS | | | | ↓ | | ↓ | | ↓ | | | | ↓ | ↓ | ↓ | | | | ↓ | | ↓ | I | ↓ | | | | | ↓ | | | |
| DS | 0500 | AC SHERRILL | | | | F | | | | F | | | | F | | | | | | /F | | | STAND BOARD | | | | | | | | | / |
| | 1000 | P BELL | | | | ↓ | | | | ↓ | | | | ↓ | | | | | | ↓ | | | G | | | | | | | | | ↓ |
| | 1400 | NAV SMITH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1500 | ENG ROBERTSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1700 | BO BENNETT | | | | ↓ | | | | ↓ | | | | ↓ | | | | | | ↓ | | | | | | | | | | | | | ↓ |

* COLUMN "A" To be used by the Bomb Squadrons.
** COLUMN "B" To be used by the Air Refueling Squadrons.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

AIR REFUELING RECAP



1177

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AIR REFUELING

1. Air refueling sorties have been coordinated by dates and tanker units, as indicated on the attached recap sheet and in the following information.

2. All air refueling sorties will require a back-up aircraft to be scheduled during November and for a permanent wing policy thereafter. The squadron flying the primary refueling mission will furnish the back-up wherein possible. If such procedure is not possible Wing Operations will schedule a crew from another squadron as a back-up.

3. Tanker call sign and respective Wing Control Room call signs will be distributed under separate cover for the month of November.

4. Tanker coordination for the 11th Air Refueling Squadron for the month of November is included in the Communication Flimsy dated September 1957. (Classified Confidential). Two copies of Communications Flimsy have been distributed to each squadron.

APP VI TO ANNEX B
341ST OPS ORDER 183-57
1 November 1957



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AIR REFUELING NOVEMBER 1957

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11TH ARS | 4 | | | 3 | 3 | 6 | 2 | 2 | | | | 4 | | 2 | 2 | | | 2 | 3 | 3 | 2 | 2 | | | | | | | | | | 40 |
| RANDOLPH | | | | | | | | 2 | | | | | | 3 | | | | | | | | | | | | | | | | | | 5 |
| BUNKER HILL | | | | 1 | 2 | | 1 | 1 | | | | 1 | 2 | | 1 | | | 2 | 2 | 2 | 2 | 3 | | | | | | | | | | 20 |
| 10TH SQ | 2 | | | 1 | 1 BH | 2 | 1 | 1BH 1 | | | | 2 | 1 BH | 1 R | 1 | | | 1BH 1 | 1BH 1 | 1 | 1BH 1 | 1BH 1 | | | | | | | | | | 22 |
| 12TH SQ | 1 | | | 1 | 1BH 1 | 2 | 1BH 1 | 1-R | | | | 1 | 1BH | 1R 1 | 1 | | | 1 BH | 1 | 1BH 1 | 1 BH | 1BH 1 | | | | | | | | | | 21 |
| 490TH SQ | 1 | | | 1BH 1 | 2 | 2 | | 1-R 1 | | | | 1BH 1 | | 1R 1 | 1BH 1 | | | 1 | 1BH 1 | 1BH 1 | 1 | 1 BH | | | | | | | | | | 22 |

RANDOLPH TANKERS

| | 10TH SQ | 12TH SQ | 490TH SQ |
|---|---|---|---|
| 8 NOV | | 1- ALPHA | 1-DELTA |
| 14 NOV | 1-BRAVO | 1-ECHO | 1-GOLF |

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(A) RANDOLPH AIR REFUELING

| MISSION DESIGNATION | ALPHA | BRAVO | COCOA | DELTA |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0930 | 0932 | 0934 | 0936 |
| TANKER CALL SIGN | #1 WATERHOLE | #2 WATERHOLE | #3 WATERHOLE | #4 WATERHOLE |
| RECEIVER IP | 32°45' N 96°16' W | 31°53' N 96°35' W | 33°14' N 97°46' W | 33°55' N 98°30' W |
| ORBIT POINT | 30°05' N 95°48' W | 30°09' N 96°24' W | 30°12' N 96°56' W | 31°14' N 98°32' W |
| RENDEZVOUS POINT | 28°57' N 25°43' W | 29°00' N 96°13' W | 29°01' N 96°50' W | 30°04' N 98°32' W |
| END REFUELING POINT | 29°15' N 94°57' W | 28°42' N 96°13' W | 28°11' N 96°59' W | 30°49' N 98°25' W |
| REFUELING TRACK | 177° | 178° | 176° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 76,500 | 15,500 |
| RECEIVER ETA ORBIT PT | 1026 | 1023 | 1015 | 1023 |
| RECEIVER ETA RNDZ PT | 1045 | 1042 | 1034 | 1042 |
| INITIAL CONTACT FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| PRIMARY WORK FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| SECONDARY WORK FREQ | 352.6 | 352.6 | 352.6 | 352.6 |
| VHF BACK-UP FREQ | NONE | NONE | NONE | NONE |
| APN 76 SETTING | T7-R4 | T4-R8 | T7-R8 | T6-R4 |
| APN 69 SETTING | 1-2-1 | 2-1 | 1-1-2 | 2-1-1 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 190 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 205 |
| WET OFFLOAD IN Lbs. | 15,000 | 15,000 | 15,000 | 15,000 |
| DRY HOOKUPS (IN HOURS) | 26-41 Min | 25-40 Min | 27-42 Min | 26-43 Min |



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(B)

| MISSION DESIGNATION | ECHO | FOXTROT | GOLF | HOTEL |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0938 | 0940 | 0942 | 0944 |
| TANKER CALL SIGN | WATERHOLE #5 | WATERHOLE #6 | WATERHOLE #7 | WATERHOLE #8 |
| RECEIVER IP | 33°43' N 99°20' W | 32°56' N 99°48' W | 33°47' N 100°20' W | 32°43' N 100°55' W |
| ORBIT POINT | 31°08' N 99°20' W | 30°36' N 99°49' W | 31°21' N 100°11' W | 31°18' N 100°49' W |
| RENDEZVOUS POINT | 29°58' N 99°20' W | 29°26' N 99°48' W | 30°11' N 100°11' W | 30°08' N 100°49' W |
| END REFUELING POINT | 28°28' N 99°06' W | 29°13' N 99°48' W | 28°42' N 100°30' W | 29°22' N 100°50' W |
| REFUELING TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 16,500 | 17,500 | 15,500 | 16,500 |
| RECEIVER ETA ORBIT PT | 1038 | 1040 | 1052 | 1105 |
| RECEIVER ETA RENDZ PT | 1057 | 1059 | 1111 | 1124 |
| INITIAL CONTACT FREQ. | 303.2 | 240.6 | 318.0 | 324.2 |
| PRIMARY WORK. FREQ. | 303.2 | 240.6 | 318.0 | 352.6 |
| SECONDARY WORK. FREQ. | 352.6 | 352.6 | 352.6 | NONE |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | T6-R5 |
| APN 76 SETTING | T6-R7 | T5-R7 | T5-R7 | 1-3 |
| APN 69 SETTING | 2 | 2-2 | 1-2 | 190 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 205 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 15,000 |
| WET OFFLOAD IN Lbs | 15,000 | When Poss | When Poss | When Poss |
| DRY HOOKUPS (IN HOURS) | 32-52 Min | 24-44 Min | 32-52 Min | 26-41 Min |

APP VI ANNEX B
341st Ops Order 483-57
1 November 1957



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(C)

RANDOLPH AFB, REFUELING MISSIONS
(ADVERSE WX ORBIT AREAS)

| MISSION DESIGNATION | NOVEMBER | OSCAR | PAPA | QUEBEC |
|---|---|---|---|---|
| | WATERHOLE | WATERHOLE | WATERHOLE | WATERHOLE |
| TANKER CALL SIGN | #9 | #10 | #11 | #12 |
| | 32-31N | 32-42N | 32-30N | 32-34N |
| RECEIVER IP | 101030W | 102-07W | 102-43W | 103-18W |
| | 31-11N | 31-22N | 31-10N | 31-14N |
| ORBIT POINT | 101-30W | 102-07W | 102-43W | 103-18W |
| | 30-01N | 30-12N | 30-00N | 30-04N |
| RENDEZVOUS POINT | 101-30W | 102-07W | 102-43W | 103-18W |
| | 31-11N | 31-22N | 31-10N | 31-14N |
| END REFUELING POINT | 101-30W | 102-07W | 102-13W | 103-18W |
| RENDEZVOUS TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 17,500 | 15,500 | 16,500 | 17,500 |
| TANKER ORBIT Pt. TIME | Tanker Take-Off Plus 3:00 | | | |
| | Tanker Take-Off Plus: | | | |
| RECEIVER ETA Rdz. Pt. | 3:34 | 3:34 | 3:34 | 3:34 |
| INITIAL CONTACT FREQ. | 327.4 | 341.4 | 295.8 | 260.2 |
| PRIMARY WORK. FREQ. | 327.4 | 341.4 | 295.8 | 260.2 |
| SECONDARY WORKING FREQ. | 352.6 | 352.6 | 352.6 | 356.6 |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | NONE |
| APN-76 CODE | T8-R5 | T4-R7 | T4-R6 | T6-R8 |
| APN-69 CODE | 1-2 | 1-3 | 2 | 2-2 |
| AIR SPEED START ReFLG | 190K | 190K | 190K | 190K |
| AIR SPEED END ReFLG | 205K | 205K | 205K | 205K |
| WET OFF LOAD (IN Lbs.) | 15000 When Poss | 15000 When Poss | 15000 When Poss | 15000 When Poss |
| DRY HOOK-UPS | Maximum | Maximum | Maximum | Maximum |



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(D)

RANDOLPH AFB, REFUELING MISSIONS
(ADVERSE WX ORBIT AREAS)

| MISSION DESIGNATION | ROMEO | SIERRA | TANGO |
|---|---|---|---|
| TANKER CALL SIGN | WATERHOLE #13 | WATERHOLE #14 | WATERHOLE #15 |
| RECEIVER IP | 32-37N 103-52W | 32-24N 104-27W | 33-50N 104-52 |
| ORBIT POINT | 31-17N 103-52W | 31-04N 104-27W | 32-30N 104-52W |
| RENDEZVOUS POINT | 30-07N 103-52W | 29-54N 104-27W | 31-20N 104-52 |
| END REFUELING POINT | 31-17N 103-52 | 31-04N 104-27W | 32-30N 104-52 |
| RENDEZVOUS TRACK | 180° | 180° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 17,500 |
| TANKER ORBIT Pt. TIME | Tanker Take-Off Plus 3:00 | | |
| RECEIVER ETA Rdz. PT. | Tanker Take-Off Plus: 3:34 | 3:34 | 3:34 |
| INITIAL CONTACT FREQ. | 308.8 | 352.6 | 311.0 |
| SECONDARY WORK. FREQ. | 308.8 | 352.6 | 311.0 |
| VHF BACK-UP FREQ. | NONE | NONE | NONE |
| APN-76 CODE | T8-R4 | T7-R5 | T8-R6 |
| APN-69 CODE | 1-1-2 | 1-2-1 | 2 |
| AIR SPEED START ReFIG | 190K | 190K | 190K |
| AIR SPEED END ReFIG | 205K | 205K | 205K |
| WGT OFF LOAD (IN Lbs.) | 15,000 When Poss | 15000When Poss | 15000 When Poss |
| DRY HOOK-UPS | Maximum | Maximum | Maximum |



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(E) REFUELING COORDINATION

1. 68th ARS. Bunker Hill, Ind.

| PLAN 1 | | PLAN 2 | |
|---|---|---|---|
| Comm Plan | Betty Alpha | Comm Plan | Cora Brave |
| Ref Track | 031° | Ref Track | 006° |
| Tanker Orbit | Harrisburg, Ill<br>37-44N 88-33W | Tanker Orbit | Nashville, Tenn<br>36-10N 86-48W |
| Rendezvous | Lawrenceville, Ill<br>38-43N 87-44W | Rendezvous | 37-20N 86-40W |
| End Refueling | Frankfort, Ky<br>40-17N 86-54W | End Refueling | 38-15N 86-28W |
| Receiver IP | Blytheville, Ark<br>35-56N 89-54W | Receiver IP | Decatur, Ala<br>34-35N 86-59W |
| Altitude | 15,000 | | 16,000 |



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

GROUND TRAINING



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

GROUND TRAINING

1. Block Training and Special Weapons quotas are mandatory requirements. The Commander 819th Air Division has directed that these quotas will be supported unless written permission is received from the Division Director of Operations to cancel.

2. Index of training requirements contained within this Annex:

| REQUIREMENT | PARAGRAPH |
|---|---|
| Altitude Chamber | 10 |
| Arms Qualification (non-aircrew) | 18 |
| Block Training | 21 |
| Block Training (non-aircrew) | 17 |
| EWP Study | 24 |
| Handgun Qualification | 4 |
| Handgun Qualification (non-aircrew) | 19 |
| Instrument School | 5 |
| Instrument Card Renewals | 6 |
| Inflight Maintenance | 25 |
| Judo | 14 |
| Local Survival | 23 |
| MTD Training KC-97 | 8 |
| OQ Range | 20 |
| Physical Training | 13 |
| Pre and Post Flight Inspections | 15 |
| Special Weapons | 22 |
| Survival Refresher | 9 |
| Simulator (KC-97) | 7 |
| Safety (Ground) | 11 |
| Safety (Flying) | 12 |
| Trainers | 16 |
| 51-19 Training | 26 |

3. Increased emphasis must be placed on the following training items during November to insure completion prior to 31 December.

Block Training
Special Weapons
Local Survival
Physical Conditioning
Observer I.F.M.
Maintenance Pre & Post Flight Inspection

4. Handgun Qualification: Small Arms Range. Duration 4 hours. This requirement included in Block Training for all B-47 ready crews.



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| DATES | TIME | ORGANIZATION |
|---|---|---|
| Mon 4, 11, 18 | 0800-1200 | 11th ARS |
| Tue 5, 12, 19 | 0800-1700 | Available Init. Course |
| Wed 6, 13, 20 | 0800-1200 | 4th SSS |
| Thur 7, 14, 21 | 0800-1700 | 96th BOMWG |
| Fri 8, 15, 22 | 0800-1700 | 341st Block Training |

5. Instrument School: Base Training Flight. Bldg 8202. Duration 2 days.

| DATES | TIME |
|---|---|
| 8-9 November | 0800-1700 |
| 22-23 November | 0800-1700 |

6. Instrument Card Renewals: The following personnel have been reported by the Form 5 Section as due for Instrument Cards on dates indicated.

| NOVEMBER | | DECEMBER | | JANUARY | |
|---|---|---|---|---|---|
| 1 | Fraser | 2 | Johnson W W | 1 | Myers |
| 2 | Carman | 5 | Peeler | 1 | Daffern |
| 3 | Wilson | 11 | Sorrell | 2 | Karns |
| 6 | Dahl | 13 | Herman | 4 | Dacus |
| 6 | McKinney | 13 | Miller | 6 | Vanbbiber |
| 7 | Podbesek | 14 | Yon | 14 | Graves |
| 12 | Boyd | 17 | Baker L | 14 | Trippi |
| 13 | Rice | 18 | Sevier | 17 | Morris |
| 14 | Sprinkle | 19 | Blackburn | 18 | Ballard |
| 15 | Platner | 20 | Boone | 20 | Buehler |
| 18 | Barrett | 21 | Youngblood | 20 | Welling |
| 19 | Griffin | 22 | Powell S | 25 | Case |
| 21 | Bridges | 23 | McKinzey | 26 | Evans |
| 21 | Rozell | 23 | Rogers | 28 | Blume |
| 23 | Baughan | 26 | White | 28 | Kelly R |
| 28 | Hammond | 27 | Nelson PA | 29 | Newman |
| | | 27 | Holton | | |
| | | 29 | Griffis | | |
| | | 30 | Legate | | |
| | | 31 | Elzey | | |

7. KC-97 Flight Simulator: March AFB. No quotas requested for November.

8. KC-97 MTD Training: March AFB. No Quotas available.

9. Survival Training: Stead AFB. No quotas requested for November.

10. Altitude Chamber: Carswell AFB.

| TYPE | DATES | FMS | 490BS | 341BW |
|---|---|---|---|---|
| Initial | 4-5 Nov | 1 | 1 | |
| Refresher | 26-27 Nov | | | 1 |



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| Biggs AFB | | 341 HQ | 10BS | 12BS | 490BS |
|---|---|---|---|---|---|
| Refresher | 11-12 Nov | 1 | 1 | - | 1 |
| Refresher | 18-19 Nov | - | - | 2 | 1 |

11. Ground Safety Meeting: Base Theater.

9 November 1000-1100 - PMS, FMS, A&EMS
9 November 1100-1200 - 10, 12, 490, 11ARS, Hq Sq

12. Flying Safety Meeting: Will be announced in the daily bulletin by the 819th Air Division as soon as conformation of availability of the guest speaker is received.

13. Physical Conditioning: Base Gym. Minimum of 14 hours by 22 Nov 57.

| TIME | DAYS |
|---|---|
| 1000-1200 | Monday thru Friday |
| 1500-1700 | Monday thru Friday |
| 0800-1000 | Saturday make up for men less than 13 hours. |

14. (JUDO) Combative Measures: Base Gym.

0800-1000 and 1300-1500 daily — 51-19 Training
1500-1700 hours daily — 50-24 Make-up

15. Maintenance Pre and Post Flight Inspections: Schedule to complete all crews by 22 November. Roster of completion for month of October will be forwarded NLT 10 November to 341DOTG.

16. Trainers:

C-11#2

| TIME | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-1000 | 10 | 12 | 490 | 10 | 12 |
| 1000-1200 | 12 | 490 | 10 | 12 | 490 |
| 1300-1500 | 490 | 10 | 12 | 490 | 10 |
| 1500-1700 | 10 | 12 | 490 | 10 | 12 |

NOTE: Schedule AC's for Iron Bar letdown practice.

| TIME | P-3A Mon-Fri | UDT Mon-Fri |
|---|---|---|
| 0800-1000 | 11ARS | 490 |
| 1000-1200 | 4SSS | 10 |
| 1300-1500 | ABG | 12 |
| 1500-1700 | 11ARS | Make-up |

T-1A Gunnery Trainer:

| TIME | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-0900 | 10 | 12 | 490 | 10 | 12 |
| 0900-1000 | 12 | 490 | 10 | 12 | 490 |
| 1000-1100 | 490 | 10 | 12 | 490 | 96 |
| 1100-1200 | 10 | 12 | 490 | 10 | 96 |
| 1300-1500 | - | - | - | - | 341SB |



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T-2A Radar Trainer:

| TIME | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-0900 | 10 | EWP | 490 | 10 | 12 |
| 0900-1000 | 12 | EWP | 10 | 12 | 490 |
| 1000-1100 | 490 | EWP | 12 | 490 | 10 |
| 1100-1200 | 10 | EWP | 490 | 10 | 12 |

NOTE: All navigators will perform one jammed run each training phase. During the week of 11 Nov EWP will used Wednesday time.

T-3A Radar Trainer:

| TIME | Mon | Tues | Wed | Thur | Fri |
|---|---|---|---|---|---|
| 0800-0900 | 490 | 10 | 12 | 490 | 10 |
| 0900-1000 | 10 | 12 | 490 | 10 | 12 |
| 1000-1100 | 12 | 490 | 10 | 12 | 490 |
| 1100-1200 | 490 | 10 | 12 | 490 | 10 |

B-47 Simulator:

| TIME | 1st | 4th | 5th | 6th | 7th | 8th |
|---|---|---|---|---|---|---|
| 0800-1400 | 341SB | 96 | 10 | 96 | 96 | 341SB |
| 0800-1400 | 341SB | 490 | 96 | 96 | 490 | 341SB |
| 1100-1700 | 12 | 96 | 12 | 96 | 96 | 10 |

| TIME | 11th | 12th | 13th | 14th | 15th |
|---|---|---|---|---|---|
| 0800-1400 | N | 12 | 96 | 96 | 341SB |
| 0800-1400 | O | 96 | 96 | 10 | 341SB |
| 1100-1700 | E | 490 | 96 | 96 | 12 |

| TIME | 18th | 19th | 20th | 21st | 22nd |
|---|---|---|---|---|---|
| 0800-1400 | 490 | 96 | 96 | 490 | 341SB |
| 0800-1400 | 96 | 12 | 96 | 96 | 341SB |
| 1100-1700 | 10 | 96 | 96 | 10 | 12 |

NOTE: 25th through 29th will be filled by 96 BW.

17. Non Aircrew Block Training: Base Theater; Duration 8 hours. Classes will be conducted each Wednesday and Thursday from 0800 to 1700 hours completing on 27 November. Squadrons will schedule all personnel who have not previously attended this calendar year.

18. Non Aircrew Arms Qualification: (Carbine and Sub-Machin Gun). Classes will be conducted each weekday, Monday through Friday until 27 November. Two classes will be conducted each day beginning at 0730 and 1230 hours. Squadrons will schedule all personnel who have not previously attended this calendar year.



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19. Non-Aircrew Handgun Qualification: (Officers). Classes are available each Tuesday from 0800-1700 hours at the Small Arms Range. Squadrons will contact the Wing Ground Training Officer (Ph 527) to reserve a position on the range. Schedule all non-combat crew officers to complete this requirement at the earliest possible date.

20. OQ Range: Davis Monthan AFB. Duration 4 days.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 4-5 Nov | - | - | - |
| 13-14 Nov | Herman | | Stewart |
| 18-19 Nov | Obenauf, Ennis | Teany | - |

21. B-47 Block Training: Base Training Flight, Bldg 8202. Duration 4 days.

| DATES | 10BS | 12BS | | 490BS |
|---|---|---|---|---|
| 4-8 Nov | - | Foor (4&8) | | |
| 11-15 Nov | - | Kelly(Ind) | Draper(Ind) Hall | Ware |
| 18-22 Nov | Ligon | Ritter | | Elzey |

2. Special Weapons: Bldg 5008, Duration 3 days.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 4-6 Nov | - | - | - |
| 11-13 Nov | Brechel, Warner, Hammond | | |
| 18-20 Nov | Graves, Platner | Ballard, Weeks | Smith |

23. Local Survival: Base Training Flight, Bldg 8202. Duration 3 days.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 6-8 Nov | - | - | - |
| 13-15 Nov | Hammond | Jennings | - |
| 20-22 Nov | McKnight | Creahan, Long, WE | - |
| | | Foor | |

24. EWP Study: Plans Division.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 4-7 Nov | Ligon | Long, WD | DeSomer |
| | Brechel | Barrett | Boyd |
| | | Jennings | Welling |



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EWP (Cont)

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 12-15 Nov | Podbesek<br>Platner<br>Graves | Krueger<br>Creahan<br>Long, WE | Griffis<br>Smith |
| 18-21 Nov | Hull<br>Warner<br>Hammond | Hall<br>Youngmark | Ware<br>Yon<br>Frey |
| 9-12 Dec | Pendergast<br>McKnight | Ritter<br>Weeks | Guzowski<br>Elzey |
| 16-19 Dec | Flowers<br>Routh | Ballard<br>Payton<br>Foor | McClarnon<br>Hopwood |
| 25-27 Nov | | VanGaasbeck<br>Grossart<br>Donaldson | |
| 1 Nov | | | McClarnon |
| 4 Nov | | | Hopwood |
| 8 Nov | | | Guzowski |
| 9 Nov | | Ballard | |
| 11 Nov | | Ritter, Weeks | |
| 16 Nov | | Payton | |
| 23 Nov | | Foor | |

25. B-47 Observer IFM: 0800-1200 Hours. Thursday and Friday each week.

| | |
|---|---|
| 1 Nov | 7 Nov |
| 10 Hudson | 10 Dudderar |
| 12 Watson | 12 Watson |
| 490 | 490 |
| 8 Nov | 14 Nov |
| 10 Bryant, Roe | 10 L'Abbe |
| 12 Watson | 12 Allison |
| 490 | 490 |
| 15 Nov | 21 Nov |
| 10 Trexler, Roe | 10 L'Abbe |
| 12 Carrillo | 12 Kelly |
| 490 | 490 |

22 Nov
10 Brozozowski, Roe, Cunningham, Cobb, Jenkins
12 Kelly
490



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26. 51-19 Training: The following classes have been established for November.

| COURSE | TIMES | DATES | PLACE |
|---|---|---|---|
| ECM General | 0830-1200 | 5 Nov | Base Tng Flt |
| Emergency Gear | 1300-1700 | 5 Nov | South Hangar |
| CP - ECM | 0830-1200 | 6 Nov | A & E Bldg |
| Camera | 0900-1100 | 7 Nov | A & E Bldg |





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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX VIII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

SCHEDULES OF DUTIES



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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 483-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

## SCHEDULES OF DUTIES

1. Tower Officer

| NOVEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 96BW | |
| 1 | 1800 | 96BW | |
| 2 | 0800 | 96BW | |
| 2 | 1800 | 96BW | |
| 3 | 0800 | 96BW | |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 10BS | Major Ralph O. Routh |
| 4 | 1800 | 12BS | Major Harold L. Foor |
| 5 | 0800 | 490BS | Captain John R. Ware |
| 5 | 1800 | 10BS | Captain Max L. McKnight |
| 6 | 0800 | 12BS | Captain Robert C. Hall |
| 6 | 1800 | 96BW | |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 96BW | |
| 8 | 1800 | 96BW | |
| 9 | 0800 | 96BW | |
| 9 | 1800 | 490BS | 1st Lt. Kenneth W. Yon |
| 10 | 0800 | 12BS | Captain James J. Grossart |
| 10 | 1800 | 490BS | Captain Daniel F. Guzowski |
| 11 | 0800 | 12BS | Captain James K. Creahan |
| 11 | 1800 | GROUP | |
| 12 | 0800 | 96BW | |
| 12 | 1800 | 96BW | |
| 13 | 0800 | 96BW | |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 96BW | |
| 14 | 1800 | 10BS | Captain Lawrence E. Brechel |
| 15 | 0800 | 12BS | Captain William D. Payton |
| 15 | 1800 | 490BS | Captain Kenneth L. Smith |
| 16 | 0800 | 490BS | Captain Lewis D. Welling |
| 16 | 1800 | 12BS | Major Robert L. Fisher |
| 17 | 0800 | 96BW | |
| 17 | 1800 | 96BW | |
| 18 | 0800 | 96BW | |
| 18 | 1800 | 96BW | |
| 19 | 0800 | 96BW | |
| 19 | 1800 | 96BW | |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 10BS | Captain Thomas W. Podbesek |
| 21 | 0800 | 490BS | Captain John F. Briggs |
| 21 | 1800 | 12BS | Captain William E. Krueger |
| 22 | 0800 | 10BS | Major Lyle P. Platner |
| 22 | 1800 | 96BW | |
| 23 | 0800 | 96BW | |
| 23 | 1800 | 96BW | |
| 24 | 0800 | 12BS | Captain Merle D. Donaldson |
| 24 | 1800 | 490BS | Captain Marshall H. McClarnon |
| 25 | 0800 | 10BS | Major Vernon P. Ligon |
| 25 | 1800 | 12BS | Captain William F. Rozell Jr. |
| 26 | 0800 | 490BS | Captain Richard J. DeSomer |
| 26 | 1800 | 10BS | Captain Robert L. Hall |
| 27 | 0800 | 490BS | Captain Daniel F. Guzowski |
| 27 | 1800 | 12BS | Captain Everett J. Van Garsbeck |
| 28 | 0800 | 96BW | |
| 28 | 1800 | 490BS | 1st Lt. Kenneth W. Yon |
| 29 | 0800 | 96BW | |
| 29 | 1800 | 96BW | |
| 30 | 0800 | 96BW | |
| 30 | 1800 | 10BS | Captain John E. Tidwell |



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2. Airdrome Officer.

| NOVEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 11ARS | 1st Lt. Clarence R. Goodman |
| 1 | 1800 | 10BS | Captain Robert E. Feeney |
| 2 | 0800 | 12BS | 1st Lt. Paul A. Neitzel |
| 2 | 1800 | 490BS | 1st Lt. Carl J. Tripi |
| 3 | 0800 | 11ARS | 1st Lt. Richard E. Rahler |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 96BW | |
| 4 | 1800 | 96BW | |
| 5 | 0800 | 96BW | |
| 5 | 1800 | 4SSS | |
| 6 | 0800 | 4SSS | |
| 6 | 1800 | GROUP | |
| 7 | 0800 | 11ARS | 1st Lt. William F. Childs |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 96BW | |
| 8 | 1800 | 96BW | |
| 9 | 0800 | 4SSS | |
| 9 | 1800 | 490BS | 1st Lt. Alfred J. Lane |
| 10 | 0800 | 12BS | 1st Lt. Paul R. Mueller |
| 10 | 1800 | 10BS | Captain Joseph J. Herman |
| 11 | 0800 | 12BS | 1st Lt. Arthur E. Tidwell |
| 11 | 1800 | 11ARS | 1st Lt. James E. Dees |
| 12 | 0800 | 4SSS | |
| 12 | 1800 | 4SSS | |
| 13 | 0800 | 96BW | |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 96BW | |
| 14 | 1800 | 96BW | |
| 15 | 0800 | WgHq | Captain Donald G. McCoy |
| 15 | 1800 | 490BS | 1st Lt. John H. Rancher |
| 16 | 0800 | 11ARS | 1st Lt. Conrad J. Luecke |
| 16 | 1800 | 12BS | 1st Lt. Albert S. Nomelsdc |
| 17 | 0800 | GROUP | |
| 17 | 1800 | GROUP | |
| 18 | 0800 | 4SSS | |
| 18 | 1800 | 4SSS | |
| 19 | 0800 | 10BS | 1st Lt. Arvel G. Youngbloo |
| 19 | 1800 | 490BS | 1st Lt. Robert S. Yates |
| 20 | 0800 | 10BS | 1st Lt. Roger L. Haltom |
| 20 | 1800 | 12BS | 1st Lt. Charles H. Martin J |
| 21 | 0800 | 490BS | William G. Greig |
| 21 | 1800 | 96BW | |
| 22 | 0800 | 96BW | |
| 22 | 1800 | 96BW | |
| 23 | 0800 | 10BS | 1st Lt. Ralph E. Ennis |
| 23 | 1800 | 11ARS | 1st Lt. Billy G. Cobble |
| 24 | 0800 | 96BW | |
| 24 | 1800 | 96BW | |
| 25 | 0800 | 11ARS | 1st Lt. Lloyd H. Cizek |
| 25 | 1800 | 10BS | 1st Lt. William L. Raley |
| 26 | 0800 | 12BS | 1st Lt. Louis T. Rosso |
| 26 | 1800 | 490BS | 1st Lt. Milo E. Myers |
| 27 | 0800 | 11ARS | Captain John J. Valkenaar |
| 27 | 1800 | 12BS | 1st Lt. Warren L. Hanna |
| 28 | 0800 | 4SSS | |
| 28 | 1800 | 4SSS | |
| 29 | 0800 | 490BS | 1st Lt. Bruce A. Jameson |
| 29 | 1800 | 11ARS | Captain Roy O. Sloan |
| 30 | 0800 | 10BS | Captain Luther A. Webb |
| 30 | 1800 | GROUP | |



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3. Senior Supervisor

| NOVEMBER | UNIT | NAME |
|---|---|---|
| 1 | 12BS | Lt. Colonel Raymond E. Hamlyn |
| 2 | 12BS | Major Bernard H. Stevens |
| 3 | 10BS | Major Paul S. Skartvedt |
| 4 | 10BS | Lt. Colonel Samuel R. Smith |
| 5 | WgHq | Major Richard D. Sullivan |
| 6 | 490BS | Major Wilbur A. Bridges |
| 7 | WgHq | Major Doyle F. Reynolds |
| 8 | WgHq | Major Virgil Stevens |
| 9 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 10 | WgHq | Lt. Colonel Charles L. Lowell |
| 11 | 12BS | Lt. Colonel Raymond E. Hamlyn |
| 12 | 12BS | Major Bernard H. Stevens |
| 13 | 10BS | Major Paul S. Skartvedt |
| 14 | 10BS | Lt. Colonel Samuel R. Smith |
| 15 | WgHq | Major Wilbur A. Bridges |
| 16 | 490BS | Major Wilbur A. Bridges |
| 17 | WgHq | Major Doyle F. Reynolds |
| 18 | WgHq | Major Virgil Stevens |
| 19 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 20 | WgHq | Lt. Colonel Charles L. Lowell |
| 21 | 12BS | Lt Colonel Raymond E. Hamlyn |
| 22 | 12BS | Major Bernard H. Stevens |
| 23 | 10BS | Major Paul S. Skartvedt |
| 24 | 10BS | Lt. Colonel Samuel S. Smith |
| 25 | WgHq | Major Richard D. Sullivan |
| 26 | 490BS | Major Wilbur A. Bridges |
| 27 | WgHq | Major Doyle F. Reynolds |
| 28 | WgHq | Major Virgil Stevens |
| 29 | 490BS | Lt. Colonel Campbell Palfrey Jr. |
| 30 | WgHq | Lt. Colonel Charles L. Lowell |

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4. Officer of the Day.

| NOVEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | GROUP | |
| 2 | 1100 | GROUP | |
| 3 | 0800 | WgHq | 1st Lt. John A. Hoyda |
| 3 | 1800 | 4SSS | |
| 4 | 1630 | 11ARS | 2nd Lt. Richard A. Meyer |
| 5 | 1630 | 96BW | |
| 6 | 1630 | 96BW | |
| 7 | 1630 | 96BW | |
| 8 | 1630 | GROUP | |
| 9 | 1100 | GROUP | |
| 10 | 0800 | GROUP | |
| 10 | 1800 | 4SSS | |
| 11 | 0800 | 96BW | |
| 11 | 1800 | WgHq | Captain William R. Bone Jr. |
| 12 | 1630 | 11ARS | 2nd Lt. Edward W. Kolar |
| 13 | 1630 | 96BW | |
| 14 | 1630 | 96BW | |
| 15 | 1630 | 96BW | |
| 16 | 1100 | GROUP | |
| 17 | 0800 | GROUP | |
| 17 | 1800 | 11ARS | 2nd Lt. Presley W. Donaldso |
| 18 | 1630 | WgHq | 2nd Lt. Eckard Von Estorff |
| 19 | 1630 | 4SSS | |
| 20 | 1630 | GROUP | |
| 21 | 1630 | 96BW | |
| 22 | 1630 | 96BW | |
| 23 | 1100 | 96BW | |
| 24 | 0800 | 96BW | |
| 24 | 1800 | GROUP | |
| 25 | 1630 | 4SSS | |
| 26 | 1630 | GROUP | |
| 27 | 1630 | 96BW | |
| 28 | 0800 | WgHq | 1st Lt. Lester B. Sandoe Jr |
| 28 | 1800 | 96BW | |
| 29 | 1630 | 4SSS | |
| 30 | 1630 | 11ARS | 1st Lt. Bama C. Fowler |

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5. Division Staff Duty Officer.

| NOVEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1630 | 4SSS | |
| 2 | 1100 | WgHq | Major Kemp F. Martin |
| 3 | 0800 | 11ARS | Major Robert J. Partridge |
| 3 | 1800 | GROUP | |
| 4 | 1630 | 96BW | |
| 5 | 1630 | WgHq | Major James S. Hislop |
| 6 | 1630 | 11ARS | Captain James O. Stutler |
| 7 | 1630 | 4SSS | |
| 8 | 1630 | GROUP | |
| 9 | 1100 | 96BW | |
| 10 | 0800 | 12BS | Major Gerald J. Grace |
| 10 | 1800 | GROUP | |
| 11 | 0800 | GROUP | |
| 11 | 1800 | 4SSS | |
| 12 | 1630 | 96BW | |
| 13 | 1630 | 96BW | |
| 14 | 1630 | WgHq | Major Troey Daffern |
| 15 | 1630 | 11ARS | Major Luther E. Emeigh |
| 16 | 1100 | 4SSS | |
| 16 | 0800 | 96BW | |
| 17 | 1800 | 96BW | |
| 18 | 1630 | GROUP | |
| 19 | 1630 | GROUP | |
| 20 | 1630 | WgHq | Major Norman L. Gootee |
| 21 | 1630 | 11ARS | Lt. Colonel William M. Mart |
| 22 | 1630 | WgHq | Lt. Colonel Jose Castro |
| 23 | 1100 | 4SSS | |
| 24 | 0800 | GROUP | |
| 24 | 1800 | 11ARS | Major Robert E. Carswell |
| 25 | 1630 | 11ARS | Captain Harry E. Brandes |
| 26 | 1630 | 11ARS | Captain Carl E. Pearson |
| 27 | 1630 | 96BW | |
| 28 | 0800 | 96BW | |
| 28 | 1800 | GROUP | |
| 29 | 1630 | 96BW | |
| 30 | 1630 | WgHq | Major Laverne Bockman |

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6. Control Room Officer.

| NOVEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 1645 | WgHq | Captain Clarance D. Logan |
| 2 | 0745 | 12BS | 1st Lt. Paul A. Johnson |
| 2 | 1645 | 490BS | 1st Lt. Billy A. Worley |
| 3 | 0745 | 11ARS | 1st Lt. Boyd L. Eddins |
| 3 | 1630 | 10BS | 1st Lt. William J. Cunningham |
| 4 | 1630 | 11ARS | 1st Lt. David M. Hammett |
| 5 | 1630 | 12BS | 1st Lt. James B. Crowell |
| 6 | 1630 | 11ARS | 1st Lt. Harry E. Marshall |
| 7 | 1630 | 12BS | 1st Lt. William E. Endres |
| 8 | 1630 | 490BS | Captain Eliot B. Charles |
| 9 | 0745 | 10BS | 1st Lt. William M. Nofsinger |
| 9 | 1630 | 11ARS | 1st Lt. William L. Stahl |
| 10 | 0745 | WgHq | 1st Lt. Joe E. Walker |
| 10 | 1630 | 490BS | 1st Lt. Oliver B. Pierson |
| 11 | 0745 | 12BS | 1st Lt. Richard E. Kunz |
| 11 | 1630 | 11ARS | 1st Lt. Ronald S. Ashworth |
| 12 | 1630 | 490BS | 1st Lt. Murray D. Backhaus |
| 13 | 1630 | 12BS | 2nd Lt. Charles R. Mason |
| 14 | 1630 | 10BS | 1st Lt. David E. Suppes |
| 15 | 1630 | 490BS | 1st Lt. Henry L. Zeybel |
| 16 | 0745 | 11ARS | 1st Lt. Lewis B. Fisher |
| 16 | 1645 | WgHq | Captain Arthur F. Dillensnyder |
| 17 | 0745 | 11ARS | 1st Lt. Therrel D. McRae |
| 17 | 1645 | 12BS | 1st Lt. James G. Litjen |
| 18 | 1645 | 10BS | Captain Alexander G. Bennett |
| 19 | 1645 | 11ARS | 1st Lt. Charles A. Pagliarol |
| 20 | 1645 | 12BS | 1st Lt. Elliot C. Lawson |
| 21 | 1645 | 490BS | 2nd Lt. Nicholas P. Karras |
| 22 | 1645 | 10BS | 1st Lt. Van E. Hawkins |
| 23 | 0745 | 11ARS | 1st Lt. Terrence J. Riley |
| 23 | 1645 | 12BS | 1st Lt. Walter J. Joyce |
| 24 | 0745 | 490BS | 1st Lt. Roland C. Long |
| 24 | 1645 | 10BS | 1st Lt. John D. Gray |
| 25 | 1645 | 11ARS | 1st Lt. Nathan |
| 26 | 1645 | 10BS | 1st Lt. Robert M. Johnson |
| 27 | 1645 | 490BS | 1st Lt. Charles R. Whipple |
| 28 | 0745 | 490BS | 1st Lt. Billy A. Worley |
| 28 | 1630 | 10BS | 1st Lt. Donald H. Harcourt |
| 29 | 1630 | 11ARS | 1st Lt. Paul S. Mixon |
| 30 | 0745 | 11ARS | 1st Lt. Donald W. Rayment |
| 30 | 1630 | 12BS | 1st Lt. Richard T. Suttle |

APP VIII ANNEX B
341st Ops Order 483-57
1 November 1957





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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

BLUE RIDGE RED CREWS

APP IX TO ANNEX B
341st Ops Order 483-57
1 November 1957



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BLUE RIDGE RED CREWS

1. The following named crews are deisgnated BLUE RIDGE RED crews for the periods indicated:

| TIME | DATE | TO | TIME | DATE | 10TH | 12TH | 490TH |
|---|---|---|---|---|---|---|---|
| 0800 | 1 Nov | | 1000 | 4 Nov | Brechel | Creahan | |
| 0800 | 4 Nov | | 1000 | 6 Nov | Podbesek | Krueger | |
| 0800 | 6 Nov | | 1000 | 8 Nov | Platner | Long, WE | |
| 0800 | 8 Nov | | 1000 | 11 Nov | Hammond | Barrett | |
| 0800 | 11 Nov | | 1000 | 13 Nov | Flowers | | Yon |
| 0800 | 13 Nov | | 1000 | 15 Nov | Hull | | Boyd |
| 0800 | 15 Nov | | 1000 | 18 Nov | McKnight | | Desomer |
| 0800 | 18 Nov | | 1000 | 20 Nov | Pendergast | | Welling |
| 0800 | 20 Nov | | 1000 | 22 Nov | | Long, WD | McClarnon |
| 0800 | 22 Nov | | 1000 | 25 Nov | | Weeks | Ware |
| 0800 | 25 Nov | | 1000 | 27 Nov | | Hall | Frey |
| 0800 | 27 Nov | | 1000 | 29 Nov | | Payton | Griffis |

APP IX ANNEX B
341st Ops Order 483-57
1 November 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 November 1957

APPENDIX X

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 483-57

ECM

APP X TO ANNEX B
341st Ops Order 483-57
1 November 1957





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APP X TO ANNEX B
341st Ops Order 483-57

ECM

1. The majority of the ECM requirements can be accomplished against ADC ground radar facilities which are located in the general area of the RBS sites used by this wing. Therefore ECM can be scheduled prior to or subsequent to RBS runs without reducing the over all effectiveness of the mission. The following table gives the ECM requirement and ADC facility required that can be utilized while in area of specific RBS site:

| RBS | ECM & ADC Facility in General Area of RBS |
|---|---|
| Oklahoma City | Little River runs. Request fighter activity from Picnic radar site located at Olathe, Kansas. Fighters based at Richards Gebour AFB, Kansas City, Kansas. |
| Amarillo<br>Denver<br>Salt Lake City | Little River runs. Request fighter activity from Carrot or Mother Goose radar site located at Albuquerque, N Mexico. Fighters based at Kirkland AFB. |

2. Maximum Chaff and 30 minute single unit dispensing of chaff (SUD) requirements can be accomplished on missions over Gulf of Mexico and against Fat Chance radar site at Sweetwater.

3. The Deputy Wing Commander has directed that all ECM activity to be accomplished during the month will be scheduled at monthly 60-9 meetings. For the month of November, table "a" below depicts the total ECM requirements scheduled for each squadron. These totals are based on the number of ready crews available. Table "b" indicates the number of daily missions that must have ECM scheduled in order to meet the total monthly ECM requirements. The actual ECM activity scheduled on the daily missions by each squadron will be determined by area overflown and availability of ADC facilities as contained in paragraph 1 & 2 of this appendix.

a. Total ECM requirements for November.

| | Little River Runs | SUD Runs | Max Chaff Runs |
|---|---|---|---|
| 10BS | 7 | 4 | 4 |
| 12BS | 10 | 5 | 5 |
| 490BS | 7 | 4 | 4 |

b. Daily ECM activity scheduled for November.

| DATE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 12 | 13 | 14 | 15 | 18 | 19 | 20 | 21 | 22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10BS | 1 | | | 2 | 1 | | | | | 2 | | 2 | 1 | 1 | 2 | 1 | 2 |
| 12BS | 2 | | | 2 | 2 | | | 2 | 1 | 3 | | | 3 | | 3 | | 2 |
| 490BS | 1 | | | 1 | | | | 1 | 1 | 3 | | | 3 | | 1 | 2 | 2 |

4. ECM check lists that have been distributed to the squadrons will be used on all missions.

5. Procedures required by SACR 51-6 (Conf.) to accomplish the ECM requirements are included in the classified communication folder that the crew checks out from wing control room.



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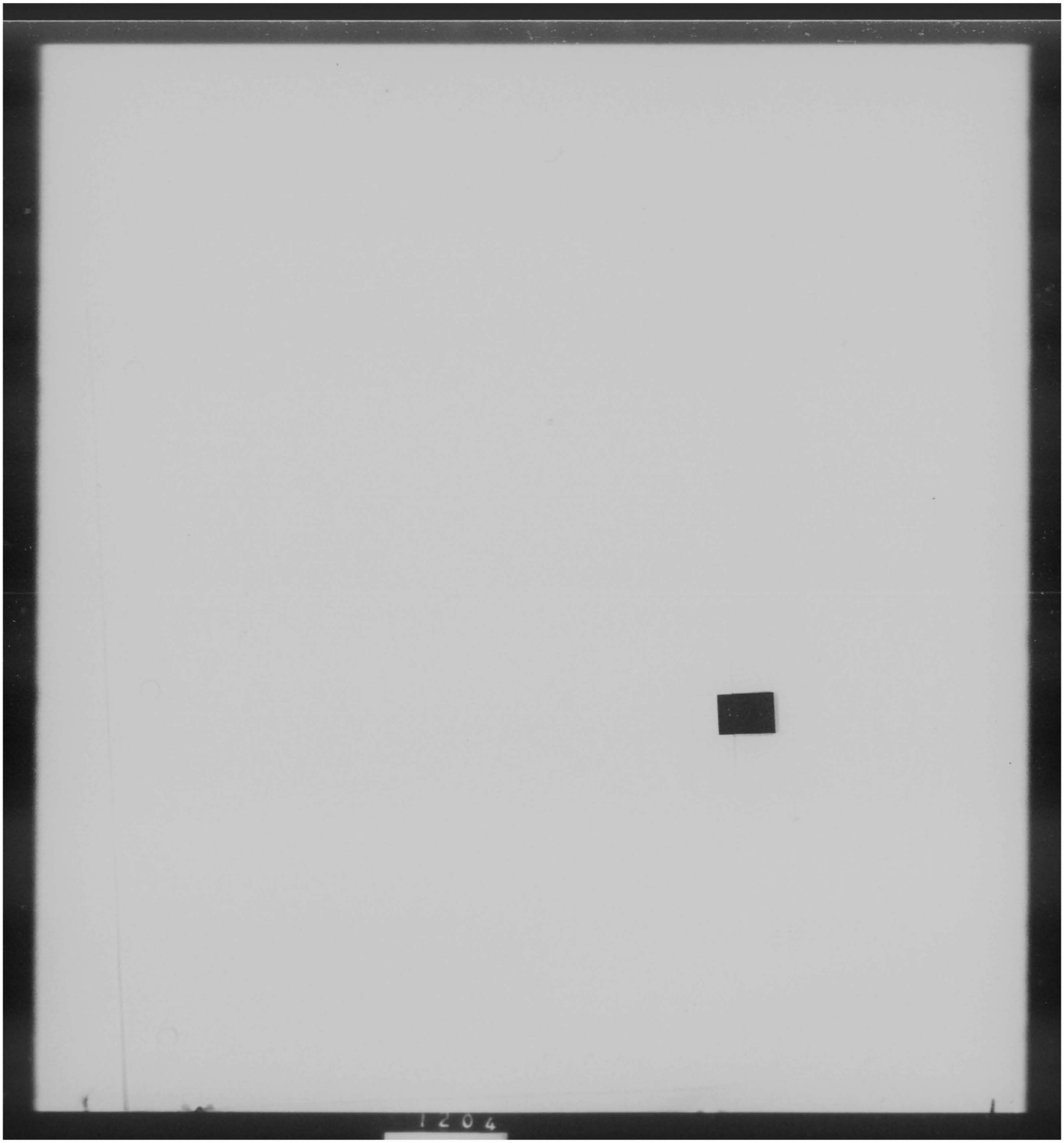


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FLYING TRAINING SUMMARY

MONTH NOVEMBER 1957

| | 10TH | 12TH | 490TH | WING | 11TH ARS |
|---|---|---|---|---|---|
| RADAR RBS | 37 | 38 | 32 | 107 | |
| VIS RBS | 1 | 4 | 2 | 7 | |
| NITE CEL | 7 | 6 | 2 | 15 | 15 |
| INSTD IRCS | 3 | 4 | 10 | 17 | 59 |
| MASS NIGHT | 10 | 13 | 14 | 37 | |
| NIGHT MAX CROSS WT | 3 | 4 | 5 | 12 | |
| OFF D. N. 20 MTR CEC | 1 | 2 | 4 | 7 | |
| SORTIES SCHED | 94 | 106 | 104 | 304 | 137 |
| SORT FLOWN | 69 | 79 | 82 | 230 | 111 |
| HOURS FLOWN | | | | 1516:10 | 704:50 |
| SORT CANX | 26 | 29 | 23 | 78 | 27 |
| 3RD ATTEMPTS | 0 | 0 | 0 | 0 | 0 |
| SUBSTITUTIONS | 0 | 0 | 0 | 0 | 0 |
| ADDITIONS | 1 | 2 | 1 | 4 | 1 |
| LATE T/O'S | 8 | 10 | 6 | 24 | 10 |
| TRAINING INCOMPLETE | 2 | 6 | 4 | 12 | 1 |
| PROB CREWS | - - - | - - - | - - - | - - - | - - - |
| SES SKED | 0 | 0 | 0 | 0 | 0 |
| SES QUAL | 3 | 5 | 5 | 13 | 0 |
| SES UNQUAL | 1 | 0 | 0 | 1 | 0 |
| NOR CREWS | 10 | 7 | 10 | 27 | 6 |
| LEAD CREWS | 5 | 5 | 5 | 15 | - |
| SELECT CREWS | 1 | 2 | 2 | 5 | - |
| READY CREWS | 5 | 5 | 5 | 15 | 25 |



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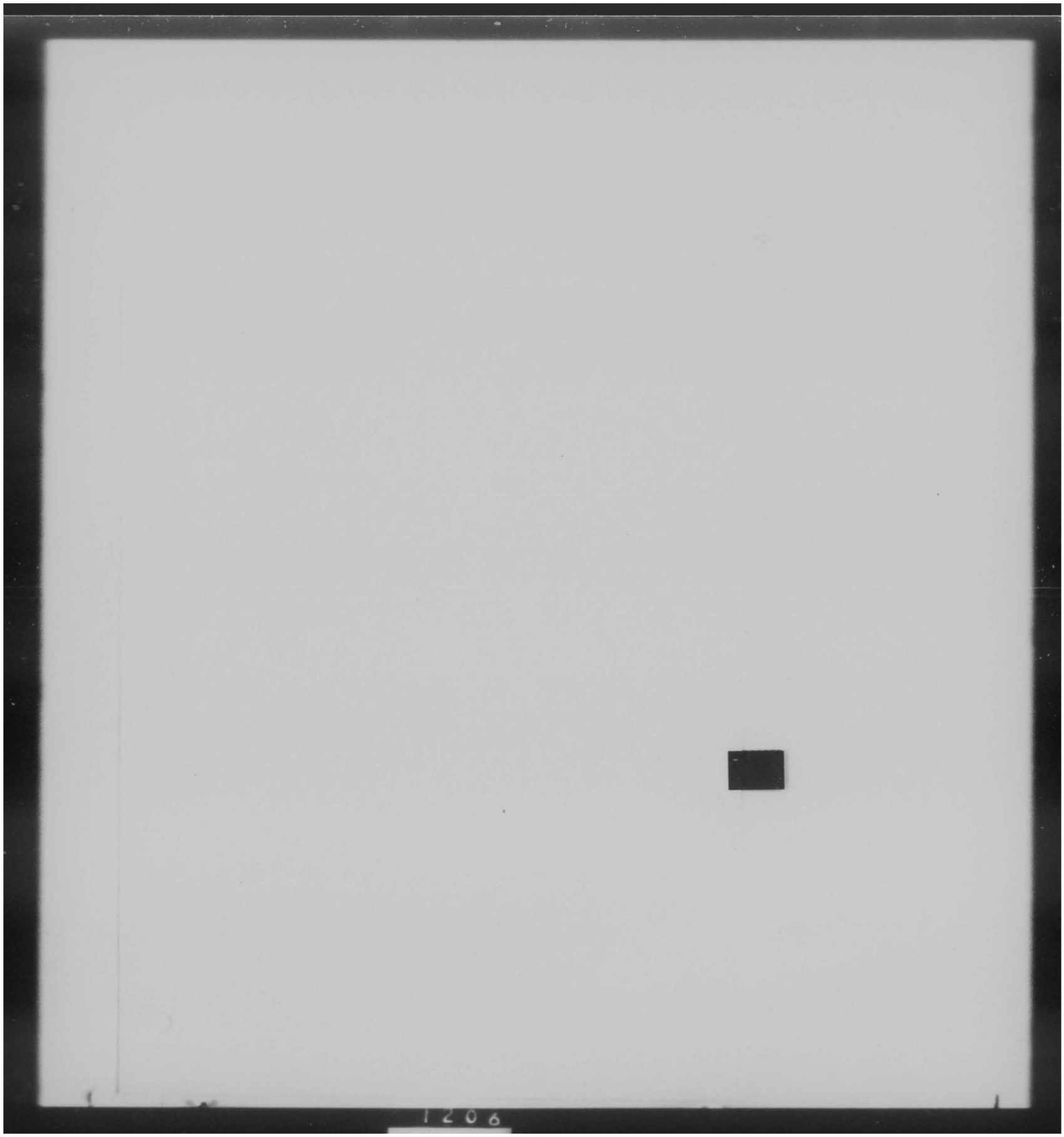


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History

HEADQUARTERS 3441ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

CREW FLIMSY

"CONEY ISLAND"

6 Nov 57



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CONEY ISLAND

TAKE OFF SCHEDULE — 6 NOVEMBER 1957

| ACFT COMDR | ACFT NO. | SPIRAL | WX BR B OPS | STA TIME | START ENG | TAXI TIME | TAKE OFF TIME | |
|---|---|---|---|---|---|---|---|---|
| | | | 1330 | 1400 | 1630 | 1640 | 1700 | |
| | | | 1330 | 1401½ | 1631½ | 1641½ | 1701½ | |
| | | | 1330 | 1403 | 1633 | 1643 | 1703 | |
| | | | 1330 | 1404½ | 1634½ | 1644½ | 1704½ | |
| | | | 1330 | 1406 | 1636 | 1646 | 1706 | |
| | | | 1330 | 1407½ | 1637½ | 1647½ | 1707½ | |
| | | | 1330 | 1409 | 1639 | 1649 | 1709 | SPARE |
| | | | 1330 | 1410½ | 1640½ | 1650½ | 1710½ | SPARE |
| | | | | BRAVO CELL | | | | |
| | | | 1520 | 1550 | 1820 | 1830 | 1850 | |
| | | | 1520 | 1551½ | 1821½ | 1831½ | 1851½ | |
| | | | 1520 | 1553 | 1823 | 1833 | 1853 | |
| | | | 1520 | 1554½ | 1824½ | 1834½ | 1854½ | |
| | | | 1520 | 1556 | 1826 | 1836 | 1856 | |
| | | | 1520 | 1557½ | 1827½ | 1837½ | 1857½ | |
| | | | 1520 | 1559 | 1829 | 1839 | 1859 | SPARE |
| | | | 1520 | 1600½ | 1830½ | 1840½ | 1900½ | SPARE |



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A. TOURAIDE:

1. Wx briefing_____(3+30 prior to T.O.) Base Weather Station.

2. In remarks section of DD Form 175 enter code name, call name and position.

BIG PHOTO, Max Chaff_____Z(time 30NM West of Raton, N. Mex) Random Chaff CARROT_____Z(time 90NM SW of Albuquerque, N. Mex) Random Chaff, Fat Chance_____Z(time 40NM East of Roswell, N. Mex)

3. Call Spiral control on completion of preflight giving status of acft if a take off delay is anticipated at any time, call Spiral control for further instructions.

4. Call leader obtain T.O. instructions on channel #2 thirty minutes prior to T.O. All acft monitor channel #2.

5. Start engines_____.

6. Taxi at_____.

7. Take off_____.

a. 1½ minutes between acft.

b. 1+50 hours between cells.

c. All take offs with water.

d. Monitor channel #2 for taxi and T.O.

8. After take off switch to channel 11 and check with cell leader. Leader call Spiral control and give the number of acft airborne and status.

a. All acft check APN-76 with A&E rendezvous of channel 16, 235.1 mcs.

b. Turn APN-76 to standby after check.

9. North take off - climb on course to Guthrie VOR.

South take off - 2 minutes after start of take off roll turn on course and climb to Brady.

10. Position Report.

Abilene Approach Control
Position - Brady (or Guthrie)
Time_____

Alt_____
ETA Midland, Texas
NRP 20 W Salt Flat VOR



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11. All acft climb to an altitude of_____base altitude is 28,000 feet. Check altitude measure and altimeter calibration at Midland, Texas.

12. Upon reaching altitude each acft assume speed listed below until cell join up is effected. Check in with leader when in position.

| APP | MACH | ALT | APP | MACH | ALT |
|---|---|---|---|---|---|
| #1 | .72 | 28 | #4 | .78 | 29.5 |
| #2 | .78 | 28.5 | #5 | .78 | 30 |
| #3 | .78 | 29 | #6 | .78 | 30.5 |

13. Midland, Texas 114.8

a. Position Report

Midland Radio
Midland, Texas
Time_____

Alt_____
ETA 20 W Salt Flat VOR
NRP 30 E Van Horn, Tex

14. 20 W Salt Flat VOR 113.0

a. Position Report

Salt Flat Radio
20 W Salt Flat VOR
Time_____

Alt_____
ETA 30 E Van Horn, Texas
NRP 60 W Junction VOR

b. All A/C turn left, APN 76 on T_____R_____.

15. Over Sierra Blanca, Tex switch to initial contact freq_____mcs.

a. Contact tanker lead (Call Sign) Walker Helen Lead.

Give ETA to Rend Point_____.
Descent Range_____from SP_____Tanker orbit 30 SW Pecos,Tex

b. Inform ATC that tanker will make position report during air refueling.

c. Switch to tanker contact freq. APN -76 standby except leader, leader makes radar rendezvous.

16. Echelon formation 60° right for refueling formation, set alt 29.92.

17. Start descent 30 E Van Horn, Tex to 15,000 base altitude.

18. Contact tankers, move in for fuel on formation leader signal and on load 12,000lbs.

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19. Formation speed 200 knots - - -end- - -206 knots.

20. End IFR 64 NM West Junction VOR, accelerate, turn and climb to level off with base altitude of 29m and proceed to cell break up of Edinburg, Texas.

21. 60 NM W Junction, Tex VOR 116.0

a. Position report to San Antonio Center Alt_____

Position 60NM W Junction VOR ETA Edinburg, Texas
Time_____ NRP 22 E Port Isabel

22. Edinburg, Texas

a. Execute cell break up to left hand orbit.
Alt_____

b. Position report to San Antonio Center ETA 22 E Port Isabel
Time_____ NRP 12 S Palacios, Tex

c. Climb to 33-35M block departing Edinburg, Texas.

23. 22 E Port Isabel, Tex (Coast out)

a. Position report to San Antonio Center
Alt_____

Position 12 S Palacios, Texas ETA 12 S Palacios, Tex
Time_____ NRP San Antonio, Texas

24. 12 S Palacios, Texas

a. Position report to San Antonio Center
Alt_____

Position 12 S Palacios, Tex ETA San Antonio
Time_____ NRP 10 W Breckenridge, Tex

b. Contact Santonio, RBS on 7/384.6

25. San Antonio, Tex

a. Position report to San Antonio Center
Alt_____

Position, San Antonio, Tex ETA 10 W Breckenridge, Tex
Time_____ NRP Lake Kemp, Texas

26. 10 W Breckenridge, Texas

a. Position report to Fort Worth Center
Alt_____

Position 10 W Breckenridge, Tex ETA Lake Kemp, Texas
Time_____ NRP Amarillo, Texas



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27. Lake Kemp, Texas

a. Position report to Fort Worth Center

Position Lake Kemp, Tex
Time_____

Alt_____
ETA Amarillo, Texas
NRP Liberal, Kansas

b. Contact Amarillo RBS on 8/263.8

28. Amarillo, Texas

a. Position report to Amarillo radio

Position Amarillo, Tex
Time_____

Alt_____
ETA Liberal, Kansas
NRP 30 W Raton, N. Mex

b. Climb to 35-37M block departing Amarillo, Texas.

29. Liberal, Kansas.

a. Report to Garden City Kansas Radio

Position Liberal, Kansas
Time_____

Alt_____
ETA 30 W Raton, N Mex
NRP 40 SW Farmington, N.M.

30. 30 W Raton, N. Mexico

a. Position report to Pueblo, Colo Radio

Position 30 W Raton, N Mex
Time_____

Alt_____
ETA 40 SW Farmington
NRP 15 N Corona, VOR

b. See fuel decision information item "G".

c. Begin Max Chaff run. Check position A-B-C-D-2.5-5 on lower control box. Return to Position B and continue until chaff in right hopper is exhausted.

31. 40 SW Farmington, New Mex

a. Position report to Albuquerque Center

Position 40 SW Famington, N Mex
Time_____

Alt_____
ETA 15 N Corona VOR
NRP 55 E Hobbs, N. Mex VOR

b. Lead aircraft will contact CARROT radar site giving following info:

(1) Mission nickname

(2) Position, Altitude and heading

(3) Request Little rivers



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32. Expect fighters along track from a point 90 NM NW of Albuquerque to 90 SW of Albuquerque.

Monitor APS-54 for audible indication of presence of fighter. Dispense chaff using position B on upper control box to break fighter radar lock-ons.

33. 15 N Corona, N Mex VOR 115.5 Alt_____

a. Position report to Roswell Radio

Position 15 N Corona, N Mex VOR
Time_____

ETA 55 E Hobbs, N Mex
NRP Big Springs Texas

b. Begin SUD (Pos E of upper control box) of chaff remaining in left hopper at point on track 40 NM East of Roswell, N.M., termination over Abilene VOR.

34. 55 E Hobbs N Mex VOR 116.6

Position report to Bing Springs Tex

Position 55 E Hobbs, N Mex
Time_____

Alt_____
ETA Big Springs Tex
NRP Abilene VOR

35. Big Springs VOR 114.3

Position report to Abilene Radio

Position Big Spring, Tex
Time_____

Alt_____
ETA Abilene VOR

B. COMMUNICATIONS:

1. Aircraft aborting during formation will file individual flight plans.

2. No strike reports will be submitted.

3. All acft will monitor guard channel and interplane frequency (Ch 11) except when making position report while in formation.

4. In cell, leader will announce all turns over interplane frequency at least 1 minute prior to turn and announce execution.

5. In event of an abort aircraft will close up in cell and succeeding aircraft will assume the aborted aircraft position number and call sign.

6. Lead A/C will make all position reports until cell break up - 1st and last acft in each cell after break-up.



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C. REFUELING INFORMATION:

| | |
|---|---|
| 1. Tanker Orbit | 30 SW Pecos Texas |
| 2. Orbit Altitude | 15,000 (Base) |
| 3. Refueling Altitude | 15,000 (Base) |
| 4. Refuel Track | 104° TC |
| 5. Rend Point | 30-40N 102-25W |
| 6. End A/R | 60 W Junction VOR |
| 7. C/R Plan | |

8. Tanker Call sign Walker Helen Leader.

D. EMERGENCY PROCEDURES:

1. If all two way radio is lost aircraft will continue mission as briefed and land at Dyess.

2. Radar Failure: Action to be determined by crew.

3. Engine fire or fire warning light: If engine is shut down due to visible fire or if fire warning light remains on after shut down, land at neareat SAC Base.

4. Loss of Engine, no emergency: Continue mission as briefed. Monitor fuel closely. Fuel remaining will determine crew action.

5. Strip Alert Tankers.

Dyess AFB, Spiral Control, Walker Tankers.

6. Emergency Fields in route: 1. Walker AFB 2. Biggs AFB 3. Altus AFB 4. Lowry AFB 5. Kirtland AFB.

E. DANGER AREAS:

1. No danger areas are over flown.

a. Be especially cautious of the following areas as courses come close:

R-226, R-185, P-207

2. Highest Terrain in route 14,390 feet 50NM SW Pueblo, Colo.

3. Highest terrain within 25NM of the primary refueling track 8382 feet.



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F. MISSION ACCOMPLISHMENTS:

1 - Mass night refueling
1 - Water take off
1 - Rendezvous, lead aircraft
1 - Emergency Drill
1 - Nite celestial or Grid celestial as needed.
2 - RBS Runs (Offset)
1 - Hour combat oxygen
1 - Jet Penetration
1 - GCA
1 - Landing
1 - Bomber Stream (Primary Accomp - 1 mass nite refueling)

G. FUEL DECISION INFORMATION:

Minimum fuel required to continue mission as briefed from a point along track 30NM West of Raton New Mexico.

FOR TERMINAL FORCAST AT DYESS AFB

| IFR | VFR |
|---|---|
| 34,300 | 29,300 |

H. Mission briefing will be conducted in the 11th Air Refueling Squadron briefing room at 1000 hours on Monday 5 Nov 1957.

I. Debriefing will be conducted in the 11th Air Refueling Squadron briefing room immediately after the flight



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MISSION "CONEY ISLAND"

6 Nov 57

SOUTH TAKE OFF

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Brady, Tex (Town) | Turn Point 16-21M |
| CLIMB | :19 | :33 | 38 NM SE Big Springs, Tex (Town) | Level Off |
| 28-31 | :08 | :41 | *Midland, Texas (Town) | Turn Point |
| 28-31 | :26 | 1:07 | *20 W Salt Flat (VOR) | Turn Point |
| 28-31 | :15 | 1:22 | *30 E Van Horn Texas (Town) | Descent |
| DESCEND | :08 | 1:30 | 15 NM SW Pecos, Texas (Town) | Level Off |
| 15-18 | :29 | 1:59 | *60 NM W Junction, Texas (VOR) | Turn Point |
| CLIMB | :18 | 2:17 | 20 W Cotulla, Texas (VOR | Level Off |
| 29-32 | :21 | 2:38 | *Edinburg, Texas (Town) | Cell Breakup |
| CLIMB | :02 | 2:40 | Departing Edinburg, Tex (VOR) | Level Off |
| 33-35 | :05 | 2:45 | *22 NM E Port Isabel, Tex (Town) | Coast out & T.P. |
| 33-35 | :20 | 3:05 | *12 S Palacios, Tex (Town) | Turn Point |
| 33-35 | :22 | 3:27 | *San Antonio, Texas (Town) | Turn Point |
| 33-35 | :30 | 3:57 | *10 W Breckenridge, Tex (Town) | Report Point |
| 33-35 | :08 | 4:05 | *Lake Kemp, Texas (Lake) | Turn Point |
| 33-35 | :24 | 4:29 | *Amarillo, Texas (Town) | Turn Point |
| CLIMB | :03 | 4:32 | Depart Amarillo, Tex (Town) | Level Off |
| 35-37 | :16 | 4:48 | *Liberal, Kansas (Town) | Turn Point |
| 35-37 | :30 | 5:18 | *30 NM W Raton N Mex (Town) | Report Point |
| 35-37 | :30 | 5:48 | *40 SW Farmington, N Mex (Town) | Turn Point |
| 35-37 | :26 | 6:14 | *15 N Corona, N. Mex (VOR) | Report Point |
| 35-37 | :26 | 6:40 | *55 E Hobbs, N Mex (VOR) | Report Point |
| 35-37 | :08 | 6:48 | *Big Springs, Tex (Town) | Turn Point |
| 35-37 | :12 | 7:00 | *Abilene, Tex (VOR) | Report Point |
| | :15 | 7:15 | Dyess AFB, Texas | GCA & Land |

NORTH TAKE-OFF

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Guthrie, Texas (VOR) | Turn Point 16-21M |
| CLIMB | :19 | :33 | 18 NM SE La Mesa, Tex (Town) | Level Off |
| 28-31 | :06 | :39 | *Midland, Texas (Town) | Turn Point |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :14 | :14 | *Brady, Texas (Town) | Turn Point |
| CLIMB | :19 | :33 | 40 E Austin, Tex (Town) | Level Off |
| 28-31 | :05 | :38 | *Brenham, Texas (Town) | Turn Point |
| 28-31 | :08 | :46 | *15 NE Hunstville, Texas (Town) | Turn Point |
| 28-31 | :03 | :49 | 10 SE Crockett, Tex (Town) | Start Descent |
| DESCENT | :08 | :57 | 10 S Tyler, Tex (Town) | Level Off |
| 15-18 | :32 | 1:31 | *34 SE McAlester, Okla (Town) | Turn & Climb |
| CLIMB | :19 | 1:50 | 30 SE Ponca City Okla (Town) | Level Off |
| 29-32 | :05 | 1:55 | *Ponca City, Okla (Town) | Cell Break-Up |



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CONEY ISLAND - PRIMARY

ROUTE TO BE FLOWN

PRIMARY SOUTH TAKE-OFF

| ALTITUDE | | | | |
|---|---|---|---|---|
| **South Takeoff** | | | | |
| 11 - 15 | | :25 | Blue 30 (30SE Big Springs, Tex) | Big Springs Radio |
| 15 - 18 | :05 | :30 | Level Off (30S Big Springs, Tex) | Bing Srpings Radio |
| 15 - 18 | :33 | 1:03 | Enter Orbit (25SW Pecos, Tex) | Marfa Radio |
| 15 - 18 | :15 | 1:18 | Depart Orbit (32SW Pecos, Tex) | Marfa Radio |
| 15 - 18 | :35 | 1:53 | 25SE Ozona, Tex (Town) | San Angelo Radio |
| 15 - 18 | :39 | 2:32 | Enter Orbit (2LS Pecos, Tex) | Marfa Radio |
| 15 - 18 | :35 | 3:07 | Depart Orbit (32SW Pecos, Tex) | Marfa Radio |
| 15 - | :36 | 3:43 | 25SE Ozona, Tex (Town) | San Angelo Radio |
| 15 - 18 | 1:07 | 4:50 | Artesia, Texas (Town) | Roswell Radio |
| 15 - 18 | 1:04 | 5:54 | Stamford, Tex (Town) | Abilene Radio |
| 15 - 18 | :10 | 6:04 | Dyess AFB, Texas | Abilene Radio |
| | :26 | 6:30 | Dyess AFB, Texas | |
| **North Takeoff** | | | | |
| 8 - 12 | | :19 | Green 5 (30W Bing Springs, Tex) | Big Springs Radio |
| 15 - 18 | :11 | :30 | Blue 30-Level Off (12S Bing Springs) | B. Springs Radio |
| 15 - 18 | :34 | 1:04 | Enter Orbit (25SW Pecos, Texas) | Marfa Radio |

6 ship cell formation

T.O. - 1704 (L)

6 Nov 57

1" separation

230 [illegible] ts



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## CONEY ISLAND - ALTERNATE

## ROUTE TO BE FLOWN - PRIMARY SOUTH TAKE-OFF

| ALTITUDE | TIME | | | |
|---|---|---|---|---|
| South | Takeoff | | | |
| CLIMB | | :30 | Level Off (15SStephenville, Tex) | Mineral Wells Radio |
| 15 - 18 | :35 | 1:05 | Enter Orbit (14N Crockeet, Tex) | Lufkin Radio |
| 15 - 18 | :15 | 1:20 | Depart Orbit (16E Palestine, Tex) | Lufkin Radio |
| 15 - 18 | :38 | 1:58 | 38SE McAlester, Okla (Town) | McAlester Radio |
| 15 - 18 | :42 | 2:40 | Enter Orbit (12NE Palestine, Tex) | Lufkin Radio |
| 15 - 18 | :29 | 3:09 | Depart Orbit (16E Palestine, Tex) | Lufkin Radio |
| 15 - 18 | :38 | 3:47 | 38SE McAlester, Okla (Town) | McAlester Radio |
| 15 - 18 | :57 | 4:44 | Cherokee, Okla (Town) | Vance Radio |
| 15 - 18 | 1:16 | 6:00 | Sweetwater, Tex (Town) | Abilene Radio |
| 15 - 18 | :10 | 6:10 | Dyess AFB, Tex | Abilene Radio |
| | :20 | 6:30 | Dyess AFB, Tex | |

| NO. TAKE-OFF | | | | |
|---|---|---|---|---|
| 3 - 6 | | :09 | Blue 6 (15NE Abilene, Tex) | Abilene Radio |
| 6 - 10 | :04 | :13 | Green 5 (22E Abilene, Tex) | Abilene Radio |
| 15 - 18 | :17 | :30 | Level Off (3N Stephenville, Tex) | Mineral Weels Radio |

6 ship cell formation

T.O. - 1627 (L)



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ECM ANNEX

1. Check DD Form 781-2, block 26, for following information:

   a. 3 cartons of RR-19/AU chaff in right hopper

   b. 1/2 carton of RR-39 A/L chaff in left hopper

   c. Total weight is 108#.

2. Check chaff counters for 384 bundles in right hopper and 24 bundles in left hopper.

3. In remarks section of DD Form 175 enter the following:

BIG PHOTO, Max chaff_____Z(enter time 30NM West of Raton, New Mexico), Random Chaff CARROT_____Z(Enter time 90NM SW of Albuquerque), Random Chaff Fat Chance_____(enter time 40NM East of Roswell, New Mexico.

4. Begin Max Chaff run at a point along track 30NM West of Raton, New Mexico. Check briefly positions A-B-C-D-2.5-5 on lower control box. Return to position B and continue until chaff in right hopper is exhausted.

5. At point along track 40NM SW Farmington, New Mexico, lead aircraft will contact CARROT radar site giving following information:

   a. Mission nickname

   b. Position, altitude and heading

   c. Request Little Rivers

6. Expect fighters along track from a point 90NM NW of Albuquerque to 90NM SW of Albuquerque.

   a. Monitor APS-54 for audible indication of presence of fighter. Dispense chaff using position B on upper control box to break fighter radar lock-ons.

7. Begin SUD of chaff (Position E of upper control box) remaining in left hopper at a point along track 40NM East of Roswell, New Mexico, termination over Abilene VOR.

8. CAUTION: At any time during chaff activity if instructions are received to 'STOP STREAM' immediately cease all chaff dispensing.

9. During fighter attacks dispense chaff economically. Reserve 10 bundles of RR-39 in left hopper for SUD dispensing against Fat Chance.



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MISSION FLIGHT PLAN | O. O. AND NICKNAME: "Coney Island" | UNIT: 341 B. W. | TYPE ACFT: B-47E | WAVE: A & B | CELL CALL SIGN | REMARKS: Computed For #6 ACFT With TIP Tanks

| | POUNDS | | | | POUNDS |
|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 21950 | BOMBS | |
| CREW | 882 | FM | 18750 | AMMO | |
| OIL | 410 | F-AUX | 6720 | WATER AUG | 5300 |
| ATO | — | A-AUX | 2810 | STATIC | 185 010 |
| RACK | — | CM | 17980 | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20670 | START ENGINES AND TAXI FUEL ALLOWANCE | 3000 |
| MISCELLANEOUS | — | | | | |
| CHAFF | 108 | TOTAL FUEL | | TAKE-OFF GROSS | 182 010 |
| OPERATING | 85830 | | | | |

NR FULL ATO REQUIRED | NR EMPTY ATO REQUIRED | ATO FIRING SPEED

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2000' | 13500' | 80°F |

CRITICAL FIELD LENGTH: 9950' | CRITICAL AIR TEMP: 120°F

TAKE-OFF DISTANCE: 8600 | TAKE-OFF SPEED: 155 K

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

## PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dyess AFB Tex | | | | | | | | | | | | | | | 90880 | 182010 |
| | Start Taxi | | | | | | | | | | | | | | | 2050 | 7350 |
| A | T.O. + Accl | | | | | -10 | | | | | | 9 | | | | 88830 | 174660 |
| | 3407N 99-20W | | | | | | | | | | | 70 | | | | | |
| B | Brady, Texas | Cl | 161 | | | -10 | | | | 390 | | 79 | | | | | |
| | | | | | | | | | | | | 113 | | | | 10600 | 10600 |
| C | L.O. 31-38N 101-13W | Cl | 296 | | | -11 | | 28-31 | | 390 | | 192 | | | | 78230 | 164060 |
| | 31-58N 102-07W | | | | | | | | | | | 50 | | | | 1580 | 1580 |
| D | Midland Tex | CR | 296 | | | -11 | | | | 430 | | 242 | | | | 76650 | 162480 |
| | 20 W SNT FBT VOR | | | | | | | | | | | 175 | | | | 5180 | 5180 |
| E | 31-43N 105-27W | CR | 263 | | | -11 | | | | 430 | | 417 | | | | 71470 | 157300 |
| | Left Turn | | | | | | | | | | | 50 | | | | 1530 | 1530 |
| F | Sierra Blanca | CR | VAR | | | -12 | | | | 430 | | 467 | | | | 69940 | 155770 |
| | Start Descent | | | | | | | | | | | 57 | | | | 1340 | 1340 |
| G | 31-00N 104-46W | CR | 102 | | | -12 | | | | 430 | | 524 | | | | 68600 | 154430 |
| | L/O | | | | | | | | | | | 60 | | | | 8000 | 8000 |
| H | 30-48N 103-09W | Des | 104 | | | -11 | | 15-18 | | 450 | | 584 | | | | 67800 | 153630 |
| | Rendezvous | | | | | | | | | | | 40 | | | | 2030 | 2030 |
| I | 30-40N 102-25W | Rend$_2$ | 104 | | | -11 | | | | 250 | | 624 | | | | 65770 | 151600 |
| | 2nd LFR | | | | | | | | | | | 76 | | | | 5400 | 5400 |
| J | 30-20N 101-00W | IFR | 104 | | | -11 | | | | 250 | | 690 | | | | 60370 | 146200 |
| K | — On Load — | | | | 12 | 000 | | 165 | | | | | | | | +12000 | +12000 |
| | | | | | | | | | | | | | | | | 72370 | 158200 |
| | | | | | | | | | | | | 8 | | | | 700 | 700 |
| L | Accelerate | ACC | 102 | | | | | 15-18 | | VAR | | 698 | | | | 71670 | 157500 |
| | L/O | | | | | | | | | | | 124 | | | | 4800 | 4800 |
| M | 28-34N 99-35W | CL | 150 | | | -10 | | 29-32 | | 390 | | 822 | | | | 66870 | 152700 |
| | Edinburgh Texas | | | | | | | | | | | 155 | | | | 3960 | 3960 |
| N | 26-18N 98-10W | CR | 150 | | | -10 | | 29-32 | | 430 | | 977 | | | | 62910 | 148740 |

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MISSION FLIGHT PLAN CONTINUATION SHEET

| | ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIG... PLAN PRED FUEL REMAINING | FUEL FLIG... PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FR 26-18N 98-15W Edinburg Texas | | | | | | | | | | | | | | | | |
| | | | | | | | | | IAS | | | | | | | 62910 | 148740 |
| O | ORBIT + Cell Break UP | | | | | | | 29-32 | 250 | 385 | | | | | | 85280 | 85280 |
| | | | | | | | | | | | | | | | | 54630 | 140460 |
| P | 22 C. Port Isabel 26-11N 96-54W | CL | 100 | | | -9 | | 33-35 | | 430 | | 54 / 1031 | | | | 1200 / 53430 | 1200 / 139260 |
| Q | 12 S. Robstown Tex PIP 28-30N 96-15W | CR | 013 | | | -9 | | | | 430 | | 144 / 1175 | | | | 3500 / 49930 | 3500 / 135760 |
| R | 6 N. Victoria Tex 28-56N 97-00W IP | CR | 290 | | | -9 | | | | 430 | | 52 / 1227 | | | | 1300 / 48630 | 1300 / 134460 |
| S | San Antonio Tex Tgt 'B' | BR | 290 | | | -9½ | | | | 430 | | 87 / 1314 | | | | 2320 / 46310 | 2320 / 132140 |
| T | Lake Kemp Tex PIP 33-45N 99-13W | CR | 357 | | | -10 | | | | 430 | | 272 / 1586 | | | | 6070 / 40240 | 6070 / 126070 |
| U | Childress Tex IP 34-26N 100-14W | CR | 308 | | | -11 | | | | 430 | | 65 / 1651 | | | | 1550 / 38690 | 1550 / 124520 |
| V | Amarillo Tex Tgt 'C' | BR | 300 | | | -11 | | | | 430 | | 93 / 1744 | | | | 2140 / 36550 | 2140 / 122380 |
| W | W/D 35-32N 101-55W | CL | 040 | | | -12 | | 35-37 | | 430 | | 21 / 1765 | | | | 450 / 36100 | 450 / 121930 |
| X | 36-40N 100-42W | CR | 040 | | | -11 | | | | 430 | | 88 / 1853 | | | | 1800 / 34300 | 1800 / 120130 |
| Y | Liberal Kan. 37-00N 100-53W | CR | 266 | | | -11 | | | | 430 | | 30 / 1883 | | | | 600 / 33700 | 600 / 119530 |
| Z | 36-34N 109-00W | CR | 266 | | | -13 | | | | 430 | | 390 / 2273 | | | | 25800 / 24900 | 25800 / 110730 |
| AA | LEFT TURN | CR | 123 | | | -14 | | | | 430 | | 21 / 2294 | | | | 420 / 24480 | 420 / 110310 |
| BB | Big Spring Tex | CR | 123 | | | -12 | | | | 430 | | 446 / 2740 | | | | 7900 / 16580 | 7900 / 102410 |
| CC | Abilene VOR | CR | 075 | | | -11 | | | | 430 | | 92 / 2832 | | | | 1580 / 15000 | 1580 / 100830 |
| | | | | | | | | | | | | | | | | 3000 | 3000 |
| OD | GCA + LAND Dyess AFB Tex | | | | | | | | | | | | | | | 12000 | 97830 |

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MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FRO. / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | NORTH | | | TAKE | | | OFF | | | | | |
| A | Start, Taxi, T.O. + Accl. | | | | | | | | | | | 9 | | | | 90880 | 182010 |
| | | | | | | | | | | | | 9 | | | | 2050 | 7350 |
| | | | | | | | | | | | | | | | | 88830 | 174660 |
| B | Guthrie VOR 33-46N 100-19W | CL | 342 | | | -11 | | | | 390 | | 72 | | | | | |
| | | | | | | | | | | | | 81 | | | | ↓ | ↓ |
| C | Level OFF 32-33N 101-48W | CL | 213 | | | -11 | | | | 390 | | 107 | | | | 10600 | 10600 |
| | | | | | | | | | | | | 184 | | | | 78230 | 164060 |
| D | Midland, Texas 31-58N 102-07W | CR | 213 | | | -11 | | | | 430 | | 40 | | | | 1380 | 1380 |
| | | | | | | | | | | | | 228 | | | | 76850 | 162680 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | ALTERNATE REFUELING ROUTE | | | | | | | | | | | | |
| | START, TAXI, T.O. + ACCL | | | | | | | | | | | | | | | 90880 | 182010 |
| A, | | | | | | | | | | | | 09 | | | | 2050 | 7350 |
| | | | | | | | | | | | | | | | | 88830 | 174660 |
| B, | Brady, Texas 31-07N 99-20W | CL | 161 | | | -10½ | | | | 390 | | 70 | | | | | |
| | | | | | | | | | | | | 79 | | | | | |
| C, | L/O 30-20N 96-58W | CL | 109 | | | -9 | | | | 390 | | 130 | | | | 10600 | 10600 |
| | | | | | | | | | | | | 209 | | | | 78230 | 164060 |
| D, | Brenham, Texas 30-10N 96-25W | CR | 109 | | | -9 | | | | 430 | | 34 | | | | 1000 | 1000 |
| | | | | | | | | | | | | 243 | | | | 77230 | 163060 |
| E, | 30-48N 95-30W | CR | 45° | | | -9 | | | | 430 | | 60 | | | | 1600 | 1600 |
| | | | | | | | | | | | | 303 | | | | 75630 | 161460 |
| F, | 31-14N 95-18W | CR | 360 | | | -8 | | | | 430 | | 18 | | | | 600 | 600 |
| | | | | | | | | | | | | 321 | | | | 75030 | 160860 |
| G, | L/O 32-12N 95-18W | DES | 360 | | | -8 | | 15-18 | | 450 | | 60 | | | | 800 | 800 |
| | | | | | | | | | | | | 381 | | | | 74230 | 160060 |
| H, | Rendz. 32-58N 95-18W | CR | 360 | | | -8 | | 15-18 | | 250 | | 40 | | | | 2030 | 2030 |
| | | | | | | | | | | | | 421 | | | | 72200 | 158030 |
| I, | End I.F.R. 34-22N 95-18W | IFR | 360 | | | -8 | | 15-18 | | 250 | | 90 | | | | 6150 | 6150 |
| | | | | | | | | | | | | 611 | | | | 66050 | 151880 |
| J, | On Load | | | | 12000 | | | LBS | | | | | | | | +12000 | +12000 |
| | | | | | | | | | | | | | | | | 78050 | 163880 |
| K, | Accelerate | ACC | 360 | | | -8 | | | | VAR | | 08 | | | | 700 | 700 |
| L, | L/O | CL | 324 | | | -9 | | | | 390 | | 619 | | | | 77350 | 163180 |
| | | | | | | | | | | | | 124 | | | | 5000 | 5000 |
| M, | Call Break up Ponca City VOR | CR | 324 | | | -9 | | | | 430 | | 743 | | | | 72350 | 158180 |
| | | | | | | | | | | | | 32 | | | | 920 | 920 |
| | | | | | | | | | | | | 775 | | | | 71380 | 157210 |

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History Of The

34lst Bombardment Wing (M)

1-31 December 1957

(UNCLASSIFIED TITLE)

Unit Assigned To The

Fifteenth Air Force, Strategic Air Command

Home Station:
Dyess Air Force Base, Abilene, Texas

This document was prepared by A/2C Donald H. Masters, Unit Historian, under the supervision of Captain James E. Reavley, Adjutant, 34lst Bombardment Wing. This history is classified as SECRET under the provisions of AFR 205-1, paragraph 30b, 3 Jan, 1957. This classification conforms to that of its appended supporting documents, which reveal the combat capability of this unit. UNCLASSIFIED)

ANTHONY J. PERNA
Colonel USAF
Commander

Checked and
approved by:

JAMES E. REAVLEY
Captain, USAF
Adjutant, 34lst Bombardment Wing

SECRET



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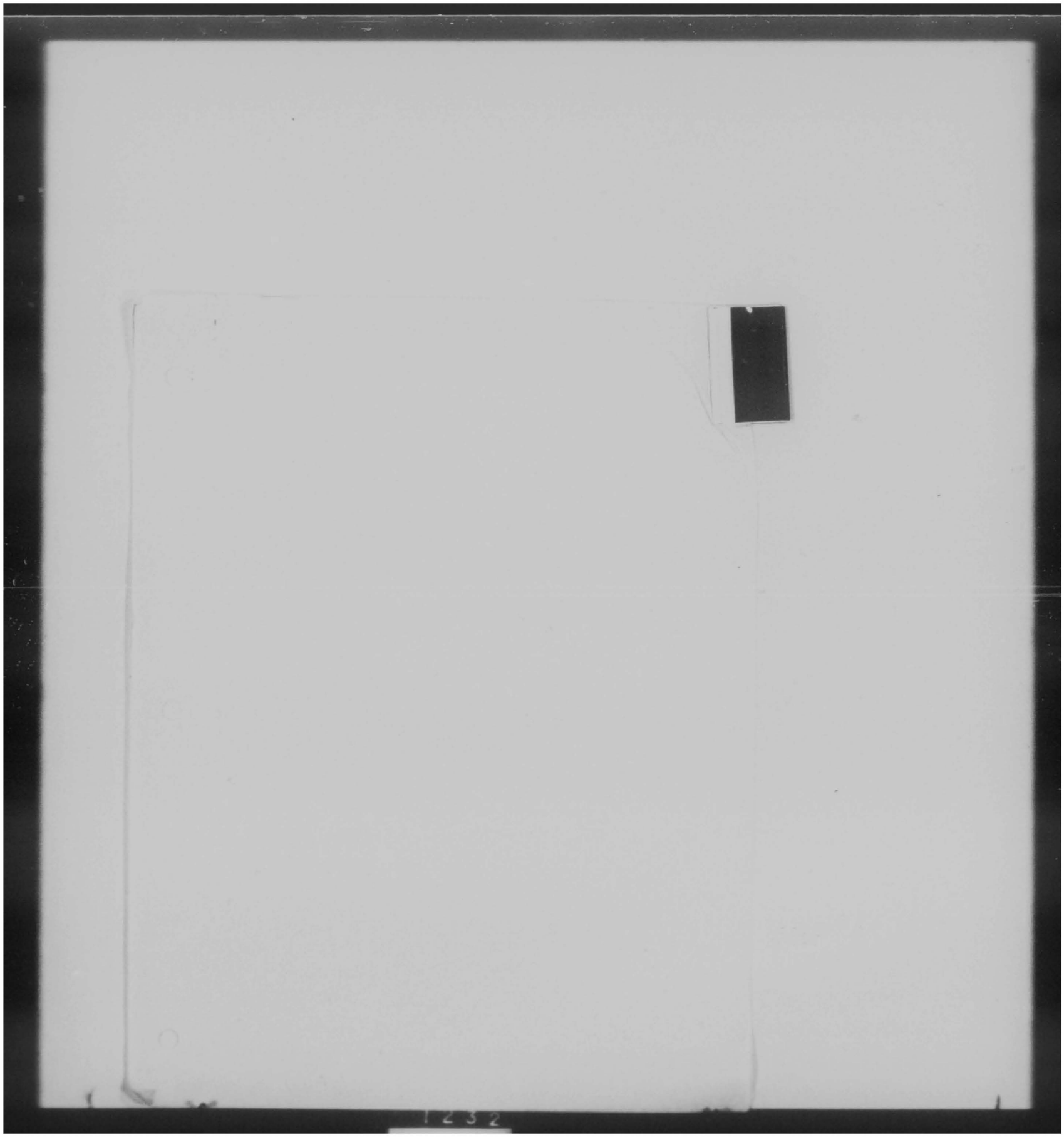



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CHAPTER I

MISSION AND ORGANIZATION

MISSION: 1.

The mission of the 341st Bombardment Wing (Medium) remained the same during the month of December 1957 as in previous months. This mission was to train to a state of combat readiness and effectively conduct long-range reconnaissance and bombing tactics using either nuclear or conventional weapons. The Wing was also required to conduct effective air-to-air refueling operations, operate a mobility capability from advanced overseas bases, participate in domestic emergencies and perform special missions as directed by higher headquarters.[1] (UNCLASSIFIED)

ORGANIZATION:

The 341st Bombardment Wing, under the command of Colonel Anthony J. Perna, was a unit of the 819th Air Division of the Fifteenth Air Force of the Strategic Air Command, during the month of December. The organization was located in Central West Texas, Abilene, Texas. (UNCLASSIFIED)

The Wing was composed of three bombing squadrons. The 10th Bombardment Squadron, the 12th Bombardment Squadron, and the 490th Bombardment Squadron. The 11th Air Refueling Squadron was also attached to this unit. In direct support of the three bomb squadrons

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1. 15 AFR 20-14, 7 Oct 1955. AF Organization For Conduct of the Defense Department Program.



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were the 341st Field Maintenance Squadron, the 341st Armament and Electronics Maintenance Squadron and the 341st Periodic Maintenance Squadron. Two other units of the wing were the 341st Headquarters Squadron Section and the 341st Tactical Hospital.[2] (UNCLASSIFIED)

COMMAND:

The 341st Bomb Wing was under the command of Colonel Anthony J. Perna during the month of December. Colonel Perna's staff consisted of; Colonel Ernest C. Eddy, Deputy Commander; Colonel Calvin E. Peeler, Director of Material; Colonel George M. Lockhart, Director of Operations; Lt. Colonel Paul C. Kendall, Director of Personnel; Lt. Colonel Jose Castro, Director of Intelligence; Captain James E. Beavley, Adjutant; Captain Leo G. Miller, Director of Safety; Captain William Bone Jr. Management and Analysis Officer. The above mentioned officers comprised the Staff Directorates of the wing. (UNCLASSIFIED)

The commanders of the various squadrons of the wing were as follows: the 10th Bombardment Squadron, Lt. Colonel Samuel R. Smith; 12th Bombardment Squadron, Lt. Colonel Raymond Hanlon; 440th Bombardment Squadron, Lt. Colonel Campbell Palfrey; 11th Air Refueling Squadron, Lt. Colonel Charles W. Hunter; 341st Field Maintenance Squadron, Lt. Colonel Leo W. Booth; 341st

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2. GO 58 Hq. SAC, 8 Aug 1955



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Field Maintenance Squadron, Lt. Colonel Sherrill Powell; 341st Armament & Electronics Maintenance Squadron, Lt. Colonel Charles Stevens; 341st Headquarters Squadron Section, Lt. Colonel Gregory Q. Stanley; and the 341st Tactical Hospital, Lt. Colonel Lawrence Sutherland. (UNCLASSIFIED)

AERONAUTICAL ORDERS:

The following personnel of the 341st Bomb Wing were awarded aeronautical ratings during the month of December: (UNCLASSIFIED)

Major Frank M. Schlabs, AO 711632A Command Pilot [3]

Captain John C. Carrillo, AO 703447 Senior Navigator [4]

GENERAL:

At 0600 hours, CST, 25 November 1957, the SAC Inspector General's team coupled with members of the USAF Inspector General and the Fifteenth Air Force Inspector General ordered a Division alert and execution of the Division AO/LL-58 operations order, plus the 341st Bombardment Wing operations orders 30-57, IDOW DAP. [5] (UNCLASSIFIED)

The SAC Inspector General was mainly interested in evaluating the 341st Bomb Wing's unit capability to perform it's assigned MIT. Secondary consideration was given to items of a compliance nature

---

3. Aeronautical Orders Number 54 dtd. 17 December 1957. Exhibit # 1.
4. Aeronautical Orders Number 53 dtd. 12 December 1957. Exhibit # 2.
5. Operations order 39-57, dtd. 31 Oct. 1957 and amendment number 1 dtd. 6 Nov. 1957. Exhibit #3.



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with the Fifteenth Air Force Inspector General's team conducting a more detailed compliance inspection.[6] (UNCLASSIFIED)

The 341st Bombardment Wing conducted a Unit Simulated Combat Mission exercise called IRON BAR, starting on the 28th of November, 1957 and concluding on the 9th of December, 1957. The exercise involved 36 scheduled aircraft, post striking into a Royal Air Force station at Chelveston, United Kingdom. The mission requirements for operation IRON BAR stated that there were to be three waves of aircraft, each wave composed of twelve aircraft. Simulated radar attacks were made on island targets in the United Kingdom. All strike aircraft carried a war reserve TN weapon with a live capsule stored in the crew pressurized compartment. Aircrew personnel received numerous detailed briefings during the preparatory phase of the mission to insure safe handling of the weapon components being manuevered. (SECRET)

An aircrew flimsy was published on operation IRON BAR.[7] This flimsy accounted for the various changes that had to be made in relation to radio frequencies, aerial refueling, let down proceedures and escape and survival in the event of malfunctions serious enough to necessitate "bail-out, crash-landing or ditching", of the aircraft.(SECRET)

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6. Inspection Report, dtd, November 1957 (draft copy) on file Information Services Office, Dyess AFB, Texas.
7. Aircrew flimsy IRON BAR, (A7-5404) Exhibit #4



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When the mission was completed and the results of the exercise compiled, a report of "Excellent" was forwarded to the commander of the Fifteenth Air Force and the commander of the RAF station at Chelveston, England.[8] In the report forwarded to the different commanders, Colonel Perna, 341st Bomb Wing Commander, stated that the wing was required to conduct a USCM with appropriate build-up of aircraft and the launching of thirty six B-47 aircraft. These planes were to be launched in three waves of four cells each with a wave separation of twenty four hours. All aircraft were to receive air-to-air refueling support. The forward area base, Chelveston Air Force Base, England (RAF), was to exercise its ability to deploy the Strategic Air Command aircraft to the United States. Support increments from Dyess AFB also participated in the exercise. (SECRET)

Colonel Perna also sent a breakdown of the results of the individual waves and the suggestions he had to offer.[9] (UNCLASSIFIED)

After the final aircraft was down on the ground and the final mission results of operation IRON BAR were tallied and forwarded to higher headquarters, personnel of the wing swung into action for operation BLOCKHOUSE, to be executed in the early part of January, 1958. This movement was to deploy the entire wing on it's

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8. Message Number 12-341, dtd, 11 Dec 1957, SUBJECT: IRON BAR, Exhibit # 5.
9. Letter, dtd, 24 Dec 1957, Exhibit # 6



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first extended overseas operation. The wing was to deploy to Andersen Air Force Base, Guam, M.I. The final plans were being made during the month and personnel were preparing for the movement. All material that is connected with operation BLOCKHOUSE was not available at the time of this writing. The operation was to be written in the January 1958 history, at which time the mission will be launched. (SECRET)





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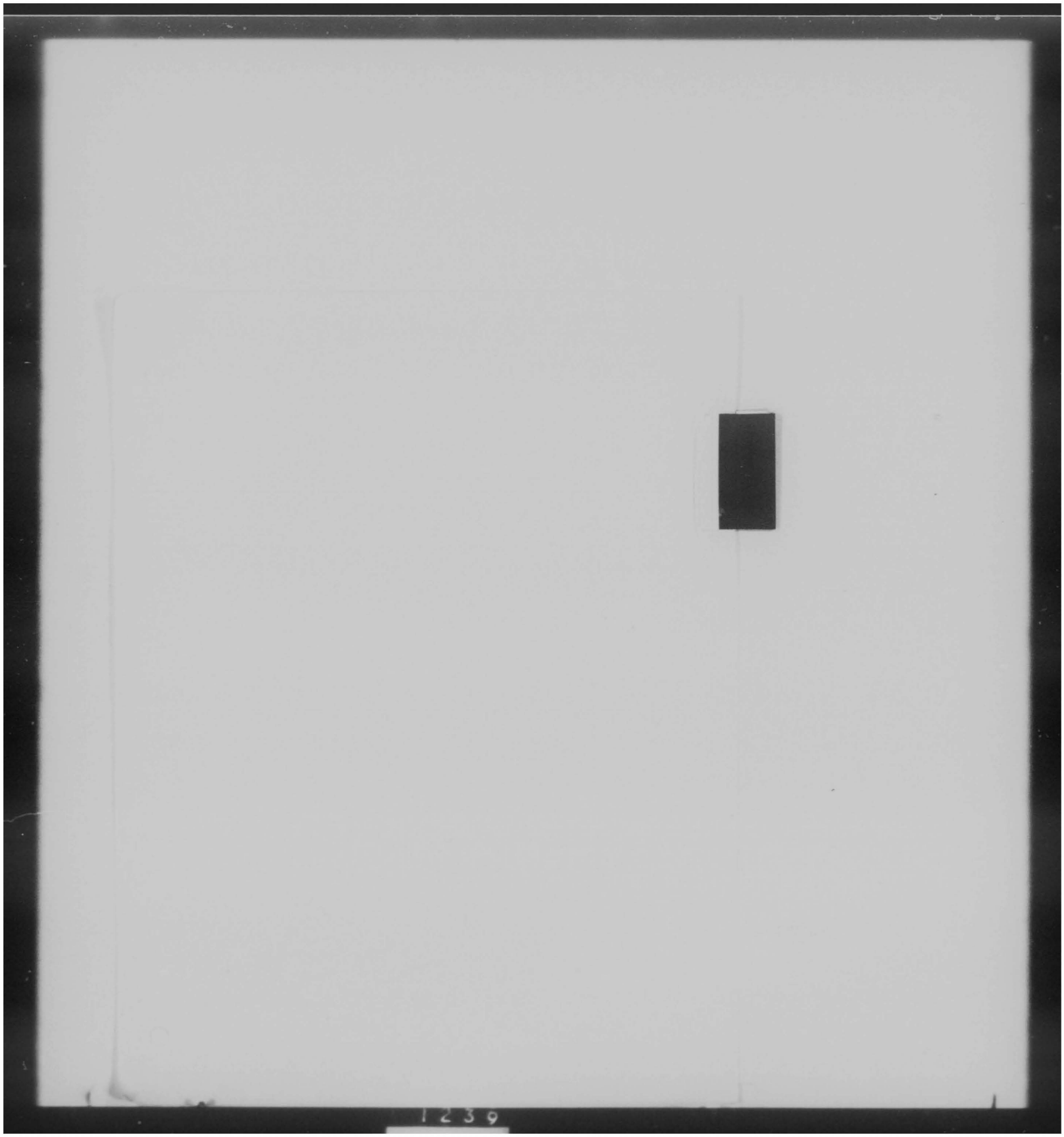


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CHAPTER II

PERSONNEL



PERSONNEL STRENGTH:

The following was the strength of all the 341st Bombardment Wing squadrons as of 31 December 1957, reflecting changes in the squadron strengths due to normal attrition rates:

| ORGANIZATION | OFFICERS | | AIRMEN | | CIVILIANS | |
|---|---|---|---|---|---|---|
| | Auth: | Assgd: | Auth: | Assgd: | Auth: | Assgd: |
| Wing Hq. Sq. | 61 | 63 | 142 | 153 | 4 | 3 |
| 341TH | 25 | 22 | 82 | 72 | 0 | 0 |
| 341PMS | 3 | 4 | 106 | 100 | 0 | 0 |
| 341FMS | 8 | 6 | 411 | 409 | 8 | 17 |
| 341 AEMS | 10 | 12 | 323 | 339 | 0 | 0 |
| 11 ARFS | 102 | 113 | 193 | 188 | 0 | 0 |
| 12 B.S. | 71 | 77 | 93 | 113 | 0 | 0 |
| 10 B.S. | 71 | 76 | 93 | 114 | 0 | 0 |
| 490 B.S. | 71 | 73 | 93 | 117 | 0 | 0 |

COMBAT CREW RESOURCES:

The 341st Bombardment Wing's combat crew potential increased within the month of December over Novembers resources. The 10th Bomb Squadron had 13 ready crews and 7 non-ready crews, as compared to 11 ready and 10 non-ready crews in November. The 12th Bomb Squadron had 14 ready crews and 4 non-ready crews in December in comparison November saw 12 ready and 7 non-ready crews. The 490th Bomb Squadron had 13 ready crews and 8 non-ready crews in comparison to the 12 ready and 9 non-ready crews of November. The 11th Air



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Refueling Squadron was lacking 2 crews to acheive 100 percent effectiveness and being 100 percent combat ready. November saw 24 ready crews and 6 non-ready crews. December had an increase of 2 crews placed on combat readiness bring the total to 26 ready and 2 non ready crews. The increased effort placed on crew training within the month netted these results and are a direct reflection on this effort. Of the 88 combat ready crews needed to fulfill the requirements of the mission of the wing, 66 crews were fully qualified and 22 crews were still in the progressive status. This gave the wing an effectiveness of 75 percent and 25 percent non-effective. (UNCLASSIFIED)

OFFICERS RECORD BRANCH:

Little action was received in this section during December. Three officers were nominated for reassignment. One officer was nominated for reassignment to the 7th Air Division, one officer was nominated for assignment to Webb Air Force Base, Texas, and the third officer was considered for assignment to Headquarters Strategic Air Command. Because December was considered a free training month and in preparation for the Wing's expected deployment in January, there were no officers placed on a temporary Duty status in December. (UNCLASSIFIED)

AIRMEN RECORDS BRANCH:

During the month of December the wing lost four airmen to overseas areas. Two airmen were sent to APO 349, New York, New York, one airman was sent to a base in Japan and the fourth airman was sent to APO 121, New York, New York. Only three airmen were placed



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on TDY status and were expected to return to Dyess AFB as soon as the courses were completed. Of the 45 airmen that were discharged in December, only 26 airmen reenlisted. These 26 individuals took the early out discharges and reenlisted for the benefits and to fill their own vacancies. The main complaint for the retention rate being so low was the fact that the hard core field career fields were frozen for advancement, consequently, the personnel discharged felt that there was more opportunity for advancement and finances. Also the increased hours that the persons were subjected to constantly, did not make very favorable conditions for the Air Force as a career. (UNCLASSIFIED)

ON THE JOB TRAINING:

The wing received a "Satisfactory" rating in the Strategic Air Command's Management Rating System (SACMRS) during December. The total number of points for the wing were only 61 points. A total number of 495 persons were placed on OJT during December and 502 men were elegible for formal OJT training. This represented 97 percent effectiveness of the OJT program. 125 personnel of the wing were tested for upgrading by taking the Airmen's Profficiency Test and 96 passed the tests for a ratinf og 77 percent effectiveness, in this catagorey. Of the 96 that passed, 83 men were upgraded and when all these factors were tallied, a total of 61 points on the SACMRS were given to the wing. This figure gave the wing a rating of Satisfactory on the OJT portion of the Rating System. (UNCLASSIFIED)

Broken down into the various squadrons, the OJT program of the wing looked like this: The 12th Bomb Squadron was in first place



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in the wing competition in the squadron management race. The 12th Bomb Squadron had 33 persons on OJT and all 33 were elegible to be placed in this status and all were elegible for testing. A 100 percent effectiveness was acheived by the squadron on the program. Of the 33 people, 27 were tested for upgrading and 24 passed the tests for an 89 percent effectiveness. 22 persons were upgraded. In the SACMRS this percentage of effectiveness gave the squadron a total of 97 points. The remaining eight squadrons within the wing were broken down as follows: the 10th Bomb Squadron had 54 men on formal OJT, 54 of these were elegible for the OJT training for a 100 percent effectiveness. Seventeen men were tested and 15 passed the tests for a percentage of 88 percent which gave the squadron 94 points for the SACMRS which was considered excellent and the squadron placed second within the wing. The 490th Bomb Squadron placed third with 76 points for the rating system. Of the 42 persons on OJT, 43 were elegible to be placed on OJT for a percentage figure of 98 percent. 29 persons were tested and 24 of these passed the tests earning for the squadron a percentage figure of 83 percent. (UNCLASSIFIED)

The maintenance squadrons took the remaining positions in the competitive ladder in the wing. The 341st Field Maintenance Squadron placed fourth with a low 58 points. The squadron had 131 men placed on formal OJT, however, 133 men were elegible to be placed on OJT. So the squadron acheived a 99 percent effectiveness on the OJT status. Of these 131 men, 15 were elegible to be tested and 12 men passed the tests administered them. The 341st Periodic



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Maintenance Squadron had 44 persons on OJT and all 44 were elegible, thus the percentage of utilization was 100 percent. Of these 44 people 17 were tested for upgrading and only 8 men passed the tests, for a 47 percent effectiveness. With only a few men tested and less passed the tests kept in mind, the squadron only received 40 points, making it the fifth squadron within the wing competition. The 11th Air Refueling squadron was sixth with 34 points for their OJT acheivements. (UNCLASSIFIED)

The 341st Armament and Electronics Maintenance Squadron came in seventh place with 24 points on the SACMRS. The 341st Headquarters Squadron Section tied the 341st Tactical Hospital for the eighth place in the wing with a total of fifteen points for each squadron. When a comparison of the number of men on OJT within the two squadrons was made, the Headquarters Squadron Section took the lead 44 men more on OJT over the number that the Hospital Squadron had on OJT. (UNCLASSIFIED)

An explanation of several events that took place in December may clarify the reason for the wings fair rating of 61 points. Broken down as was done by the squadrons, the wing had a total of 495 personnel on OJT and 502 men were elegible. This represented a 99 percent effectivness of the OJT program. Considering the number of men on OJT and the number qualified to take the upgrading tests and the number that passed the tests, a total of 61 points on the SACMRS were given the wing in December. This represented a rating of "Satisfactory". (UNCLASSIFIED)



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December was a month of inactivity, which may explain the reason for the rather low rate of the OJT program of the squadrons of the wing. In the early part of the month the wing was involved in operation IRON BAR and the aircraft were away from the home station. After their return from the operation, maintenance and personnel involved in other parts of the wing had begun their preparation for operation BLOCKHOUSE.[10] Consequently a somewhat relaxed OJT program was conducted and the acheivements were relatively little as a direct result of this.[11]

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10. IBID

11. Information taken from the 341st Director of Personnel's monthly feeder report. On file ISO, Dyess AFB, Texas.



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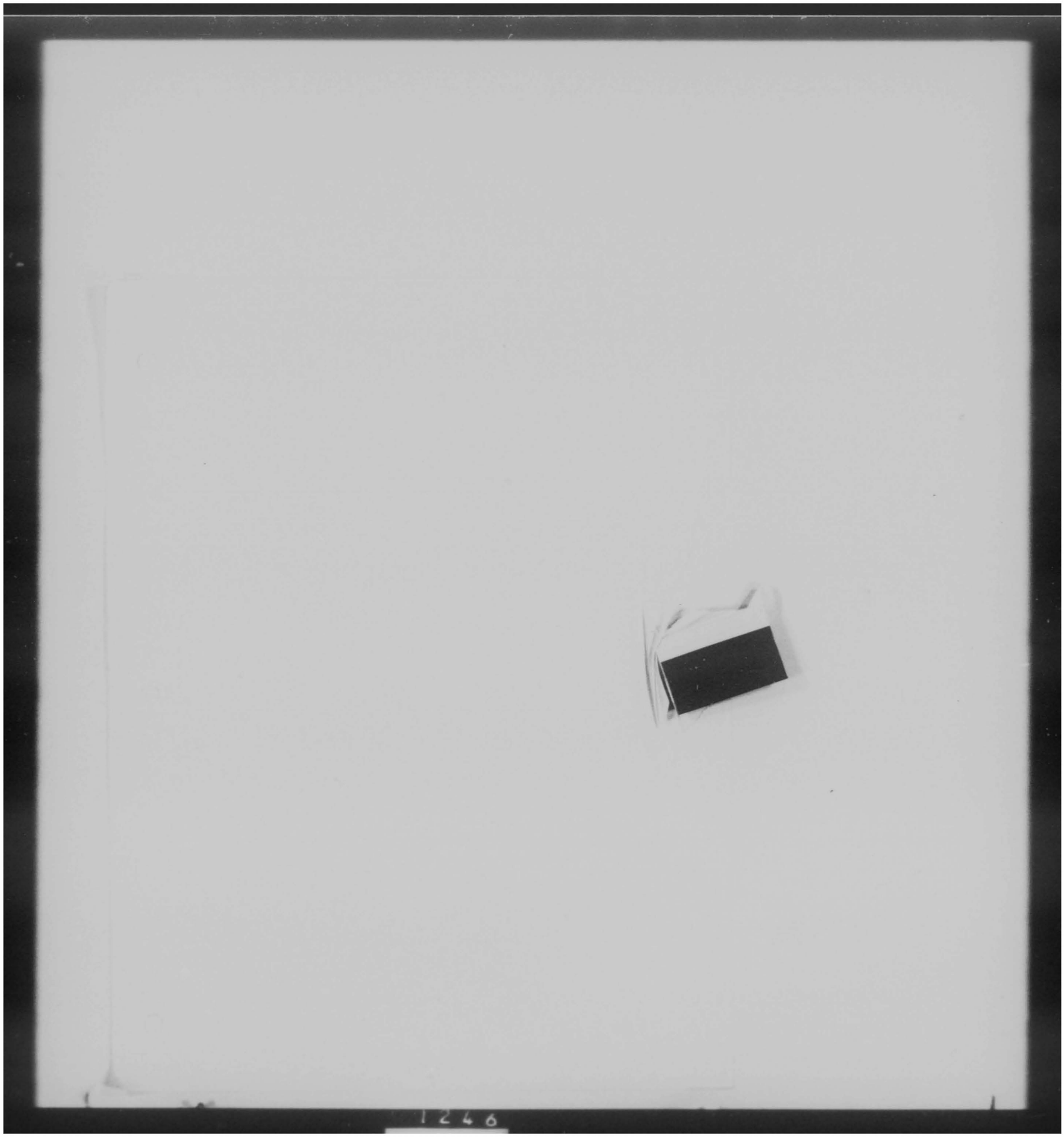



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CHAPTER III

OPERATIONS AND TRAINING

PLANS DIVISION:

In preparation for operation BLOCKHOUSE,[12] to be launched 13. in January 1958, the Combat Crew War Plan Target Study Branch of the Plans Division was kept busy briefing the combat crews for Emergency War Plan target commitments of the Far East. These Far East commitments were for the three months that the 341st Bombardment Wing was to be stationed, Temporary Duty, at Andersen Air Force Base, Guam, M.I., in the early part of January through April, 1958. (SECRET)

The following is a breakdown per squadron of the 341st Bombardment Wing and the man-hours that were spent on the Far East Target Study commitments by these squadrons:[13]

A. The 10th Bombardment Squadron 716 man-hours.

B. The 12th Bombardment Squadron 720 man-hours.

C. The 490th Bombardment Squadron 570 man-hours.

The total number of man-hours spent on target studies during the month of December was, 2006 hours. (SECRET)

STANDARDIZATION:

The upgrading program accounted for the majority of standardization scribes during the month of December. Eight SAC Regulation 51-10, Pre-solo checks were administered, twenty one

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12. Operation BLOCKHOUSE, OPLAN 76-57, dtd. 10 Dec 57. On file 341st Plans Division, 341st Bomb Wing, Dyess AFB, Texas.

13. SAC U-47 Report for Dec 57, on file 341st Bomb Wing D.O.



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pilot missions and sixteen navigator missions were given. Night might heavy weight checks were completed with four no-notice checks, four 60-7 Instructor checks and four SAC Regulation 51-19 staff checks being successfully completed. (UNCLASSIFIED)

Night refueling, simulator and grid navigation remained the critical failure areas in December. A total of five failures occured during the month within these catagories. (UNCLASSIFIED)

With another crew assigned to the standardization division the division was 100 percent manned, bringing the strength to eight crews. It was contemplated that the present pre-solo proficiency instructors would be removed from orders on or about the first of February, 1950. After this date the standardization personnel would assume full responsibility for the pre-solo check requirements. The pilots of the Standardization Division attended MTD on the IRAN modification aircraft. Ten such aircraft were exchanged with the 96th Bombardment Wing, also located at Dyess AFB, Texas, and all crews flying these planes were thoroughly indoctrinated prior to flying sorties.[14] (UNCLASSIFIED)

OPERATIONAL INTELLIGENCE:

The mission support section briefed all combat ready and non-combat ready crews on the enemy order of battle and evasion and escape information pertinent to target assignments for the

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14. History of the Division Standardization Section, on file 341st Standardization Division, Dyess AFB, Texas.



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rotational war plan. Numerous briefing aids were constructed on a rush basis for the IRON BAR critique and the BLOCKHOUSE deployment briefings. The enemy defense reaction analysis for the rotational EWP targets were checked for accuracy and updated to conform with the latest order of battle changes.[15] Due to a lack of draftsmen in the Plans Division, Mission Support constructed all briefing aids and charts for the Wing Commander's briefing on the rotational war plan given at March Air Force Base, California, 20 December 1957.[16] (UNCLASSIFIED)

TARGET INTELLIGENCE:

The target Materials section handled the collection of the CMF's and the E&E belts from the crews returning from operation IRON BAR in the first part of December. The consolidated hand receipt for the CNF, E&E belt and the BC folder all placed in a canvas bag, was found to be effective in issuance and collection. The Photo Interpretation and Prediction section constructed three new target plates and modified three others. Thirteen radar plates were shipped to the 15th Reconnassiance Technical Squadron. (UNCLASSIFIED)

SPECIAL WEAPONS:

The December OPLAN scheduled eight flight crews to attend

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15. SAC Manual 20-10

16. 15AFR 55-9, 9 Apr 57



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the Special Weapons school.[17] Six of the crews scheduled to attend the school were in attendance. The remaining two crews were excused for flying commitments. The training for the month of December was expanded toward the training of the non-combat ready crews as to build up the combat potential of the wing. Classes on special weapons were conducted on the first three Saturdays of the month to achieve the goal. (UNCLASSIFIED)

The total number of manhours spent in classroom instruction on special weapons was 732 hours. Forty six hours were expended on the Universal Delivery Trainer, while six crews had practice line exercises. Seven crews and three individuals were given standardization checks. Since December ended the 50-24 training quarter, the records of the special weapons section indicated that two "Select" crews and four "Lead" crews had not completed the minimum requirements necessary to maintain proficiency in Special Weapons. (UNCLASSIFIED)

COMBAT CREW PROGRESS:

December was a free training month, consequently the majority of the time was utilized for 51-19 training of the non-combat ready crews in order that they might be upgraded as soon as possible so that the 341st Bomb Wing could have the required 45 combat ready crews ready by the first of February 1958. Two non-combat ready crews were upgraded to combat ready status in December. (SECRET)

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17. OPLAN 485-57, dtd. 1 Dec 57. Exhibit # 7.



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A total of 1616:45 hours were programmed for December's flying and only 1628:15 hours were actually flown. Of the time flown, 636:05 hours were flown on operation IRON BAR. The majority of the time flown was required to return the aircraft to Dyess Air Force Base, Texas, from the overseas areas. There were no other higher headquarters directed missions flown in December. During the month 226 sorties were flown. There were 25 late take-offs and 32 deviations, of which 5 deviations were additions. The remaining 27 deviations were cancellations and are broken down as follows: 5 due to weather; 2 due to anti-icing systems malfunctions; 2 post flights; 4 due to excessive maintenance; 1 due to hydraulic system malfunction; 1 due to number 2 engine not starting; 1 due to number 5 engine not starting; 1 due test hop; 1 due to quick disconnect cable broken; 1 due aileron change; 1 due to PCU change; 1 ACCP; 1 due to loose left wing tank strut; 1 due to gear light inoperative; 1 due to boost pump change; 1 due to radar system malfunction; and 1 because the aircraft was needed for the following days schedule.[18] (SECRET)

GROUND TRAINING:

Ground training had suffered greatly during December due to the maximum effort that was placed on flying in preparation of operation BLOCKHOUSE and the extreme up-grading program. During December the following trainer time was accomplished within the

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18. Information taken from feeder reports submitted by the Combat Crew progress section of the 341st DO division. On file, 341st DO, Dyess AFB, Texas



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the wing:

| | |
|---|---|
| C-11 Jet Instrument Trainer | 154:15 hours; |
| P-3A Conventional Instrument Trainer | 53:00 hours; |
| T-1A Gunnery Trainer | 58:00 hours; |
| T-2A Radar Trainer | 49:30 hours; |
| T-3A Radar Trainer | non-operative; |
| B-47 Flight Simulator | 94:30 hours. |

The T-3A Ultra-sonic Radar Trainer had not been utilized because it had not been modified to the MA-7A equipment and therefore did not conform to the aircraft configuration of the aircraft available at Dyess. Therefore the utilization of this unit was discontinued because of the aforementioned reasons, for personnel of the 341st Bombardment Wing. (UNCLASSIFIED)

Of the figures of the time utilized, of all synthetic trainers assigned, a figure of 90 percent of time available was accomplished during the month of December. The B-47 simulator, in spite of the shortage of instructor personnel operated on an eleven hour a day schedule throughout the majority of the month. This increase was necessary to meet the increased need for 51-5 standardization and 51-19 upgrading. The total man-hour utilization for the B-47 MTD was 2896 hours. This figure represented a total decrease of 18 percent over November's utilization. This decrease was due primarily to the existing holiday within the month of December. Three co-pilots completed OQ gunnery exercise training at



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Davis Monthan Air Force Base, Arizona, and thirteen individuals attended the altitude chamber training at Biggs Air Force Base, Texas. (UNCLASSIFIED)

There were no aircrew members that attended SACR 50-24 Block Training, and none of the crews attended local refresher survival exercises. The special weapons accomplishments outlined in the first portion of this chapter had only 12 combat ready crews in attendance. The majority of the training accomplished in December was for crew upgrading. Non-combat crew block training was attended by sixty three individuals with twelve persons completing arms qualification. Artic survival indoctrination was conducted for all personnel assigned or attached to the 11th Air Refueling Squadron for the Emergency War Plan. (UNCLASSIFIED)

Plans were completed for Phase I training for 1958 to conduct the training during operation BLOCKHOUSE, within the alert area on a two to three hour a day basis. The commitments were such during this period that the priority forground training was still to low to insure completion of SAC Regulation 50-24. All other accomplishements were outlined in Appendix VII to annex B, 341st Operation Order 485-57, dated 1 December 1957.[19] (UNCLASSIFIED)

ECM:

The wing had received the full equipment complement for the Electronic Counter Measure Phase III, B-47E aircraft. Fifty three Alt. 8B systems were received to supplement the Alt 6B capability.

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Ring out of all equipment had been started by the Armament and Electronic Maintenance Squadron. The 819th Air Division Operations Order 40-58 was ammended to reflect the increased equipment capability An ECM penetration had been planned into the operation BLOCKHOUSE. This penetration involved electronics jamming, fighter intercepts and a sud of chaff. Only one ECM familiarization lecture was set up, but due to extremely low attendance by the squadrons, the course was cancelled. (UNCLASSIFIED)

COMMUNICATIONS:

The flyout phase of the USCM, IRON BAR, went exceptionally well except for the malfunction rate of the UHF and VHF radio sets, which was rather high in number. One aircraft lost all communications others resorted to using the URC-4 survival VHF/UHF radio sets.[20] (Secret)

Operations orders were completed for the forthcoming rotation of the wing to its advanced area overseas base, under the nickname of BLOCKHOUSE. The flimsy for the operation and the general briefing material were prepared and presented to the flying personnel. Captain William McGee gave the communications briefing in the absence of Major Warren Shaw, the Wing communication's officer who departed with the advanced party. The advanced party departed in the latter part of December in order to prepare for the complete deployment of the Wing. (SECRET)

REFUELING SORTIE DATA:

During the month of December, 131 sorties were airborne. Of

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these 131 sorties, 48 sorties completed electronic rendezvous and 83 sorties had not been successful. A breakdown of the 83 non-completed rendezvous are: 56 sorties were not scheduled due to 51-19 Pilot Proficiency mission, which no navigator is on board for this type mission; one aircraft was not flown because of maintenance; two tankers had equipment malfunctions; three tankers aborted; two tankers had receiver aborts; one tanker was late in taking off and two receivers were late in taking off. 109 sorties transferred the required fuel. (CONFIDENTIAL)

The mass night refueling sorties totaled 100 percent all the way around. Twenty eight sorties on mass night refueling cells were airborne, twenty eight sorties completed electronic rendezvous and of the twenty eight sorties, all twenty eight released the required fuel for a 100 percent effectiveness. Twenty two sorties however failed to transfer the required fuel due to various discrepancies. Fourteen sorties were lost on the return from operation IRON BAR because of bad weather conditions in the refueling area. Three sorties were lost to tanker aborts, two lost to receiver aborts and one was lost because of receiver IFR equipment inoperative. (CONFIDENTIAL)[21]

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21. Information taken from Commander's Remarks folder, on file 341st DO Reports and Analysis section, Dyess AFB, Texas



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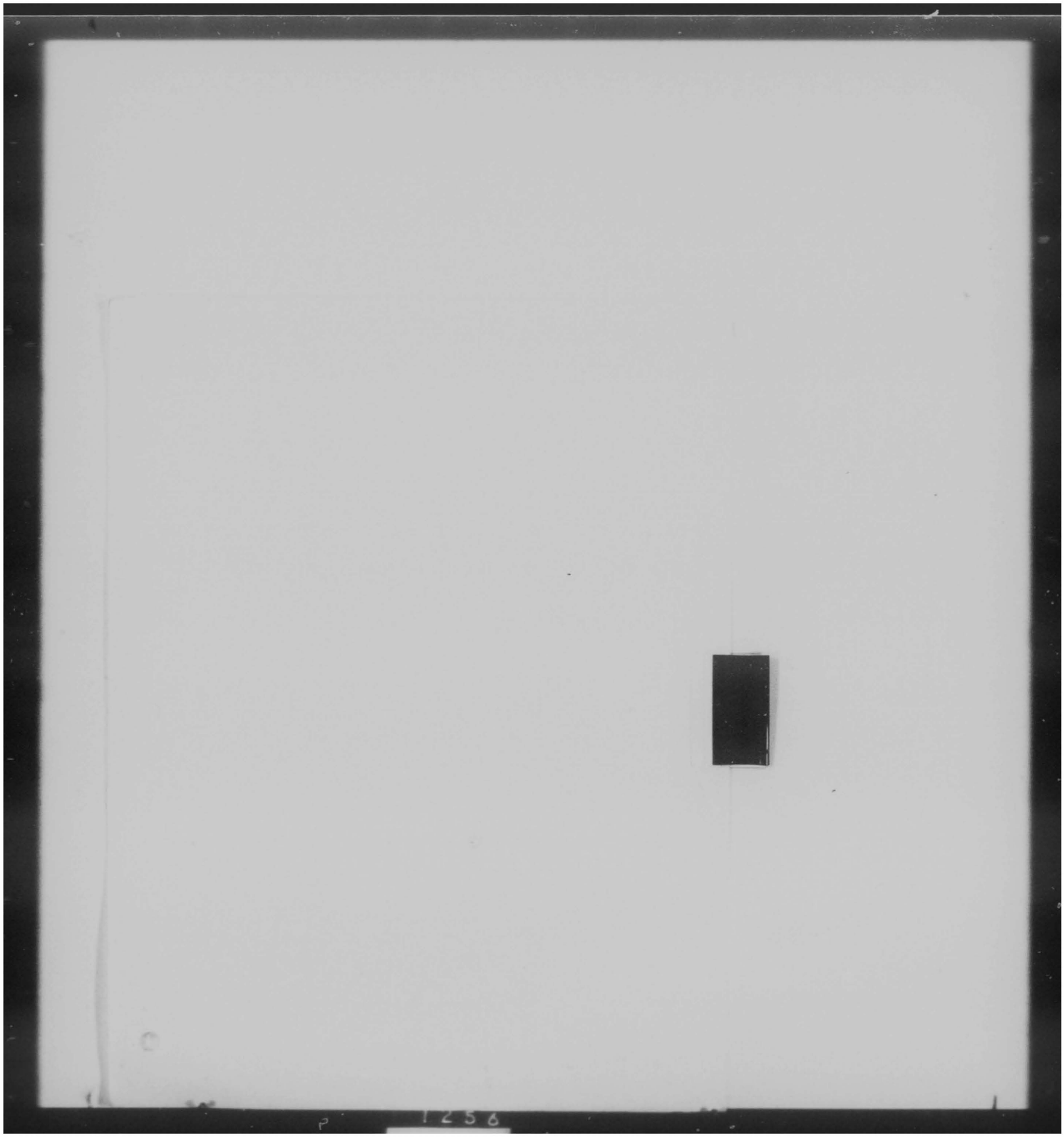



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CHAPTER IV

MATERIAL

22

AIRCRAFT FLYING TIME:

The total number of hours, flying time for the B-47E medium bombers of the wing for the month of December were 1628 hours. This figure represented an increase of 111.50 hours over the figure of 1516.10 hours flown in November. The additional increase of hours was attributed directly to the number of aircraft that were involved in operation IRON BAR.[22] (UNCLASSIFIED)

TECHNICAL ORDER COMPLIANCES:

Nineteen routine tech orders were received during the month and of these nineteen orders, 577 items had to be complied with. A total of 4,721 man-hours were needed to complete the compliances. The wing man hour availability took a beating in the month of December due to the liberal leave and pass policy in existance over the holidays. Direct labor percentages rose to a new high because of the low availability. The less personnel on the line the more direct labor they expended to keep the planes flying. Gross overtime dropped by 5 percent over November, while the net overtime went below zero because of the holiday passes. Excused from duty time, Code 46, went to 20 percent of available personnel, and was the cause of the low net overtime. Lag time remained the same constant at 0.3 percent for the month with the six month average being the same.[23] (UNCLASSIFIED)

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22. IBID

23. Information taken from the Monthly Maintenance Summary of the 341st Bombardment Wing. December 1957. Exhibit #8



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KC-97G

Only 5 technical orders were received for the KC-97G under the routine category in December and of these five, all comprised 81 compliances requiring 218 man-hours for completion. There were 6 tech orders that were received for these airplanes under the outstanding category totaling 59 compliances and 1,740 man-hours to complete the orders. There were nine B-47E aircraft tech orders and no kits available to comply with. These kits represented 469 compliances and 2,614 man-hours for completion. The KC-97 program had 4 tech orders and no kits available, and other numerous reasons, 53 tech orders, 1,480 compliances and 10,381 man-hours. (UNCLASSIFIED)

The previous mentioned figures represented the status of the tech order compliance and the man-hours needed to complete the orders. During December only four tech orders were received with a total of 184 compliances and 1,104 man-hours for the B-47E aircraft. The tech orders in December were delayed slightly because of the B-47's participating in operation IRON BAR within the first part of the month. However, from 1 thru 25 December, 198 compliances were completed for a total of 540 man-hours. These figures represent B-47E aircraft only. (UNCLASSIFIED)

As for the KC-97G's, there were no tech orders gained in the month of December and compliances were slow because personnel were awaiting a depot team to arrive on the base. From 1 thru 25 December, 86 compliances were completed for 676 man-hours. The supply situation remained the same as in previous months. The only areas seemingly in



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difficulty were the receiving of the tech orders, kits and their compliance. A negative report of any difficulties other than those mentioned previously was submitted by the supply section of the wing for the month.[24] (UNCLASSIFIED)

ROTATIONAL SURVEY TEAM:

On 3 December a team of 14 officers and airmen departed Dyess Air Force Base to travel to the forward base to conduct a survey of the facilities available in preparation of the wings deployment to Andersen Air Force Base, Guam, M. I. Upon arrival the group divided up appropriately to conduct their individual detailed requirements, inspecting facilities, buildings, and equipment. Upon the completion of the survey teams designated task, the group then returned to Dyess and provided much detailed information bout the forward base and the existing conditions. (SECRET)

When the survey was conducted on the Maintenance shops pre-issue lists, it was found that the supply situation was very poor and the trouble was contributed to supply channels. There were no repair parts available for ground power, compressors, service cycles, LOX 50 gallon tanks, LOX generators. A recommendation was then made to the effect that every UME authorization be taken along with the wing when it was ready to deploy.

Flyaway kits were a scarcity. The general picture of previous wings was that the AOCP and ANFE was heavy the the first five weeks, then went down sharply. The reason for the extended time for material was material arriving and personnel familiarizing themselves with the

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24. Information taken from Director of Materiels monthly report, December 1957. On file 341st BW, Dyess AFB., Texas



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change over for the new base. Taxi service and motor pool cooperation at the forward base was fair. (SECRET)

The maintenance shops at the forward base were better than those at Dyess. All the shops were in one building except for the propulsion branch, ground power, parachute, paint and dope shops. The space and equipment in each shop was adequate. However, transportation between the shops and the ramp area constituted a problem due to a lack of vehicles. The survey team limited it's research to determining the needs of personnel, operations, and material to successfully rotate and operate the wing at a forward base for a 90 day period. Final summaries of the survey team were: Personnel have the required equipment and supplies; a maximum of study, planning and preparation be completed prior to departure; that all efforts be expended to carry FAK at 100 percent, and as much bench stock as allowable under weight limitations and that every measure be taken to insure corrosion control, moisture proofing and painting of all equipment and aircraft prior to departure. Furtheremore, that all aircraft covers be carried to the forward base.[25] (SECRET)

STATIC TESTS:

In conjunction with operation BLOCKHOUSE a requirement was placed on the wing to conduct static loading tests of MATS aircraft. These tests were performed to evaluate EWP load factors for MATS C-97, C-124 and R7V aircraft. Particular aircraft were agreed upon for

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25. Information taken from Survey Team Report for Operation BLOCKHOUSE dtd 17 Dec 57, on file 341st BM, Dyess AFB., Texas



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conducting the tests involving 5 aircraft, one passenger, two cargo and two combination loads. A plan was developed utilizing personnel and cargo scheduled for BLOCKHOUSE. The Umpire and the senior MATS Controller agreed to load the first three aircraft with personnel and after off-loading, reload with cargo, thus eliminating the last two loads. The tests were successful from MATS point of view sustaining load factors specified in MATS SOP Number 2 and from the wing's point of view was successful in that no interference with the BLOCKHOUSE processing and departure was being experienced. Hardship was imposed on personnel to meet this requirement and should not have been conducted in conjunction with rotational deployment. (UNCLASSIFIED)



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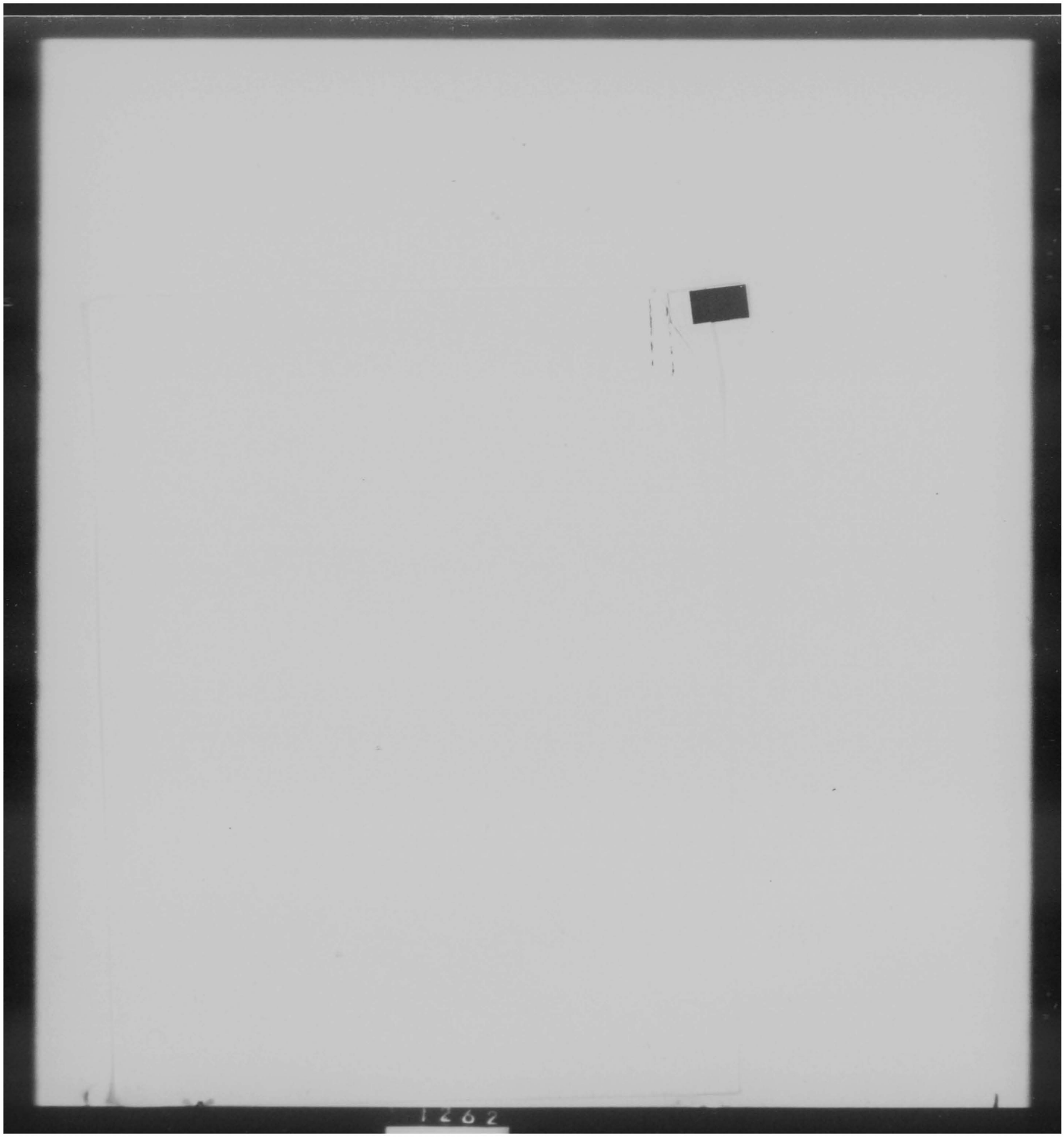



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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

17 December 1957

AERONAUTICAL ORDERS)
NUMBER 54)

1. MAJOR FRANK W. SCHLABS, 11832A, 11TH AREFS, this STA; is granted the Aere Rating of Command Pilot under the PROV of AFR 50-7. AUTH: MSG, HQ 15AF, DPRP 33492, 14 MAY 57.

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

FOR THE COMMANDER:

JAMES E. REAVLEY
Captain, USAF
Adjutant

CERTIFIED TRUE EXTRACT COPY:

James E Reavley

JAMES E. REAVLEY
Captain USAF
Adjutant



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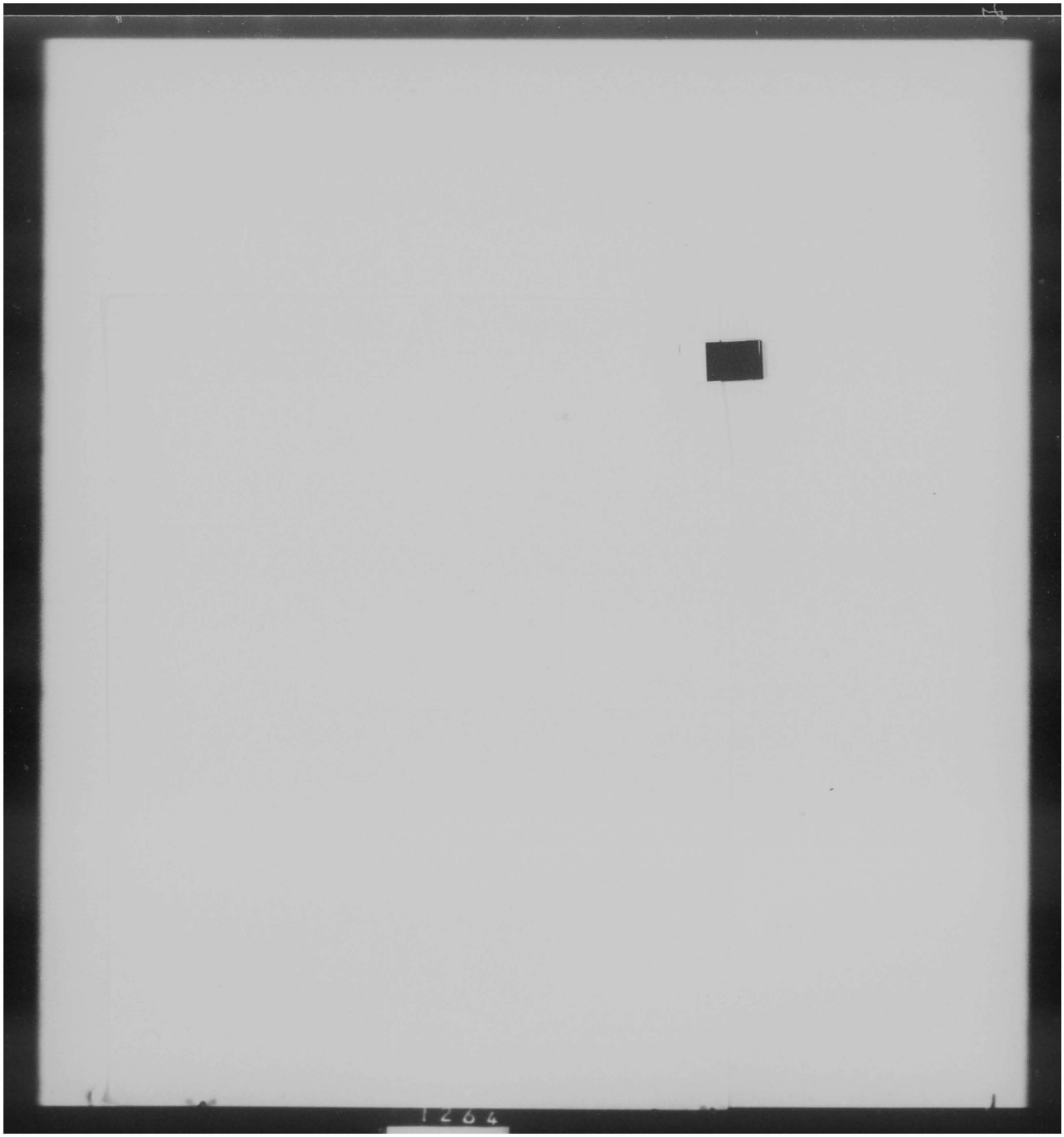



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HEADQUARTERS
341ST BOMBARDMENT WING (SAC)
United States Air Force
Dyess Air Force Base, Texas

AERONAUTICAL ORDERS)
NUMBER 53)

12 December 1957

1. CAPT. JOHN C. CARRILLO, AO703447. 12TH BOMRON, this sta, is granted the Aero Rating of Senior Navigator under the PROV of AFR 35-13. AUTH: CHAP I, PARA 11d, AFM 35-13, DTD 3 JUN 57.

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

FOR THE COMMANDER:

JAMES E. REAVLEY
Captain USAF
Adjutant

CERTIFIED TRUE EXTRACT COPY:

James E. Reavley
JAMES E. REAVLEY
Captain USAF
Adjutant



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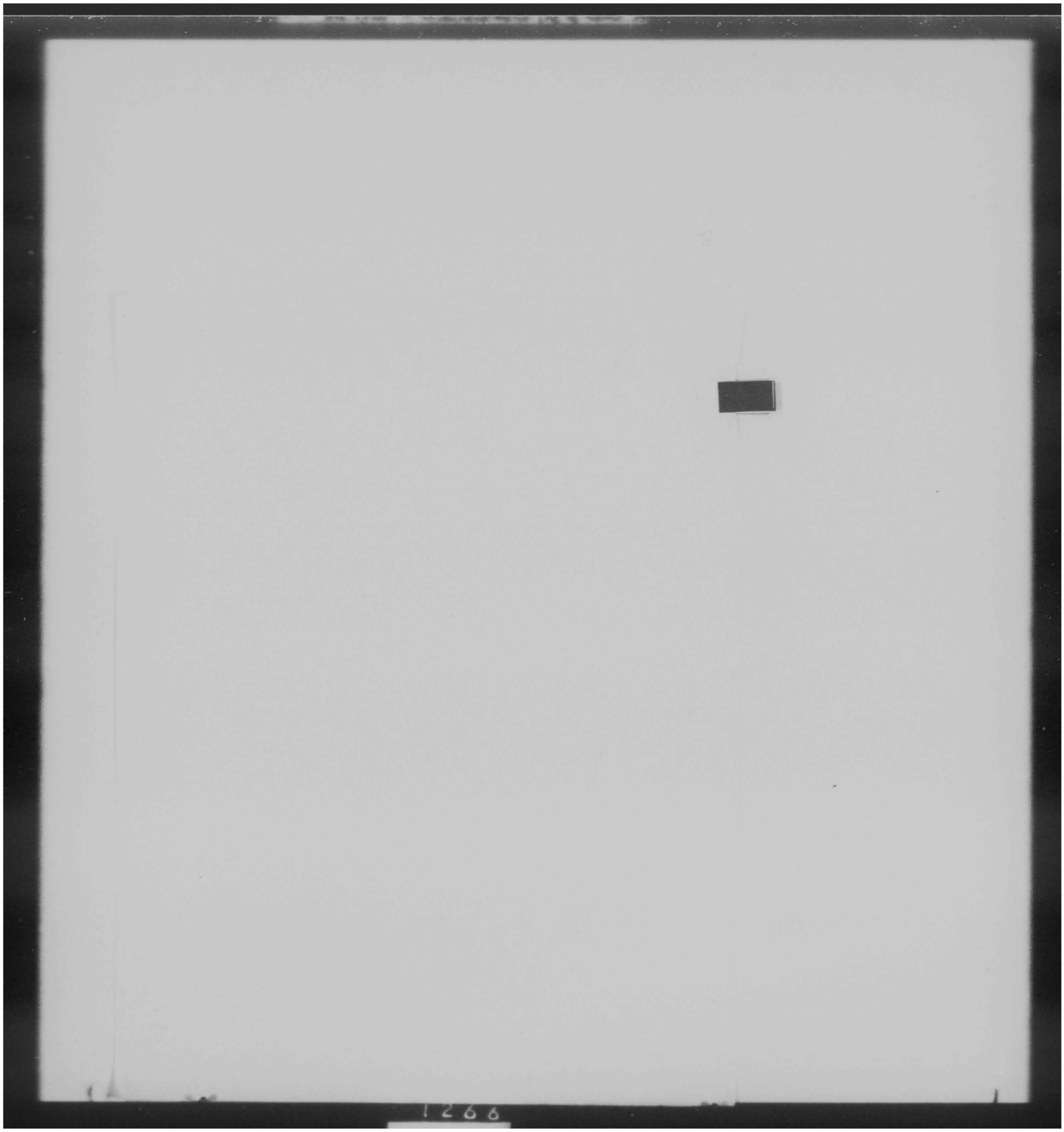


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# HEADQUARTERS
# 819th AIR DIVISION

## OPERATIONS ORDER
# 'IRON BAR'
# 39-57

SPECIAL HANDLING REQUIRED

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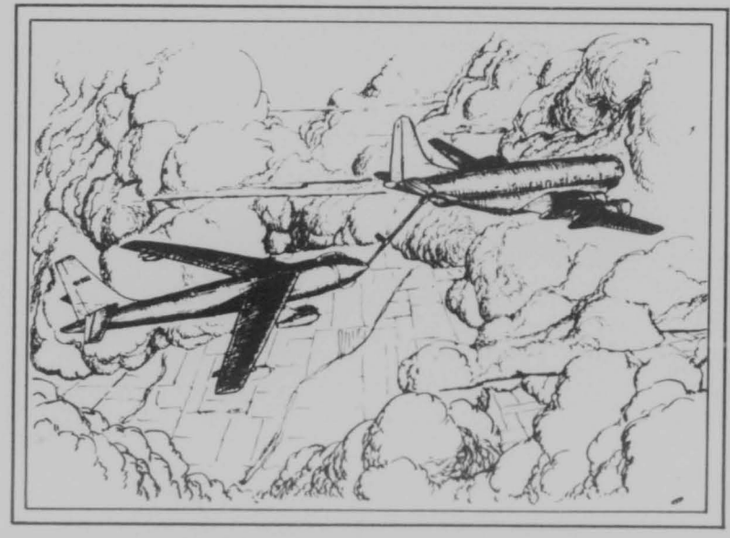
# 341ST BOMBARDMENT WING MEDIUM



# OPERATIONS PLAN

SERIAL NUMBER

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HEADQUARTERS
819TH AIR DIVISION (SAC)
United States Air Force
Dyess Air Force Base, Texas

341DOP 31 October 1957

SUBJECT: (UNCLASSIFIED) 819th Air Division Operations Order 39-57

TO: See Distribution of Basic Operations Order

1. The attached Operations Order contains task support requirements, general instructions and concepts, and other data which will permit preparation and execution of subject OPSORD.

2. The unclassified nickname of this operation is "IRON BAR". (U)

3. This operations order becomes effective upon receipt of the execution order from higher headquarters. For planning purposes E hour and date is 1400Z, 25 Nov 57. (S)

4. Classified information contained herein will be desseminated on a need-to-know basis only. Policies outlined in Air Force Regulation 205-1 will apply. This information will not be released to foreign nationals. (C)

5. This document will not be downgraded unless specifically authorized by this Headquarters, but may be destroyed in accordance with AFR 205-1, subsequent to completion of the exercise and/or when no longer required. (U)

6. This correspondence classified SECRET in accordance with paragraph 30a(2), AFR 205-1, 3 Jan 56.

BY ORDER OF THE COMMANDER:

Eugene L. Hudson

1 Incl:
819 AIRDIV OPSORD 39-57

EUGENE L. HUDSON
Lt Colonel, USAF
Director of Operations

Secret

A7-5125

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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 October 1957

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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 October 57

OPERATIONS ORDER 39-57

CHART OR MAP REFERENCES: See appendix 1, Annex "A" of this Operations Order.

PARTICIPATING AND TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Division | Colonel Frank P Sturdivant |
| 819th Air Base Group | Colonel Louis Rochez III |
| 341st Bombardment Wing | Colonel Anthony J Perna |
| 10th Bombardment Squadron | Lt Col Smith |
| 12th Bombardment Squadron | Lt Col Hamlyn |
| 490th Bombardment Squadron | Lt Col Palfrey |
| 341st Field Maint Sqdn | Lt Col Powell |
| 341st A&E Maint Sqdn | Lt Col Stevens |
| 341st Periodic Maint Sqdn | Lt Col Cannon |
| 341st Tact Hosp Sqdn | Lt Col Southerland |
| 341st Headquarters Squadron | Lt Col Stanley |

1. GENERAL SITUATION: The requirement exists to conduct a SAC directed Unit Simulated Combat mission, including a special weapons manuever which will exercise operational concepts of the 341st Bomb Wing strategic air and ground operations. "E" Hour/Day/Option for this mission will be 1400Z, 25 November 1957, with a timing option of "E plus 72 hours"MASS LAUNCH". The unclassified nick name of this operation is "IRON BAR".

a. Intelligence: Applicable portions of chapter 1, Section III, paragraph 18, SAC Manual 55-12 will apply. For further instructions see annex "C" this operations Order.



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b. Friendly Forces:

(1) USAFE
(2) MATS
(3) 8TH AIR FORCE
(4) 16th AIR FORCE
(5) 7TH AIR DIVISION

c. Support units will assume operational and/or support responsibility as applicable, for all 341st Bomb Wing forces deployed to or operating within respective command areas as listed in this OPSORD and SAC OPSORD 39-57.

2. MISSION:

a. To conduct a unit simulated combat mission with 36 B-47 aircraft and provide personnel and equipment for a 45 B-47 Post Strike staging team.

b. To conduct a special weapons exercise with participating B-47 aircraft in accordance with instructions contained in annex "E" of this operations order. Annex "E" will contain "TOP SECRET" information and will be transmitted to units as necessary to accomplish the objective of this operations order

c. To exercise and evaluate the ability of forward area stations with SAC aircraft and simulated combat operational work loads and committments.

3. TASKS FOR PARTICIPATING UNITS:

a. 16th AIR FORCE:

(1) Provide facilities required to support aircraft and crews, in the event the following base is used as an alternate landing base during this exercise:

SANJURJO, SPAIN (ZARAGOZA)

b. 7TH AIR DIVISION:

(1) Provide facilities at Chelveston required to support 36 aircraft and support personnel of the 341st Bombardment Wing during this exercise.



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(2) Exercise and evaluate post-strike capability of Chelveston.

(3) Provide any reconnaissance technical support required to the 341st Bombardment Wing during the course of this exercise.

c. 341ST BOMBARDMENT WING:

(1) Provide 36 B-47 aircraft and crews to participate in this exercise.

(2) Provide support required to launch aircraft and crews at Dyess Air Force Base.

(3) Provide support personnel and equipment required to deploy to Chelveston in support of this exercise.

(4) Render any assistance required to aid in evaluation of post-strike capability of Chelveston.

(5) Activate Class "X" control team at Dyess AFB.

(6) Deploy one (1) liaison officer to Fort Worth ARTC on E plus 2 to act as coordinator between ARTC and 341st Bombardment Wing for the duration of this exercise.

d. 819TH AIR BASE GROUP:

(1) Provide support required to build up and launch 36 aircraft and crews of the 341st Bombardment Wing.

(2) Provide support personnel and equipment required for deployment to Chelveston in support of this exercise.

(3) Provide information and support concerning foreign clearance information, and compliance with customs regulations.

3X. GENERAL INSTRUCTIONS: (Applicable portions of SACM 55-12 will apply)

a. Headquarters SAC will issue execution orders and will control deployment and strike phases of this exercise.



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b. Due to ever present possibility of adverse weather and/or unforseen circumstances affecting this exercise, the 819th Air Division staff members and 341st Bomb Wing staff members will closely monitor all phases of this exercise.

c. Location of key commander will be reported in accordance with instructions outlined in SAC Reg 55-40.

d. The 341st Bomb Wing operations for this exercise will resemble EWP planning factors as closely as possible tempered by peacetime practicability and flying safety considerations. Deployment and simulated strike mission air operations for this exercise, will be based on the timing concept of "E plus 72 hours Mass Launch option", with the 341st Bomb Wing launching three (3) equal increments 24 hours apart so as to land in the UK during daylight and better weather.

e. The 341st Bomb Wing will receive USCM credit and will be scored in accordance with SAC Tech Pamphlet 170-1 as amended. To receive scoring relief for deviations from USCM requirements of SAC Reg 50-8, 341st Bomb Wing must clearly show that accomplishment was impractical by making full explanation in remarks section of the USCM Recap Sheet. The simple statement "not required by OPSORD" will not be scoring relief, unless supported by further full explanation of why the item could not be accomplished.

f. Upon completion of ground operations and after crew rest and necessary maintenance, the 341st Bomb Wing will redeploy to Dyess AFB in accordance with this OPSORD.

g. Public Information Instructions: Chapter 1, par 19c(2) SAC Manual 55-12, Aug 57, will apply.



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h. REPORTS:

(1) Redeployment Phase: Report in accordance with paragraph 2a(1)(a), and 2i 15AF SUP-1 to SAC MANUAL 55-8, 3 Jul 57.

(2) Strike Phase: Report in accordance with paragraph 2c(1) and paragraphs 2i,j, and k, 15AF SUP-1 to SAC Manual 55-8, 3 Jul 57.

(3) The 341st Bomb Wing will submit an M-27 report (Info CINCSAC). Format will be as outlined in SAC Manual 55-8M, however, mandatory comments are not required. This report is intended to supplement B-27 reports to provide staff comments and/or recommendations concerning major problem areas encountered in the accomplishment of the mission. This report will be due fo urteen (14) working days after completion of the redeployment of the main body. Do not delay this report for stragglers.

(4) B-27 report will be submitted by 341st BW. This report may be submitted from either the post strike base or home station. 15AF need not be an addressee on information passed from poststrike base to home station if the report is submitted from home station.

i. SPECIAL ALERT INSTRUCTIONS: All "BLUE RIDGE RED" aircraft in this exercise who have an alert requirement in TOP SECRET message DOOPLM, B-62807 dated 20 Sep 57, are relieved from this alert requirement from E-hour/day this exercise until 36 hours subsequent to return of first wave of bomber aircraft. Tanker aircraft will resume alert requirements 24 hours after return of aircraft supporting last main bomber wave of this exercise.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex "D"



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5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications: See Annex "B"

ANNEXES:
See Table of Contents

FRANK P. STURDIVANT
Colonel, USAF
Commander

OFFICIAL:

Eugene L. Hudson
EUGENE L HUDSON
Lt Colonel, USAF
Director of Operations

DISTRIBUTION:

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|---|---|---|
| CINCSAC | - | 8 copies |
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| 384TH AREFS | - | 1 |
| 310TH AREFS | - | 1 |
| CHELVESTON | - | 3 |
| 819TH AIRBASEGP | - | 12 |
| 341ST BW HQ | - | 15 |
| 10TH BS | - | 5 |
| 12TH BS | - | 5 |
| 490TH BS | - | 5 |

*5 Copies of Route Charts and 5 copies of Flight Plans to CINCNORAD, ATTN: COC - ENT AFB COLO. and 5 copies Post-strike and Redeployment



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ANNEX

A



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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 October 1957

ANNEX "A"

AIR OPERATIONS

1. GENERAL:

a. Aircraft will launch on a USCM simulation following as closely as possible the 341st Bomb Wing 50-58 EWP "E plus 72 mass launch option". /S/

b. Upon receipt of the execution order, and commencing at E hour, aircraft will be prepared for launching in accordance with generation rates established by SAC Manual 55-7, and 819th Air Division 40-58 Oplan. /S/

(1) Personnel and equipment for a 45 aircraft B-47 post strike staging team will be deployed to Chelveston Air Base. /S/

c. Crew Rest will be in accordance with SAC Regulation 62-19. /U/

d. Outline of Events: /S/

(1) Simulated Strike Phase (Deployment): Commencing E plus 3 days (E+ 82:30 hours) 341st Bomb Wing will launch aircraft in three waves. Wave separation will be 24 hours. Each wave will consist of three cells of four aircraft. Cell separation within each wave will be 20 minutes (Reference App 2, Annex A, this OPSORD).

(2) Redeployment: Commencing E plus six days (E+ 143 hours) 341st Bomb Wing will launch redeployed aircraft to the ZI in three equal increments with 24 hours between increments. (Reference App 2, Annex A, this OPSORD)

e. Flying Safety will not be compromised during the execution of this mission. /U/

2. BOMBING: /C/

a. Mission effectiveness point will be a camera scored radar attack against designated targets.



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(1) Mission routes 1 and 2 will strike the point of land at 55-18N, 05-47W.

(2) Mission route 3 will strike the point of land at 50-03N, 05-42W

b. IBDA Photography and the breakaway maneuver will not be accomplished due to special weapons on board aircraft.

c. Normal bomb run procedures will not be employed by aircraft on this mission because of the special weapons carried. The bomb run will be accomplished by making a wind run on the target with the function switch in TRACK position - the function switch will not be placed in the Bomb Position. The following predautions, in addition to applicable safety check lists will be observed:

(1) The U-2 manual locking pin will be checked for insertion in the U-2 release.

(2) The master bomb switch will be checked "OFF".

(3) The manual K-2 auto switch or bombing system switch will be daftied in manual position.

(4) The function switch of the bomb-nav system will not be placed in the "bomb" position.

d. All aircraft that obtain a photo of the target will be considered effective aircraft, provided the mission is flown as briefed to the target.

e. To preclude sorties flying route #3 missing a bomb run due to missed air refueling in the third refueling area these aircraft will make a camera attack on the point of land at 55-18N, 05-47W. If these aircraft on route #3 accomplish air refueling as scheduled in the third area they will also make a camera attack on their primary target of Lands End (50-03N, 05-42W). In the event the third air refueling is accomplished the mission effectiveness point for route #3 sorties will be Lands End. If no third refueling is possible the mission effectiveness point for route #3 will be the target at 55-18N, 05-47W.



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3. TACTICS:

a. SAC Tactical Doctrine will be followed to the maximum extent possible commensurate with flying safety.

b. No high speed tactics (.81 MACH) will be flown on this mission due to fuel reserves over landing bases.

c. For mission planning; timing for flight plans will be computed using mean wind factors. Performance data will be based on the November 90% worst Wind factor.

d. Restricted areas will be avoided if possible, necessary coordination will be effected to fly through restricted areas that must be overflown.

e. Flight plans include time/fuel pads in accordance with SAC Manual 55-7 (take off to 1st refueling).

f. Refueling rendezvous times must be made good.

4. CELL BREAK UP PROCEDURES: To afford aircraft timing separation prior to reaching Molesworth VOR a cell break up procedure has been developed. This procedure will afford a 4 minute separation between aircraft as they arrive over Molesworth VOR. United Kingdom traffic control has the capability of accepting landing aircraft every 3 minutes, so this 4 minute interval should provide each aircraft adequate spacing and prevent excessive holding and/or missed approaches. Two cell break up areas have been designated, and detailed instructions for each area follow:

a. Routes 1 and 2.

(1) Cells flying routes 1 and 2 will establish a cell break up orbit over Isle of Man Beacon, (54-04N, 04-47W). Number 1 aircraft will cross the beacon on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the beacon. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet.



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Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for two minutes. After two minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 166° magnetic. When back over the beacon number four aircraft will assume base altitude plus 1000 feet and continue on course.

b. Route 3

(1) Cells flying route 3 will establish a cell break up orbit over St Mawgan OMNI (50-27N, 05-00W). Number 1 aircraft will cross the omni on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the omni range. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for two minutes. After two minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the omni number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the omni number four aircraft will assume base altitude plus 1000 feet and continue on course.



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5. ADIZ PROCEDURES: Each B-47 cell leader will furnish Base Operations personnel at Dyess AFB with estimated time of penetration (ETP) of Eastern ADIZ when filing Form 175. /U/

a. ETP's will be included in departure messages to ARTC with request to forward to appropriate addresses. /U/

b. ETP's will also be included in M-10 reports. M-10 reports will include appropriate domestic and oversea air defense agencies as addresses. /U/

c. Flight plans and arrival messages will not be forwarded to military flight service. /U/

6. OPERATIONAL AND SUPPORT RESPONSIBILITY: In accordance with SAC Man 55-12. /U/

7. 8TH AF CONTROLLER RESPONSIBILITIES: 8th Air Force Controller at Westover AFB will act as coordination expediter for ARTC changes in SAC air operations within the areas under the jurisdiction of New York ARTCC, Boston ARTCC, New York Oceanic and Gander, Moncton, and Montreal DOT Center. This controller will act as such an expediter only during the period commencing 48 hours before the execution hour and until completion of the operation. (Ref page 3 SAC Man 55-12) /C/

8. CONTROL TEAMS. The Chelveston Task Force Commander will provide a control team to supervise operations during the arrival and departure of 341st Bomb Wing aircraft at Chelveston. The Commander 819th Air Division will provide one qualified representative to Chelveston and one to High Wycombe to act in advisory capacities in regard to 819th Air Division aircraft. /C/

9. LETDOWNS: Pilots will be thoroughly briefed on letdown procedures at enroute bases, destination and alternates before deployment. Practice letdowns in C-11 trainers or flight simulator will be accomplished on these bases by all pilots. Such briefings will include but not be limited to the following bases. /S/



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a. Lockbourne

b. Loring

c. Goose

d. Harmon

e. Chelveston

f. Sanjurjo (Zaragoza, Spain)

10. TARGET STUDY: B-47 Navigators will accomplish target study on assigned targets prior to departing on mission. /U/

11. FOREIGN CLEARANCE GUIDE: Provisions of the USAF Foreign Clearance Guide will apply during this exercise. /U/

12. WEATHER MINIMUMS /U/ The following weather criteria apply for the "Iron Bar" operation. Published minimums apply wherever higher than those specified herein.

a. Zone of Interior: AFR 60-16 or local minimums which ever are higher.

b. Chelveston or other UK base: Not less than 1500 foot ceiling and three-mile visibility, with an alternate airfield minimum of 3000 foot ceiling and three-mile visibility.

c. Take off from overseas Base: 500 foot ceiling and one mile visibility.

d. If aircraft must be diverted because ceilings and/or visibility are below minimums listed above the wing commander may exceed these minimums only where he considers it more of a risk to divert an aircraft to a strange alternate with low ceiling and visibility than to attempt a penetration and landing at a base familiar to the aircraft commander. /U/

13. FUEL RESERVES: Aircraft must arrive over United Kingdom destination with sufficient fuel to divert to Operational Spanish base (Sanjurjo at Zaragoza) with a minimum of 12,000 pounds of usable fuel.



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Cell leaders will monitor weather at destination. At periodic intervals the cell leader will check fuel reserves of other aircraft in cell and divert aircraft as necessary. All cell leaders will make a decision at the Isle of Man beacon to determine the following:

a. Routes 1 and 2: Whether landing will be made at Chelveston or an alternate.

b. Route 3: Determine whether or not the 3rd air refueling will be attempted.

14. ABORTS AND LATE TAKE OFFS (DEPLOYMENT AND REDEPLOYMENT)

a. Aborting aircraft may be rescheduled for a later cell provided that such cell does not exceed four aircraft

b. Take-offs will not be delayed more than 15 minutes on either deployment or redeployment.

15. PERSONAL EQUIPMENT: Personal and survival equipment for this mission will be as prescribed in 819th Air Division Oplan 40-58, and SACR 60-8.

16. Briefing for this mission will be on 22 Nov 57, at 1500 hours in the 11th Air Refueling Squadron briefing room.

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17. United Kingdom Entry. The following procedures will be complied with for entry into the UK. (U)

a. All penetrations and approaches to United Kingdom bases by SAC tactical aircraft will be under IFR, except when an aircraft has an emergency and a VFR approach would expedite the landing. IFR clearance will not be cancelled at any time during the penetration or approach until the landing is completed.

b. Informative Control Area Procedures: (U) (Ref page 31, September Radio Facility Chart for Europe)

(1) Definition: Informative Area Control is an area within a 25 NM radius of a UK approach control.

(2) Alconbury Informative Control Area is an area within a 25 NM radius of Molesworth VOR.

(3) Cell leaders will report to Alconbury Approach Control on UHF frequency 362.3 or 292.0 at least five minutes prior to crossing the Alconbury informative area boundary. Cell leader will advise of his position, altitude, and estimated time of arrival over Molesworth OMNI. Cell leader will also inform APC that there are three (actual number) other aircraft following at 4 minute intervals. All cell aircraft will monitor the same frequencies.

(4) Each aircraft will report when crossing the control area, when over the primary (Molesworth VOR) fix and starting descent and on penetration or procedure turn.

(5) RAPCON will monitor aircraft only and air/ground communication will be kept to a minimum. If the aircraft are using one altitude and are too close together approaching the primary fix, RAPCON will instruct aircraft to climb to an assigned altitude or an open heading after reporting over the primary fix. (U)



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(6) Alternate Method: After the flight commander reports to ATC, the flight may be controlled as (1) aircraft from point of initial contact to clearance limit. The flight commander will be cleared to a fix within the informative control area and a block altitude will be assigned for his flight. Flight commander will provide seperation between aircraft to the clearance limit. Aircraft will report individually to ATC upon reaching the clearance limit giving the altitude occupied. (U)

(7) After all the aircraft have reported over the clearance limit, the control of the aircraft will be assumed by approach control, and controlled as individual aircraft. (U).

(8) Air traffic control will then issue a clearance to enter the informative control area. The clearance will include a clearance limit, altitude, holding instructions, expected approach clearance time, weather, altimeter, and time check, as applicable. (U)

c. Pilots are urged to comply with instructions issued by the controlling agencies as soon as practicable to preclude delays to succeeding aircraft. (U)

d. Pilots will adjust their holding pattern to arrive over the approach fix at assigned altitude at their expected approach clearance time.

e. Approach Clearance: (U)

(1) Approach control will issue instructions for descent to the initial approach altitude and clearance for approach. The approach clearance may include a time to depart the fix in initial penetration which will be commensurate with the expected approach clearance time. (U)

(2) The pilot is expected to be thoroughly familiar with the following: (U)



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(a) Let-down procedure including the departure track and altitude. (U)

(b) ATC frequencies assigned the base to which approach is being made. (U)

(c) Missed approached procdeure. (U)

(d) Lost communication procedure. (U)

(e) Runway length and width. (U)

(f) Field elevation. (U)

(g) Minimum altitude for the type of approach being used. (U)

f. Departure from approach fix: (U)

(1) Pilots will report immediately when over the approach fix on penetration and leaving the initial approach altitude. (U)

(2) To insure constant separation between aircraft on approach, pilots will make good a track of the initial penetration heading from the approach fix to the point where the penetration turn is to be commenced. (U)

(3) Upon departure from the approach fix, pilots will contact the RAPCON Feeder Controller for the base to which penetration let-down is being made. (For Chelveston; Alconbury Approach Control) (U)

(4) When contact has been established with the Feeder Controller, the pre-landing cockpit check will be initiated so that it may be completed prior to starting penetration turn. (U)

(a) The Feeder Controller will minimize radio transmission during this portion of the penetration so that pre-landing cockpit check may be completed without interference. (U)

g. Missed Approach: (U)

(1) If controlled by GCA, when an aircraft misses an approach,



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approach control will be notified. Providing that succeeding holding aircraft have sufficient fuel, the stack will be held and the aircraft on the missed approach, will be kept in the GCA traffic pattern for another approach. Aircraft already on penetration will continue approach and separation will be effected by gound surveillance radar as appropriate. If holding aircraft have minimum fuel, the missed approach aircraft will be diverted to the nearest suitable alternate airfield. (U)

(2) Where GCA is not available, the published missed approach procedure will be executed, and approach control will be notified of the pilot's intentions. (U)

h. Emergency:

(1) When an aircraft in the stack declares an emergency, and other aircraft in the stack have sufficient fuel, approach control will hold the stack and clear the aircraft with an emergency to descend in an open quadrant to base altitude for approach. If other aircraft in the stack have minimum fuel remaining, the aircraft with an emergency will be diverted to suitable alternate. (U)

(2) Two Way Radio Failure:

(a) If operating under VFR conditions, pilot will proceed under VFR and land as soon as practicable. (U)

(b) If operating under IFR conditions, the pilot will:

1. If cleared to primary fix, pilot will continue at altitudes assigned by ATC, or minimum instrument altitude, which ever is higher.

2. If cleared to point other than destination airport or radio facility serving destination airport, pilot will continue flight



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at altitude(s) last assigned by ATC or minimum instrument altitude, whichever is the higher.

3. If holding instructions have been received, the pilot shall comply with these instructions until such time as it will be necessary to continue flight so as to arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or minimum instrument altitude, whichever is the higher. (U)

4. If holding instructions have been received, but no expected approach time has been received, the pilot shall comply with these instructions until the time air traffic control has specified that further clearance may be expected. Pilot shall continue, maintaining last assigned altitude or minimum instrument altitude whichever is the higher. (U)

i. Approach: Descent from the altitude maintained to the radio facility serving the airport shall be made on the initial penetration course and shall start at the expected approach time last received. If no expected approach time is received, descent shall be started at the last estimated arrival time specified by the pilot, or as soon as possible thereafter. (U)

(1) If a clearance for an approach at the airport of intended landing has been received and acknowledged, the pilot shall comply with any special instructions contained in the clearance and make normal descent for landing. (U)

j. Missed approach with two-way radio failure: (U)

(1) If a jet aircraft having communication difficulty misses an approach, pilot will (fuel permitting) proceed to Upper Heyford VOR, unless encountering VFR weather conditions. The CPS-5 radar unit at Brize Norton is



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capable of identifying aircraft at high altitude and at greater ranges than normal for ATC type radar set. When over Upper Heyford VOR at 18,000 feet, the aircraft will fly the following: Triangular one (1) minute leg course pattern of 240 degrees, 090 degrees and 320 degrees for a minimum of three times. (U)

(2) Following procedures are for guidance of the aircraft concerned and are recommeded for use in conjunction with the triangular pattern indicated in preceding paragraph. (U)

(a) UHF out-HF operative: Contact Brize Norton approach control for approval instructions on 3023.5 kilocycles. (U)

(b) HF out-UHF operative in the following conditions: (U)

1. Transmitter operational - normal receiver out: Contact Brize Norton tower requesting approach instructions on guard channel 243.0 megacycles and/or VOR receiver on 121.5 megacycles. (U)

2. Transmitter out - normal receiver operational - omni receiver operational: Proceed to Upper Heyford and fly triangular pattern as indicated above with IFF squaking emergency. Brize Norton approach control will transmit approach instructions on 121.5 megacycles (Utilize omni receiver) approach control primary and secondary frequency, or 243.0 megacycles.

3. Transmitter, normal and guard receiver, and omni receiver out: Fly triangular pattern as above a minimum of three times with IFF squaking emergency and commence letdown and make ADF approach with "MA7A" radar assist to respective base.

(c) If crew has an URC-4 portable radio set, this may be used for transmitting and receiving to approach control on frequency 243.0 megacycles.



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k. Departing aircraft: Prior to the departure of an aircraft which will be operating on IFR, clearance will be issued by ATC. (U)

(1) If assigned altitudes at the point of departure from the control area have not been achieved, it will be the pilots responsibility to request alternate routing from ATC. (U)

(2) In those cases where the controlling Radar Approach Control Facility decides that there is inadequate spacing between aircraft, the RAPCON may route aircraft to the destination via other points in the area so as to provide adequate separation over the TDY Base. If such a diversion is necessary, the RAPCON will advise the aircraft commander(s) concerned of the new heading, distance to the new fix, frequency of the facility and other applicable instructions. (U)

(a) For all aircraft deploying to Chelveston, Brize Norton, Fairford and Upper Heyford. (U)

1. Route Alpha: (819th routes 1 & 2) (U)

| Route | | Altitude (jet) | Voice Call To |
|---|---|---|---|
| From: | St Mawgan VOR | Optimum | Brize Norton RAPCON |
| TO: | Keevil TVOR | 25,000 | Brize Norton RAPCON |
| TO: | Molesworth VOR (Chelveston) | 20,000 | Chelveston GCA |

2. Route Bravo: (819th route 3) (U)

| Route | | Altitude (jet) | Voice Call To |
|---|---|---|---|
| FROM: | Isle of Man Range | Optimum | Brize Norton RAPCON |
| TO: | Gloucester BCN | 25,000 | Brize Norton RAPCON |
| TO: | Molesworth VOR (Chelveston) | 20,000 | Chelveston GCA |



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3. Letdown Procedures: After departing the final fix, in the absence of radar control, pilots will adhere to letdown procedures published in the appropriate USAF Pilots' Handbook "Europe". (C)

4. Altitude over final fix, prior to commencing letdown to landing base, will be in accordance with minimum enroute approach altitude as listed in the pilots handbook, or as directed by the appropriate approach control agency. Aircraft will not cross or overfly UK airways between 3,000 and 11,000 feet unless prior clearance has been granted by the appropriate controlling agency. For deployments, 7TH AD headquarters will, after notification of entry route being utilized, obtain necessary clearance for crossing all UK airways along the route. (U)

5. The importance of maintaining proper spacing after departing initial fix cannot be overemphasized. In event an aircraft "closes" on preceding aircraft to the point where flying safety is jeopardized (approximately 10 miles), upon crossing VOR or TDY Base beacon, the pilot will be diverted by the controlling RAPCON or approach control to a designated holding point. When there is a safe interval between subsequent aircraft, the diverted aircraft will be instructed to continue letdown and landing. If fuel reserve does not permit holding, the aircraft will be diverted to a suitable alternate landing base. (U)

6. Reporting Procedures: Each aircraft commander will report over applicable fixes as outlined previously. The following voice



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procedure will be followed at reporting points: Secret

"SPIRAL 62 over St Mawgan at 26"
(Call Sign) (Fix) (Time)

The controlling RAPCON or approach control will request additional information if required.

NOTE: When frequency change is required during approaches and descents, only the channel number will be specified rather than the frequency. Normal ICAO rules and regulations will be complied with in addition to requirements contained in this regulation. (U)

7. Altimeter Settings. All aircraft commanders entering the UK in accordance with this document will set altimeters to destination area altimeter setting upon crossing first compulsory reporting fix. The first RAPCON contacted will be responsible for relaying altimeter setting to each aircraft after initial voice contact has been established. Terminal weather will also be relayed to each aircraft, except when large movements of aircraft are involved. In this case, terminal weather will be relayed to first aircraft in aircraft stream and will be broadcast "in the clear" each 15 minute interval thereafter. (U)

18. Fuel decision points for primary and alternate routes have been selected for this mission and are included as part of App 7, Annex "A" this OPSORD.

19. Aircraft aborting in the air will make every effort, consistent with flying safety, to land at a SAC Base. Landing bases in order of priority are:

a. SAC bases

b. USAF bases

c. Any Military base

d. Commercial bases



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20. A spare aircraft procedure will be used during this mission. Details of the sparing policy will be covered in the mission briefing.

21. Emergency fields on the deployment and redeployment are Carswell, Barksdale, Little Rock, Tinker, Forbes, Schilling, Lockbourne, Plattsburg, Westover, Dow, Loring, Harmon, Goose, Keflavik, and numerous American bases in the Midlands area of England.

22. Primary weather alternate for this mission is Sanjurjo Base Zaragoza, Spain.

23. Highest terrain enroute is Mt Washington, New Hampshire, 6,288 feet. Northern Spain has some mountanious terrain, and care should be taken in using a Spanish base as a weather alternate.

24. Crews will be debriefed immediately upon landing in the United Kingdom.

25. Mission critique will be held on a date to be announced later.



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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 October, 1957

341ST BOMBARDMENT WING

DEPLOYMENT

ROUTE PICTURE

ROUTE # 1

| | ETA |
|---|---|
| Dyess AFB, Texas (Launch Base) | |
| Des Moines, Iowa | 01:52 |
| "Lazy Day" refueling area | 02:51 |
| Turning Point 50-17N/60-00W | 05:39 |
| "Long Bow" refueling area | 06:09 |
| Rockall Island 57-23N/13-40W | 09:48 |
| Turning Point 57-00N/07-35W | 10:16 |
| Target 55-18N/05-47W | 10:32 |
| Turning Point 51-54N/02-10W | 11:07 |
| Chelveston (Destination) | 11:37 |

NOTE: The above is for Deploying Route # 1 only.



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341ST BOMBARDMENT WING

DEPLOYMENT

| ROUTE # 2 | ETA |
|---|---|
| Dyess AFB, Texas (Launch Base) | |
| Mineral Wells, Texas | 00:33 |
| Tunkhannock (TP) 41-30N/75-55W | 03:17 |
| "Fighting Fox" Refueling area | 04:09 |
| "Long Bow" Refueling area | 06:05 |
| Rockall Island 57-23N/13-40W | 09:45 |
| Turning Point 57-00N/07-35W | 10:13 |
| Target 55-18N/05-47W | 10:31 |
| Turning Point 51-54N/02-10W | 11:06 |
| Chelveston (Destination) | 11:36 |

NOTE: The above is for Deploying Route # 2 only.



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341ST BOMBARDMENT WING

DEPLOYMENT

| ROUTE # 3 | ETA |
|---|---|
| Dyess AFB, Texas (Launch Base) | |
| Des Moines, Iowa | 01:52 |
| "Lazy Day" Refueling area | 02:51 |
| Turning Point 50-17N/60-00W | 05:39 |
| "Long Bow" Refueling area | 06:09 |
| Rockall Island 57-23N/13-40W | 09:48 |
| Turning Point 57-00N/07-35W | 10:16 |
| Turning Point 54-39N/05-15W | 10:36 |
| Turning Point 50-38N/05-15W | 11:10 |
| "Hedge Hop" Refueling area | 11:37 |
| Turning Point 46-59N/08-59W | 12:10 |
| Turning Point 45-03N/07-03W | 12:31 |
| Turning Point 46-32N/04-30W | 12:51 |
| Turning Point 50-03N/05-42W | 13:21 |
| Chelveston (Destination) | 14:18 |

NOTE: The above is for Deploying Route # 3 only.



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341ST BOMBARDMENT WING

RE-DEPLOYMENT

TO DYESS AFB

| PRIMARY | ETA |
|---|---|
| Chelveston, England (Launch Base for RE-Deployment) | |
| Gloucester Beacon 51-54N/02-10W | 00:20 |
| Turning Point 55-19N/05-45W | 00:55 |
| "Long Bow" Refueling area 52-05N/52-48W | 05:52 |
| "Book Mark" Refueling area 38-42N/82-04W | 10:03 |
| Nashville, Tenn. (TP) 36-04N/86-36W | 10:53 |
| Dyess AFB, Texas (Destination) | 12:50 |

NOTE: The above is for RE-Deployment only.



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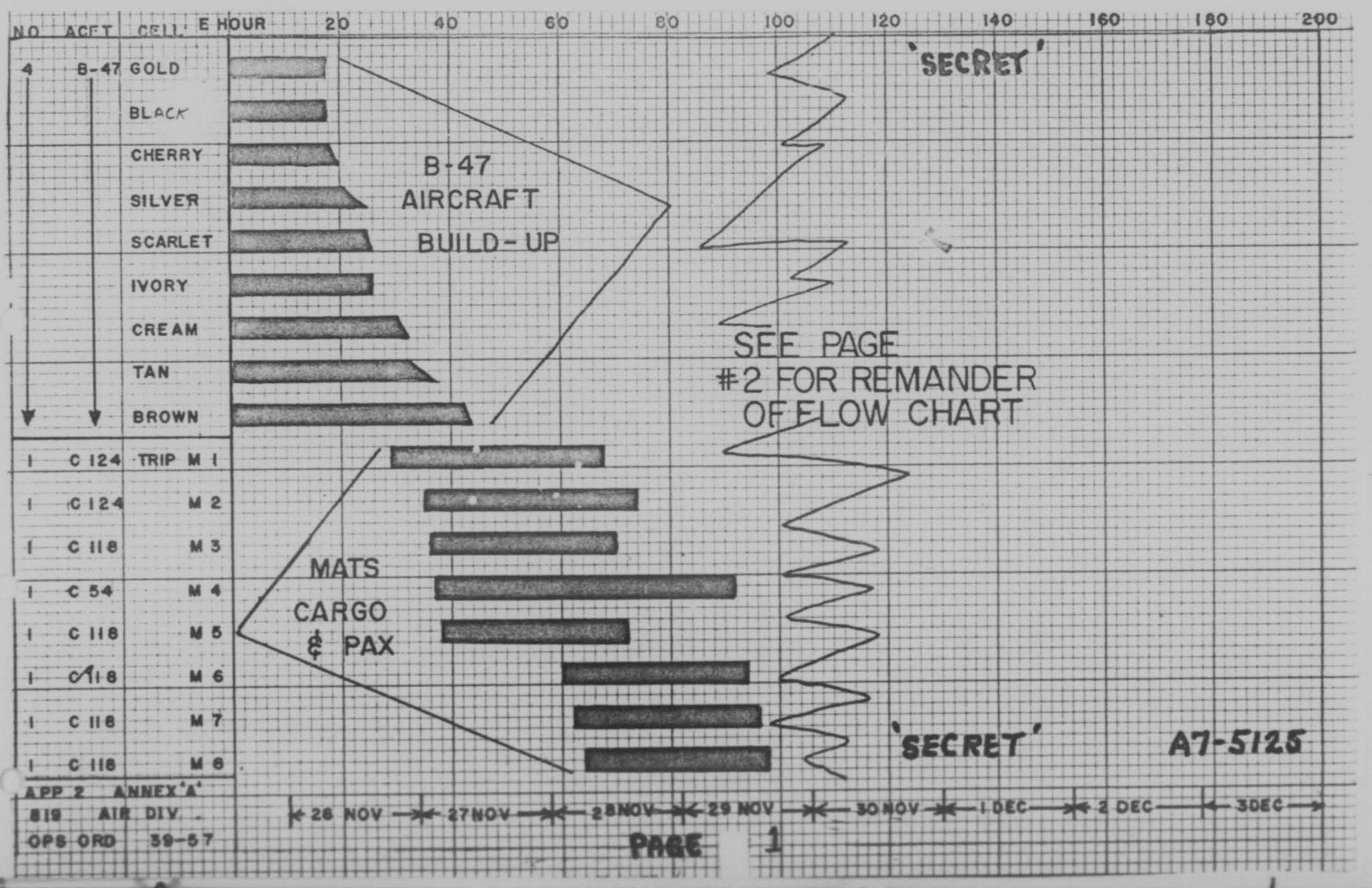




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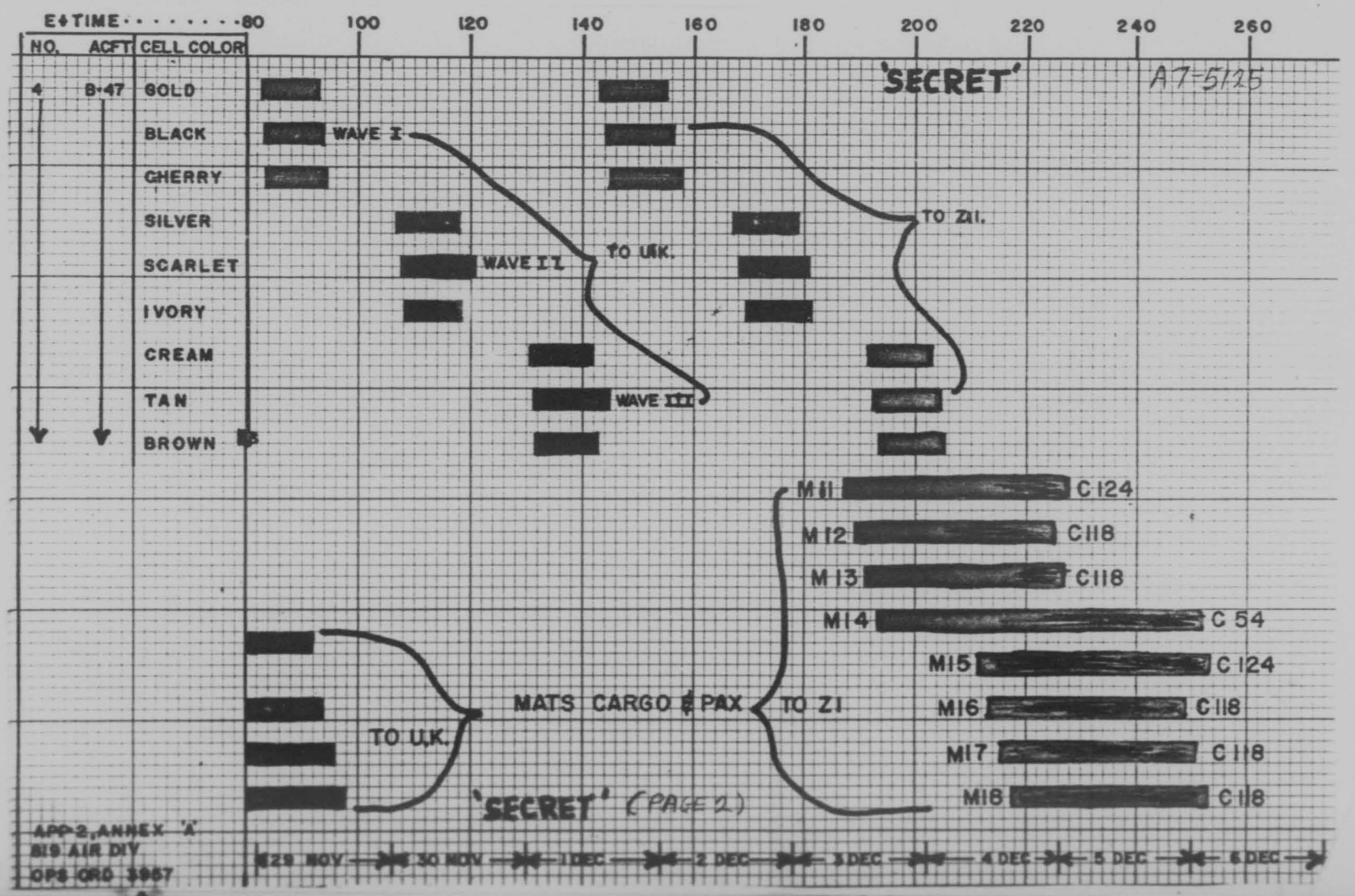


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PRIMARY REFUELING ROUTE DEPLOYMENT/STRIKE

| CELL NUMBER | NUMBER OF ACFT | TAKE OFF TIME | 1ST REFUELING | | 2ND REFUELING | | 3RD REFUELING | | TARGET TIME | LANDING TIME | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AREA | ETA | AREA | ETA | AREA | ETA | | | |
| 1 | 4 | 8240 | FIGHTING FOX | 8638 | LONG BOW | 8830 | -- | -- | 9243 | 9347 | Rt #2 |
| 2 | 4 | 8300 | LAZY DAY | 8544 | | 8854 | -- | -- | 9306 | 9410 | Rt #1 |
| 3 | 4 | 8320 | LAZY DAY | 8604 | | 9814 | -- | -- | 9326 | 9430 | Rt #1 |
| 4 | 4 | 10640 | FIGHTING FOX | 11038 | | 11230 | -- | -- | 11643 | 11747 | Rt #2 |
| 5 | 4 | 10700 | LAZY DAY | 10944 | | 11254 | HEDGE HOP | 11810 | 11953 | 12050 | Rt #3 |
| 6 | 4 | 10720 | LAZY DAY | 11004 | | 11314 | -- | -- | 11726 | 11830 | Rt #1 |
| 7 | 4 | 13040 | FIGHTING FOX | 13438 | | 13630 | -- | -- | 14043 | 14147 | Rt #2 |
| 8 | 4 | 13100 | LAZY DAY | 13344 | | 13654 | HEDGE HOP | 14210 | 14353 | 14450 | Rt #3 |
| 9 | 4 | 13120 | LAZY DAY | 13404 | | 13714 | -- | -- | 14126 | 14230 | Rt #1 |

NOTE: ALL TIMES ARE E PLUS.

Secret

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ALTERNATE REFUELING ROUTE DEPLOYMENT/STRIKE

| CELL NUMBER | NUMBER OF ACFT | TAKE OFF TIME | 1ST REFUELING | | 2ND REFUELING | | 3RD REFUELING | | TARGET TIME | LANDING TIME | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AREA | ETA | AREA | ETA | AREA | ETA | | | |
| 1 | 4 | 8240 | BOOK MARK | 8507 | LONG BOW | 8827 | -- | -- | 9240 | 9345 | Rt #1 |
| 2 | 4 | 8300 | BOOK MARK | 8527 | LONG BOW | 8847 | -- | -- | 9300 | 9405 | Rt #1 |
| 3 | 4 | 8320 | DRAGON FLY | 8735 | LONG BOW | 8937 | -- | -- | 9350 | 9455 | Rt #2 |
| 4 | 4 | 10640 | BOOK MARK | 10907 | LONG BOW | 11227 | -- | -- | 11640 | 11745 | Rt #1 |
| 5 | 4 | 10700 | BOOK MARK | 10927 | LONG BOW | 11247 | PING PONG | 11827 | 11954 | 12051 | Rt #3 |
| 6 | 4 | 10720 | DRAGON FLY | 11135 | LONG BOW | 11337 | -- | -- | 11750 | 11855 | Rt #2 |
| 7 | 4 | 13040 | BOOK MARK | 13307 | LONG BOW | 13627 | -- | -- | 14040 | 14145 | Rt #1 |
| 8 | 4 | 13100 | BOOK MARK | 13327 | LONG BOW | 13647 | PING PONG | 14227 | 14354 | 14451 | Rt #3 |
| 9 | 4 | 13120 | DRAGON FLY | 13635 | LONG BOW | 13837 | -- | -- | 14250 | 14355 | Rt #2 |

NOTE: ALL TIMES ARE E PLUS.

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PRIMARY REDEPLOYMENT TO DYESS

| CELL NUMBER | NUMBER OF ACFT | TAKE OFF TIME | 1ST REFUELING IN LONGBOW 5:31 | 2ND REFUELING IN BOOKMARK 9:29 | LANDING TIME 12:26 |
|---|---|---|---|---|---|
| 1 | 4 | 14300 | 14831 | 15229 | 15526 |
| 2 | 4 | 14400 | 14931 | 15329 | 15626 |
| 3 | 4 | 14500 | 15031 | 15429 | 15726 |
| 4 | 4 | 16700 | 17231 | 17629 | 17926 |
| 5 | 4 | 16800 | 17331 | 17729 | 18026 |
| 6 | 4 | 16900 | 17431 | 17829 | 18126 |
| 7 | 4 | 19100 | 19631 | 20029 | 20326 |
| 8 | 4 | 19200 | 19731 | 20129 | 20426 |
| 9 | 4 | 19300 | 19831 | 20229 | 20526 |

NOTE: ALL TIMES ARE E PLUS.

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APPENDIX 3 TO ANNEX "A" Secret

FLIGHT PLANS

1. PLANNING FACTORS: The following planning factors were used during the computation of flight plans contained in this Appendix.

A. GROSS WEIGHT: Ten of the heavier B-47 aircraft of the 341st Bombardment Wing were added together and divided by ten, to obtain gross weight that was used as a planning factor.

B. MISCELLANEOUS ITEMS: Weight shown in this column of the flight plans are broken down as follows:

| | |
|---|---|
| RS-6 Radio | 52 Lbs |
| 6 Man Raft | 150 Lbs |
| Radar Spares | 10 Lbs |
| Food | 15 Lbs |
| Flyaway Kit Pkg | 100 Lbs |
| Spare Brake Chute | 100 Lbs |
| Crew Baggage | 180 Lbs |
| Total | 607 Lbs |

C. CHAFF AND ECM: Weight shown in this column is broken down as follows:

| | |
|---|---|
| Two ECM Black Boxes | 484 Lbs. |
| Chaff (two inserts) | 770 Lbs. |
| Total | 1254 Lbs. |

Secret



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D. CLIMB.

(1) Climb accomplished at Dyess AFB is computed for 5½° C hotter than a standard day.

(2) All other climbs are computed for standard day.

(3) All climbs are computed for 310 IAS.

(4) All climbs are computed for 96% power (Wing Tanks On).

E. CRUISE.

(1) All cruises are computed for optimum altitude, with external tanks installed, plus one per cent to allow for cell and/or off-altitude flying.

(2) Fuel consumption was computed using 90 per cent worst winds as follows:

| | | |
|---|---|---|
| Dyess to NEAC Area | - | plus Ten Knots |
| NEAC Area to UK | | Plus Fourteen Knots |
| UK to NEAC Area | - | Minus Seventy Knots |
| NEAC Area to Dyess | - | Minus Sixty-Three Knots |

F. TIMING.

(1) Times shown in the time column of the flight plans are computed using 90 per cent worst winds and are included for information only.

(2) The column of the flight plan that is normally used to enter Magnetic Heading has been corrected to read "Mean Wind Time" and contains times that were computed using "Mean Winds". These times were used for planning purposes to prepare flow charts, and other timing data used in this Operations Order.

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(3) Time/Fuel pads as outlined in SAC Manual 55-7 (SECRET) were included.

(4) Mean Winds used for the computation of timing data are as follows:

| | | |
|---|---|---|
| Dyess to NEAC Area | - | Plus Thirty-Eight Knots |
| NEAC Area to UK | - | Plus Forty Knots |
| UK to NEAC Area | - | Minus Forty-Two Knots |
| NEAC Area to Dyess | - | Minus Thirty-Six Knots |

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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | 15AF 39-57 IRON B | 341 BW | 347 E | I/U/ | | PRIMARY 1 DEPLOYMENT / TRIKE |

| | POUNDS | | | | POUNDS | | RUNWAY | | |
|---|---|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 11 600 | BOMBS | 7500 | | PRESSURE ALT 2290' | LENGTH 13,500' | AIR TEMP 66°F |
| CREW | 882 | FM | 12 680 | AMMO | 473 | | CRITICAL FIELD LENGTH 13,500' | | CRITICAL AIR TEMP 83°F |
| OIL | 394 | E. AUX | 6720 | WATER AUG | 5300 | | | | |
| ATO | – | A. AUX | 7808 | STATIC | 200 000 | NR FULL ATO REQUIRED | TAKE-OFF DISTANCE 10,100' (64 Sec) | TAKE-OFF SPEED 162 K | |
| RACK | – | CM | 17 984 | | | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20 672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 | NR EMPTY ATO REQUIRED | CRITICAL WIND COMPONENT | | |
| MISCELLANEOUS | 607 | EXT. | 21 696 | | | | 1ST LEG | 2ND LEG | 3D LEG |
| CHAFF + ECM | 1254 | TOTAL FUEL | 99,160 | TAKE-OFF GROSS | 197 455 | ATO FIRING SPEED | | | |
| OPERATING | 87 567 | | | | | | | | |

PRE-FLIGHT PLAN

| FROM DYESS AFB / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | 10% WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 96 615 | 197 455 |
| TAKE-OFF + ACC. | | | | | | .03 / .03 | | | | | | .03 / .03 | | | 2060 / 94 555 | 7360 / 190 095 |
| | CL | | | | | | | | | | | | | | ↕ | ↕ |
| L/O | CL | | | | | .28 / .31 | 27.0 | | 390 | | | .28 / .31 | 178 | | 11,000 / 83 555 | 11,000 / 179 095 |
| PONCA CITY VOR 36-44N 97-10W | CR | 015 | | | -10 | .34 / 1.05 | 27.0 | .73 | 425 | | 262 / 262 | .36 / 1.07 | 255 | | 7270 / 76 285 | 7270 / 171 825 |
| TOPEKA VOR 39-08N 95-35W | CR | 028 | | | -9 | .21 / 1.26 | 27.5 | .73 | ↑ | | 160 / 422 | .22 / 1.29 | 156 | | 4670 / 71 615 | 4670 / 167 155 |
| DES MOINES VOR 41-27N 93-40W | CR | 032 | | | -8 | .22 / 1.4[illegible] | 29.0 | .73 | | | 166 / 588 | .23 / 1.52 | 163 | | 4800 / 66 815 | 4800 / 162 355 |
| DES. PT. 43-48N 88-50W | CR | 056 | | | -5 | .33 / 2.21 | 29.0 | .73 | ↓ 425 | | 256 / 844 | .36 / 2.28 | 255 | | 2030 / 59 785 | 7030 / 155 325 |
| TIME/FUEL PAD | | | | | | .05 / 2.26 | | | | | | .05 / 2.33 | | | 500 / 59 285 | 500 / 154 825 |
| L/O 44-19N 87-37W | DES | 062 | | | -2 | .08 / 2.34 | 15.0 | .81 | 470 | | 60 / 904 | .08 / 2.41 | 60 | | 700 / 58 585 | 700 / 154 125 |
| LAZY DAY 44-41N 86-42W | RENDZ | 062 | | | -1 | .10 / 2.44 | 15.0 | | 250 | | 44 / 948 | .10 / 2.51 | 44 | | 2025 / 56 560 | 2025 / 152 100 |
| END AREF 45-15N 85-09W | AREF | 063 | | | +2 | .17 / 3.01 | 15.0 | | 250 | | 74 / 1022 | .17 / 3.08 | 74 | | 5400 / 51 160 | 5400 / 146 700 |
| ON LOAD | | | | | | | | | | | | | | | +34 000 / 85 160 | +34 000 / 180 700 |
| TAB 1 TO APP 3, TO ANNEX "A" | | | | | | | | | | | | | | | | |
| 819 ADIV OPSORD 39-57 25 OCT 1957 | | | | | | | | | | | Cells # 2-3-6-9 | | | | A7-5125 (1) | |

SECRET

SAC FORM 18 APR 56 1a FC: 2720 ROUTE #1 (LAZY DAY – LONGBOW) PAGE 1 PRIMARY Air Force-SAC, Offutt O-1049(56)

1307

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ND / AREF 45-15N / 85-09W / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | EMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | 90% WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL / PRED FUEL REMAINING | FLIGHT PLAN / GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | 8 | :02 | 8 | | 85160 | 180700 |
| Accelerate | ACC | 063 | | | +3 | :02 / 3:03 | 15.0 | | | | 1030 | 3:10 | | | 700 / 84460 | 700 / 180000 |
| L/O 46-16N / 82-14W | CL | 063 | | | +5 | :21 / 3:24 | 28.0 | | 390 | | 128 / 1158 | :21 / 3:31 | 128 | | 6640 / 77820 | 6640 / 173360 |
| 49-00N / 71-20W | CR | 071 | | | +16 | 1:02 / 4:26 | 28.0 | .73 | 425 | | 477 / 1635 | 1:06 / 4:37 | 467 | | 13390 / 64430 | 13390 / 159970 |
| AREF I.P. 50-17N / 60-00W | CR | 080 | | | +26 | :58 / 5:24 | 29.0 | .73 | 425 | | 450 / 2085 | 1:02 / 5:39 | 438 | | ↓ | |
| DES. PT. 50-39N / 59-00W | CR | 061 | | | +30 | :06 / 5:30 | 29.0 | .73 | 425 | | 44 / 2129 | :06 / 5:45 | 43 | | 12290 / 52140 | 12290 / 147680 |
| TIME/FUEL PAD | | | | | | :06 / 5:36 | | | | | | :06 / 5:51 | | | 400 / 51740 | 400 / 147280 |
| L/O 51-07N / 57-36W | DES. | 063 | | | +30 | :08 / 5:44 | 15.0 | .81 / 350 | 470 | | 60 / 2189 | :08 / 5:59 | 60 | | 700 / 51040 | 700 / 146580 |
| LONG BOW 51-26N / 56-35W | RE NDZ | 063 | | | +30 | :10 / 5:54 | 15.0 | 350 / 195 | 340 | | 44 / 2233 | :10 / 6:09 | 44 | | 2025 / 49015 | 2025 / 144555 |
| END AREF 52-04N / 54-35W | AREF | 063 | | | +32 | :19 / 6:13 | 15.0 | 195 / 215 | 260 | | 82 / 2315 | :19 / 6:28 | 82 | | 6050 / 42965 | 6050 / 138505 |
| ON LOAD | | | | | | | | | | | | | | | +37500 / 80465 | +37500 / 176005 |
| ACCELERATE | ACC | 063 | | | | :02 / 6:15 | 15.0 | 215 / 308 | | | 8 / 2323 | :02 / 6:30 | 8 | | 700 / 79765 | 700 / 175305 |
| L/O 53-02N / 51-20W | CL | 063 | | | +33 | :20 / 6:35 | 28.5 | 308 / 270 | 390 | | 124 / 2447 | :20 / 6:50 | 124 | | 6440 / 73325 | 6440 / 168865 |
| 55-00N / 43-30W | CR | 068 | | | +33 | :39 / 7:14 | 28.5 | .73 | 425 | | 299 / 2746 | :41 / 7:31 | 290 | | 8250 / 65075 | 8250 / 160615 |
| 57-00N / 30-00W | CR | 076 | | | +30 | 1:01 / 8:15 | 29.5 | ↑ | ↑ | | 470 / 3216 | 1:04 / 8:35 | 453 | | 11730 / 53345 | 11730 / 148885 |
| 57-28N / 21-00W | CR | 085 | | | +25 | :38 / 8:53 | 31.0 | ↓ | ↓ | | 292 / 3508 | :40 / 9:15 | 283 | | ↓ | ↓ |
| ABEAM Rockall Island 57-23N / 13-40W | CR | 092 | | | +20 | :31 / 9:24 | 32.0 | .73 | 425 | | 236 / 3744 | :33 / 9:48 | 233 | | 13010 / 40335 | 13010 / 135875 |

TAB 1 TO APP 3
TO ANNEX "A"
319 ADIV OPSORD 39-57
25 OCT 1957

SECRET

Cell 2-3-6-9 A7-5125

SAC FORM 15 APR 56 1b FC 2720 ROUTE #1 (LAZY DAY – LONGBOW) PAGE 2 PRIMARY

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

1308

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / TO / ROUTE | | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND / TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM: TEAM / LOCKALL ISLAND | 59-23N / 18-40W | | | | | | | | | | | | | | | 40335 | 135875 |
| PRE I.P. | 59-00N / 07-35W | CR | 096 | | | +16 | .06 / 9:56 | 33.5 | .73 | 425 | | 200 / 2944 | .28 / 10:28 | 198 | | ↓ | ↓ |
| I.P. | 56-30N / 07-00W | CR | 150 | | | +14 | .05 / 9:55 | 33.5 | ↑ | ↑ | | 38 / 2982 | .05 / 10:21 | 35 | | 5530 / 34805 | 5530 / 130345 |
| TGT | 55-18N / 05-47W | B/R | 151 | | | +13 | .11 / 10:08 | 33.5 | ↓ | ↓ | | 81 / 4063 | .11 / 10:32 | 78 | | ↓ | ↓ |
| T.P. | 54-39N / 05-15W | CR | 155 | | | +12 | .06 / 10:12 | 34.0 | .73 | 425 | | 42 / 4105 | .06 / 10:38 | 42 | | 2670 / 32135 | 2670 / 127675 |
| Isle of Man Beacon | 54-04N / 04-47W | CR | 154 | | | +12 | .05 / 10:17 | 34.0 | .73 | 425 | | 38 / 4143 | .06 / 10:44 | 42 | | ↓ | ↓ |
| Coast in Point | 53-19N / 03-43W | CR | 143 | | | +12 | .08 / 10:25 | 34.0 | .73 | 425 | | 57 / 4200 | .08 / 10:52 | 57 | | 2150 / 29985 | 2150 / 125525 |
| Gloucester Beacon | 51-54N / 02-10W | CR | 144 | | | +11 | .05 / 10:44 | 25.0 | 1.145 / 275 | 400 | | 105 / 4305 | .15 / 11:07 | 100 | | ↓ | ↓ |
| Molesworth TVOR | 52-23N / 00-25W | CR | 066 | | | +9 | .10 / 10:55 | 20.0 | 1.115 / 295 | 400 | | 67 / 4372 | .10 / 11:17 | 66 | | 4800 / 25185 | 4800 / 120725 |
| CHELVESTON Des. + LAND | | | | | | | .20 / 11:10 | | | | | | .20 / 11:37 | | | 3000 / 22185 | 3000 / 117725 |
| | | | | — TO ALTERNATE BASE — | | | | | | | | | | | | | |
| Molesworth TVOR | 52-23N / 00-25W | | | | | | | | | | | | | | | 25185 | 120725 |
| ISLAND | 48-28N / 05-05W | ' | 214 | | | +9 | | 34.0 | .73 | 425 | -15 / 410 | 295 | .43 | 308 | | 6395 / 18790 | 6395 / 114330 |
| SAN JURJO 41-40N 01-01W | | | 155 | | | +9 | | 35.0 | .73 | 425 | +27 / 452 | 443 | .59 | 416 | | 8010 / 10780 | 8010 / 106320 |

TAB 1 TO APP 3
TO ANNEX "A"
719 ADIV OPSORD 39-57
25 OCT 1957

SECRET

Cell-2-3-6-9 47-5125

(3)

SAC FORM 15 APR 56 1b FC 2720 ROUTE #1 (LAZY DAY – LONGBOW) PAGE 3 PRIMARY Air Force-SAC, Offset O-1050(56)

1309

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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| 15AF 39-57 IRON BAR | SH BW | 47 E | I/II/II | | PRIMARY 2 DEPLOYMENT/ST KE |

| | POUNDS | | | | POUNDS |
|---|---|---|---|---|---|
| ACFT BASIC | 82870 | BM | 11600 | BOMBS | 7500 |
| CREW | 882 | FM | 12680 | AMMO | 472 |
| OIL | 394 | F. AUX | 6720 | WATER AUG | 5300 |
| ATO | — | A. AUX | 7808 | STATIC | 200,000 |
| RACK | — | GM | 17984 | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20672 | | |
| MISCELLANEOUS | 607 | EXT | 21696 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 |
| CHAFF + ECM | 1254 | | | | |
| OPERATING | 87567 | TOTAL FUEL | 99160 | TAKE-OFF GROSS | 197455 |

| | |
|---|---|
| NR FULL ATO REQUIRED | |
| NR EMPTY ATO REQUIRED | |
| ATO FIRING SPEED | |

**RUNWAY**

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 1290' | 13,500' | 66°F |

| CRITICAL FIELD LENGTH | CRITICAL AIR TEMP |
|---|---|
| 13,500' | 83°F |

| TAKE-OFF DISTANCE | TAKE-OFF SPEED |
|---|---|
| 10,100 (642) | 162 K |

**CRITICAL WIND COMPONENT**

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| | | |

**PRE-FLIGHT PLAN**

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAS WIND / TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 96615 | 197455 |
| TAKE-OFF + ACC | | | | | | 103 | | | | | 10 | 103 | 10 | | 2060 | 7360 |
| | | | | | | | | | | | | | | | 94555 | 190095 |
| | CL | | | | | | | | | | | | | | | |
| L/O | CL | | | | | 131 | 27.0 | | 390 | | 173 | 128 | 173 | | 11,000 | 11,000 |
| | | | | | | | | | | | 193 | 131 | | | 83555 | 179095 |
| MINERAL WELLS 32-49N 98-07W | CR | 022 | | | -9 | 02 / 133 | 27.0 | .73 | 425 | | 215 / 208 | 02 / 133 | 14 | | ↑ | ↑ |
| ENTER ADIZ 35-44N 91-50W | CR | 061 | | | -8 | 141 / 1[illegible] | 27.0 | ↑ | ↑ | | 360 / 568 | 150 / 1[illegible]23 | 354 | | 10,800 | 10,800 |
| PADUCAH VOR 37-00N 88-52W | CR | 062 | | | -5 | 1[illegible] / 1[illegible] | 28.0 | | | | 165 / 733 | 123 / 1[illegible]46 | 163 | | 72755 / 4340 | 162295 / 4740 |
| TONK HANNOCK PENNA. 41-30N 75-55W | CR | 065 | | | +3 | 1[illegible] / 3[illegible]08 | 29.0 | | | | 659 / 1392 | 1[illegible]31 / 3[illegible]17 | 642 | | 18015 / 16720 | 163555 / 16720 |
| AREF I.P. 42-50N 73-56W | CR | 048 | | | +12 | 46 / 3[illegible]24 | 30.0 | | | | 120 / 1512 | 107 / 3[illegible]24 | 120 | | 51295 ↑ | 146835 ↑ |
| DES. PT 43-36N 72-47W | CR | 050 | | | +14 | 107 / 3[illegible] | 30.0 | .73 | 425 | | 71 / 1583 | 110 / 3[illegible]44 | 71 | | 4880 / 46415 | 4880 / 141955 |
| TIME/FUEL PAD | | | | | | 07 / 3[illegible]40 | | | | | | 107 / 3[illegible]51 | | | 700 / 45715 | 700 / 141255 |
| L/O 44-15N 71-36W | DES. | 051 | | | +16 | 103 / 3[illegible]48 | 15.0 | .81 / 350 | 470 | | 60 / 1643 | 108 / 3[illegible]59 | 60 | | 700 / 45015 | 700 / 140555 |

TAB 2 TO APP 3 TO ANNEX "A"
819 ADIV OPSORD 39-57
25 OCT 1957

SECRET

Cell 1-4-7

47-5125

SAC FORM 16 APR 56 1a FC 2720 ROUTE # 2 (FIGHTING FOX — LONGBOW) PAGE 1 PRIMARY 1 Air Force-SAC, Offutt O-1049(56)

1310

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | AR | MEAN WIND / TIME | TE / ALT | IAS / MACH | T. A. S. | G. S. | C DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: LOSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 44-15N 71-36W | | | | | | | | | | | | | | | 45015 | 140555 |
| FIGHTING FOX 44-42N 70-47W | RENDZ | 051 | | | +18 | :10 3:58 | 15.0 | 350 190 | 340 | | 44 1687 | :10 4:09 | 44 | | 2025 42990 | 2025 138530 |
| END AREF 45-26N 69-26W | AREF | 051 | | | +19 | :17 4:15 | 15.0 | 190 210 | 260 | | 74 1761 | :17 4:26 | 74 | | 5400 37590 | 5400 133130 |
| | | | | | | | | | | | | | | | +36000 73590 | +36000 169130 |
| ON-LOAD | | | | | | | | | | | | | | | | |
| ACCELERATE | ACC | 054 | | | +20 | :02 4:17 | 15.0 | 210 308 | | | 8 1739 | :02 4:28 | 8 | | 700 72890 | 700 168430 |
| 4/0 46-54N 66-48W | CL | 054 | | | +21 | :20 4:37 | 29.5 | 308 210 | 390 | | 126 1895 | :20 4:48 | 126 | | 6440 66450 | 6440 161990 |
| AREF I.P. 50-01N 60-00W | CR | 054 | | | +26 | :45 5:32 | 29.5 | .73 | 425 | | 344 2239 | :48 5:36 | 340 | | | |
| DES. PT. 50-33N 58-57W | CR | 055 | | | +30 | :06 5:28 | 29.5 | .73 | 425 | | 48 2287 | :07 5:43 | 49 | | 10390 56060 | 10390 151600 |
| TIME/FUEL PAD | | | | | | :04 5:32 | | | | | | :04 5:47 | | | 400 55660 | 400 151200 |
| 4/0 51-04N 57-36W | DES. | 058 | | | +30 | :08 5:40 | 15.0 | 81 350 | 470 | | 60 2347 | :08 5:55 | 60 | | 700 54960 | 700 150500 |
| LONG BOW 51-26N 56-35W | RENDZ | 058 | | | +30 | :10 5:50 | 15.0 | 350 200 | 340 | | 44 2391 | :10 6:05 | 44 | | 2025 52935 | 2025 148475 |
| END AREF 52-04N 54-35W | AREF | 063 | | | +32 | :19 6:09 | 15.0 | 200 220 | 260 | | 82 2473 | :19 6:24 | 82 | | 6050 46885 | 6050 142425 |
| | | | | | | | | | | | | | | | +37500 84385 | +37500 179925 |
| ON LOAD | | | | | | | | | | | | | | | | |
| ACCELERATE | ACC | 063 | | | | :02 6:11 | 15.0 | 220 308 | | | 8 2481 | :02 6:26 | 8 | | 700 83685 | 700 179225 |
| 4/0 53-02N 51-20W | CL | 063 | | | +33 | :20 6:31 | 28.0 | 308 210 | 390 | | 124 2605 | :20 6:46 | 124 | | 6610 77075 | 6610 172615 |
| 55-00N 43-30W | CR | 068 | | | +33 | :40 7:11 | 28.0 | .73 | 425 | | 303 2908 | :42 7:28 | 297 | | 8600 68475 | 8600 164015 |
| 57-00N 30-00W | CR | 076 | | | +30 | 1:01 8:12 | 29.0 | | | | 470 3378 | 1:04 8:32 | 454 | | 12240 56235 | 12240 151775 |
| 59-28N 21-00W | CR | 085 | | | +25 | :38 8:50 | 30.5 | | | | 292 3670 | :40 9:12 | 283 | | | |
| ABEAM ROCKALL ISLAND 57-23N 13-40W | CR | 092 | | | +20 | :31 9:21 | 32.0 | .73 | 425 | | 236 3906 | :33 9:45 | 233 | | 12800 43435 | 12800 138975 |
| TAB 2 TO APP 3 TO ANNEX "A" 819 ADIV OPSORD 39-57 25 OCT 1957 | | | | | | SECRET | | | | | Cell 1-4-7 | | | | A7-5125 | |

SAC FORM 15 APR 56 1b FC: 2720 ROUTE # 2 (FIGHTING FOX — LONG BOW) PAGE 2 PRIMARY Air Force-SAC, Offutt O-1050(56)

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V DRIFT | T | RB | TIME | TEMP A | IAS MACH | T. A. S. | G. S. | DIS GND DIS | TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | OSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FRL 59-00N LP 07-35W | CR | 096 | | | 116 | :26 7:43 | 32.0 | .73 | 425 | | 200 | :28 | 198 | | 43425 | 123975 |
| LP 56-30N 09-00W | CR | 150 | | | 114 | :05 7:52 | 32.0 | | | | 41.0.6 | 0:33 | | | 5330 | 5330 |
| TGT. 55-18N 05-47W | E/R | 151 | | | 113 | :28 10:20 | 32.0 | | | | 42 | :06 | 42 | | 38165 | 123645 |
| T.P 54-39N 05-15W | CR | 151 | | | 112 | :06 10:26 | 32.0 | .73 | 425 | | 81 | :12 | 93 | | 2770 | 2770 |
| ISLE OF MAN BEACON 54-04N 04-47W | CR | 154 | | | 112 | :05 10:31 | 32.0 | .73 | 425 | | 42.2.9 | 10:31 | | | 35335 | 120875 |
| COAST IN POINT 53-19N 03-45W | CR | 143 | | | 112 | :06 10:37 | 33.0 | .73 | 425 | | 42 | :06 | 42 | | | |
| GLOUCESTER BEACON 51-54N 02-10W | CR | 144 | | | 111 | :13 10:50 | 25.0 | .73 | 425 | | 42.7.1 | 10:37 | | | | |
| WADSWORTH 52-23N TVOR 00-25W | CR | 066 | | | 19 | :10 10:47 | 25.0 | 278 | 410 | | 38 | :06 | 42 | | 31110 | 3110 |
| DES. + LAND | | | | | | :20 11:07 | 20.0 | 218 | 430 | | 42.3.6 | 10:43 | | | 32225 | 121765 |
| | | | | | | | | | | | 57 | :08 | 57 | | | |
| | | | | | | | | | | | 43.6.6 | 10:51 | | | 4800 | 4800 |
| | | | | | | | | | | | 105 | :13 | 100 | | 27425 | 122965 |
| | | | | | | | | | | | 54.7.1 | 11:06 | | | 3000 | 3000 |
| | | | | | | | | | | | 67 | :10 | 67 | | 24425 | 119965 |
| | | | | | | | | | | | 45.3.4 | 11:16 | | | | |
| | | | | | | | | | | | | :20 | | | | |
| | | | | | | | | | | | | 11:36 | | | | |
| — TO ALTERNATE BASE — | | | | | | | | | | | | | | | | |
| WADSWORTH 52-23N TVOR 00-25W | | | | | | | | | | | | | | | 27425 | 122965 |
| 48-23N ISLAND 05-05W | CR 214 | | 284/44 | | | | | .73 | 425 | +15 410 | 295 | :43 | 308 | | 6410 | 6410 |
| SAN JURJO 41-40N 01-01W | CR 155 | | 284/44 | | | | | .73 | 425 | +27 452 | 443 | :51 | 416 | | 21035 | 116555 |
| | | | | | | | | | | | | | | | 8120 | 8120 |
| | | | | | | | | | | | | | | | 12895 | 108935 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TAB 2 TO APP 3 TO ANNEX A 219 AD(W) ORDRD 25 OCT 1957 | | | | | | | | | | | | Cell 1-4-9 | | | | |
| | | | | | | SECRET | | | | | | | | | 47525 | |

SAC FORM 1b RC: 2720 ROUTE #2 (FIGHTING FOX — LONG BOW) PAGE 3 PRIMARY Air Force-SAC, Offutt O-1050(56)

1512

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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| 15AF 39-57 IRON BAR | 341 BW | B-47 E | I/II/III | | PRIMARY DEPLOYMENT/STRIKE |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 11 600 | BOMBS | 7500 | | |
| CREW | 882 | FM | 12 680 | AMMO | 473 | | |
| OIL | 394 | F. AUX. | 12 720 | WATER AUG | 5300 | | |
| ATO | — | A. AUX. | 7 808 | STATIC | 200 000 | NR FULL ATO REQUIRED | |
| RACK | — | CM | 17 984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | RR | 20 672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2 545 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 607 | EXT | 21 696 | | | | |
| CHAFF & ECM | 1254 | TOTAL FUEL | 99 160 | TAKE-OFF GROSS | 197 455 | ATO FIRING SPEED | |
| OPERATING | 87 567 | | | | | | |

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2290' | 13,500' | 66°F |

| CRITICAL FIELD LENGTH | CRITICAL AIR TEMP |
|---|---|
| 13,500' | 83°F |

| TAKE-OFF DISTANCE | TAKE-OFF SPEED |
|---|---|
| 10,100 (6450) | 162 K |

CRITICAL WIND COMPONENT

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| | | |

**PRE-FLIGHT PLAN**

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: FRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRESS AFB | | | | | | | | | | | | | | | 96 615 | 197 455 |
| | | | | | | :03 | | | | | | :03 | | | 2060 | 7360 |
| TAKE-OFF + ACC. | | | | | | | | | | | | | | | 94555 | 190095 |
| | CL | | | | | | | | | | | | | | ↓ | ↓ |
| | | | | | | | | | | | | | | | 11000 | 11000 |
| L/O | CL | | | | | :31 | 27.0 | | 390 | | | :31 | | | 83555 | 179095 |
| PONCA CITY VOR 36-44N 97-10W | CR | 015 | | | -10 | :33 / 1:04 | 27.0 | .73 | 425 | | 262 / 262 | :36 / 1:07 | 255 | | 7270 / 76285 | 7270 / 171825 |
| TOPEKA VOR 39-08N 95-35W | CR | 028 | | | -9 | :21 / 1:25 | 27.5 | ↑ | ↑ | | 160 / 422 | :22 / 1:29 | 156 | | 4670 / 71615 | 4670 / 167155 |
| DES MOINES VOR 41-27N 93-40W | CR | 032 | | | -8 | :22 / 1:47 | 28.0 | ↓ | ↓ | | 166 / 588 | :23 / 1:52 | 163 | | 4800 / 66815 | 4800 / 162355 |
| DES. PT. 43-48N 88-50W | CR | 056 | | | -5 | :37 / 2:23 | 29.0 | .73 | 425 | | 256 / 844 | :36 / 2:28 | 255 | | 7030 / 59785 | 7030 / 155325 |
| TIME/FUEL PAD | | | | | | :05 / 2:28 | | | | | | :05 / 2:33 | | | 500 / 59285 | 500 / 154825 |
| L/O 44-19N 87-37W | DES. | 062 | | | -2 | :08 / 2:33 | 15.0 | .81 / 350 | 470 | | 60 / 904 | :08 / 2:41 | 60 | | 700 / 58585 | 700 / 154125 |
| LAZY DAY 44-41N 86-42W | RENDZ. | 062 | | | -1 | :10 / 2:43 | 15.0 | 350 / 200 | 340 | | 44 / 948 | :10 / 2:51 | 44 | | 2025 / 56560 | 2025 / 152100 |
| END AREF 45-15N 85-09W | AREF | 063 | | | +2 | :17 / 3:00 | 15.0 | 200 / 220 | 260 | | 74 / 1022 | :17 / 3:08 | 74 | | 5400 / 51160 | 5400 / 146700 |
| | | | | | | | | | | | | | | | +34000 / 85160 | +34000 / 180700 |
| ON LOAD — | | | | | | | | | | | | | | | | |
| TAB 3 TO APP 3 TO ANNEX "A" | | | | | | | | | | | | | | | | |
| 819 ADIV OPS ORD 39-57 25 OCT 1957 | | | | | | | | | | | | | | | | |

SECRET

Cell 5-7 A7-5125

SAC FORM 18 APR 56 1a FC: 2720 ROUTE # 3 (LAZY DAY — LONGBOW — HEDGE HOP) PAGE 1 PRIMARY Air Force-SAC, Offutt O-1049(56)

1313

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / E / A F | 45-15N / 85-09W | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | HP / ALT | IAS / MACH | T.A.S. | G.S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROUTE | | | | | | | | | | | | | | | | 85160 | 180700 |
| Accelerate | | ACC | 063 | | | +3 | :02 / 3:02 | 15.0 | 220 / 308 | | | 8 / 1030 | :02 / 3:10 | 8 | | 700 / 84460 | 700 / 180 000 |
| L/O | 46-16N / 82-14W | CL | 063 | | | +5 | :21 / 3:23 | 27.5 | 308 / 270 | 390 | | 128 / 1158 | :21 / 3:31 | 128 | | 6640 / 77820 | 6640 / 173360 |
| | 49-00N / 71-20W | CR | 071 | | | +16 | 1:02 / 4:25 | 28.0 | .73 | 425 | | 477 / 1635 | 1:06 / 4:37 | 467 | | 13390 / 64430 | 13390 / 159970 |
| AREF I.P. | 50-17N / 60-00W | CR | 080 | | | +26 | :58 / 5:23 | 29.0 | .73 | 425 | | 450 / 2085 | 1:02 / 5:39 | 438 | | ↓ | ↓ |
| DES. PT. | 50-39N / 59-00W | CR | 061 | | | +30 | :06 / 5:29 | 29.0 | .73 | 425 | | 44 / 2129 | :06 / 5:45 | 43 | | 12290 / 52140 | 12290 / 147680 |
| Time/Fuel PAD | | | | | | | :04 / 5:33 | | | | | | :04 / 5:49 | | | 400 / 51740 | 400 / 147280 |
| L/O | 51-07N / 57-36W | DES | 063 | | | +30 | :08 / 5:41 | 15.0 | 81 / 350 | 470 | | 60 / 2189 | :08 / 5:57 | 60 | | 700 / 51040 | 700 / 146580 |
| LONG BOW | 51-26N / 56-35W | Rendz | 063 | | | +30 | :10 / 5:51 | 15.0 | 350 / 195 | 340 | | 44 / 2233 | :10 / 6:07 | 44 | | 2025 / 49015 | 2025 / 144555 |
| END AREF | 52-04N / 54-35W | AREF | 063 | | | +32 | :19 / 6:10 | 15.0 | 195 / 215 | 260 | | 82 / 2315 | :19 / 6:26 | 82 | | 6050 / 42965 | 6050 / 138505 |
| ON LOAD | | | | | | | | | | | | | | | | +37500 / 80465 | +37500 / 176005 |
| Accelerate | | ACC | 063 | | | | :02 / 6:12 | 15.0 | 215 / 308 | | | 8 / 2323 | :02 / 6:28 | 8 | | 700 / 79765 | 700 / 175305 |
| L/O | 53-02N / 51-20W | CL | 063 | | | +33 | :20 / 6:32 | 28.0 | 308 / 270 | 390 | | 120 / 2443 | :20 / 6:48 | 120 | | 6440 / 73325 | 6440 / 168865 |
| | 55-00N / 43-30W | CR | 068 | | | +33 | :39 / 7:11 | 28.0 | .73 | 425 | | 299 / 2742 | :41 / 7:29 | 290 | | 8250 / 65075 | 8250 / 160615 |
| | 57-00N / 30-00W | CR | 076 | | | +30 | 1:01 / 8:12 | 29.0 | ↑ | ↑ | | 470 / 3212 | 1:04 / 8:33 | 453 | | 11730 / 53345 | 11730 / 148885 |
| | 57-28N / 21-00W | CR | 085 | | | +25 | :38 / 8:50 | 31.0 | ↓ | ↓ | | 292 / 3504 | :40 / 9:13 | 283 | | ↓ | ↓ |
| ABEAM ROCKALL ISLAND | 57-23N / 13-40W | CR | 092 | | | +20 | :31 / 9:21 | 32.0 | .73 | 425 | | 236 / 3740 | :33 / 9:46 | 233 | | 13010 / 40335 | 13010 / 135875 |

TAB 3 TO APP 3 TO ANNEX "A"
819 ADIV OPGORD 39-57
25 OCT 1957

SECRET

Cell 5-8

A7-5125

SAC FORM 18 APR 56 1b FC: 2720 ROUTE # 3 (LAZY DAY – LONG BOW – HEDGE HOP) PAGE 2 PRIMARY

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

1314

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | TE / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | ELAPSED TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIG PRED FUEL REMAINING | LAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rickon Island 13-40 W | | | | | | | | | | | | | | 40 325 | 135 175 |
| 57-00N 07-35W | CR | 096 | | | +16 | 32.0 | .73 | 425 | | 200 / 3943 | :33 / 10.14 | 198 | | ↓ | ↓ |
| 56-30N 07-00W | CR | 150 | | | +14 | 32.0 | ↑ | ↑ | | 38 / 3978 | :03 / 10.19 | 35 | | 5530 / 34 805 | 5530 / 130 345 |
| 55-18N 05-47W | CR | 151 | | | +13 | 33.0 | ↓ | ↓ | | 28 / 4059 | :13 / 10.30 | 78 | | ↓ | ↓ |
| 54-39N 05-15W | CR | 155 | | | +12 | 33.0 | .73 | 425 | | 42 / 4101 | :10 / 10.36 | 42 | | 2710 / 32 135 | 2710 / 127 675 |
| 50-38N 05-15W | CR | 181 | | | +12 | 34.0 | .73 | 425 | | 238 / 4339 | 1:34 / 11.10 | 240 | | 5430 / 26 705 | 5430 / 122 245 |
| TIME/FUEL PAD | | | | | | | | | | | :09 / 11.19 | | | 900 / 25 805 | 900 / 121 345 |
| 49-50N 06-08W | DES | 215 | | | +09 | 15.0 | .81 / 350 | 470 | | 60 / 4399 | :08 / 11.27 | 60 | | 700 / 25 105 | 700 / 120 645 |
| 49-12N 06-47W | REC-2 | 215 | | | +11 | 15.0 | 350 / 170 | 390 | | 44 / 4443 | :10 / 11.37 | 44 | | 3025 / 23 080 | 2025 / 118 620 |
| 48-27N 07-34W | PREF | 215 | | | +11 | 15.0 | 190 / 200 | 260 | | 66 / 4509 | :15 / 11.52 | 66 | | 4200 / 18 880 | 4200 / 114 420 |
| ON LOAD | | | | | | | | | | | | | | +30 000 / 48 880 | +30 000 / 144 420 |
| Accelerate | ACC | 215 | | | +12 | 15.0 | 200 / 308 | | | 8 / 4517 | :04 / 11.56 | 8 | | 700 / 48 180 | 700 / 143 720 |
| 46-59N 09-59W | CL | 215 | | | +12 | 32.0 | 308 / 270 | 390 | | 84 / 4601 | :16 / 12.12 | 14 | | 6040 / 42 140 | 6040 / 137 680 |
| TAB 3 TO APP 3 TO ANNEX "A" 319 ADIV OPORD 38-59 25 OCT 1959 | | | | | | | | | | | | | | | |

SECRET

Cell-5-8 AT-5125



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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / TO / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | TI / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIG / PRED FUEL REMAINING | PLAN / GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47-17W / 08-43W | | | | | | | | | | | | | | | 42140 | 137680 |
| TOTALS BROUGHT FWD | | | | | | | | | | | | | | | ↓ | ↓ |
| T.P. 45-03N / 03-03W | CR | 142 | | | +11 | :21 / 12:03 | 32.0 | .73 | 425 | | 146 / 4749 | :21 / 12:31 | 148 | | 3720 / 38420 | 3720 / 133960 |
| T.P. 46-32N / 04-30W | CR | 045 | | | +10 | :20 / 12:23 | 33.0 | ↑ | ↑ | | 142 / 4889 | :20 / 12:51 | 143 | | 3190 / 35230 | 3190 / 130770 |
| T.P. ISLAND 48-28N / 05-06W | CR | 345 | | | +10 | :16 / 12:39 | 33.0 | | | | 114 / 5003 | :16 / 13:07 | 117 | | ↑ | ↑ |
| TGT 50-03N / 05-42W | B/R | 345 | | | +11 | :14 / 12:53 | 33.0 | | | | 99 / 5102 | :14 / 13:21 | 99 | | 4820 / 30410 | 4820 / 125950 |
| ST. MAWGAN 50-27N / OMNI 05-00W | CR | 060 | | | +11 | :06 / 12:59 | 33.0 | | | | 37 / 5139 | :06 / 13:27 | 42 | | ↑ | ↑ |
| KEEVIL 51-28N / TVOR 01-59W | DES. | 060 | | | +10 | :19 / 13:18 | 25.0 | .73 | 425 | | 130 / 5269 | :19 / 13:46 | 135 | | 3790 / 26620 | 3790 / 122160 |
| UPPER HEYFORD 51-56N / OMNI 01-15W | CR | 047 | | | +9 | :06 / 13:24 | 25.0 | IAS 275 | 400 | | 38 / 5307 | :06 / 13:52 | 40 | | ↑ | ↑ |
| MOLESWORTH TVOR | | 046 | | | | :06 / 13:30 | 20.0 | IAS 298 | 400 | | 41 / 5348 | :06 / 13:59 | 40 | | 2300 / 24320 | 2300 / 119860 |
| DES & LAND | | | | | | :20 / 13:50 | | | | | | :20 / 14:18 | | | 3000 / 21320 | 3000 / 116860 |
| TGT | | | — TO ALTERNATE BASE — | | | | | | | | | | | | 30410 | 125950 |
| ST. MAWGAN 50-27N / OMNI 05-00W | | 060 | | | | | | | | | | :06 | 42 | | ↓ | ↓ |
| ISLAND 48-28N / 05-05W | | 192 | | | +9 | | 34.0 | .73 | 425 | -15 / 410 | 110 | :16 | 114 | | 3380 / 27030 | 3380 / 122570 |
| SAN JURJO 41-40N 01-01W | | 155 | | | +9 | | 35.0 | .73 | 425 | +27 / 452 | 443 | .59 | 416 | | 8570 / 18460 | 8570 / 114000 |

TAB 3 TO APP 3, TO ANNEX "A"
819 ADIV OPS ORD 39-57
25 OCT 1957

SECRET

Cell-5-8

A7-5125

(10)

SAC FORM 15 APR 55 1b FC 2720 ROUTE #3 (LAZY DAY – LONG BOW – HEDGE HOP) PAGE 4 PRIMARY Air Force-SAC, Offutt O-1050(56)

1316

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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | 15AF 39-57 IRON BAR | 341 BW | R-47 E | | | PRIMARY REDEPLOYMENT |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 10 000 | BOMBS | 7500 | | |
| CREW | 882 | FM | 11 000 | AMMO | 473 | | |
| OIL | 394 | F. AUX | 6720 | WATER AUG | 5300 | | |
| ATO | — | A. AUX | 7808 | STATIC | 196 720 | NR FULL ATO REQUIRED | — |
| RACK | — | CM | 17 984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20 672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2 545 | NR EMPTY ATO REQUIRED | — |
| MISCELLANEOUS | 607 | EXT | 21 696 | | | | |
| CHAFF + ECM | 1254 | TOTAL FUEL | 95880 | TAKE-OFF GROSS | 194 175 | ATO FIRING SPEED | — |
| OPERATING | 87 567 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH 10,000' | AIR TEMP 50°F |
| CRITICAL FIELD LENGTH 10,000' | | CRITICAL AIR TEMP 60°F |
| TAKE-OFF DISTANCE 7900' (53 SEC) | | TAKE-OFF SPEED 160 K |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |

PRE-FLIGHT PLAN

| FROM CHELVESTON ROUTE | FLT COND | T. C. | WIND D/V DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP ALT | IAS MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | 90% WIND TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 93 335 | 194 175 |
| T.O. + Accelerate | | | | | | | | | | | 10 | :03 | | | 2060 | 7360 |
| | | | | | | | | | | | 10 | | | | 91 275 | 186 815 |
| GLOUCESTER 51-54N BEACON 02-10W | CL | 245 | | | +10 | | | | 390 | | 70 | | | | ↑ | ↑ |
| | | | | | | | | | | | 80 | | | | ↓ | ↓ |
| COAST OUT POINT 40 53-19N 03-45W | CL | 329 | | | +10 | | | | 390 | | 103 | | | | 9800 | 9800 |
| | | | | | | :31 | 27.0 | | | | 183 | :31 | | | 81 475 | 177 015 |
| 1st OF MAN BEACON 54-04N 04-47W | CR | 323 | | | +10 | :09 | | | | | 56 | :10 | 70 | | ↓ | ↓ |
| | | | | | | :40 | 27.0 | .73 | 425 | | 239 | :41 | | | ↓ | ↓ |
| T.P. 55-19N 05-45W | CR | 324 | | | +12 | :13 | | | | | 82 | :14 | 99 | | 4660 | 4660 |
| | | | | | | :53 | 27.0 | .73 | 425 | | 321 | :55 | | | 76 815 | 172 355 |
| 56-20N 19-00W | CR | 278 | | | +16 | 1:11 | | | | | 450 | 1:16 | 537 | | 15 310 | 15 310 |
| | | | | | | 2:04 | 28.0 | .73 | 425 | | 771 | 2:11 | | | 61 505 | 157 045 |
| 55-39N 36-00W | CR | 266 | | | +25 | 1:30 | | | | | 575 | 1:37 | 683 | | 17 320 | 17 320 |
| | | | | | | 3:34 | 29.5 | .73 | 425 | | 1346 | 3:48 | | | 44 185 | 139 725 |
| 54-16N 45-00W | CR | 255 | | | +31 | :51 | | | | | 322 | :55 | 390 | | 9320 | 9320 |
| | | | | | | 4:25 | 31.0 | .73 | 425 | | 1668 | 4:42 | | | 34 865 | 130 405 |
| DES. PT. 52-50N 51-14W | CR | 249 | | | +33 | :38 | | | | | 240 | :41 | 290 | | 6 370 | 6 370 |
| | | | | | | 5:03 | 32.0 | .73 | 425 | | 1908 | 5:24 | | | 28 495 | 124 035 |
| Time/Fuel PAD | | | | | | :10 | | | | | | :10 | | | 1000 | 1000 |
| | | | | | | 5:13 | | | | | | 5:34 | | | 27 495 | 123 035 |

TAB 4 TO APP 3 TO ANNEX "A"
819 ADIV OPS ORD 39-57
25 OCT 1957

SECRET

A7-51 25

SAC FORM 15 APR 56 1a FC: 2720 ALL AIRCRAFT (LONG BOW — BOOK MARK) Page 1 PRIMARY Air Force-SAC, Offutt O-1049(56)

1317

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MISSION FLIGHT PLAN – CONTINUATION SHEET

90% WIND

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN HEAD / TAS | TEMP / ALT | IAS / MACH | T.A.S. | G.S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME/FUEL PAD | | | | | | | | | | | | | | | 29 495 | 123 035 |
| 52-24W 4/0 52-43W | DES. | 243 | | | +33 | :08 5:27 | ↘ 15.0 | .81 350 | 470 | | 60 1968 | :08 5:42 | 60 | | 700 26 795 | 700 122 335 |
| LONG 52-05N BOW 52-43W | REND2 | 243 | | | +33 | :09 5:31 | 15.0 | 350 190 | 250 | | 44 2012 | :10 5:52 | 44 | | 2025 24 770 | 2025 120 310 |
| END 51-30N AREF. 55-35W | AREF | 243 | | | +32 | :07 5:48 | 15.0 | 190 200 | 250 | | 70 2026 | :17 6:09 | 74 | | 6050 18 720 | 6050 114 260 |
| | | | | | | | | | | | | | | | +19500 | 39500 |
| ON-LOAD | | | | | | | | | | | | | | | 56220 | 151 760 |
| | | | | | | :02 | | 200 | | | 8 | :02 | 8 | | 700 | 700 |
| ACCELERATE | ACC | 243 | | | | 5:50 | 15.0 | 305 | | | 2034 | 6:11 | | | 55 520 | 151 060 |
| 50-30N 4/0 58-50W | CL | 243 | | | +30 | :20 6:10 | ↗ 31.0 | 300 211 | 370 | | 122 2216 | :20 6:31 | 122 | | 6440 49 080 | 6440 144 620 |
| T.P. 49-20N 61-50W | CR | 240 | | | +29 | :22 6:32 | 31.0 | .73 | 425 | | 144 2360 | :24 6:55 | 170 | | 4470 44 610 | 4470 140 150 |
| LORING 46-48N VOR 67-49W | CR | 237 | | | +25 | :44 7:16 | 32.0 | .73 | 425 | | 282 2642 | :48 7:43 | 332 | | 8130 36 480 | 8130 132 020 |
| BINGHAMTON 42-09N VOR 76-08W | CR | 231 | | | +16 | :10 8:26 | 33.0 | .73 | 425 | | 454 2676 | 1:15 8:57 | 530 | | 11 740 24 740 | 11 740 120 280 |
| DES 39-38W PT. 80-12W | CR | 231 | | | +7 | :37 9:03 | 34.5 | .73 | 425 | | 239 2235 | :40 9:37 | 282 | | 5940 18 800 | 5940 114 340 |
| | | | | | | :08 9:11 | | | | | | :08 1:45 | | | 800 18 000 | 800 113 540 |
| TIME/FUEL PAD | | | | | | | | | | | | | | | 700 | 700 |
| 39-05N 4/0 81-17W | DES | 237 | | | +4 | :08 9:19 | ↘ 15.0 | .81 350 | 470 | | 60 3325 | :08 1:53 | 60 | | 17 300 | 112 840 |
| BOOK 38-42N MARK 82-04W | REND2 | 237 | | | +3 | :10 9:29 | 15.0 | 350 190 | 250 | | 42 2721 | :10 10:03 | 42 | | 2025 15 275 | 2025 110 815 |
| END 38-00N AREF 83-20W | AREF | 237 | | | +2 | :17 9:46 | 15.0 | 190 200 | 250 | | 74 3513 | :17 10:20 | 74 | | 6050 9225 | 6050 104 765 |
| | | | | | | | | | | | | | | | +36 000 | +36 000 |
| ON LOAD | | | | | | | | | | | | | | | 45225 | 140 765 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| TAB 4 TO APP 3 TO ANNEX "A" | | | | | | | | | | | | | | | | |
| 219 ADIV OPSORD 59-57 25 OCT 1959 | | | | | | | SECRET | | | | | | | | A7-5425 | |

SAC FORM 18 APR 56 1b FC: 2720 ALL AIRCRAFT (LONG BOW – BOOK MARK) PAGE 2 PRIMARY

AIR FORCE-SAC, OFFICE O-1050(56)



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## MISSION FLIGHT PLAN – CONTINUATION SHEET

40%

FROM: ON LOAD

| ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T.A.S. | G.S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 45225 | 140705 |
| | | | | | | :02 | | | | | 8 | :02 | 8 | | 700 | 700 |
| Accelerate | ACC | 237 | | | +1 | 9:43 | 15.0 | | | | 3521 | 10:22 | | | 44525 | 140045 |
| 36-43N | | | | | | :20 | | | | | 120 | :20 | 120 | | 5810 | 5810 |
| 40 85-30W | CL | 234 | | | 0 | 10:08 | 33.0 | | 390 | | 3641 | 10:43 | | | 38715 | 134255 |
| Nashville 36-04N | | | | | | :10 | | | | | 66 | :11 | 78 | | 1870 | 1870 |
| VOR 86-30W | CR | 334 | | | -2 | 10:18 | 33.0 | .73 | 425 | | 3707 | 10:53 | | | 36845 | 132385 |
| Little 34-46N | | | | | | :45 | | | | | 292 | :49 | 347 | | 7560 | 7560 |
| Rock 92-14W | CR | 254 | | | -5 | 11:03 | 33.5 | .73 | 425 | | 3999 | 11:42 | | | 29285 | 124825 |
| | | | | | | 1:04 | | | | | 410 | 1:08 | 480 | | 10530 | 10530 |
| DYESS | CR | 250 | | | -9 | 12:06 | 34.5 | .73 | 425 | | 4409 | 12:50 | | | 18755 | 114295 |
| | | | | | | :30 | | | | | | :30 | | | 3000 | 3000 |
| Des + LAND | | | | | | 12:36 | | | | | | 13:20 | | | 15755 | 111295 |

TAB # TO APPS
TO ANNEX "A"
8TH ADV OPSORD 11-59
25 OCT 1959

SECRET

A7-5125

SAC FORM 1b FC: 2730 ALL AIRCRAFT (LONG BOW – BOOK MARK) PAGE 3 PRIMARY

Air Force-SAC, Offutt

1319

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| MISSI[illegible] FLIGHT PLAN | O. O. AND NICKNAME 15AF 39-57 IRON BAR | U[illegible] [illegible]1 BW | TYPE ACFT B 7E | WAVE | [illegible]LL CALL [illegible]GN | REMARKS ALTERNATE #1 DEPLOYMENT/STRIKE |
|---|---|---|---|---|---|---|

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 11 600 | BOMBS | 2500 | | |
| CREW | 882 | FM | 12 680 | AMMO | 473 | | |
| OIL | 394 | F. AUX | 6720 | WATER AUG | 5300 | | |
| ATO | – | A. AUX | 7808 | STATIC | 200 000 | NR FULL ATO REQUIRED | |
| RACK | – | CM | 17984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 607 | EXT. | 21696 | | | | |
| CHAFF + ECM | 1254 | TOTAL FUEL | 99 160 | TAKE-OFF GROSS | 197 455 | ATO FIRING SPEED | |
| OPERATING | 87 567 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT 2290' | LENGTH 13 500' | AIR TEMP 66°F |
| CRITICAL FIELD LENGTH 13 500' | | CRITICAL AIR TEMP 83°F |
| TAKE-OFF DISTANCE 10,100' (64 Sec) | | TAKE-OFF SPEED 162 K |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |

PRE-FLIGHT PLAN

| FROM DYESS AFB ROUTE | FLT COND | T. C. | WIND D/V DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP ALT | IAS MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | 90% WIND TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | 90% WIND FUEL FLIGHT PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T.O. + Accelerate | | | | | | :03 | | | | | 09 | :03 | 09 | | 96 615 | 197 455 |
| | | | | | | | | | | | 09 | :03 | 09 | | 2060 | 7360 |
| BRADY | CL | 160 | | | | | | | 390 | | 80 | ↓ | ↓ | | 94555 | 190095 |
| | | | | | | | | | | | 89 | | | | ↓ | ↓ |
| L/O | CL | 064 | | | | :31 | 27.0 | | 390 | | 95 | :28 | 183 | | 11000 | 11000 |
| | | | | | | | | | | | 184 | .31 | 192 | | 83555 | 179095 |
| ENTER ADIZ 35-03N 88-13W | CR | 067 | | | | 1:07 | | | | | 516 | 1:11 | 504 | | 14640 | 14640 |
| | | | | | | 1:38 | 27.0 | .73 | 425 | | 700 | 1:12 | 696 | | 68915 | 164455 |
| NASHVILLE VOR 36-04N 86-36W | CR | 052 | | | | :13 | | | | | 101 | :14 | 99 | | ↓ | ↓ |
| | | | | | | 1:51 | 27.0 | .73 | 425 | | 801 | 1:56 | 795 | | ↓ | ↓ |
| DES PT. 37-07N 84-54W | CR | 052 | | | | :14 | | | | | 104 | :15 | 107 | | 5610 | 5610 |
| | | | | | | 2:05 | 27.0 | .73 | 425 | | 905 | 2:11 | 902 | | 63305 | 158845 |
| TIME/FUEL PAD | | | | | | :04 | | | | | | :04 | | | 400 | 400 |
| | | | | | | 2:09 | | | | | | 2:15 | | | 62905 | 158445 |
| L/O 37-42N 83-52W | DES | 054 | | | | :08 | | | | | 60 | :08 | 60 | | 700 | 700 |
| | | | | | | 2:17 | 15.0 | .81 | 470 | | 965 | 2:23 | 962 | | 62205 | 157745 |
| BOOK MARK 38-08N 83-07W | RENDZ | 054 | | | | :10 | | 250 | | | 44 | :10 | 44 | | 2025 | 2025 |
| | | | | | | 2:27 | 15.0 | 200 | 250 | | 1009 | 2:33 | 1006 | | 60180 | 155720 |
| END AREF | AREF | 055 | | | | :17 | | 200 | | | 74 | :17 | 74 | | 5400 | 5400 |
| | | | | | | 2:44 | 15.0 | 220 | 270 | | 1083 | 2:50 | 1080 | | 54780 | 150320 |
| -ON LOAD- | | | | | | | | | | | | | | | +35000 | +35000 |
| | | | | | | | | | | | | | | | 89780 | 185320 |

TAB 5 TO APP 3 TO ANNEX "A" 819 ADIV OPS ORD 39-57 25 OCT 1957

A7-5125

SECRET

QRS #1-2-4-7-

SAC FORM 15 APR 56 1a FC 2720 ALTERNATE FOR ROUTE #1 (BOOK MARK - Long Bow) PAGE 1 AF Form-SAC, Offset D-1049(56)

1320

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## M[illegible]ION FLIGHT P[illegible]N – CONTINUATION S[illegible]T

| FR / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | Heavy Weight Time | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FL[illegible]T PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| On Load | | | | | | | | | | | 8 | :02 | 8 | | 179780 | 182320 |
| | | | | | | | | | | | | | | | 700 | 700 |
| Accelerate | ACC | 055° | | | | 9:46 | 15.0 | | | | 1092 | 9 52 | 1079 | | 89050 | 184680 |
| | | | | | | :20 | | | | | 120 | 20 | 120 | | 6600 | 6600 |
| L/O | CL | 058° | | | | 3:06 | 27.0 | | 370 | | 1211 | 3 12 | 1177 | | 82450 | 178040 |
| 41-32N 75-55W | CR | 060 | | | | :28 | | | | | 186 | 26 | 154 | | 5270 | 58710 |
| | | | | | | 5:30 | 28.0 | .73 | 425 | | 1397 | 3 38 | 1383 | | 77210 | 172750 |
| 46-35N 67-46W | CR | 048 | | | | :57 | | | | | 463 | 1 04 | 455 | | 13300 | 13300 |
| | | | | | | 9:39 | 28.0 | .73 | 425 | | 1860 | 4 42 | 1838 | | 63910 | 159450 |
| AREF 50-17N IP 60-00W | CR | 056 | | | | :17 | | | | | 380 | 54 | 73 | | 2030 | 2030 |
| | | | | | | 5:17 | 30.0 | .73 | 425 | | 2240 | 5 34 | 1911 | | 61880 | 157420 |
| Des Pt. 50-37N 59-00W | CR | 061 | | | +30 | :06 | | | | | 74 | 06 | 42 | | 1200 | 1200 |
| | | | | | | 5:23 | 29.0 | .73 | 425 | | 2284 | 5 40 | 1924 | | 60680 | 156280 |
| Time/Fuel Pod | | | | | | :06 | | | | | | 06 | | | 700 | 700 |
| | | | | | | 5:29 | | | | | | 5 46 | | | 60580 | 155870 |
| L/O 51-07N 57-36W | Des | 063 | | | +30 | :08 | | 87 | | | 60 | 08 | 60 | | 700 | 700 |
| | | | | | | 5:37 | 15.0 | 350 | 470 | | 2374 | 5 54 | 2014 | | 59590 | 155170 |
| Long Bow 51-26N 56-35W | Rend$_2$ | 063 | | | +30 | :10 | | 350 | | | 74 | 10 | 44 | | 2025 | 2025 |
| | | | | | | 5:47 | 15.0 | 200 | 340 | | 2388 | 6 04 | 2058 | | 57555 | 153095 |
| End AREF 52-04N 54-35W | AREF | 063 | | | +32 | :19 | | 200 | | | 82 | 19 | 82 | | 6050 | 6050 |
| | | | | | | 6:06 | 15.0 | 220 | 270 | | 2470 | 6 23 | 2140 | | 51505 | 147045 |
| | | | | | | | | | | | | | | | +37500 | +32500 |
| | | | | | | | | | | | | | | | 88905 | 184545 |
| On Load | | | | | | | | | | | | | | | | |
| | | | | | | :02 | | 220 | | | 8 | 02 | 8 | | 700 | 700 |
| Accelerate | ACC | 063 | | | | 6:08 | 15.0 | 308 | | | 2478 | 6 25 | 2148 | | 88305 | 183545 |
| | | | | | | :20 | | 308 | | | 124 | 20 | 124 | | 3985 | 3985 |
| L/O 53-02N 51-20W | CL | 063 | | | +33 | 6:28 | 27.0 | 270 | 390 | | 2602 | 6 45 | 2272 | | 84320 | 179860 |
| | | | | | | :39 | | | | | 299 | 41 | 290 | | 5950 | 8950 |
| 55-00N 43-30W | CR | 068 | | | +33 | 7:07 | 27.0 | .73 | 425 | | 2901 | 7 26 | 2562 | | 75370 | 170910 |
| | | | | | | 1:01 | | | | | 470 | 1 04 | 453 | | 13080 | 13080 |
| 57-00N 30-00W | CR | 076 | | | +30 | 8:08 | 28.5 | 73 | 425 | | 3371 | 8 30 | 3015 | | 62890 | 157830 |
| | | | | | | :38 | | | | | 292 | 40 | 283 | | 7660 | 7660 |
| 57-28N 21-00W | CR | 085 | | | +25 | 8:46 | 30.0 | .73 | 425 | | 3663 | 9 10 | 3298 | | 54630 | 150170 |
| Abeam Rockall Islands 57-23N 13-40W | CR | 092 | | | +20 | :31 | | | | | 236 | 33 | 233 | | 6100 | 6100 |
| | | | | | | 9:17 | 31.0 | .73 | 425 | | 3899 | 9 43 | 3521 | | 48530 | 144070 |
| Pre IP 57-00N 07-35W | CR | 096 | | | +16 | :26 | | | | | 200 | 27 | 191 | | 4700 | 4700 |
| | | | | | | 9:43 | 32.0 | .73 | 425 | | 4099 | 10 10 | 3722 | | 43830 | 139370 |
| TAB 5 TO APP 3 TO ANNEX A HQ ADCOM OPS ORD 34-57 25 OCT 1957 | | | | | | | Secret | | | | | | | | | |
| | | | | | | | | | | | | | Calls | | 1-2-4-7 | |
| | | | | | | | | | | | | | | | 47-5/25 | (2) |

SAC FORM 16 APR 56 1b FC: 2720 Route #1 Alternate (Boot Mark – Long Bow) Page 2 Air Force-SAC, Offutt O-1050(36)

1521

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943

## MISSION FLIGHT PLAN – CONTINUATION SHEET

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | Mean wind / Time | ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN / PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IP 56-30N 07-00W | CR | 150 | | | +14 | :06 / 9:49 | 32.0 | .73 | 425 | | 38 / 4137 | :06 / 10:16 | 38 / 3760 | | 43830 / 920 / 42910 | 139370 / 920 / 138450 |
| TGT 55-18N 05-47W | B/R | 151 | | | +13 | :11 / 10:00 | 32.0 | | | | 81 / 4218 | :11 / 10:27 | 81 / 3841 | | 1950 / 40960 | 1950 / 136500 |
| TP 54-39N 05-15W | CR | 155 | | | +12 | :06 / 10:06 | 33.0 | | | | 42 / 4260 | :06 / 10:33 | 42 / 3883 | | 1000 / 39960 | 1000 / 135500 |
| Isle of Man Beacon 54-04N 04-47W | CR | 154 | | | +12 | 06 / 10:12 | 33.0 | | | | 38 / 4298 | :06 / 10:39 | 38 / 3921 | | 890 / 39070 | 890 / 134610 |
| Coast in Point 53-19N 03-45W | DS | 143 | | | +12 | :08 / 10:20 | 25.0 | .73 | 425 | | 57 / 4355 | :08 / 10:47 | 57 / 3978 | | 1340 / 37730 | 1340 / 133270 |
| Gloucester Beacon 51-54N 02-10W | CR | 144 | | | +11 | :15 / 10:35 | 25.0 | 275 / .66 | 400 | | 105 / 4460 | :15 / 11:02 | 105 / 4083 | | 2440 / 35290 | 2440 / 130830 |
| Molesworth TVOR 52-23N 00-25W | DS | 066 | | | +9 | :10 / 10:45 | 20.0 | IAS 275 | 400 | | 67 / 4527 | :10 / 11:12 | 67 / 4150 | | 1530 / 33760 | 1530 / 129300 |
| Chelveston Des + Land | | | | | | :20 / 11:05 | | | | | | :20 / 11:32 | | | 3000 / 30760 | 3000 / 126300 |
| — TO ALTERNATE BASE — | | | | | | | | | | | | | | | | |
| MOLSWORT TVOR 52-23N 002.5W | | | | | | | | | | | | | | | 33760 | 129300 |
| ISLAND 48-28N 05-05W | 214 | | | | +9 | | 34.0 | .73 | 425 | | 295 | 143 | 308 | | 6750 / 27010 | 6750 / 122550 |
| SAN JURJO 41-40N 01-01W | | | | | +9 | | 35.0 | .73 | 425 | | 443 | 159 | 416 | | 8540 / 18470 | 8540 / 114010 |

TAB 5 TO APP 3
TO ANNEX 'A'
819 ADIV OPS ORD 39-57
25 OCT 1957

Secret

Cells 1-2-4-7

A7-5125 (13)

SAC FORM 18 APR 56 1b FC: 2720 Route #1 Alternate (Book Mark – Long Bow) Page 3 Air Force-SAC, Offutt O-1050(56)

1322

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| MISSIC.. FLIGHT PLAN | O. O. AND NICKNAME 15AF 39-57 IRON BAR | U 341 BW | TY ..CFT B-47 E | WAVE | ..LL CALL SIGN | REMARKS ALTERNATE DEPLOYMENT/STRIKE |
|---|---|---|---|---|---|---|

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82 870 | AM | 11600 | BOMBS | 9500 | | |
| CREW | 882 | FM | 12680 | AMMO | 473 | | |
| OIL | 394 | F. AUX | 6720 | WATER AUG | 5300 | | |
| ATO | — | A. AUX | 7808 | STATIC | 200,000 | NR FULL ATO REQUIRED | |
| RACK | — | CM | 17984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 607 | EXT | 21696 | | | | |
| CHAFF + ECM | 1254 | TOTAL FUEL | 99160 | TAKE-OFF GROSS | 197 455 | ATO FIRING SPEED | |
| OPERATING | 87 567 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT 2290' | LENGTH 13,500' | AIR TEMP 66°F |
| CRITICAL FIELD LENGTH 13,500' | | CRITICAL AIR TEMP 83°F |
| TAKE-OFF DISTANCE 10,100 (64 sec) | | TAKE-OFF SPEED 162K |

| CRITICAL WIND COMPONENT | | |
|---|---|---|
| 1ST LEG | 2ND LEG | 3D LEG |
| | | |

PRE-FLIGHT PLAN

| FROM DyESS AFB / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | 90% WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 96 615 | 197 455 |
| T.O. + Accelerate | | | | | | :03 | | | | | | :03 | | | 2060 | 7360 |
| | | | | | | | | | | | | | | | 94 555 | 190 095 |
| BRADY | CL | 160 | | | | | | | 390 | | 80 | | | | ↕ | ↕ |
| | | | | | | | | | | | 80 | | | | | |
| 4/0 | CL | 067 | | | | :31 | 27.0 | | 390 | | 95 | | | | 11 000 | 11 000 |
| | | | | | | | | | | | 175 | :31 | | | 83 555 | 179 095 |
| muscle SHOALS VOR | CR | 070 | | | -7 | 1:10 | | | | | 532 | 1:14 | 524 | | 15 250 | 15 250 |
| | | | | | | 1:41 | 27.0 | .73 | 425 | | 707 | 1:45 | | | 68 305 | 163 745 |
| CHATTANOOGA VOR | CR | 083 | | | -3 | :16 | | | | | 120 | :17 | 121 | | 3380 | 3380 |
| | | | | | | 1:57 | 29.0 | | | | 827 | 2:02 | | | 64 925 | 160 465 |
| CONST OUT POINT 37-00N NEWPORT NEWS 76-20W | CR | 014 | | | +2 | :58 | | | | | 445 | 1:02 | 440 | | 11 380 | 11 380 |
| | | | | | | 2:55 | 30.0 | | | | 1263 | 3:04 | | | 53 545 | 149 085 |
| AREF I. P. 37-54N 69-56W | CR | 080 | | | +10 | :41 | | | | | 310 | :43 | 309 | | 7890 | 7890 |
| | | | | | | 3:36 | 31.0 | | | | 1575 | 3:47 | | | 45 655 | 141 195 |
| Des. PT. 39-25N 69-00W | CR | 026 | | | +14 | :13 | | | | | 100 | :14 | 99 | | 2550 | 2550 |
| | | | | | | 3:49 | 31.0 | .73 | 425 | | 1673 | 4:01 | | | 43 005 | 138 645 |
| Time/Fuel PAD | | | | | | :08 | | | | | | :08 | | | 800 | 800 |
| | | | | | | 3:57 | | | | | | 4:09 | | | 42 305 | 137 845 |
| 4/0 40-19N 68-26W | Des. | 026 | | | +15 | :08 | | .81 | | | 60 | :08 | 60 | | 700 | 700 |
| | | | | | | 4:05 | 15.0 | 350 | 470 | | 1733 | 4:17 | | | 41 605 | 137 145 |
| DRAGON FLY 40-58N 67-58W | Rc. 2L | 026 | | | +16 | :10 | | 350 | | | 44 | :10 | 44 | | 2025 | 2025 |
| | | | | | | 4:15 | 15.0 | 190 | 340 | | 1777 | 4:27 | | | 39 580 | 135 120 |
| END AREF 42-05N 67-15W | AREF | 026 | | | +18 | :17 | | 190 | | | 74 | :17 | 74 | | 5400 | 5400 |
| | | | | | | 4:32 | 15.0 | 210 | 260 | | 1851 | 4:44 | | | 34 180 | 129 720 |
| TAB 6 TO APP 3 TO ANNEX "A" | | | | | | | | | | | | | | | +35 000 | +35 000 |
| | | | | | | | | | | | | | | | 69 180 | 164 720 |
| 819 ADIV OPSORD 39-57 31 OCT 1957 | | | | | | | | | | | | | | | A7-5125 | |

ON LOAD

SECRET

SAC FORM 1a

ALTERNATE FOR ROUTE #2 (DRAGON FLY — LONG BOW, Page 1

Air Force-SAC, Offset O-1043(55)

1323

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

| F<br>UNLOAD<br>ROUTE | FLT COND | T.C. | WIND D/V<br>DRIFT | T.H. | VAR | MEAN Wind<br>Time | MP<br>ALT | IAS<br>MACH | T. A. S. | G. S. | ACC GND DIS | ACC TIME | ACC AIR DIS | ETA | FUEL F<br>PRED FUL REMAINING | HT PLAN<br>GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 69180 | 164700 |
| ACCELERATE | ACC | 030 | | | +18 | :02 | | 210 | | | 8 | :02 | 8 | | 700 | 700 |
| | | | | | | 4:39 | 15.0 | 308 | | | 1551 | 4:96 | | | 68480 | 164020 |
| MONCTON 43-34N<br>ADIZ 66-01W | CL | 030 | | | +19 | :14½ | | 308 | | | 93 | 14½ | 93 | | | |
| | | | | | | 4:98½ | | 270 | 370 | | 1552 | 5:00½ | | | ↓ | ↓ |
| 4/0 43-55N<br>65-48W | CL | 030 | | | +19 | :14½ | | | | | 27 | 14½ | 27 | | 6210 | 62100 |
| | | | | | | 4:53 | 20.0 | | 510 | | 1977 | 5:02 | | | 62270 | 157510 |
| GANDER 48-27N<br>ADIZ 61-57W | CR | 031 | | | +24 | :41 | | | | | 315 | :43 | 308 | | 8550 | 8550 |
| | | | | | | 5:39 | 20.0 | 73 | 425 | | 2292 | 5:48 | | | 53720 | 147360 |
| AREF 50-16N<br>L.P. 60-00W | CR | 034 | | | +28 | :17 | | | | | 131 | :18 | 127 | | 3320 | 3320 |
| | | | | | | 5:51 | 31.0 | 73 | 425 | | 2423 | 6:06 | | | 50400 | 145740 |
| DRG. TO-37N<br>PT. 59-00 | CR | 061 | | | +30 | :06 | | | | | 94 | :06 | 43 | | 1100 | 1100 |
| | | | | | | 2:57 | 31.0 | 73 | 425 | | 2487 | 6:12 | | | 47200 | 144540 |
| TIME/FUEL PAD | | | | | | :02 | | | | | | :02 | | | 200 | 200 |
| | | | | | | 5:27 | | | | | | 6:14 | | | 49100 | 144640 |
| 510711 | | | | | | :8 | | .81 | | | 60 | :08 | 60 | | 700 | 700 |
| 1/0 57-36W | DES | 063 | | | +30 | 6:07 | 15.0 | 250 | 460 | | 2547 | 6:22 | | | 48400 | 143780 |
| LONG 51-26N | KORY | 063 | | | +30 | :10 | | 320 | | | 44 | :10 | 44 | | 2030 | 2030 |
| 1801 56-35W | | | | | | 6:17 | 15.0 | 190 | 346 | | 2573 | 6:32 | | | 46220 | 141912 |
| END 53-04N | AREF | 063 | | | +33 | :11 | | 190 | | | 82 | :17 | 82 | | 6050 | 6050 |
| AREF 54-35W | | | | | | 6:36 | 15.0 | 212 | 370 | | 2655 | 6:41 | | | 40320 | 135560 |
| ON LOAD | | | | | | | | | | | | | | | 2700 | 37000 |
| | | | | | | | | | | | | | | | 77320 | 172860 |
| ACCELERATE | HCC | 063 | | | | :02 | | 212 | | | 7 | :02 | 8 | | 700 | 700 |
| | | | | | | 6:38 | 15.0 | 308 | | | 2662 | 6:53 | | | 76620 | 172160 |
| 1/0 53-02N<br>51-20W | CL | 063 | | | +33 | :20 | | 308 | | | 127 | :32 | 127 | | 6440 | 6440 |
| | | | | | | 6:58 | 29.0 | 270 | 390 | | 2789 | 7:23 | | | 70180 | 165720 |
| 55-00N | | | | | | :21 | | | | | 299 | :41 | 290 | | 8220 | 8220 |
| 43-30N | CR | 065 | | | +33 | 7:21 | 29.0 | 73 | 425 | | 3088 | 7:24 | | | 61960 | 157500 |
| 57-00N<br>30-00W | CR | 076 | | | +30 | :01 | | | | | 470 | 1:04 | +53 | | 12050 | 12050 |
| | | | | | | 7:38 | 30.0 | 73 | 425 | | 3558 | 8:58 | | | 41410 | 145450 |
| 57-28N<br>21-00W | CR | 076 | | | +26 | :38 | | | | | 210 | :40 | 283 | | 7020 | 7020 |
| | | | | | | 7:16 | 32.0 | 73 | 425 | | 3768 | 9:38 | | | 42870 | 138430 |
| ABEAM 57-23N<br>ROCKWELL 13-40W | CR | 076 | | | +20 | :31 | | | | | 236 | :33 | 233 | | 5500 | 5500 |
| | | | | | | 7:47 | 33.0 | 73 | 425 | | 4004 | 10:11 | | | 37370 | 132930 |
| PRE 57-00N<br>IP 07-35W | CR | 076 | | | +16 | :26 | | | | | 200 | :28 | 198 | | 4520 | 4520 |
| | | | | | | 10:13 | 33.0 | 73 | 425 | | 4284 | 10:39 | | | 32850 | 128410 |
| TAB G TO APP 3<br>TO ANNEX A | | | | | | | | | | | | | | | | |
| 8TH ADIZ BROAD 39-57<br>31 DET 1450 | | | | | | | | | | | | | | DAY # | | |
| | | | | | | SECRET | | | | | | | | | | |
| | | | | | | | | | | | | | | | AF-51125 | (13) |

SAC FORM 15 APR 55 1b FC: 2720 ALTERNATE FOR ROUTE # 2 (DRAGON FLY – down 68W) Page 2

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



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## MI[SSI]ON FLIGHT PL[AN] – CONTINUATION SH[EE]T

90% | 90% [?]0

| FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T.A.S. | G.S. | GND DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pre I.P. 57-00N 07-35W | | | | | | | | | | | | | | | 32870 | 128410 |
| I.P. 56-30N 07-00W | CR | 150 | | | +14 | :06<br>10:19 | 33.0 | .73 | 425 | | 38<br>4322 | :06<br>10:45 | 38 | | 850<br>32020 | 850<br>127560 |
| TGT 55-18N 05-47W | B/R | 151 | | | +13 | :11<br>10:30 | 33.0 | ↑ | ↑ | | 81<br>4403 | :11<br>10:56 | 81 | | 1780<br>30240 | 1780<br>125780 |
| T.P. 54-39N 05-15W | CR | 155 | | | +12 | :06<br>10:36 | 34.0 | | | | 42<br>4445 | :06<br>11:02 | 42 | | 920<br>29320 | 920<br>124860 |
| Isle of Man Beacon 54-04N 04-47W | CR | 154 | | | +12 | :06<br>10:42 | 34.0 | ↓ | ↓ | | 38<br>4483 | :06<br>11:08 | 38 | | 830<br>28490 | 830<br>124030 |
| Coast In Point 53-19N 03-45W | CR | 143 | | | +12 | :08<br>10:50 | ↘ 25.0 | .73 | 425 | | 57<br>4540 | :08<br>11:16 | 57 | | 1220<br>27210 | 1220<br>122810 |
| Gloucester Beacon 51-54N 02-10W | CR | 144 | | | +11 | :15<br>11:05 | 25.0 | IAS 275 | 400 | | 105<br>4645 | :15<br>11:31 | 105 | | 2210<br>25060 | 2210<br>120600 |
| Molesworth TVOR 52-23N 00-25W | CR | 066 | | | +9 | :10<br>11:15 | ↘ 20.0 | IAS 298 | 400 | | 67<br>4712 | :10<br>11:41 | 67 | | 1400<br>23660 | 1400<br>119200 |
| Chelveston Des. + Land | | | | | | :20<br>11:35 | | | | | | :20<br>12:01 | | | 3000<br>20660 | 3000<br>116200 |
| — TO ALTERNATE BASE — | | | | | | | | | | | | | | | | |
| Molesworth VOR 52-23N 00-25W | | | | | | | | | | | | | | | 23660 | 119200 |
| Island 48-28N 05-05W | CR | 214 | | | +9 | | 34.0 | .73 | 425 | -15<br>410 | 295 | :43 | 308 | | 6280<br>17380 | 6280<br>112920 |
| San Jurjo 41-40N 01-01W | CR | 155 | | | +9 | | 35.0 | .73 | 425 | +27<br>452 | 443 | :59 | 416 | | 7920<br>9460 | 7920<br>105000 |

TAB 6 TO APP 3
TO ANNEX "A"
819 DIV OPSORD 31-57
31 OCT 1957

A7 5125

SECRET

Cy # 3-6-9

SAC FORM 16 APR 54 1b ALTERNATE FOR ROUTE # 2 (DRAGON-FLY -- LONG BOW) PAGE 3

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

1325

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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| 15AF 39-57 / Ron Bn | 341 BW | B-47 E | | | ALTERNATE #3 Deployment / STA |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82870 | AM | 11600 | BOMBS | 7500 | | |
| CREW | 882 | FM | 12680 | AMMO | 473 | | |
| OIL | 394 | F. AUX | 6720 | WATER AUG | 5300 | | |
| ATO | — | A. AUX | 7808 | STATIC | 200,000 | NR FULL ATO REQUIRED | — |
| RACK | — | CM | 17984 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 20672 | START ENGINES AND TAXI FUEL ALLOWANCE | 2545 | NR EMPTY ATO REQUIRED | — |
| MISCELLANEOUS | 607 | EXT. | 21696 | | | | |
| CHAFF + ECM | 1254 | TOTAL FUEL | 99160 | TAKE-OFF GROSS | 197 455 | ATO FIRING SPEED | — |
| OPERATING | 87567 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT 2290' | LENGTH 13,500' | AIR TEMP 66°F |
| CRITICAL FIELD LENGTH 13 500' | | CRITICAL AIR TEMP 83°F |
| TAKE-OFF DISTANCE 10,100 (64%) | | TAKE-OFF SPEED 162 K |

| CRITICAL WIND COMPONENT | | |
|---|---|---|
| 1ST LEG | 2ND LEG | 3D LEG |
| | | |

**PRE-FLIGHT PLAN**

| FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | 90% WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DyESS AFB | | | | | | | | | | | | | | | 96 615 | 197455 |
| | | | | | | .03 | | | | | 09 | .03 | 09 | | 2060 | 7360 |
| TAKE-OFF + ACC. | | | | | | | | | | | 09 | .03 | 09 | | 94555 | 190095 |
| | | | | | | | | | | | 80 | | | | | |
| | CL | 160 | | | | | | | 390 | | 89 | | | | | |
| | | | | | | | | | | | 95 | .28 | 175 | | 11 000 | 11 000 |
| L/O 31-43N 97-38W | CL | 064 | | | | .31 | | | 390 | | 184 | .31 | 184 | | 83555 | 179095 |
| | | | | | | 1:07 | | | | | 516 | 1:11 | 503 | | 14640 | 14640 |
| ENTER ADIZ 35-03W 88-13W | CR | 067 | | | | 1:38 | 27.5 | .73 | 425 | | 700 | 1:42 | 687 | | 68215 | 164455 |
| | | | | | | .13 | | | | | 101 | .14 | 99 | | | |
| NASHVILLE VOR 36-04W 86-36W | CR | 052 | | | | 1:51 | 29.5 | .73 | 425 | | 801 | 1:56 | 786 | | | |
| | | | | | | .14 | | | | | 104 | .15 | 107 | | 5610 | 5610 |
| DES. PT. 37-07N 84-54W | CR | 052 | | | | 2:05 | 30.0 | .73 | 425 | | 905 | 2:11 | 893 | | 63305 | 158845 |
| | | | | | | .04 | | | | | | .04 | | | 400 | 400 |
| TIME/FUEL PAD | | | | | | 2:09 | | | | | | 2:15 | | | 62905 | 158445 |
| | | | | | | .08 | | 81 | | | 60 | .08 | 60 | | 700 | 700 |
| L/O 37-42N 83-52W | DES. | 054 | | | | 2:17 | 15.0 | 350 | 470 | | 965 | 2:23 | 953 | | 62205 | 157745 |
| | | | | | | .10 | | 350 | | | 44 | .10 | 44 | | 2025 | 2025 |
| BOOK MARK 38-08N 83-07W | RENDZ | 054 | | | | 2:27 | 15.0 | 200 | 340 | | 1009 | 2:33 | 997 | | 60180 | 155720 |
| | | | | | | .17 | | 200 | | | 74 | .17 | 74 | | 5400 | 5400 |
| END AREF 38-45N 81-57W | AREF | 055 | | | | 2:44 | 15.0 | 220 | 260 | | 1083 | 2:50 | 1071 | | 54780 | 150320 |
| | | | | | | | | | | | | | | | +35 000 | +35 000 |
| — ON LOAD — | | | | | | | | | | | | | | | 89780 | 185320 |

TAB 7 TO APP 3 TO ANNEX "A"
819 ADIV OPSORD 39-57
25 OCT 1957

SECRET

Cells #5 + #8 A7-5125

PAGE 1 (17)

SAC FORM 15 APR 56 1a FC 2720 ROUTE #3 - ALTERNATE - (BOOK MARK - LONG BOW - PING PONG)

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

1326

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM: C.J. LOAD

| ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | Mean Gnd Spd / Time | T. / ALT | IAS / MACH | T. A. S. | G. S. | C D DIS / ACC GND DIS | WIND TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIC PRED FUEL REMAINING | PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Accelerate 53-49N 81-43W | ACC | 055 | | | | :02 | | 220 | | | 8 | :02 | 8 | | 69980 | 185320 |
| | | | | | | 2:46 | 15.0 | 308 | | | 1071 | 2:52 | 1079 | | 700 | 700 |
| L/O 53-57N 79-27W | CL | 058 | | | | :20 | | 308 | | | 120 | :20 | 120 | | 89080 | 184620 |
| | | | | | | 3:06 | 27.5 | 270 | 390 | | 1211 | 3:12 | 1199 | | 6600 | 6600 |
| 41-32N 75-55W | CR | 060 | | | | :24 | | | | | 176 | :26 | 184 | | 82480 | 178020 |
| | | | | | | 3:30 | 27.5 | .73 | 425 | | 1397 | 3:38 | 1383 | | 5270 | 5270 |
| 46-35N 69-46W | CR | 048 | | | | :59 | | | | | 465 | 1:04 | 459 | | 77210 | 172750 |
| | | | | | | 4:29 | 28.0 | .73 | 425 | | 1860 | 4:42 | 1838 | | 13320 | 13300 |
| 50-17N AREF 60-00W IP | CR | 056 | | | | :46 | | | | | 340 | :52 | 338 | | 63910 | 159450 |
| | | | | | | 5:17 | 29.0 | .73 | 425 | | 2240 | 5:34 | 1911 | | 2030 | 2030 |
| 50-39N DES 59-00W PT. | CR | 061 | | | +30 | :06 | | | | | 77 | :06 | 43 | | 61880 | 157420 |
| | | | | | | 5:23 | 29.0 | .73 | 425 | | 2284 | 5:40 | 1954 | | 1200 | 1200 |
| Time/Fuel Pad | | | | | | :06 | | | | | | :06 | | | 60680 | 156220 |
| | | | | | | 5:29 | | | | | | 5:46 | | | 700 | 700 |
| L/O 51-07N 57-38W | Des | 063 | | | +30 | :08 | | .81 | | | 60 | :08 | 60 | | 60580 | 155820 |
| | | | | | | 5:37 | 15.0 | 350 | 470 | | 2344 | 5:54 | 2014 | | 700 | 700 |
| Long Bow 51-26N 56-35W | Spd 2 | 063 | | | +30 | :10 | | 350 | | | 44 | :10 | 44 | | 59580 | 155120 |
| | | | | | | 5:47 | 15.0 | 200 | 340 | | 2388 | 6:04 | 2058 | | 2025 | 2025 |
| End 52-04N AREF 54-35W | AREF | 063 | | | +32 | :19 | | 200 | | | 82 | :19 | 82 | | 57553 | 153095 |
| | | | | | | 6:06 | 15.0 | 220 | 260 | | 2470 | 6:23 | 2140 | | 6050 | 6050 |
| ON LOAD | | | | | | | | | | | | | | | 51503 | 147045 |
| | | | | | | | | | | | | | | | +37500 | +37500 |
| Accelerate 52-08N 54-24W | ACC | 063 | | | | :02 | | 220 | | | 8 | :02 | 8 | | 89005 | 184545 |
| | | | | | | 6:08 | 15.0 | 308 | | | 2478 | 6:25 | 2148 | | 700 | 700 |
| L/O 53-02N 51-20W | CL | 063 | | | +33 | :20 | | 308 | | | 124 | :20 | 124 | | 88305 | 183845 |
| | | | | | | 6:28 | 28.5 | 270 | 390 | | 2602 | 6:45 | 2272 | | 3985 | 3985 |
| 55-00N 43-30W | CR | 068 | | | +33 | :39 | | | | | 299 | :41 | 290 | | 84320 | 177860 |
| | | | | | | 7:07 | 28.5 | .73 | 425 | | 2901 | 7:26 | 2562 | | 8250 | 8250 |
| 57-00N 30-00W | CR | 076 | | | +30 | 1:01 | | | | | 420 | 1:04 | 453 | | 75370 | 170910 |
| | | | | | | 8:08 | 29.5 | .73 | 425 | | 3321 | 8:30 | 3015 | | 13080 | 13080 |
| 57-48N 21-00W | CR | 085 | | | +25 | :58 | | | | | 272 | :48 | 453 | | 62290 | 157830 |
| | | | | | | 8:96 | 31.0 | .73 | 425 | | 3663 | 9:10 | 3298 | | 7660 | 7660 |
| Abeam 57-23N Rockall Island 13-40W | CR | 092 | | | +20 | :31 | | | | | 236 | :33 | 232 | | 56630 | 150170 |
| | | | | | | 9:17 | 32.0 | .73 | 425 | | 3899 | 9:43 | 3531 | | 6100 | 6100 |
| TP 57-00N 07-35W | CR | 096 | | | +16 | :46 | | | | | 200 | :47 | 191 | | 49530 | 144070 |
| | | | | | | 9:93 | 32.0 | .73 | 425 | | 4099 | 10:10 | 3722 | | 4700 | 4700 |
| TAB 7 TO APP 3 TO ANNEX "A" GYRADIR ORD 3957 25 OCT 1957 | | | | | | | SECRET | | | | | Cells #5 – #8 | | | 43830 | 139270 |
| | | | | | | | | | | | | | | | A7-5-23 | |
| | | | | | | | | | | | | | | | PAGE 2 (11) | |

SAC FORM 15 APR 56 1b FC: 2720

ROUTE #3 – ALTERNATE (BEAT MARK – Long Bow – Ping Pong)

Air Force-SAC, Offutt (P-1030(M))



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MISSION FLIGHT PL. – CONTINUATION SHEET

| FROM / TP / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | | Mean Wind / M.H. / Time | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM 57-00N TP 07-35W | | | | | | | | | | | | | | | 43830 | 139370 |
| 56-30N 07-00W | CR | 150 | | | +14 | 06 / 9 49 | 33.0 | .73 | 425 | | 38 / 4137 | 06 / 10 16 | 38 / 3760 | | 920 / 42910 | 920 / 138450 |
| 55-18N 05-47W | CR | 151 | | | +13 | 11 / 10 00 | 33.0 | ↓ | ↓ | | 81 / 4218 | 11 / 10 27 | 81 / 3841 | | 1950 / 40960 | 1950 / 136500 |
| TP 54-39N 05-15W | CR | 155 | | | +12 | 06 / 10 06 | 33.0 | ↓ | ↓ | | 42 / 4260 | 06 / 10 33 | 42 / 3883 | | 1000 / 39960 | 1000 / 135500 |
| Lands 50-03N END 05-41W | CR | 184 | | | | 38 / 10 44 | 33.5 | ↓ | ↓ | | 276 / 4536 | 38 / 11 11 | 276 / 4159 | | 6360 / 33600 | 6360 / 129140 |
| Des Pt. 05-52W | CR | 183 | | | | 15 / 10 59 | 34.0 | .73 | 425 | | 110 / 4646 | 15 / 11 26 | 110 / 4269 | | 2450 / 31150 | 2450 / 126690 |
| Time/Fuel Pod | | | | | | 10 / 11 09 | | | | | | 10 / 11 36 | | | 1000 / 30150 | 1000 / 125690 |
| L/O 47-13N 05-55W | Des | 182 | | | | 08 / 11 27 | ↘ 15.0 | .81 / 350 | 470 | | 60 / 4706 | 08 / 11 44 | 60 / 4329 | | 700 / 29450 | 700 / 124990 |
| Ping Pong 46-30N 06-00W | Rendz | 182 | | | | 10 / 11 27 | 15.0 | 350 / 190 | 250 | | 44 / 4750 | 10 / 11 54 | 44 / 4373 | | 2025 / 27425 | 2025 / 122965 |
| End AREF 45-15N 06-00W | AREF | 180 | | | | 17 / 11 44 | 15.0 | 190 / 210 | 250 | | 74 / 4824 | 17 / 12 11 | 74 / 4447 | | 5400 / 22025 | 5400 / 117565 |
| -on Load- | | | | | | | | | | | | | | | 25000 / 47025 | 25000 / 142565 |
| Accelerate 45-07N 06-00W | Acc | 180 | | | | 02 / 11 46 | 15.0 | 210 / 308 | | | 8 / 4832 | 02 / 12 13 | 8 / 4455 | | 700 / 46325 | 700 / 141865 |
| TP 44-10N 06-00W | CL | 180 | | | | 08 / 11 54 ↗ | | | 390 | | 56 / 4888 | 08 / 12 21 | 56 / 4511 | | ↓ | ↓ |
| L/O 44-00N 04-37W | CL | 090 | | | | 08 / 12 02 ↗ | 33.0 | | 390 | | 60 / 4948 | 08 / 12 29 | 60 / 4571 | | 4665 / 41660 | 4665 / 137200 |
| Pre I.P. 46-32N 04-30W | CR | 347 | | | | 22 / 12 24 | 33.0 | .73 | 425 | | 157 / 5105 | 22 / 12 51 | 151 / 4722 | | 3560 / 38100 | 3560 / 133640 |
| I.P. 48-28N 05-06W | CR | 345 | | | | 16 / 12 40 | 33.0 | ↓ | ↓ | | 114 / 5219 | 16 / 13 07 | 114 / 4836 | | 2630 / 35470 | 2630 / 131010 |
| TGT 50-03N 05-42W | B/R | 345 | | | | 14 / 12 54 | 33.0 | .73 | 425 | | 99 / 5318 | 14 / 13 21 | 99 / 4935 | | 2250 / 33220 | 2250 / 128760 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Cells #5 + #8 | | | | |
| TAB 7 To App 3 To Annex 'A' | | | | | | | | | | | | | | | A7-5125 | |
| 819 ADIV OPS ORD 39-57 25 OCT 1957 | | | | | | | SECRET | | | | | | | | Page 3 | |

Route #3 - ALTERNATE (Book MARK - Long Bow - Ping Pong)

SAC FORM 1b FC: 2720

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

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## MISSION FLIGHT PLAN – CONTINUATION SHEET

90 % WIND — 90 % WIND

FROM TGT 50-03N 05-42W

| ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T.A.S. | G.S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | PRED FUEL REMAINING | GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 33220 | 128760 |
| ST. MAWGAN OMNI 50-29N 05-00W | CR | 060 | | | +11 | :06 | | | | | 37 | :06 | 37 | | 830 | 830 |
| | | | | | | 13:00 | 33.0 | .73 | 425 | | 5355 | 13 27 | 4972 | | 32390 | 127930 |
| Yeovil TVOR 51-28N 01-39W | CR | 061 | | | +10 | :19 | | | | | 130 | :19 | 130 | | 2850 | 2850 |
| | | | | | | 13:19 | 25.0 | .73 | 425 | | 5485 | 13:46 | 5102 | | 29540 | 125080 |
| UPPER HEYFORD VOR 51-56N 01-15W | CR | 047 | | | +9 | :06 | | | | | 38 | :06 | 38 | | 820 | 820 |
| | | | | | | 13 25 | 25.0 | 275 | 400 | | 5523 | 13:52 | 5140 | | 28720 | 124260 |
| MOLESWORTH TVOR 52-23N 00-25W | CR | 046 | | | | :06 | | | | | 41 | :06 | 41 | | 520 | 520 |
| | | | | | | 13:31 | 20.0 | 298 | 410 | | 5564 | 13:58 | 5181 | | 28200 | 123740 |
| Desc + LAND | | | | | | :20 | | | | | | :20 | | | 3000 | 3000 |
| | | | | | | 13:51 | | | | | | 14:18 | | | 25200 | 120740 |

TAB 7 TO APP 3
TO ANNEX "A"
8th AIR DIV OPS ORD 34-57
25 OCT 1957

SECRET — COPYS #5 AND #9 — A7-5125 — Page 4 — (28)

SAC FORM [illegible] — ROUTE #3 — ALTERNATE (Brize Norton — [illegible])

1329

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FUEL DECISION INFORMATION

1. The chart shown on page 2 of this Tab contains fuel decision information for aircraft that fly route number 1 (LAZY DAY - LONG BOW) Refueling Areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 lbs fuel reserve.

3. Emergency alternates not shown on the chart are:

ST. MAWGAN - 9000' runway (ST. MAWGAN)

LANN BIHOUE - 7200' runway
(LORIENT, FRANCE)

4. Close monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel decision.



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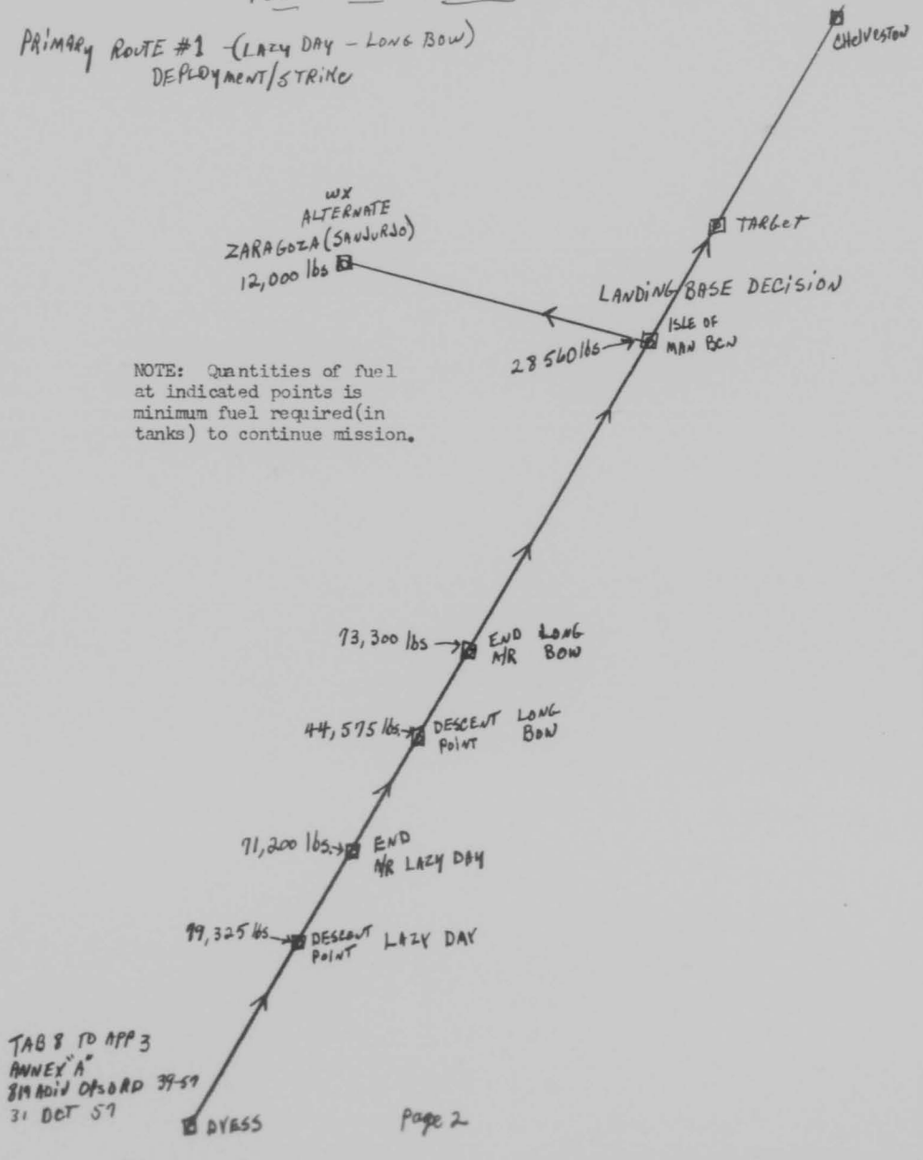
FUEL DECISION INFORMATION

PRIMARY ROUTE #1 -(LAZY DAY - LONG BOW)
DEPLOYMENT/STRIKE




NOTE: Quantities of fuel at indicated points is minimum fuel required(in tanks) to continue mission.

TAB 8 TO APP 3
ANNEX "A"
819 ADIV OPSORD 39-57
31 OCT 57

Page 2

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FUEL DECISION INFORMATION

1. The chart shown on page 2 of this tab contains fuel decision information foraircraft that fly route number 2 (FIGHTER JOK - LONG BOW) Refueling Areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 lbs fuel reserve.

3. Emergency alternates not shown on the chart are:

ST. MAWGAN - 9000' runway (ST. EVAL)

LANN BIHOUE - 7200' runway
(LORIENT, FRANCE)

4. Close monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel utilization.



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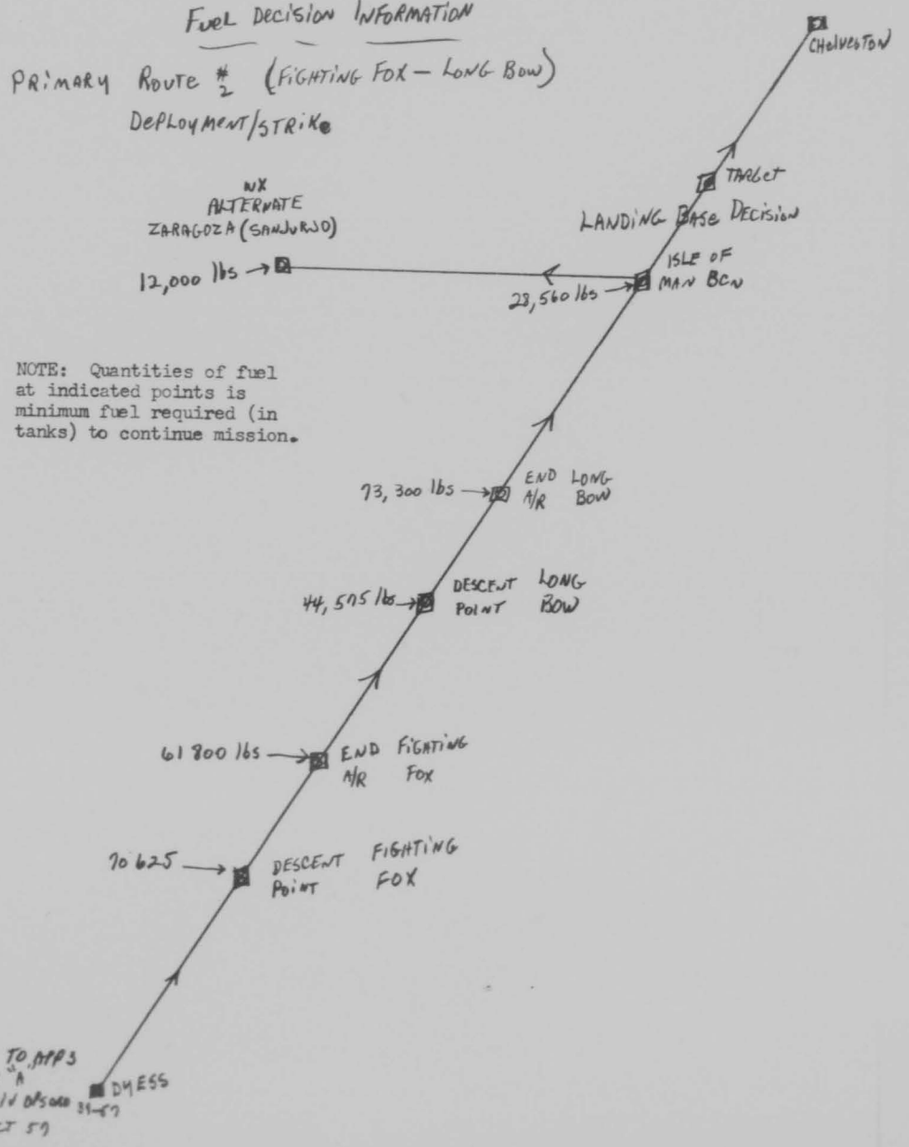
## Fuel Decision Information

PRIMARY Route # 2 (Fighting Fox – Long Bow)

Deployment/Strike



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## FUEL DECISION INFORMATION

1. The chart shown on page 2 of this Tab contains fuel decision information for aircraft that fly route number 3 (LAZY DAY - LONG BOW - HEDGE HOP) Refueling Areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 Lbs fuel reserve.

3. The Landing Base Decision Point (Isle of Man Beacon) is also the decision point as to whether or not the 3rd refueling will be attempted.

4. In the event the 3rd refueling is attempted and is not successful, only enough fuel will be available to proceed (at refueling altitude) to either of the below listed missed air refueling alternates:

ST MAWGAN - 9000' runway (ST EVAL)

LANN BIHOUE - 7200' runway
(LORIENT, FRANCE)

5. Close monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel decision.

Tab 8 to App 3
Annex "A"
819AIRDIV OPSORD 39-57
31 Oct 57



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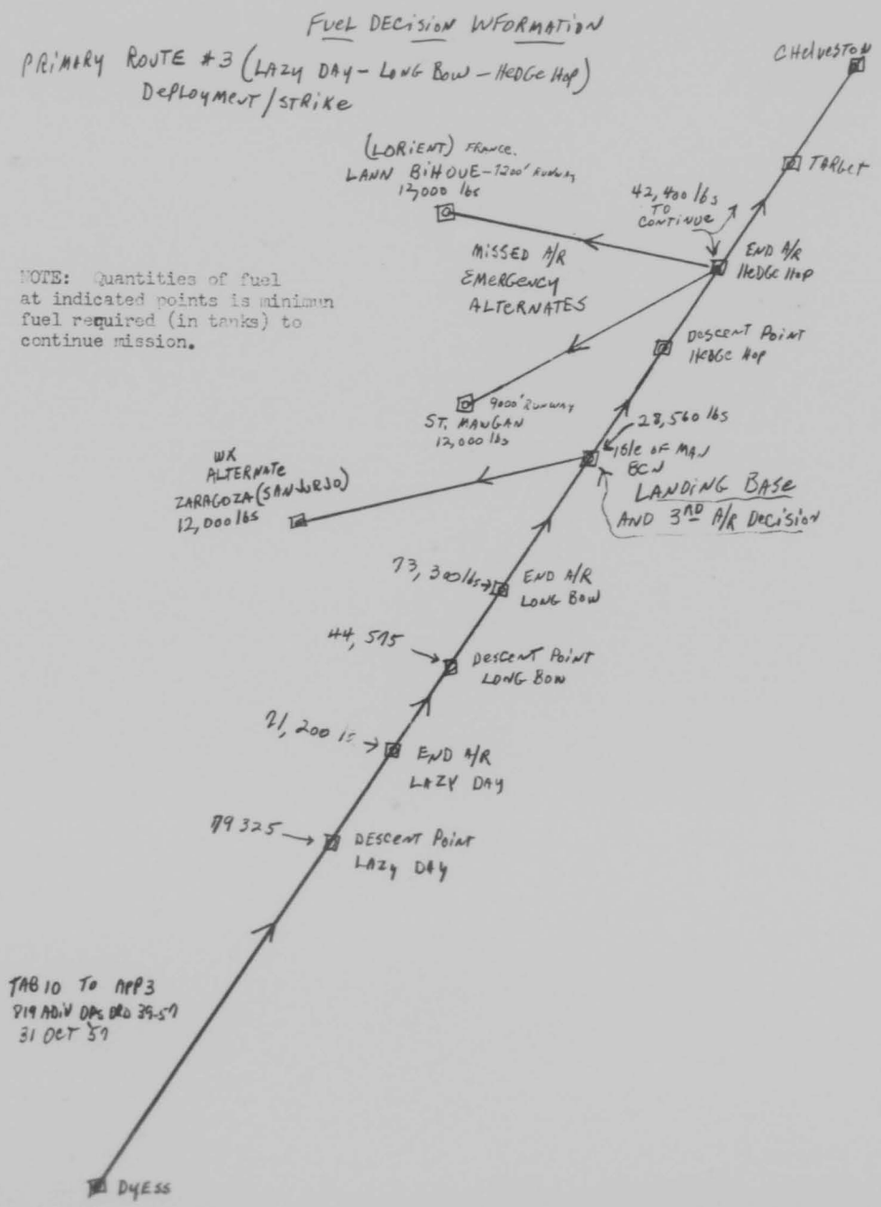




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HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM (SAC)
United States Air Force
Dyess Air Force Base, Texas

31 October 1957

341DOP

SUBJECT: Request for Altitude Reservation

TO:

1. Forwarded as inclosure 1 is request for Altitude Reservation for aircraft of the 341st Bombardment Wing who are scheduled to participate in a Strategic Air Command Air Operations training exercise. The unclassified nickname of this exercise is "IRON BAR". The Strategic Air Command Operations Order number is 39-57, and classified SECRET.

2. These altitude reservation request are for; (a) 3 primary deployment routes. (b) 3 alternate deployment routes. (c) one primary re-deployment route. Primary routes only will be used unless adverse weather prevents use of primary air refueling areas.

3. Deployment: Aircraft will fly in four (4) ship formation with twenty minute take-off separation between each formation, for each wave. There will be a period of 24 hours take-off separation between waves.

a. Wave 1 First day - 3 formations (12 aircraft)

b. Wave 2 Second day - 3 formations (12 aircraft)

c. Wave 3 Third day - 3 formations (12 aircraft)

4. Re-Deployment: Redeployment is similar to the deployment phase except that there will be one hour take-off separation between each formation.

5. After altitude reservation requests have been filed they become unclassified, however, in order to prevent possible compromise of certain intelligence, this information will be disseminated on a "Need to Know" basis.

John C. Sullivan
JOHN C. SULLIVAN
Captain, USAF
Asst Project Officer

1 Incl:
a/s

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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR"/1/ BOMBERS. WAVE I.
BLACK 4 B-47

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR, BLACK_____.
CHERRY_____.

PROJECT OFFICER: 341 BW, Capt R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 4 B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

PRIMARY ROUTE #1

All aircraft in formation. Common route for all aircraft. Dyess AFB 27,000 - 28,500 direct to Ponca City VOR; 27,500 - 29,000 direct to Topeka VOR; 28,000 -29,500 direct to Des Moines VOR; 31,000 - 32,500 direct to a point 18 NM west of Sky Harbor, Wisc; Descent to 15,000 - 16,500 and proceed to rendezvous point (44-41N)(86-47W) located 46 NM west of Traverse City, Mich; After completion of refueling, begin climb at a point 30 NM southwest of Cheboygan, Wisc; level off at 27,500 - 29,000 at (46-16N)(82-14W); 27,500 - 29,000 direct Sudbury Rng; 28,000 - 29,500 direct Dolbeau, Que, (48-50N) (72-15W); 29,000 - 30,500 direct to (50-16N)(60-00W); 29,000 - 30,500 direct to Bay of Rocks (50-39N)(59-00W); Descend to 15,000 -16,500 and proceed to rendezvous point inStraits of Belle Isle (51-26N)(56-35W); After completion of refueling begin climb at (52-04N)(54-35W); level off 28,000 - 29,500 at (53-02N)(51-20W); proceed direct 28,000 - 29,500 to (55-00N)(43-30W); direct 29,000 - 30,500 to (57-00N)(30-00W); direct 31,000 - 32,500 to (57,28N) (21-00W); direct 32,000 - 33,500 to (57-23N)(13-40W); direct 32,000 - 33,500 to (57-00N)(07-35W); direct to 33,500 - 35,000 (56-30N)(07-00W); direct

TAB 1, APP 4
Annex "A"
819 AIRDIV OPSORD 39-57
31 Oct 57

Effective 1400Z, 25 Nov 57



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33,500 - 35,000 to (55-18N)(05-47W); direct 34,000 - 35,500 to (54-39N)(05-15W); direct 34,000 - 35,500 to Isle of Man Beacon (UK route BRAVO) 34,000 - 35,500 direct to (53-19N)(03-45W), Coast-in-point; descend to 25,000 - 26,500 direct to Gloucester Becon: descend to 20,000 - 21,500 direct to Molesworth TVOR: Contact Chelveston Tower for landing instructions.

E. DESTINATION: Chelveston, England

F. ETD DATE/TIME: 29/0100Z Nov 57 - BLACK
29/0120Z Nov 57 - CHERRY

G. TAS: Cruise 430 Knots - Refueling area 250 Knots

H. ETE: 11:10

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| Ponca City VOR | 1:05 | L/O 51-07N 57-36W | 5:44 |
| Topeka VOR | 1:26 | 51-26N 56-35W | 5:54 |
| Des Moines VOR | 1:48 | 52-04N 54-35W | 6:13 |
| 43-48N 88-50W | 2:21 | L/O 53-02N 51-20W | 6:35 |
| L/O 44-19N 87-37W | 2:34 | 55-00N 43-30W | 7:14 |
| 44-41N 86-42W | 2:44 | 57-00N 30-00W | 8:15 |
| 45-15N 85-09W | 3:01 | 57-28N 21-00W | 8:53 |
| L/O 46-16N 82-14W | 3:24 | 14 NM south Rockall Isl | 9:24 |
| 49-00N 71-20W | 4:26 | 57:00N 07-35W | 9:50 |
| 50-17N 60-00W | 5:24 | 56-30N 07-00W | 9:55 |
| 50-39N 59-00W | 5:30 | 55-18N 05-47W | 10:06 |

TAB1. APP 4
Annex "A"
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31 Oct 57

Secret

Effective 1400Z, 25 Nov 57



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| LOCATION | ETE |
|---|---|
| 54-39N 05-15W | 10:12 |
| Isle of Man Beacon | 10:17 |
| Coast-in-point | 10:25 |
| Gloucester Beacon | 10:40 |
| Molesworth TVOR | 10:50 |
| Chelveston, descend & Land | 11:10 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR"/1/BOMBERS.

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR, IVORY_____.

BROWN_____.

PROJECT OFFICER: 341 BW, Capt R. R. Chisholm, duty ph 238, home ph 534

B. NUMBER AND TYPE OF AIRCRAFT: 4 - B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

PRIMARY ROUTE #1

All aircraft in formation. Common route for all aircraft. Dyess AFB 27,000 - 28,500 direct to Ponca City VOR; 27,500 - 29,000 direct to Topeka VOR; 28,000 - 29,500 direct to Des Moines VOR; 29,000 - 30,500 direct to a point 18 NM west of Sky Harbor, Wisc; descent to 15,000 - 16,500 and proceed to rendezvous point (44-41N)(86-42W) located 46 NM west of Traverse City, Mich; After completion of refueling, begin climb at a point 30 NM southwest of Cheboygan, Wisc; level off at 27,500 - 29,000 at (46-16N)(82-14W); 27,500 - 29,000 direct Sudbury Rng; 28,000 - 29,500 direct Dolbeau, Que, (48-50N) (72-15W); 29,000 - 30,500 direct to (50-16N)(60-00W); 29,000 - 30,500 direct to Bay of Rocks (50-39N)(59-00W); descend to 15,000 - 16,500 and proceed to rendezvous point in Straits of Belle Isle (51-26N)(56-35W); After completion of refueling begin climb at (52-04N)(54-35W); level off 28,000 - 29,500 at (53-02N)(51-20W); proceed direct 28,000- 29,500 to (55-00N)(43-30W); direct 29,000 - 30,500 to (57-00N)(30-00W); direct 31,000 - 32,500 to (57-28N) (21-00W); direct 32,000 - 33,500 to (57-23N)(13-40W); direct 32,000 - 33,500 to (57-00N)(07-35W); direct to 33,500 - 35,000 (56-30N)(07-00W); direct

TAB 2, APP 4
Annex "A"
819 AIRDIV OPSORD 39-57
31 Oct 57

Effective 1400Z, 25 Nov 57



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33,500 - 35,000 to (55-18N)(05-47W); direct 34,000 - 35,500 to (54-39N)(05-15W); direct 34,000 - 35,500 to Isle of Man Beacon (UK route BRAVO) 34,000 - 35,500 direct to (53-19N)(03-45W), Coast-in-point; descend to 25,000 - 26,500 direct to Gloucester Becon: descend to 20,000 - 21,500 direct to Molesworth TVOR: Contact Chelveston Tower for landing instructions.

E. DESTINATION: Chelveston, England

F. ETD DATE/TIME: 30/0120Z Nov 57 - IVORY
01/0120Z Dec 57 - BROWN

G. TAS: Cruise 430 Knots - Refueling area 250 Knots

H. ETE: 11:10

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| Ponca City VOR | 1:05 | L/O 51-07N 57-36W | 5:44 |
| Topeka VOR | 1:26 | 51-26N 56-35W | 5:54 |
| Des Moines VOR | 1:48 | 52-04N 54-35W | 6:13 |
| 43-48N 88-50W | 2:21 | L/O 53-02N 51-20W | 6:35 |
| L/O 44-19N 87-37W | 2:34 | 55-00N 43-30W | 7:14 |
| 44-41N 86-42W | 2:44 | 57-00N 30-00W | 8:15 |
| 45-15N 85-09W | 3:01 | 57-28N 21-00W | 8:53 |
| L/O 46-16N 82-14W | 3:24 | 14 NM south Rockall Is | 9:24 |
| 49-00N 71-20W | 4:26 | 57:00N 07-35W | 9:50 |
| 50-17N 60-00W | 5:24 | 56-30N 07-00W | 9:55 |
| 50-39N 59-00W | 5:30 | 55-18N 05-47W | 10:06 |

TAB 2. APP 4
Annex "A"
819 AIRDIV OPSORD 39-57
31 Oct 57

Effective 1400Z, 25 Nov 57



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| LOCATION | ETE |
|---|---|
| 54-39N 05-15W | 10:12 |
| Isle of Man Beacon | 10:17 |
| Coast-in-point | 10:25 |
| Gloucester Beacon | 10:40 |
| Molesworth TVOR | 10:50 |
| Chelveston, descend and Land | 11:10 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR"/ 1 / BOMBERS.

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR, BLACK_____.

CHERRY_____.

IVORY _____.

BROWN_____.

PROJECT OFFICER: 341 BW, Capt R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 4 - B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

ALTERNATE ROUTE #1

All aircraft in formation, common route for all aircraft. Dyess AFB 27,000 - 28,500 direct to (35-03N)(88-13W); Enter ADIZ; 29,000 - 30,500 direct Nashville VOR; 29,000 - 30,500 direct to (37-07N)(84-54W) descend to 15,000 - 16,500, level off at (37-42N)(83-52W); proceed direct to rendezvous point (38-08N)(83-07W); after refueling, begin climb at (38-49N)(81-48W); climb to 27,000 - 28,500; level off at (39-59N)(79-29W); 27,000 - 28,500 direct to (41-32N)(75-55W); Tunhanhock Pa; 28,000 - 29,500 direct to (46-35N) (67-46W); 30,000 - 31,500 direct to (50-17N)(60-00W); direct 29,000 - 30,500 (50-39N)(59-00W); descend to 15,000 - 16,500, level off at (51-07N)(57-36W); proceed to rendezvous point (51-26N)(56-35W); Straits of Bell Isle; After refueling begin climb (52-08N)(54-24W) climb to 27,000 - 28,500, level off at (53-02N)(51-20W); 27,000 - 28,500 direct to (55-00N)(43-30W); 28,500 - 30,000 to (57-00N)(30-00W); 30,000 - 31,500 direct to (57-28N)(21-00W); 31,000 - 32,500 direct to (57-23N)(13-40W); 32,000 - 33,500 direct to (57-00N)(07-35W); 32,000 - 33,500 direct to (56-30N)(07-00W); 32,000 - 33,500 direct to (55-18N)(05-47W) 33,000 - 34,500 direct to (54-39N)(05-15W)

TAB 3, APP 4
Annex "A"
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33,000 - 34,500 to Isle of Man Beacon, descend to 25,000 - 26,500 at coast-in-point, 25,000 - 26,500 direct to Gloucester Beacon, descend to 20,000 - 21,500 direct to Molesworth TVOR. Contact Chelveston Tower for landing instructions.

E. DESTINATION: Chelveston, England

F. ETD DATE/TIME: 29/0100Z Nov 57 - BLACK
29/0120Z Nov 57 - CHERRY
30/0120Z Nov 57 - IVORY
01/0120Z Dec 57 - BROWN

G. TAS: Cruise 430 Knots - Refueling area 250 Knots

H. ETE: 11:05

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| L/O 31-44N 97-38W | :31 | 46-35N 67-46W | 4:29 |
| Enter ADIZ 35-03N 88-13W | 1:38 | 50-17N 60-00W | 5:17 |
| Nashville VOR | 1:51 | 50-39N 59-00W | 5:23 |
| 37-07N 84-54W | 2:05 | L/O 51-07N 57-36W | 5:37 |
| L/O 37-42N 83-52W | 2:17 | 51-26N 56-35W | 5:47 |
| 38-08N 83-07W | 2:27 | 52-04N 54-35W | 6:06 |
| 38-49N 81-48W | 2:44 | L/O 53-02N 51-20W | 6:28 |
| L/O 39-59N 79-29W | 3:06 | 55-00N 43-30W | 7:07 |
| 41-32N 75-55W | 3:30 | 57-00N 30-00W | 8:08 |

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| LOCATION | | ETE |
|---|---|---|
| 57-28N | 21-00W | 8:46 |
| 14 NM south Rockall Is | | 9:17 |
| 57-00N | 07-35W | 9:43 |
| 56-30N | 07-00W | 9:49 |
| 55-18N | 05-47W | 10:00 |
| 54-39N | 05-15W | 10:06 |
| Isle of Man Beacon | | 10:12 |
| Coast-in-point | | 10:20 |
| Gloucester Beacon | | 10:35 |
| Molesworth TVOR | | 10:45 |
| Descend & Land Chelveston | | 11:05 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR"/ 1 / BOMBERS

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR, GOLD_____.

SILVER_____.

CREAM_____.

PROJECT OFFICER: 341 BW, Capt R.R.Chisholm, duty ph 238, home ph 534

B. NUMBER AND TYPE OF AIRCRAFT: 4 - B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

PRIMARY ROUTE #2

All aircraft in formation, common route for all aircraft. Dyess AFB 27,000 - 28,500 direct Mineral Wells; 27,000 - 28,500 direct (35-44N)(91-50W), (enter ADIZ); 28,000 - 29,500 direct Paducah VOR; 29,000 - 30,500 direct Tunk Hannock; direct 30,000 - 31,500 to (42-50N)(73-56W); direct 30,000 - 31,500 to (43-36N)(72-42W); descend to 15,000 - 16,500 to (44-15N)(71-36W), Level off; direct to (44-42N)(70-47W) rendezvous point 15,000 - 16,500; direct 15,000 - 16,500 to (45-26N)(69-26W); climb to 29,500 - 31,000 (46-54N)(66-48W); direct 29,500 - 31,000 to (50-07N)(60-00W); direct 29,500 - 31,000 to (50-33N)(58-57W) descend to 15,000 - 16,500 (51-04N)(57-36W) direct to rendezvous 15,000 - 16,500 (51-26N)(56-35W); direct 15,000 - 16,500 to (52-04N)(54-35W); climb to 28,000 - 29,500 (53-02N)(51-20W); direct 28,000 - 29,500 (55-00N)(43-30W); direct 29,000 - 30,500 (57-00N)(30-00W); direct 30,500 - 32,000 (51-28N)(21-00W); direct 32,000 - 33,500 to 14 NM South Rockall Island; direct 32,000 - 33,500 to (57-00N)(07-35W); direct 32,000 - 33,500 (56-30N)(07-00W); direct 32,000 - 33,500 (55-18N)(05-47W); direct 33,000 - 34,500 (54-39N)(05-15W); direct 33,000 - 34,500 tp (54-04N)(04-47W);

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descend to 25,000 - 26,500 , Coast-in-point; direct 25,000 - 26,500 Gloucester Beacon; descend to 20,000 - 21,500 Molesworth TVOR; Contact Chelveston Tower for landing instructions.

E. DESTINATION: Chelveston, England

F. ETD DATE/TIME: 29/0040Z Nov 57 - GOLD
30/0040Z Nov 57 - SILVER
01/0040Z Dec 57 - CREAM

G. TAS: Cruise 430 Knots - Refueling 250 Knots

H. ETE: 11:07

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| Mineral Wells | :33 | 50-07N 60-00W | 5:22 |
| Enter ADIZ 35-44N/91-50W | 1:20 | Des point 50-33N/58-57W | 5:28 |
| Paducah VOR | 1:42 | L/O 51-04N 57-36W | 5:40 |
| Tunkhannock, Pa | 3:08 | 51-26N 56-35W | 5:50 |
| AREF IP 42-50N/73-56W | 3:24 | End Refuel 52-04N/54-35W | 6:09 |
| Des point 43-36N/72-42W | 3:33 | L/O 53-02N 51-20W | 6:31 |
| Level off 44-15N/71-36W | 3:48 | 55-00N 43-30W | 7:11 |
| 44-42N 70-47W | 3:58 | 57-00N 30-00W | 8:12 |
| End Refuel 45-26N/69-26W | 4:15 | 57-28N 21-00W | 8:50 |
| L/O 46-54N 66-48W | 4:37 | 12 NM South Rockall Is. | 9:21 |

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| LOCATION | | ETE |
|---|---|---|
| 57-00N | 07-35W | 9:47 |
| 56-30N | 07-00W | 9:52 |
| 55-18N | 05-47W | 10:03 |
| 54-39N | 05-15W | 10:09 |
| Isle of Man Beacon | | 10:14 |
| Coast-in-point | | 10:22 |
| Gloucester Beacon | | 10:37 |
| Molesworth TVOR | | 10:47 |
| Descend & Land Chelveston | | 11:07 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR"/ 2 / BOMBERS

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR, GOLD_____.

SILVER_____.

CREAM_____.

PROJECT OFFICER: 341 BW, Capt R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 4 - B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

ALTERNATE ROUTE #2

All aircraft in formation, common route for all aircraft. Dyess AFB 27,000 - 28,500 direct to Muscle Shoals VOR; 29,000 - 30,500 direct to Chattanooga VOR; 30,000 - 31,500 direct to Newport News, 31,000 - 32,500 direct to (37-54N)(69-56W); 31,000 - 32,500 direct to (39-25N)(69-00W); descend to 15,000 - 16,500, level off at (40-19N)(68-26W); proceed direct to rendezvous point (40-58N)(67-58W); after refueling, begin climb at (42-05N) (67-15W); enter ADIZ (43-34N)(66-07W); level off at (43-55N)(65-48W) 30,000 - 31,500, 30,000 - 31,500 enter Gandor ADIZ (48-27N)(61-52W); 31,000 - 32,500 direct to (50-16N)(60-00W); 31,000 - 32,500 direct to (50-39N)(59-00W); descend to 15,000 - 16,500 level off at (51-07N)(57-36W) proceed to rendezvous point (51-26N)(56-35W); after refueling begin climb at (52-04N)(54-35W) climb to 29,000 - 30,500 level off at (53-02N)(51-20W); 29,000 - 30,500 direct (55-00N)(43-30W); 30,000 - 31,500 direct to (57-00N)(30-00W); 32,000 - 33,500 direct to (57-28N)(21-00W); 33,000 - 34,500 direct to 14 NM South Rockall Island; 33,000 - 34,500 direct to (57-00N)(07-35W); 33,000 - 34,500 direct to (56-30N)(07-00W); 33,000 - 34,500 direct (55-18N)(05-47W);

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34,000 - 35,500 direct to (54-39N)(05-15W); 34,000 - 35,500 direct to Isle of Man Beacon; descend to 25,000 - 26,500 direct to Coast-in-point; 25,000 - 26,500 direct to Gloucester Beacon; descend to 20,000 - 21,500 direct to Molesworth TVOR; Contact Chelveston Tower for Landing instructions.

E. DESTIONATION: Chelveston, England

F. ETD DATE/TIME: 29/0040Z Nov 57 - GOLD
30/0040Z Nov 57 - SILVER
01/0040Z Dec 57 - CREAM

G. TAS: Cruise 430 Knots - Refueling 250 Knots

H. ETE: 11:35

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | | ETE | LOCATION | | ETE |
|---|---|---|---|---|---|
| 31-44N | 97-38W | :31 | Moncton DIZ | | 4:48½ |
| Muscle Shoals VOR | | 1:41 | L/O 43-55N | 65-48W | 4:53 |
| Chattanooga VOR | | 1:57 | Gander ADIZ | | 5:34 |
| Newport News | | 2:55 | 50-16N | 60-00W | 5:51 |
| 37-54N | 79-56W | 3:36 | 50-39N | 59-00W | 5:57 |
| 39-25N | 36-00W | 2:49 | L/O 51-07N | 57-36W | 6:07 |
| 40-19N | 68-26W | 4:05 | 51-26N | 56-35W | 6:17 |
| 40-58N | 67-58W | 4:15 | 52-04N | 54-35W | 6:36 |
| 42-05N | 67-15W | 4:32 | L/O 53-02N | 51-20W | 6:58 |



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| LOCATION | | ETE |
|---|---|---|
| 55-00N | 43-30W | 7:37 |
| 57-00N | 30-00W | 8:38 |
| 57-28N | 21-00W | 9:16 |
| 14 NM South Rockall Is | | 9:47 |
| 57-00N | 07-35W | 10:13 |
| 56-30N | 07-00W | 10:19 |
| 55-18N | 05-47W | 10:30 |
| 54-39N | 05-15W | 10:36 |
| Isle of Man Beacon | | 10:42 |
| 53-19N | 03-45W | 10:50 |
| Gloucester Beacon | | 11:05 |
| Molesworth TVOR | | 11:15 |
| Descend & Land Chelveston | | 11:35 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: IRON BAR/ 1 / BOMBERS . Wave I. LEMON 4-B-47

A. UNIT TACTICAL CALL SIGN: SPIRAL_____ , IRON BAR, SCARLET_____.

TAN_____.

PROJECT OFFICER: 341 BW, Capt R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 4 - B-47

C. POINT OF DEPARTURE: DYESS AFB, TEXAS

D. ALTITUDES AND ROUTE:

PRIMARY ROUTE #3

All aircraft in formation. Common route for all aircraft. Dyess AFB 27,000 - 28,500 direct to Ponca City VOR; 27,500 - 29,000 direct to Topeka VOR; 28,000 - 29,500 direct to Des Moines VOR; 29,000 - 30,500 direct to a point 18 NM West of Sky Harbor, Wisc.; Descent to 15,000 - 16,500, and proceed to rendezvous point (44-41N) (86-42W) located 46 NM West of Traverse City, Michigan; After completion of Refueling, begin climb at a point 30 NM Southwest of Cheboygan, Wisc; Level off 27,500 - 29,000 at (46-16N) (82-14 W) 27,500 - 29,000 direct Sudbury Rng; 28,000 - 29,500 direct Dolbeau, Que., (48-50N) (72-15W); 29,000 - 30,500 direct to (50-16N (60-00W) ; 29,000 - 30,500 direct to Bay of Rocks (50-39N) (59-00W); Descend to 15,000 - 16,500 and proceed to rendezvous point in Straits of Belle Isle (51-26N) (56-35W); After completion of refueling begin climb at (52-04N) (54-35W); level off 28,000 - 29,500 at (53-02N) (51-20W); proceed direct 28,000 - 29,500 to (55-00N) (43-30W); direct 29,000 - 30,500 to (57-00N) (30-00W); direct 31,000 - 32,500 to (57-28N)(21-00W); direct 32,000 - 33,500 to (57-23N) (13-40W); direct 32,000 - 33-500 to (57-00N)(07-35W); direct 33,000 - 34,500



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to (55-18N)(05-47W); 33,000 - 34,500 direct (54-39N)(05-15W); 34,000 - 35,500 direct (50-38N)(05-15W); start descent to 15,000 - 16,500; level off at (49-50N)(06-08W); 15,000 - 16,500; proceed direct rendezvous point (49-12N)(06-47W); After refueling begin climb at (48-27N)(07-34W); climb to 32,000 - 33,500 and level off at (46-59N)(08-59W); 32,000 - 33,500 direct (45-03N)(07-03W); 33,000 - 34,500 direct (46-32N)(04-30W); 33,000 - 34,500 direct (48-28N)(05-06W); 33,000 - 34,500 direct (50-03N)(05-42W) Lands-End (UK entry route ALPHA) 33,000 - 34,500 direct St Mawgan, Omni; Descend to 25,000 - 26,500 direct to Keevil TVOR; Descend to 20,000 - 21,500. Contact Chelveston tower for landing instructions.

E. DESTINATION: Chelveston, England

F. ETD DATE/TIME: 30/0100Z Nov 57 - SCARLET
01/0100Z Dec 57 - TAN

G. TAS: Cruise - 430 Knots; Air refueling 250 Knots

H. ETE: 13:50

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| Ponca City VOR | 1:04 | 44-41N/86-42W | 2:43 |
| Topeka VOR | 1:25 | 45-15N/85-09W | 3:00 |
| Des Moines VOR | 1:47 | L/O 46-16N/82-14W | 3:23 |
| 43-48N/88-50W | 2:20 | 49-00N/71-20W | 4:25 |
| L/O 44-19N/87-37W | 2:33 | 50-17N/60-00W | 5:23 |



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| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| 50-39N/59-00W | 5:29 | L/O 49-50N/06-08W | 11:00 |
| L/O 51-07N/57-36W | 5:41 | 49-12N/06-47W | 11:10 |
| 51-26N/56-35W | 5:51 | 48-27N/07-34W | 11:25 |
| 52-04N/54-35W | 6:10 | L/O 46-59N/08-59W | 11:42 |
| L/O 53-02N/51-20W | 6:32 | 45-03N/07-03W | 12:03 |
| 55-00N/43-30W | 7:11 | 46-32N/04-30W | 12:23 |
| 57-00N/30-00W | 8:12 | 48-28N/05-06W | 12:39 |
| 57-28N/21-00W | 8:50 | 50-03N/05-42W | 12:53 |
| 14 NM south Rockall Is | 9:21 | St. Mawgan OMNI | 12:59 |
| 57-00N/07-35W | 9:47 | KEEVIL TVOR | 13:18 |
| 56-30N/07-00W | 9:52 | Upper Heyford OMNI | 13:24 |
| 55-18N/05-47W | 10:03 | Molesworth TVOR | 13:30 |
| 55-39N/05-15W | 10:09 | Descend & Land, Chelveston | 13:50 |
| 50-38N/05-15W | 10:43 | | |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMB ER OF MISSION: "IRON BAR" /1/Bombers

A. UNIT TACTICAL CALL SIGN: SPIRAL_____ IRON BAR, SCARLET_____.

. TAN_____.

PROJECT OFFICER: 341 BW, Capt R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 4 B-47

C. POINT OF DEPARTURE: Dyess Air Force Base, Texas

D. ALTITUDES AND ROUTE:

ALTERNATE ROUTE #3

All aircraft in formation, common route for all aircraft. Dyess AFB 27,500 -29,000 direct (35-03N)(88-13W); Enter ADIZ; 29,500 - 31,000 direct to Nashville VOR; 30,000 - 31,500 direct 13 NM west of Somerset, Ky; descend to 15,000 - 16,500, level off at 32 NM southeast of Lexington, VOR; Proceed direct to rendzvous point (38-08N)(83-07W); after refueling begin climb at (38-49N)(81-48W); climb to 27,500 - 29,000; level off at (39-59N)(79-27W); 27,500 - 29,000 direct to (41-32N)(75-55W); Tunkhanhock, Pa.; 28,000 - 29,500 direct 14 NM south Loring, VOR: 29,000 - 30,500 direct (50-17N)(60-00W ); 29,000 - 30,500 direct (50-39N)(59-00W), Bay of Rocks; descend to 15,000 - 16,500, level off at (51-07N)(57-38W): proceed to rendzvous point (51-26N) (56-35"); Straits of Bell Isle: after refueling begin climb at (52-08N) (54-24W): Climb to 28,500 - 30,000 level off at (53-02N)(51-20W): 28,500 - 30,000 direct to (55-00N)(43-30W): 29,500 - 31,000 direct to (57-00N)(30-00W): 31,000 - 32,500 direct to (57-28N)(21-00W): 32,000 - 33,500 direct to (57-00N) (07-35W): 33,000 - 34,500 direct to (55-18N)(05-47W); 33,000 - 34,500 direct to (54-39N)(05-15W): 33,500 - 35,000 direct to (50-03W)(05-41W), Lands End: 34,000 - 35,000 direct to (48-13N)(05-52W): descend to 15,000 - 16,500, level



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off at (47-13N)(05-55W): 15,000 - 16,500 direct torendezvous point (46-30N) (06-00W): after refueling begin climb at (45-07N)(06-00W): climb to 25,000-26,500 at (44-10N)(06-00W): continue climb to 33,000 - 34,500 level off at (44-00N)(04-37W): 33,000 - 34,500 direct to (44-00N)(04-00W): 33,000 - 34,500 direct to (50-03N)(05-42W); 33,000 - 34,500 direct to St Mawgan, OMNI: descend to 25,000 - 26,500 direct to KEEVIL TVOR. 25,000 - 26,500 direct to Upper Heyford, VOR: descend to 20,000 - 21,500 direct to Molesworth TVOR: Contact Chelveston tower for landing instructions.

E. DESTINATION: Chelveston,England

F. ETD DATE/TIME: 30/0100Z Nov 57 - SCARLET

01/0100Z Dec 57 - TAN

G. TAS: Cruise - 430 Knots - Refueling 250 Knots

H. ETE: 13:51

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| L/O 31-33N 97-38W | :31 | 38-08N 83-07W | 2:27 |
| Enter ADIZ 35-03N/88:13W | 1:38 | 38-45N 81-57W | 2:44 |
| Nashville VOR | 1:51 | 30-49N 81-48W | 2:46 |
| 37-07N 84-54W | 2:05 | L/O 39-59N 79-27W | 3:06 |
| L/O 37-42N 83-52W | 2:17 | 41-32N 75-55W | 3:30 |



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| LOCATION | | ETE |
|---|---|---|
| 46-35N | 67-46W | 4:29 |
| 50-17N | 60-00W | 5:17 |
| 50-39N | 59-00W | 5:23 |
| L/O 51-07N | 57-38W | 5:37 |
| 51-26N | 56-35W | 5:47 |
| 52-04N | 54-35W | 6:06 |
| 52-08N | 54-24W | 6:08 |
| L/O 53-02N | 51-20W | 6:28 |
| 55-00N | 43-30W | 7:07 |
| 57-00N | 30-00W | 8:08 |
| 57-28N | 21-00W | 8:46 |
| 14 NM South Rockall Is. | | 9:17 |
| 57-00N | 07-35W | 9:43 |
| 56-30N | 07-00W | 9:49 |
| 55-18N | 05-47W | 10:00 |
| 54-39N | 05-15W | 10:06 |

| LOCATION | | ETE |
|---|---|---|
| 50-03N | 05-41W | 10:44 |
| 48-13N | 05-52W | 10:59 |
| L/O 47-13N | 05-55W | 11:17 |
| 46-30N | 06-00W | 11:27 |
| 45-15N | 06-00W | 11:44 |
| 45-07N | 06-00W | 11:46 |
| 44-10N | 06-00W | 11:54 |
| L/O 44-00N | 04-37W | 12:02 |
| 46-32N | 04-30W | 12:24 |
| 48-28N | 05-06W | 12:40 |
| 50-03N | 05-42W | 12:54 |
| St Mawgan OMNI | | 13:00 |
| Keevil TVOR | | 13:19 |
| Upper Heyford VOR | | 13:25 |
| Molesworth TVOR | | 13:31 |
| Descend & Land, Chelveston | | 13:51 |



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ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION: "IRON BAR" / 1 /

A. UNIT TACTICAL CALL SIGN: SPIRAL_____, IRON BAR

PROJECT OFFICER: 341BW, Capt. R.R. Chisholm, duty ph 238, home ph 534.

B. NUMBER AND TYPE OF AIRCRAFT: 36 - B-47

C. POINT OF DEPARTURE: Chelveston, England

D. ALTITUDES AND ROUTE:

RE-DEPLOYMENT ROUTE

All aircraft fly 4 ship formation, common route for all aircraft. Chelveston, England, climb to Gloucester beacon (51-54N)(02-10W); continue climb to Coast-out-point of (53-19N)(03-45W), level off at 27,000 - 28,500 direct to Isle of Man Beacon, direct to (55-19N)(05-45W); 28,000 - 29,500 direct (56-20N)(19-00W); 29,500 - 31,000 direct (55-39N)(36-00W); 31,000-32,500 direct (54-16N)(45-00W); 32,000 - 33,500 direct (52-50N)(51-14W) descend to 15,000 - 16,500, level off at (52-24N)(52-43W); 15,000 - 16,500 proceed to rendezvous point (52-05N)(52-48W); after completion of refueling begin climb at St Anthony beacon (coast-in-point); climb to 31,000 - 32,500 level off at (50-30N)(58-50W); 31,000 - 32,500 direct to (49-20N)(61-50W); Fox Bay; 32,000 - 33,500 direct Loring VOR; 33,000 34,500 direct Binghamton VOR; 34,500 - 36,000 direct Morgantown Range; descend to 15,000 - 16,500 level off at (39-05N)(81-17W); 15,000 - 16,500 proceed to rendezvous point (38-42N)(82-04W); 15,000 - 16,500 after completing refueling begin climb at (37-56N)(83-30W); climb to 33,000 - 34,500, level off at (36-43N)(85-30W; 33,000 - 34,500 direct Nashville VOR; 33,500 - 35,000 direct Little Rock; 34,500 - 36,000 direct Dyess VOR; Contact Abilene approach control for let-down instructions.



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E. DESTINATION: DYESS AFB, TEXAS

F. ETD DATE/TIME:

| | |
|---|---|
| 01/1300Z Dec 57 - GOLD | 02/1500Z Dec 57 - IVORY |
| 01/1400Z Dec 57 - BLACK | 03/1300Z Dec 57 - CREAM |
| 01/1500Z Dec 57 - CHERRY | 03/1400Z Dec 57 - TAN |
| 02/1300Z Dec 57 - SILVER | 03/1500Z Dec 57 - BROWN |
| 02/1400Z Dec 57 - SCARLET | |

G. TAS: Cruise - 430 Knots - Refueling 250 Knots

H. ETE: 12:26

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | ETE | LOCATION | ETE |
|---|---|---|---|
| Coast-out-point 53-19N/03-45W | :31 | Loring VOR | 7:16 |
| 55-19N 05-45W | :53 | Binghamton VOR | 8:26 |
| 56-20N 19-00W | 2:04 | Descend point 39-38N/80-12W | 9:03 |
| 55-39N 36-00W | 3:34 | 36-43N 85-30W | 10:08 |
| 54-16N 45-00W | 4:25 | Nashville VOR | 10:18 |
| 52-50N 51-14W | 5:03 | Little Rock | 11:03 |
| Rendezvous point 52-05N/52-48W | 5:31 | Dyess VOR | 12:06 |
| 50-30N 58-50W | 6:10 | Land | 12:26 |



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HEADQUARTERS, 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
25 October 1957

APPENDIX V

ANNEX "A"

OPERATIONS ORDER 39-57

REPORTS

1. This appendix is to outline procedures and responsibilities for the preparation and submission of reports required by this operations order.

2. Preparation and submission of all reports will be as outlined in SAC Manuals 55-8, 55-8B, 55-8M, 15th AF Supplement 1 to SAC Manual 55-8 and SAC Regulation 55-18, with exceptions as stated in 15th AF OPSORD 39-57.

a. For purposes of this operation Reports Distribution "A" and "B" will be as follows:

| DISTRIBUTION "A" | DISTRIBUTION "B" |
|---|---|
| CINSAC OFFUTT AFB | COMAF 15, MARCH AFB |
| COMAF 8, WESTOVER AFB | PLUS LATERAL ADDRESSEES AS REQUIRED |
| COMAF 15, MARCH AFB | |
| COMAIRDIV 7, HIGH WYCOMBE ENG. | |
| PLUS LATERAL ADDRESSEES AS REQUIRED | |

3. STRIKE (USCM)

a. Pre-take-off and departure reports will be submitted by the SAC Controller at Dyess AFB as follows:

Distribution A; B-1, B-2, B-9, B-10, B-15, M-5, M-22.

Canadian Overflight Msg IAW SAC Regulation 55-18.

b. In-flight reports will be submitted by all leaders as follows:

Distribution B; M-11, M-19.



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c. Aircraft landing at other than briefed destination will submit the following reports:

Distribution A; B-17, B-21, M-5

Distribution B; B-51, M-10, M-15, M-17.

d. Post mission reports will be submitted by the Class "X" Control Team at post strike bases as follows:

Distribution A; B-15, B-21, B-81, M-5, M-22, M-36.

Distribution B; B-51. (See paragraph 4d reference B-47 report)

4. REDEPLOYMENT:

a. Pre-take-off and departure reports will be submitted by the Class "X" Control Team at the post strike base as follows:

Distribution A; M-2, M-5, M-9, M-10, M-15, M-17, M-22

Canadian Overfly Msg IAW SAC Regulation 55-18.

b. In-flight reports will be submitted by cell leaders as follows:

Distribution B; M-11, M-19.

c. Aircraft landing at other than briefed destination will submit the following reports:

Distribution A; M-5, M-10, M15, M-17.

Distribution B; M-21.

d. Post mission reports will be submitted by the SAC Controller, Dyess AFB as follows:

Distribution A; M-5, M-15, M-22, M-36

Distribution B; M-21, M-27, B-27.

NOTE: B-27 reports for strike and redeployment will be consolidated and submitted by the SAC Controller, Dyess AFB upon completion of redeployment.



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HEADQUARTERS 819TH AIR DIVISION (SAC)
DYESS AIR FORCE BASE, TEXAS
25 October 1957

APPENDIX 6

ANNEX "A"

WEATHER

1. Weather support by Detachment Nr. 14, 9th Weather Squadron for "Iron Bar" will be provided in accordance with the provisions of SAC Manual 105-1 and Air Weather Service Regulation 55-34.

a. 9th Weather Squadron is designated as the Task Organization through March Forecast Center and Detachment Nr. 14, 9th Weather Squadron, Dyess Air Force Base, Texas.

b. Supporting Organizations:

(1) Offutt Weather Central, Offutt Air Force Base, Neb.

(2) 5th Weather Group through Detachments at Harmon and Goose Air Bases and Westover AFB, Lockbourne AFB and the Westover Forecast Center.

(3) 2nd Weather Wing through its Detachments at Chelveston Air Base, and the High Wycombe Forecast Center.

c. Provisions of Forecast.

(1) Detachment Nr. 14, 9th Weather Squadron will provide the entire route forecast to point of first intended landing with the exception of any refueling area forecasts. Refueling area forecasts will be provided by the Westover and High Wycombe Forecast Centers as applicable. Forecast assistance will be requested in accordance with



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provisions of SAC Manual 105-1 and Air Weather Service Regulation 55-34.

(2) Forecasts for redeploying B-47 aircraft will be responsibility of the Wing Weather Officer accompanying the 341st Bombardment Wing. The 2nd Weather Wing Detachments and the High Wycombe Forecast Center will provide assistance to the 341st Bombardment Wing Weather Officer as necessary. Refueling area forecasts for redeployment will be provided by Westover Forecast Center.

d. Weather Scouts.

(1) Weather scouting will be in accordance with provisions as outlined in Appendix 2, Annex "A", 15th Air Force Operations Order 39-57.

(2) Scout reports of air refueling areas will be distributed as rapidly as possible to interested agencies by Control Room personnel. Security will be closely monitored by Weather personnel so no compromise is possible from Weather Forecasts or communications.

e. Deployment of Wing Weather Officer.

(1) One Wing Weather Officer from Detachment Nr. 14, 9th Weather Squadron will be deployed to Chelveston Air Base in accordance with the Logistical Annex to this Operations Order.



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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 October 1957

APPENDIX 8

TO

ANNEX "A"

OPERATIONS ORDER 39-57

ECM

1. No ECM activity will be conducted on this mission.

2. All aircraft will carry EWP configuration of chaff and electronic jammers as specified by SAC Form 99, 819 AIRDIV OPS PLAN 40-58. (C)

a. The first twenty aircraft generated will be loaded with 2 each chaff inserts. The inserts will contain amount and type of chaff designated by above reference SAC Form. The remainding aircraft will carry specified chaff in the conventional hopper. (S)

b. ECM equipment and chaff (EWP) will be loaded aboard 341st Bomb Wing aircraft as outlined in 819th Air Division OPSORD 40-58. (C)

c. In an effort to maintain a security classification no higher than "SECRET", SAC Form 99 (ECM Recap Sheet) will not be included in this appendix.

d. If any ECM information is required from the 341st Bomb Wing "ECM Recap Sheet" (SAC Form 99) see 819th Air Division OPSORD 40-58, Annex "B", Appendix 4, Tab 2.

e. No ECM activities are scheduled for this operation other than the loading of aircraft as prescribed in 819th Air Division OPSORD 40-58.



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AIR FORCE - HQ TSAF, MARCH 1945

ANNEX

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HEADQUARTERS 819TH AIR DIVISION (SAC)
DYESS AIR FORCE BASE, TEXAS
31 October 1957

ANNEX "B"

OPERATIONS ORDER 39-57

COMMUNICATIONS

1. GENERAL: Communications, in general, will be in accordance with applicable SAC Manuals in the 55 series, 100-1, Aeronautical Information publications, SAC CEI, and 15th Air Force OPSORD 39-57.

2. COLLECTIVE CALL SIGN: The collective call sign is "SKYKING" and means "All SAC aircraft copy this transmission."

3. RECALL:

a. The recall words for this mission and their related meanings follow:

(1) "GOLDFISH" means "All Aircraft "Iron Bar" mission return to point of departure."

(2) "GOLDFISH GOLF" means "ALL 341st Bombardment Wing aircraft return to point of departure."

b. To divert aircraft to a base other than the point of departure, the recall words "GOLDFISH"or "GOLDFISH GOLF" will be suffixed with one of the following phonetics:



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| BASE | SUFFIX | BASE | SUFFIX |
|---|---|---|---|
| Westover | Five | Walker | Bravo |
| Goose Bay | Six | Altus | Charlie |
| Harmon | Seven | Lockbourne | Delta |
| Sandrestrom | Eight | Keflavik | Echo |
| Loring | Nine | Schilling | Foxtrot |
| Biggs | Alfa | Ellsworth | Golf |
| Lakenheath | Hotel | Benguerir | November |
| Sidi Slimane | Victor | Nauasseur | Oscar |
| Plattsberg | Xray | Burtonwood | Papa |
| Greenham Common | India | Barajas(Medrid) | Quebec |
| Upper Heyford | Julliet | Getafe(Medrid) | Romeo |
| East Kirkby | Kilo | Fairford | Sierra |
| Brize Norton | Lima | Zaragoza | Tango |
| Chelveston | Mike | Chateureaux | Uniform |
| | | Portsmouth | Whiskey |

4. CALL SIGNS: Call signs listed in the SAC CEI as amended apply. For purposes of position reporting, aircraft call sign will consist of the aircraft tactical call sign followed by the mission nickname and cell designator, such as, "SPIRAL ONE ZERO IRON BAR OLD ONE."

5. AIR TRAFFIC CONTROL: Both CAA and ICAO position reporting procedures apply except as modified herein.

a. The leader and deputy of each cell are designated as primary and alternate control aircraft for position reporting purposes. When in a



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stream, however, the first and last aircraft will make the required position report.

b. When ICAO position reports cannot be made to air traffic control agencies via UHF, the following procedures will apply.

(1) No reports will be made if aircraft are in electronic or visual contact with each other.

(2) In event aircraft within a cell are not in electronic or visual contact with each other:

(a) Each aircraft will report to the control aircraft hourly giving: (Identification, position, altitude and time.) "Operations normal" reports will be made BY all aircraft between each hourly position report via UHF.

(b) Control aircraft will record information received.

(c) If control aircraft does not receive required reports from any aircraft at the prescribed time, the control aircraft will break HF radio silence and endeavor to contact aircraft on HF. If this proves unsuccessful, control aircraft will alert search and rescue facilities immediately, using any appropriate frequency. Use of HF radio as outlined is considered limited emergency.

c. While overflying Canada, radar, GCI, and DOT will be used to pass required civil position reports. Cross-band operations are authorized



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and will be used in lieu of HF in this area.

d. HF silence will normally be maintained, however, this silence may be broken if any of the following occurs:

(1) Emergency.

(2) Deviation from the planned route in excess of twenty-miles.

(3) Deviation from estimated time enroute in excess of one hour from altitude reservation flight plan.

(4) Deviation from estimated time of penetration (ETP) of ADIZ/CADIZ by plus or minus 5 minutes. ETP may be revised in flight provided contact is made with appropriate aeronautical facility or "CONAD RADAR" on channel 10/364.2 mcs with instructions to pass to ARTC.

6. SEARCH AND RESCUE: Search and rescue will be provided by USAFE and MATS "On-Call." Procedures of ACP-125, 125-1, and 135 apply.

7. REFUELING: Refueling enroute will be in accordance with SAC Manual 55-10 and 100-1.

a. Refueling communications plans follow:

(1) ZI BETTY ALFA will be used by the first cell in each wave in the primary and alternate refueling areas located within the zone of interior.

(2) BETTY ZI BRAVO will be used by the second cell of each wave in both the primary and secondary refueling areas located in the zone of interior.



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(3) BETTY ZI CHARLIE will be used by the third cell of each wave for those refueling areas located within the zone of interior.

(4) BETTY NEAC ALFA will be used by the first cell of each wave in the "LONG BOW" and "CURLEY TOP" refueling areas.

(5) BETTY NEAC BRAVO will be used by the second cell of each wave in the "LONG BOW" and "CURLEY TOP" refueling areas.

(6) BETTY NEAC CHARLIE will be used by the third cell of each wave in the "LONG BOW" and "CURLEY TOP" refueling areas.

(7) ANN ATLANTIC/EUROPE will be used in the "HEDGE HOP" and "PING PONG" refueling areas.

b. M-11, Refueling/Timing reports will be submitted as needed in accordance with SAC Manual 55-8M.

8. FREQUENCIES:

a. Channelization will be normal except that appropriate UK UHF frequencies will be channelized prior to reaching 15 degrees west longitude.

b. SAC HF Monitor procedure ALFA applies.

c. UHF GUARD channel will be monitored by all aircraft at all times and the VHF Emergency frequency 121.5 megacycles will be monitored on the OMNI receiver whenever possible over land areas and continuously over water.

9. IDENTIFICATION:

a. Identification will be accomplished through the use of



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flight plans, voice using the KAC-1, and IFF.

b. IFF will be set up on MODE I from take-off to 15 degrees west longitude where the setting will be changed to MODE I. Deviations from this procedure are not authorized unless directed by an EW/GCI site.

10. ENROUTE COMMUNICATIONS FACILITIES: Deployment route communications facilities are contained in Appendix 1 to this ANNEX. Route communications facilities for re-deployment are i. Appendix 2 to this ANNEX.



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AIR FORCE - HQ USAF, MARCH 1945

ANNEX

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ANNEX C To Opr Order
Number 39-57

HQ 819TH AIR DIVISION
Dyess Air Force Base, Texas
25 November 1957
1400Z

ANNEX "C"

INTELLIGENCE

Maps: See paragraph 3a(1)

1. Intelligence Summary:

a. General Situation: Recent technological advances by the Soviet Union coupled with continuing Middle East tensions that could generate hostilities with little warning highlight the possibilities of world-wide conflict. The Soviet Union is now bringing a considerable amount of its resources to bear in accomplishing two key objectives: (1) the elimination of U.S. prestige and influence among the uncommitted non-Communist countries of the world and (2) establishing itself as the dominant power in the Middle East, an area whose resources and strategic location make it vital to the economy and safety of the Free World. Soviet actions toward these goals come at a time when a Russian earth satellite has been launched into an orbit around the earth, a feat which indicates considerable advancement in rocketry and propulsion systems such as will be required for an operational ICBM. In this period during which Soviet prestige has reached its highest level since the advent of the Communist regime, it is imperative that the 341st Bomb Wing maintain the capability to perform its assigned EWP mission. The requirement exists to test unit and/or supporting reconnaissance technical facilities ability to perform Phases I and II IBDA as required in support of current EWP and to evaluate the strike results obtained.



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b. Enemy Forces: Reference Sections II and IV, SAC Basic Intelligence Planning Guide, Volume I, 1 March 1956, as amended; SAC Intelligence Brief No. 250, as amended; and current issue of SAC Consolidated Orders of Battle (AOB, ROB, FOB).

2. Intelligence Requirements:

a. Essential Elements of Information (EEI):

(1) General: As obtained from B-51 reports forwarded in accordance with instructions contained in this annex. Reference paragraph 2, Section VII, Volume I, SAC BIPG; Intelligence Collection Instructions (ICI), Hq USAF; Fifteenth Air Force Intelligence Collection Plan (ICP); and AF Regulation 200-2.

(2) Specific: EEI for this mission are as follows:

(a) Normal IP to target photography of two selected 341st Bomb Wing Targets.

(b) IBDA photography (direct or indirect) will not be performed against selected targets in accordance with paragraph 4b(8)(a), Annex V, SAC Regulation 50-8, governing tactics when a WR weapon is carried.

(c) Information on any sightings of unusual objects, unidentified aircraft, and so forth.

(3) Marking of Camera Logs and Magazines: Camera magazines will be marked with the aircraft serial number (last four digits prefaced by unit designation; i.e. 341st BW 2047) to facilitate return of magazines to proper aircraft. Each film container and camera log will

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be clearly marked with the aircraft tactical call sign. Camera Logs will be firmly attached to magazines or film containers at all times except when film is in use. Special emphasis will be placed on completion of camera logs as outlined in SAC Regulation 95-11.

b. Means of Obtaining Information:

(1) Interpretation of visual and radar photography.

(2) Interrogation of combat crews.

(3) Aircraft logs.

c. Means of Reporting Information: Reference SAC Manuals of the 55-8 series. In all cases where EEI are not transmitted in accordance with instructions contained in SAC Manual 55-8 and existing regulations, they will be forwarded on AF Form 112, as directed in Intelligence Collection Instructions (ICI) USAF, and 15th Air Force Intelligence Collection Plan (ICP), 1 May 1957, as amended.

3. Intelligence Activities:

a. Maps and Target Materials:

(1) The following navigational charts may be used: JN-1, 8, 9, 19, 21, and 30; WACS-150, 171, 172, 229, 230 and others as desired.

(2) The following target materials will be supplied: WACS 171 and 229; approach charts 171-A1 and 229-B4. No photography or mosaics of the targets are available.

(3) Targets for IRON BAR are located at 55 18N 05 47W on JN-9 for routes No. 1 and 2 and at 50 03N 05 42W on JN-9 for route No. 3.



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(4) Combat mission folders for primary target assignments in the 50-58 Operations Order will be issued to all crews participating in this exercise prior to departure from Dyess AFB. Reference Chapter I, Section III, Paragraph 18d(2), SAC Manual 55-12.

b. Evasion and Escape:

(1) Survival procedures taught at the advanced survival school are applicable for this exercise.

(2) Crews will be briefed on conduct in the event of forced landings in friendly or neutral countries in accordance with SAC Regulation 200-8. Reference Chapter I, Section III, Paragraph 18e, SAC Manual 55-12.

(3) E & E kits will be distributed to crewmembers in accordance with the provisions of the 341st Bomb Wing Intelligence SOP 200-2-7.

c. Post Strike Staging Team: Intelligence personnel in the required AFSC's will be deployed with the 45 aircraft post strike staging team to Chelveston Via MATS airlift. Reference Chapter I, Section II, SAC Manual 400-1A as amended.

d. Measures for Handling of Captured Documents, Equipment, Material and for Interrogation of Prisoners: Reference Section VI, Volume I, SAC BIPG.

e. Reports:

(1) The 3921st Reconnaissance Technical Squadron at Chelveston will provide the support functions to include B-51 report teams and base photo lab facilities. This unit will process film, photo scores, and submit B-51 reports for bombardment aircraft poststriking in the



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United Kingdom. Upon completion of B-51 reports, B-51 report teams will dispose of bomb film and photo logs in accordance with applicable 69-58 SAC Operations Orders and will insure that camera magazines are returned to applicable aircraft prior to their departure from Chelveston.

(2) The B-51 report will be submitted by the Reports Team of the 3921st Reconnaissance Technical Squadron in accordance with SAC Manual 55-8, Distribution "B", as amended below:

(a) Lines (2)(a) 1, 2, and 3 of the report will reflect information derived for the bomb run against the selected targets.

(b) Line (2)(a) 4 will state whether or not satisfactory indirect (radar) IBDA photography was obtained against the selected target. (This is applicable whether aircraft overflew the target or performed breakaway.)

(c) Line (2)(a) 5, same as (2) above, except for direct (vertical or oblique) photography.

(d) Line (2)(a) 6 will give reasons for failure to obtain indirect (radar) IBDA photography.

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AIR FORCE - HQ TSAF, MARCH 1945

ANNEX

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HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
31 Oct 57

ANNEX "D"

OPERATIONS ORDER 39 - 57

ADMINISTRATIVE

AND

LOGISTICAL MATTERS

1. Administrative and Logistical Instructions. SAC Regulation 400-3, 6 May 57 applies as follows:

a. Section I - (General) Applies in its entirety

b. Section II - (Supply) Applies except:

(1) Conventional bomb racks will not be deployed.

(2) Materiel for 45 aircraft post-strike team will be deployed except that the Tactical Hospital will deploy one airbourne dispensary and appropriate support. Seven J-47 engines will be deployed, and 12,000 pounds of MA7A spares and special tools will be added.

c. Section III - (Armament and Electronics) applies in its entirety; training ammunition will be utilized.

d. Section IV -(Maintenance) Applies in its entirety:

(1) The provisions of paragraph 20e(3), Section III, SAC Manual 55-2, will apply. The 2-15-A5 Report will be submitted as of 1400Z daily.

(2) Reference paragraph 6: Project designator, in accordance with Volume XVI , AFM 67-1 is "Big Tin 309"

(3) Logistical Recap Sheets will be added 10 Nov.

e. Section V - (Transportation) Applies in its entirety.

(1) MATS will provide airlift for 273 personnel and 33.0 tons cargo.



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(2) SAC -J4 reports will be submitted as of 1400Z and 2200Z daily.

f. Section VI - (Medical) Applies in its entirety

g. Section VII - (Personnel) Applies except:

(1) Twenty three bomb-man and auto-pilot maintenance personnel will deploy and twenty three personnel will be withdrawn from lower priority specialties listed in SAC Manual 400-1A

h. Section VIII - (Adjutant) Applies except:

(1) Justification for orders is "SAC" air operations".

(2) Mail will be held at home base pending return of affected personnel.

i. Section IX - (Comptroller) Applies in its entirety. Funding information will be published seperately.

j. Section X - (Judge Advocate) Applies in its entirety.

k. Section XI - (Security) Applies in its entirety.

l. Section XII - (Miscellaneous) Applies in its entirety.

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AIR FORCE - HQ 15AF, MARCH 1945

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HEADQUARTERS
819TH AIR DIVISION (SAC)
United States Air Force
Dyess Air Force Base, Texas

Secret

3411DOP

6 November 1957

SUBJECT: (UNCLASSIFIED) Amendment 1 to 819th Air Division Operations Order 39-57 "IRON BAR".

TO: See Distribution, Basic Operations Order

1. Attached is amendment number 1 to 819th Air Division OPSORD 39-57. (U)

2. Subject amendment contains additions to the operations order such as:

a. Photographs of the route map.

b. Air Refueling information

c. Amendments to altitude reservation

d. Communications Recap Sheets (SAC Form 100)

e. Deployment and Re-deployment Recap Sheets (SAC Form 96)

f. Air Base Group Logistics Recap Sheets (SAC Form 101) (S)

3. Items for amendment:

a. Item 1: Reference Annex "A", App 3, Tab 8, as pertains to route #2 (Fighting Fox - Long Bow) refueling areas. Change to read Tab 9, App 3, Annex "A".
NOTE: There are 3 each Tab 8's, two of which are numbered in error.

b. Item 2: Reference Annex "A", App 3, Tab 8, as pertains to route #3 (Lazy Day - Long Bow) refueling areas. Change to read Tab 10, App 3, Annex "A".

c. Item 3: Reference Annex "B", page 4 and 5. Delete paragraph 7a.

4. This letter of transmittal, the pages inclosed and one copy of the Entry and Destruction certificate will become a part of the basic document. Superseded pages will be removed and destroyed as outlined in AFR 205-1.

5. This document classified SECRET in accordance with AFR 205-1.

BY ORDER OF THE COMMANDER:

2 Incls:
1. Amdt 1, 819AD OPSORD 39-57
2. E & D Certificate

Secret

EUGENE L. HUDSON
Lt. Col., USAF
Director of Operations

AT-5125 A

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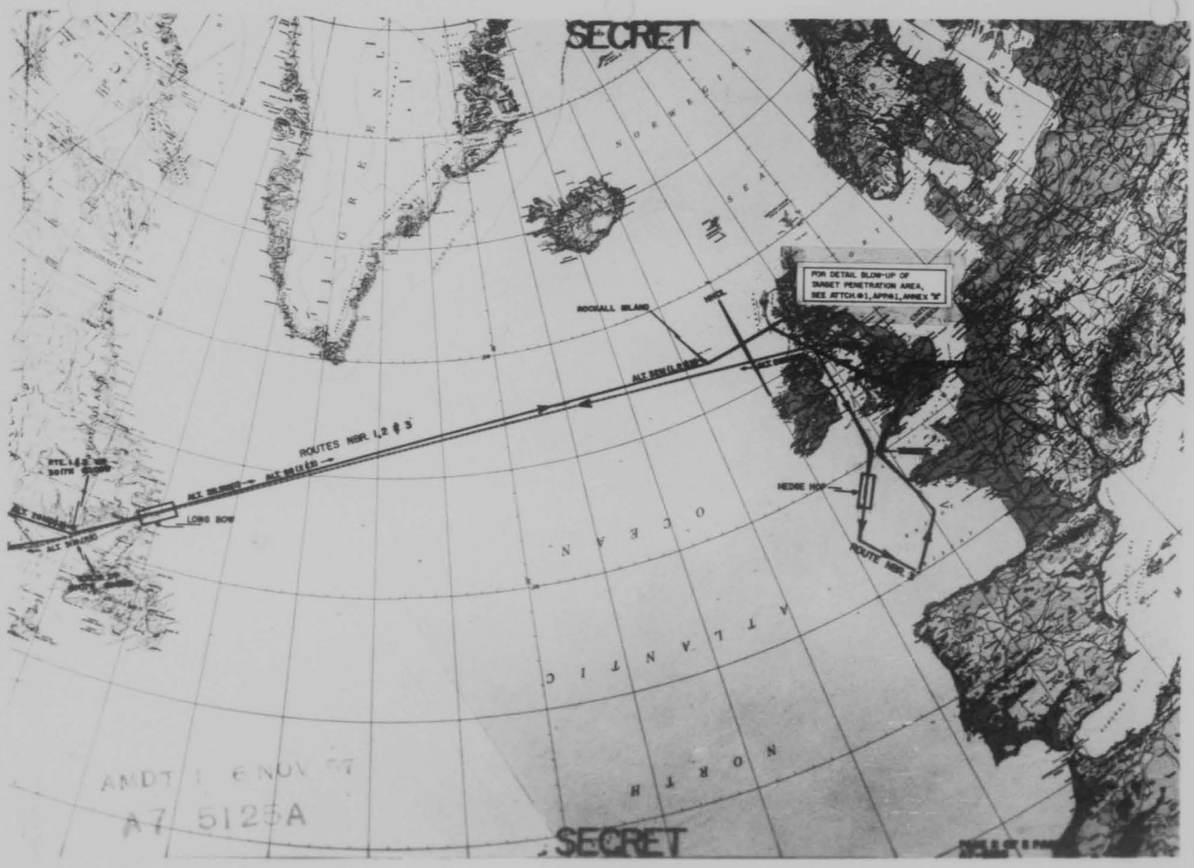


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SECRET (When Filled In)

| RECAPITULATION SHEET BOMBARDMENT - RECONNAISSANCE - PART I | AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|---|---|---|---|
| | 15TH | 341BW | SPIRAL | B-47 E | 39-57 | 1400Z 25 Nov 57 | 1 | 3 |

| SORTIE NR | TARGET NAME AND COORDINATES (A) | BIPG REF NR (B) | DGZ (C) | TARGET TYPE (D) | CELL CALL SIGN AND NUMBER (E) | WEAPON MARK NR & CAPSULE (F) | TAKE-OFF DATA: DEPART (G) | GROSS WEIGHT (Static) (H) | FUEL (Lbs) (Static) (I) | TYPE TAKE-OFF (Wet, Dry, ATO) (J) | T.O. TIME E HOUR PLUS (K) | SCHEDULED REFUELING: AREA-RENDEZVOUS POINT AND TANKER CYCLE (L) | DIST (M) | FLIGHT TIME (N) | OFF-LOAD AVAILABLE (O) | ON-LOAD (Lbs) (P) | GROSS WT AT DISCONNECT (Q) | MIN FUEL IN TANKS AT DISCONNECT (R) | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | POINT OF LAND 55-18N 05-47W | 2 | B | USCM | GOLD 1 | 15/0 | DYESS/2* | 200,000 | 99,160 | WET | 82:40 | 1 FIGHTING FOX (1) | 1687 | 4:09 | 50M | 36,000 | 159,130 | | 1 |
| | | | | | | | | | | | | 2 LONG BOW (1) | 2391 | 6:05 | 37M | 37,000 | 179,925 | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 2 | | 2 | B | | GOLD 2 | | DYESS/2 | | | | 82:41½ | 1 FIGHTING FOX (1) | | | | | | | 2 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 3 | | 2 | B | | GOLD 3 | | DYESS/2 | | | | 82:43 | 1 FIGHTING FOX (1) | | | | | | | 3 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 4 | | 2 | B | | GOLD 4 | | DYESS/2 | | | | 82:44½ | 1 FIGHTING FOX (1) | | | | | | | 4 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 5 | POINT OF LAND 55-18N 05:47W | 1 | A | | BLACK 1 | | DYESS/1 | | | | 83:00 | 1 LAZY DAY (1) | 948 | 2:51 | 34M | 34,000 | 180,700 | | 5 |
| | | | | | | | | | | | | 2 LONG BOW (1) | 2233 | 6:09 | 37M | 37,000 | 176,005 | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 6 | | 1 | A | | BLACK 2 | | DYESS/1 | | | | 83:01½ | 1 LAZY DAY (1) | | | | | | | 6 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 7 | | 1 | A | | BLACK 3 | | DYESS/1 | | | | 83:03 | 1 LAZY DAY (1) | | | | | | | 7 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 8 | | 1 | A | | BLACK 4 | | DYESS/1 | | | | 83:04½ | 1 LAZY DAY (1) | | | | | | | 8 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 9 | | 1 | A | | CHERRY 1 | | DYESS/1 | | | | 83:20 | 1 LAZY DAY (1) | | | | | | | 9 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 10 | | 1 | A | | CHERRY 2 | | DYESS/1 | | | | 83:21½ | 1 LAZY DAY (1) | | | | | | | 10 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 11 | | 1 | A | | CHERRY 3 | | DYESS/1 | | | | 83:23 | 1 LAZY DAY (1) | | | | | | | 11 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
| | | | | | | | | | | | | 3 | | | | | | | |
| 12 | | 1 | A | | CHERRY 4 | | DYESS/1 | | | | 83:24½ | 1 LAZY DAY (1) | | | | | | | 12 |
| | | | | | | | | | | | | 2 LONG BOW (1) | | | | | | | |
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TAB 1 TO APP 2

ANNEX A

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////////// WAVE # 1 //////////

Page 1 of 3 pages

A7-5125

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SECRET (When Filled In)

RECAPITULATION SHEET
BOMBARDMENT - RECONNAISSANCE - PART II

| AIR FORCE | WING | UNIT TACT. | CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | OF PAGES |
|---|---|---|---|---|---|---|---|---|
| 15 TH | 341BW | SPIRAL | | B-47E | 39-57 | 1400Z 25 Nov 57 | 2 | 3 |

| SORTIE NR | BASE TO H HOUR CONTROL POINT: DISTANCE TIME S | ALTITUDE T | MHCP COORDINATES U | TIMING CONTROL PAD MINUTES FUEL (Lbs) V | PENETRATION SPEED: START W | DURATION (Thrs) X | FRIENDLY IDENTIFICATION AND CONTROL: PRE-TARGET ENTER FRIENDLY EW NET: GEOREF Y | ALTITUDE FLT TIME Z | T.A.S. TRACK AA | POST-TARGET ENTER FRIENDLY EW NET: GEOREF DB | ALTITUDE FLT TIME CC | T.A.S. TRACK DD | CONTROL CORRIDOR: GEOREF EE | ALTITUDE FLT TIME FF | TERMINAL FIX FLT TIME GG | POST STRIKE BASE HH | CELL CALL SIGN AND NUMBER II | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4026 / 1002 | 32.0 | 57-11N/10-00W | :11 / 1100 | 203 | :29 | | | | | | | | | | CHELVESTON | GOLD 1 | 1 |
| 2 | | | | | | | | | | | | | | | | | GOLD 2 | 2 |
| 3 | | | | | | | | | | | | | | | | | GOLD 3 | 3 |
| 4 | | | | | | | | | | | | | | | | | GOLD 4 | 4 |
| 5 | 3854 / 1005 | 32.0 | 57-11N/10-00W | :11 / 900 | 199 | :27 | | | | | | | | | | | BLACK 1 | 5 |
| 6 | | | | | | | | | | | | | | | | | BLACK 2 | 6 |
| 7 | | | | | | | | | | | | | | | | | BLACK 3 | 7 |
| 8 | | | | | | | | | | | | | | | | | BLACK 4 | 8 |
| 9 | | | | | | | | | | | | | | | | | CHERRY 1 | 9 |
| 10 | | | | | | | | | | | | | | | | | CHERRY 2 | 10 |
| 11 | | | | | | | | | | | | | | | | | CHERRY 3 | 11 |
| 12 | | | | | | | | | | | | | | | | | CHERRY 4 | 12 |

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Page 2 of 3 pages

A7-5125

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**RECAPITULATION SHEET**
**BOMBARDMENT - RECONNAISSANCE - PART III**

AIR FORCE: 15 TH | WING: 341 BW | UNIT TACTICAL CALL SIGN: SPIRAL | TYPE AND MODEL AIRCRAFT: B-47B | OPERATIONS ORDER NR: 39-57 | EFFECTIVE DATE: 1100Z 25 Nov 57 | PAGE NR: 3 | NR OF PAGES: 3

| SORTIE NR | ELECTRONIC COUNTERMEASURES: CELL CALL SIGN AND NUMBER (AJ) | CODE PRIORITY (KK) | SWEEP JAM START (LL) | SWEEP JAM STOP (LL) | SUD START (MM) | SUD STOP (MM) | (NH) | MHCP TO TARGET DISTANCE / TIME (OO) | FLIGHT TIME TO TARGET (PP) | BOMB RUN: TACTICS (CU) (QQ) | BOMB PLANE (RR) | OFFSET AP COORDINATES (SS) | AXIS (TT) | TAS (UU) | PRESSURE ALTITUDE (VV) | TARGET TO POST STRIKE BASE: BASE (WW) | DISTANCE (XX) | TIME (XX) | MISSION RECAP: TOTAL DISTANCE (YY) | TOTAL TIME (YY) | FUEL RESERVE (LAst) (ZZ) | (AAA) | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | GOLD 1 | N/A | N/A | N/A | N/A | N/A | | 203 / :29 | | C | D | N/A | 151 | 425 | 32.0 | CHELTENTON | 289 / :45 | | 4538 / 11:16 | | - / 27,425 | | 1 |
| 2 | GOLD 2 | ↓ | ↓ | ↓ | ↓ | ↓ | | 203 / :29 | | C | D | | | | | | | | | | | | 2 |
| 3 | GOLD 3 | | | | | | | 203 / :29 | | C | D | | | | | | | | | | | | 3 |
| 4 | GOLD 4 | | | | | | | 203 / :29 | | C | D | | ↓ | ↓ | ↓ | ↓ | ↓ | | ↓ | | ↓ | | 4 |
| 5 | BLACK 1 | | | | | | | 199 / :27 | | C | D | | 151 | | 33.5 | | 309 / :45 | | 4372 / 11:17 | | - / 25,135 | | 5 |
| 6 | BLACK 2 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 6 |
| 7 | BLACK 3 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 7 |
| 8 | BLACK 4 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 8 |
| 9 | CHERRY 1 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 9 |
| 10 | CHERRY 2 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 10 |
| 11 | CHERRY 3 | | | | | | | 199 / :27 | | C | D | | | | | | | | | | | | 11 |
| 12 | CHERRY 4 | ↓ | ↓ | ↓ | ↓ | ↓ | | 199 / :27 | | C | D | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | | 12 |

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Page 3 of 3 pages

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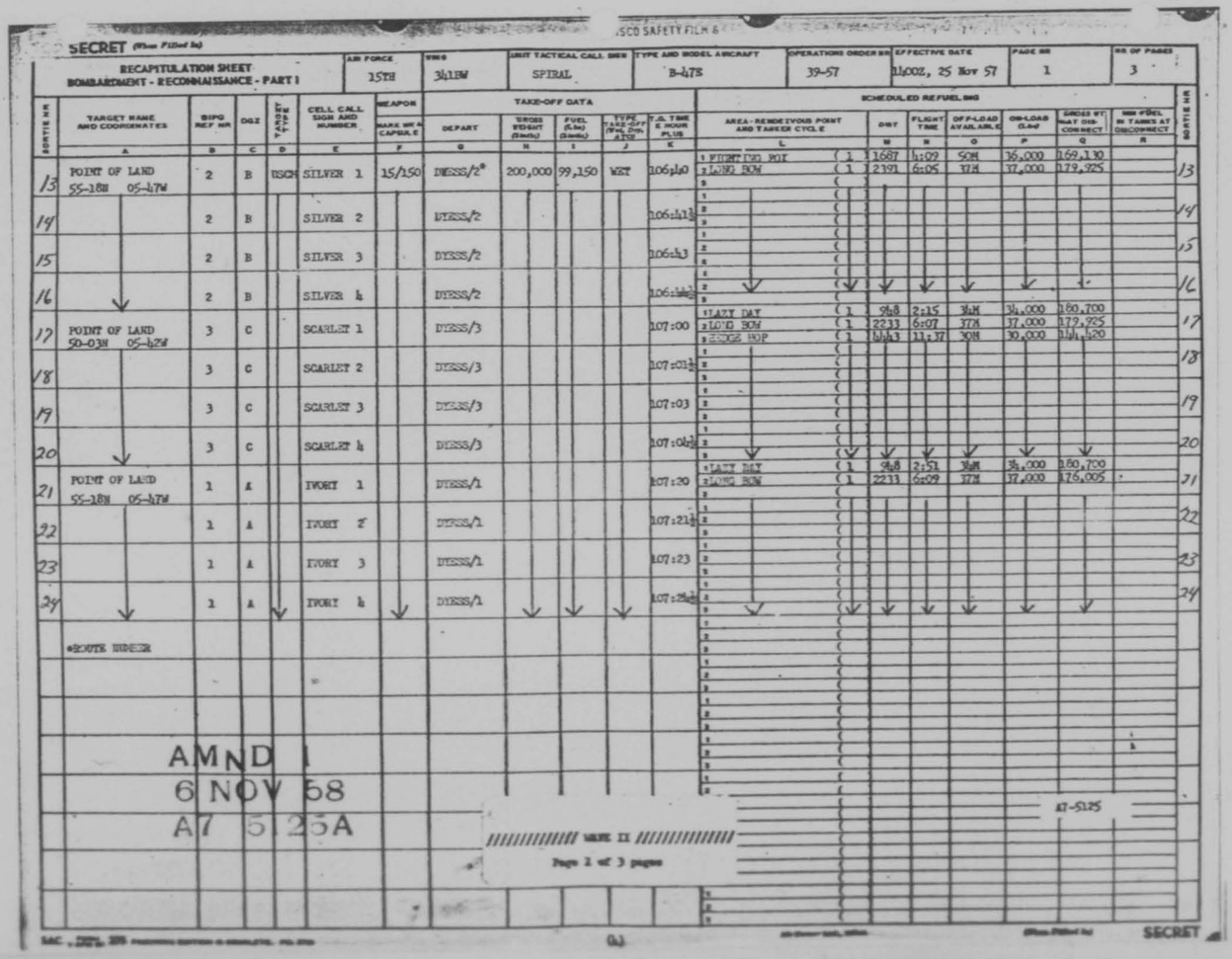

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**RECAPITULATION SHEET**
**BOMBARDMENT - RECONNAISSANCE - PART I**

| AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NO | EFFECTIVE DATE | PAGE NO | NO OF PAGES |
|---|---|---|---|---|---|---|---|
| 15TH | 341BW | SPIRAL | B-47S | 39-57 | 1400Z, 25 Nov 57 | 1 | 3 |

| SORTIE NR | TARGET NAME AND COORDINATES | BIPO REF NR | DGZ | TARGET TYPE | CELL CALL SIGN AND NUMBER | WEAPON MARK NR & CAPSULE | TAKE-OFF DATA: DEPART | GROSS WEIGHT (Static) | FUEL (Lbs) (Static) | TYPE TAKE-OFF (Full Or Alt) | T.O. TIME E HOUR PLUS | SCHEDULED REFUELING: AREA - RENDEZVOUS POINT AND TANKER CYCLE | DIST | FLIGHT TIME | OFF-LOAD AVAILABLE | ON-LOAD (Lbs) | GROSS WT. AT DISCONNECT | MIN FUEL IN TANKS AT DISCONNECT | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | |
| 13 | POINT OF LAND 55-18N 05-47W | 2 | B | USCH | SILVER 1 | 15/150 | DYESS/2* | 200,000 | 99,150 | WET | 1:06½0 | 1 FIGHTER WAY | 1 1687 | 4:09 | 50M | 36,000 | 169,130 | | 13 |
| | | | | | | | | | | | | 2 LONG BOW | 1 2391 | 6:05 | 37M | 37,000 | 179,925 | | |
| 14 | | 2 | B | | SILVER 2 | | DYESS/2 | | | | 1:06:11½ | | | | | | | | 14 |
| 15 | | 2 | B | | SILVER 3 | | DYESS/2 | | | | 1:06:13 | | | | | | | | 15 |
| 16 | | 2 | B | | SILVER 4 | | DYESS/2 | | | | 1:06:14½ | | | | | | | | 16 |
| 17 | POINT OF LAND 50-03N 05-42W | 3 | C | | SCARLET 1 | | DYESS/3 | | | | 1:07:00 | 1 LAZY DAY | 1 968 | 2:15 | 34M | 34,000 | 180,700 | | 17 |
| | | | | | | | | | | | | 2 LONG BOW | 1 2233 | 6:07 | 37M | 37,000 | 172,725 | | |
| | | | | | | | | | | | | 3 EDGE HOP | 1 1443 | 11:37 | 30M | 30,000 | 141,520 | | |
| 18 | | 3 | C | | SCARLET 2 | | DYESS/3 | | | | 1:07:01½ | | | | | | | | 18 |
| 19 | | 3 | C | | SCARLET 3 | | DYESS/3 | | | | 1:07:03 | | | | | | | | 19 |
| 20 | | 3 | C | | SCARLET 4 | | DYESS/3 | | | | 1:07:04½ | | | | | | | | 20 |
| 21 | POINT OF LAND 55-18N 05-47W | 1 | A | | IVORY 1 | | DYESS/1 | | | | 1:07:20 | 1 LAZY DAY | 1 968 | 2:51 | 34M | 34,000 | 180,700 | | 21 |
| | | | | | | | | | | | | 2 LONG BOW | 1 2233 | 6:09 | 37M | 37,000 | 176,005 | | |
| 22 | | 1 | A | | IVORY 2 | | DYESS/1 | | | | 1:07:21½ | | | | | | | | 22 |
| 23 | | 1 | A | | IVORY 3 | | DYESS/1 | | | | 1:07:23 | | | | | | | | 23 |
| 24 | | 1 | A | | IVORY 4 | | DYESS/1 | | | | 1:07:25½ | | | | | | | | 24 |

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Page 1 of 3 pages

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**RECAPITULATION SHEET**
**BOMBARDMENT - RECONNAISSANCE - PART II**

| AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|---|---|---|
| 15th | 341 BW | SPINAL | B-47B | 39-57 | 1400Z, 25 Nov 57 | 2 | 3 |

| MSN NR | BASE TO H HOUR CONTROL POINT | | | TIMING CONTROL PAD | PENETRATION SPEED | | FRIENDLY IDENTIFICATION AND CONTROL | | | | | | | | | | MSN NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | PRE-TARGET ENTER FRIENDLY ER NET | | | POST-TARGET ENTER FRIENDLY ER NET | | | CONTROL CORRIDOR | | | POST STRIKE BASE | CELL CALL SIGN AND NUMBER | |
| | DISTANCE TIME | ALTITUDE | WHOP COORDINATES | MINUTES FUEL (Lbs) | START | DURATION (Time) | GEOREF | ALTITUDE FLT TIME | T.A.S. TRACK | GEOREF | ALTITUDE FLT TIME | T.A.S. TRACK | GEOREF | ALTITUDE FLT TIME | TERMINAL FIX FLT TIME | | | |
| | S | T | U | V | W | X | Y | Z | AA | BB | CC | DD | EE | FF | GG | MM | II | |
| 13 | 1026 | 32.0 | 57-11N/10-00W | :11 | | | | | | | | | | | | GALVESTON | SILVER 1 | 13 |
| | 1002 | | | 1100 | 203 | 00:29 | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | SILVER 2 | 14 |
| 15 | | | | | | | | | | | | | | | | | SILVER 3 | 15 |
| 16 | | | | | | | | | | | | | | | | | SILVER 4 | 16 |
| 17 | 1850 | 32.0 | 57-11N/10-00W | :18 | | | | | | | | | | | | | SCARLET 1 | 17 |
| | 1003 | | | 1800 | 213 | 00:30 | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | | | | SCARLET 2 | 18 |
| 19 | | | | | | | | | | | | | | | | | SCARLET 3 | 19 |
| 20 | | | | | | | | | | | | | | | | | SCARLET 4 | 20 |
| 21 | 1851 | 32.0 | 57-11N/10-00W | :11 | | | | | | | | | | | | | IVORY 1 | 21 |
| | 1005 | | | 900 | 199 | 00:27 | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | | | | IVORY 2 | 22 |
| 23 | | | | | | | | | | | | | | | | | IVORY 3 | 23 |
| 24 | | | | | | | | | | | | | | | | | IVORY 4 | 24 |

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# RECAPITULATION SHEET
## BOMBARDMENT - RECONNAISSANCE - PART III

| AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | NR PAGES |
|---|---|---|---|---|---|---|---|
| 15 th | 341 BW | SPIRAL | B-47E | 39-57 | 1400Z, 25 Nov 57 | 3 | 3 |

| SORTIE NR | CELL CALL SIGN AND NUMBER (JJ) | ECM: CODE PRIORITY (KK) | SWEEP JAM START (LL) | SWEEP JAM STOP (LL) | SUD START (MM) | SUD STOP (MM) | (NN) | MHCP TO TARGET DISTANCE / TIME (OO) | FLIGHT TIME TO TARGET (PP) | TACTICS (C,I) (QQ) | BOMB (O,D,G) (RR) | OFFSET AP COORDINATES (SS) | AXIS (TT) | TAS (UU) | PRESSURE ALTITUDE (VV) | BASE (WW) | DISTANCE / TIME (XX) | TOTAL DISTANCE / TIME (YY) | FUEL RESERVE (ZZ) | (AAA) | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | SILVER 1 | N/A | N/A | N/A | N/A | N/A | | 203 / :29 | | C | D | 1 N/A / 2 | 151 | 425 | 32.0 | | 289 / :45 | 4538 / 11:16 | - / 27,425 | | 13 |
| 14 | SILVER 2 | | | | | | | 203 / :29 | | | | 1 / 2 | | | | | | | | | 14 |
| 15 | SILVER 3 | | | | | | | 203 / :29 | | | | 1 / 2 | | | | | | | | | 15 |
| 16 | SILVER 4 | | | | | | | 203 / :29 | | | | 1 / 2 | ↓ | ↓ | ↓ | | ↓ | ↓ | ↓ | | 16 |
| 17 | SCARLET 1 | | | | | | | 213 / :30 | | | | 1 / 2 | 345 | 425 | 33.0 | | 246 / :39 | 5348 / 13:58 | - / 24,300 | | 17 |
| 18 | SCARLET 2 | | | | | | | 213 / :30 | | | | 1 / 2 | | | | | | | | | 18 |
| 19 | SCARLET 3 | | | | | | | 213 / :30 | | | | 1 / 2 | | | | | | | | | 19 |
| 20 | SCARLET 4 | | | | | | | 213 / :30 | | | | 1 / 2 | ↓ | ↓ | ↓ | | ↓ | ↓ | ↓ | | 20 |
| 21 | IVORY 1 | | | | | | | 199 / :27 | | | | 1 / 2 | 151 | 425 | 33.5 | | 309 / :45 | 4372 / 11:17 | - / 25,175 | | 21 |
| 22 | IVORY 2 | | | | | | | 199 / :27 | | | | 1 / 2 | | | | | | | | | 22 |
| 23 | IVORY 3 | | | | | | | 199 / :27 | | | | 1 / 2 | | | | | | | | | 23 |
| 24 | IVORY 4 | ↓ | ↓ | ↓ | ↓ | ↓ | | 199 / :27 | | ↓ | ↓ | 1 / 2 ↓ | ↓ | ↓ | ↓ | | ↓ | ↓ | ↓ | | 24 |

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////////////// WAVE II ////////////////

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| RECAPITULATION SHEET: BOMBARDMENT - RECONNAISSANCE - PART I | AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|---|---|---|---|
| | 15 th | 341 BW | SPIRAL | B-47E | 39-57 | 1400Z, 25 Nov 57 | 1 | 3 |

| SORTIE NR | TARGET NAME AND COORDINATES (A) | BIPO REF NR (B) | DGZ (C) | TARGET TYPE (D) | CELL CALL SIGN AND NUMBER (E) | WEAPON MARK NR & CAPSULE (F) | TAKE-OFF DATA: DEPART (G) | WRONG WEIGHT (Kmls) (H) | FUEL (Lbs) (Kmls) (I) | TYPE TAKE-OFF (Rec, Dep, ATO) (J) | F.A. TIME E HOUR PLUS (K) | SCHEDULED REFUELING: AREA-RENDEZVOUS POINT AND TANKER CYCLE (L) | | DIST (M) | FLIGHT TIME (N) | OFF-LOAD AVAILABLE (O) | ON-LOAD (Lbs) (P) | GROSS WT AT DISCONNECT (Q) | MIN FUEL IN TANKS AT DISCONNECT (R) | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | POINT OF LAND 55-18N 05-47W | 2 | B | USCM | CREAM 1 | 15/150 | DIESS/2 | 200,000 | 99,150 | WET | 130:40 | 1 FIGHTING FOX | 1 | 1687 | 4:09 | 50M | 36,000 | 169,130 | | 25 |
| | | | | | | | | | | | | 2 LONG BOW | 1 | 2391 | 6:05 | 37M | 37,000 | 179,925 | | |
| 26 | | 2 | B | | CREAM 2 | | /2 | | | | 130:41½ | | | | | | | | | 26 |
| 27 | | 2 | B | | CREAM 3 | | /2 | | | | 130:43 | | | | | | | | | 27 |
| 28 | | 2 | B | | CREAM 4 | | /2 | | | | 130:44½ | | | | | | | | | 28 |
| 29 | POINT OF LAND 50-03N 05-42W | 3 | C | | TAN 1 | | /3 | | | | 131:00 | 1 LAZY DAY | 1 | 948 | 2:51 | 34M | 34,000 | 180,700 | | 29 |
| | | | | | | | | | | | | 2 LONG BOW | 1 | 2233 | 6:09 | 37M | 37,000 | 176,005 | | |
| | | | | | | | | | | | | 3 [illegible] | 1 | 4443 | 11:37 | 30M | 30,000 | 144,420 | | |
| 30 | | 3 | C | | TAN 2 | | /3 | | | | 131:01½ | | | | | | | | | 30 |
| 31 | | 3 | C | | TAN 3 | | /3 | | | | 131:03 | | | | | | | | | 31 |
| 32 | | 3 | C | | TAN 4 | | /3 | | | | 131:04½ | | | | | | | | | 32 |
| 33 | POINT OF LAND 55-18N 05-47W | 1 | A | | BROWN 1 | | /1 | | | | 131:20 | 1 LAZY DAY | 1 | 948 | 2:51 | 34M | 34,000 | 180,700 | | 33 |
| | | | | | | | | | | | | 2 LONG BOW | 1 | 2233 | 6:09 | 37M | 37,000 | 176,005 | | |
| 34 | | 1 | A | | BROWN 2 | | /1 | | | | 131:21½ | | | | | | | | | 34 |
| 35 | | 1 | A | | BROWN 3 | | /1 | | | | 131:23 | | | | | | | | | 35 |
| 36 | | 1 | A | | BROWN 4 | | /1 | | | | 131:24½ | | | | | | | | | 36 |
| END | | | | | | | | | | | | | | | | | | | | END |

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WAVE III

Page 1 of 3 pages

A7-5125

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| RECAPITULATION SHEET BOMBARDMENT - RECONNAISSANCE - PART II | AIR FORCE | WING | UNIT TACTICAL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NR | EFFECTIVE DATE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|---|---|---|---|
| | 15 th | 341 BW | SPIRAL | B-47E | 39-57 | 1400Z, 25 Nov 57 | 2 | 3 |

| SORTIE NR | BASE TO H HOUR CONTROL POINT: DISTANCE / TIME (S) | ALTITUDE (T) | HHCP COORDINATES (U) | TIMING CONTROL PAD: MINUTES / FUEL (Lbs) (V) | PENETRATION SPEED: START (W) | DURATION (Time) (X) | FRIENDLY IDENTIFICATION AND CONTROL: PRE-TARGET ENTER FRIENDLY EW NET: GEOREF (Y) | ALTITUDE / FLT TIME (Z) | T.A.S. / TRACK (AA) | POST-TARGET ENTER FRIENDLY EW NET: GEOREF (BB) | ALTITUDE / FLT TIME (CC) | T.A.S. / TRACK (DD) | CONTROL CORRIDOR: GEOREF (EE) | ALTITUDE / FLT TIME (FF) | TERMINAL FIX / FLT TIME (GG) | POST STRIKE BASE (HH) | CELL CALL SIGN AND NUMBER (II) | SORTIE NR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 4026 / 1002 | 32.0 | 57-11N/10-00W | :11 / 1100 | 203 | :29 | | | | | | | | | | CHELVESTON | CREAM 1 | 25 |
| 26 | | | | | | | | | | | | | | | | | CREAM 2 | 26 |
| 27 | | | | | | | | | | | | | | | | | CREAM 3 | 27 |
| 28 | | | | | | | | | | | | | | | | | CREAM 4 | 28 |
| 29 | 3860 / 1003 | 32.0 | 57-11N/10-00W | :18 / 1800 | 213 | :30 | | | | | | | | | | | TAN 1 | 29 |
| 30 | | | | | | | | | | | | | | | | | TAN 2 | 30 |
| 31 | | | | | | | | | | | | | | | | | TAN 3 | 31 |
| 32 | | | | | | | | | | | | | | | | | TAN 4 | 32 |
| 33 | 3864 / 1005 | 32.0 | 57-11/10-00W | :11 / 900 | 199 | :27 | | | | | | | | | | | BROWN 1 | 33 |
| 34 | | | | | | | | | | | | | | | | | BROWN 2 | 34 |
| 35 | | | | | | | | | | | | | | | | | BROWN 3 | 35 |
| 36 | | | | | | | | | | | | | | | | | BROWN 4 | 36 |
| END | | | | | | | | | | | | | | | | | | |

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////////////// WAVE III //////////////

Page 2 of 3 pages

A7-5125

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SECRET (When Filled In)

RECAPITULATION SHEET
BOMBARDMENT - RECONNAISSANCE - PART III

| AIR FORCE | WING | UNIT TAIL CALL SIGN | TYPE AND MODEL AIRCRAFT | OPERATIONS ORDER NO. | EFFECTIVE DATE | PAGE NO. | NO. OF PAGES |
|---|---|---|---|---|---|---|---|
| 15 th | 341 BW | SPIRAL | B-47E | 39-57 | 1400Z, 25 Nov 57 | 3 | 3 |

| SORTIE NO. | CELL CALL SIGN AND NUMBER (JJ) | ELECTRONIC COUNTERMEASURES: CODE PRIORITY (KK) | SWEEP JAM START (LL) | SWEEP JAM STOP (LL) | SDO START (MM) | SDO STOP (MM) | (NN) | HHCP TO TARGET DISTANCE TIME (OO) | FLIGHT TIME TO TARGET (PP) | TACTICS (QQ) | BOMB (QQ) | SOMB RUN: OFFSET AP COORDINATES (SS) | AXIS (TT) | TAS (UU) | PRESSURE ALTITUDE (VV) | TARGET TO POST STRIKE BASE: BASE (WW) | DISTANCE TIME (XX) | MISSION RECAP: TOTAL DISTANCE TIME (YY) | FUEL RESERVE (ZZ) | AAA | SORTIE NO. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | CREAM 1 | N/A | N/A | N/A | N/A | N/A | | 203 :29 | 10:31 | C | D | 1 N/A 2 | 151 | 425 | 32.0 | CHELVESTON | 289 :45 | 4538 11:16 | - 27,425 | | 25 |
| 26 | CREAM 2 | | | | | | | 203 :29 | 10:31 | | | 1 2 | | | | | | | | | 26 |
| 27 | CREAM 3 | | | | | | | 203 :29 | 10:31 | | | 1 2 | | | | | | | | | 27 |
| 28 | CREAM 4 | | | | | | | 203 :29 | 10:31 | | | 1 2 | | | | | | | | | 28 |
| 29 | TAN 1 | | | | | | | 213 :30 | 13:21 | | | 1 2 | 345 | 425 | 33.0 | | 246 :39 | 5348 13:58 | - 24,320 | | 29 |
| 30 | TAN 2 | | | | | | | 213 :30 | 13:21 | | | 1 2 | | | | | | | | | 30 |
| 31 | TAN 3 | | | | | | | 213 :30 | 13:21 | | | 1 2 | | | | | | | | | 31 |
| 32 | TAN 4 | | | | | | | 213 :30 | 13:21 | | | 1 2 | | | | | | | | | 32 |
| 33 | BROWN 1 | | | | | | | 199 :27 | 10:32 | | | 1 2 | 151 | 425 | 33.5 | | 309 :45 | 4372 11:17 | - 25,185 | | 33 |
| 34 | BROWN 2 | | | | | | | 199 :27 | 10:32 | | | 1 2 | | | | | | | | | 34 |
| 35 | BROWN 3 | | | | | | | 199 :27 | 10:32 | | | 1 2 | | | | | | | | | 35 |
| 36 | BROWN 4 | | | | | | | 199 :27 | 10:32 | | | 1 2 | | | | | | | | | 36 |
| END | | | | | | | | | | | | 1 2 | | | | | | | | | END |

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////////////// WAVE III //////////////
Page 3 of 3 pages

A7-5125

275h AC FORM

Air Force-SAC, Offset (When Filled In)

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**POST-STRIKE AND REDEPLOYMENT RECAP SHEET**

GENERAL INSTRUCTIONS: 1. This form recaps the post-strike and redeployment of bombardment and reconnaissance aircraft. It does not apply to tanker aircraft.
2. Express all times in E+ hours.
3. Prepare information for this form assuming that aircraft will be air refueled at designated (SAC Man 55-4) control points with home base as final destination.
4. Enter launch conditions specified in SAC Manual 55-7, or pertinent Operations Orders, in ETA and ETD columns. Use one line for each aircraft and list in order of generation priority at home base. Enter sortie number for each aircraft.

| UNIT | AIR FORCE | HOME BASE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|
| 341ST BW | 15TH | DYESS AFB, TEXAS | 1 | 3 |

| LINE NR | FORCE NR | LAUNCH BASE 2 | POST-STRIKE WAVE I BASE 3 | E+ 72 H.L. ETA 4 | E+ 72 H.L. ETD 5 | E+ ETA 6 | E+ ETD 7 | RECOVERY FROM POST-STRIKE RECOVERY BASE 8 | E+ ETA 9 | E+ ETD 10 | E+ ETA 11 | E+ ETD 12 | REDEPLOYMENT WAVE I 55-4 CONTROL POINT NAME 13 | E+ ETA 14 | E+ ETA 15 | HOME/OPERATING BASE BASE 16 | E+ 72 ETA 17 | E+ ETA 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | DYESS AFB | GHELVESTON, ENGLAND | 93:47 | 143:00 | | | NOT REQUIRED | | | | | RBN ST. ANTHONY NEWFOUNDLAND 51-30S 55-30W | 149:09 | | DYESS AFB, TEXAS | 155:26 | |
| 2 | 2 | | | | | | | | | | | | | | | | | |
| 3 | 3 | | | | | | | | | | | | | | | | | |
| 4 | 4 | | | | | | | | | | | | | | | | | |
| 5 | 5 | | | 94:10 | 144:00 | | | | | | | | | 150:09 | | | 156:26 | |
| 6 | 6 | | | | | | | | | | | | | | | | | |
| 7 | 7 | | | | | | | | | | | | | | | | | |
| 8 | 8 | | | | | | | | | | | | | | | | | |
| 9 | 9 | | | 94:30 | 145:00 | | | | | | | | | 151:09 | | | 157:26 | |
| 10 | 10 | | | | | | | | | | | | | | | | | |
| 11 | 11 | | | | | | | | | | | | | | | | | |
| 12 | 12 | | | | | | | | | | | | | | | | | |

NOTE: ALL TIMES ARE E PLUS.

"E" HOUR IS 1400Z, 25 Nov 57

WAVE I

//////////////////////////////341ST BOMB WING//////////////////////////////////////

E+72 MASS LAUNCH

AMND 1
6 NOV 58
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Page 1 of 3 pages

A7-5125

SAC FORM 141 (1) SECRET

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**POST-STRIKE AND REDEPLOYMENT RECAP SHEET**

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4. Enter launch conditions specified in SAC Manual 55-7, or pertinent Operations Orders, in ETA and ETD columns. Use one line for each aircraft and list in order of generation priority at home base. Enter sortie number for each aircraft.

| UNIT | AIR FORCE | HOME BASE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|
| 341ST HW | 15TH | DYESS AFB, TEXAS | 2 | 3 |

| LINE NR | SORTIE NR | LAUNCH BASE 2 | POST-STRIKE WAVE II: BASE 3 | E+ 72 N.L. ETA 4 | E+ 72 N.L. ETD 5 | E+ ETA 6 | E+ ETD 7 | RECOVERY FROM POST-STRIKE: RECOVERY BASE 8 | E+ ETA 9 | ETD 10 | E+ ETA 11 | ETD 12 | REDEPLOYMENT WAVE II: SS-4 CONTROL POINT: NAME 13 | E+ ETA 14 | E+ ETA 15 | HOME/OPERATING BASE: BASE 16 | E+ 72 ETA 17 | E+ ETA 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 13 | DYESS AFB, TEXAS | CHELVESTON, ENGLAND | 117:47 | 167:00 | | | NOT REQUIRED | | | | | RBM ST. ANTHONY MEMPHIS, LAND 51-30M 55-30M | 173:09 | | DYESS AFB, TEXAS | 179:26 | |
| 2 | 14 | | | | | | | | | | | | | | | | | |
| 3 | 15 | | | | | | | | | | | | | | | | | |
| 4 | 16 | | | | | | | | | | | | | | | | | |
| 5 | 17 | | | 120:50 | 168:00 | | | | | | | | | 174:09 | | | 180:26 | |
| 6 | 18 | | | | | | | | | | | | | | | | | |
| 7 | 19 | | | | | | | | | | | | | | | | | |
| 8 | 20 | | | | | | | | | | | | | | | | | |
| 9 | 21 | | | 118:30 | 169:00 | | | | | | | | | 175:09 | | | 181:26 | |
| 10 | 22 | | | | | | | | | | | | | | | | | |
| 11 | 23 | | | | | | | | | | | | | | | | | |
| 12 | 24 | | | | | | | | | | | | | | | | | |

NOTE: ALL TIMES ARE E PLUS

"E" HOUR IS 1400Z, 25 Nov 57

WAVE II

341ST BOMB WING

E + 72 BASE LAUNCH

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6 NOV 58
A7 5125A

Page 2 of 3 pages

A7-5125

OPTIONS: 819 AMENDY OPTIONS 39-57 | ANNEX "A" | APPENDIX 2 | TAB | EFFECTIVE DATE 25 Nov 57 | AMEND NR

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**POST-STRIKE AND REDEPLOYMENT RECAP SHEET**

GENERAL INSTRUCTIONS: 1. This form recaps the post-strike and redeployment of bombardment and reconnaissance aircraft. It does not apply to tanker aircraft.
2. Express all times in E+ hours.
3. Prepare information for this form assuming that aircraft will be air refueled at designated (SAC Mac 55-7) control points with home base as final destination.
4. Enter launch conditions specified in SAC Manual 55-7, or pertinent Operations Orders, in ETA and ETD columns. Use one line for each aircraft and list in order of generation priority at home base. Enter sortie number for each aircraft.

| UNIT | AIR FORCE | HOME BASE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|
| 341ST EW | 15 AF | DYESS AFB, TEXAS | 3 | 3 |

| LINE NR | SORTIE NR | LAUNCH BASE | POST-STRIKE WAVE III: BASE | E+ 72 H.L. ETA | E+ 72 H.L. ETD | E+ ETA | E+ ETD | RECOVERY FROM POST-STRIKE: RECOVERY BASE | E+ ETA | E+ ETD | E+ ETA | E+ ETD | REDEPLOYMENT WAVE III: 55-4 CONTROL POINT: NAME | E+ ETA | E+ ETA | HOME/OPERATING BASE: BASE | E+ 72 ETA | E+ ETA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 25 | DYESS AFB, TEXAS | CHELVESTON, ENGLAND | 141:47 | 171:00 | | | NOT REQUIRED | | | | | RBM ST [illegible] NE FO NDLAND 51-30N 55-30W | 197:09 | | DYESS AFB, TEXAS | 203:26 | |
| 2 | 26 | | | | | | | | | | | | | | | | | |
| 3 | 27 | | | | | | | | | | | | | | | | | |
| 4 | 28 | | | | | | | | | | | | | | | | | |
| 5 | 29 | | | 144:50 | 192:00 | | | | | | | | | 198:09 | | | 204:26 | |
| 6 | 30 | | | | | | | | | | | | | | | | | |
| 7 | 31 | | | | | | | | | | | | | | | | | |
| 8 | 32 | | | | | | | | | | | | | | | | | |
| 9 | 33 | | | 142:30 | 193:00 | | | | | | | | | 199:09 | | | 205:26 | |
| 10 | 34 | | | | | | | | | | | | | | | | | |
| 11 | 35 | | | | | | | | | | | | | | | | | |
| 12 | 36 | | | | | | | | | | | | | | | | | |

NOTE: ALL TIMES ARE E PLUS
"E" HOUR IS 1400Z, 25 Nov 57

WAVE III

341ST BOMB WING

E + 72 MASS LAUNCH

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SECRET

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33,000 - 34,500 to Isle of Man Beacon, descent to 25,000 - 27,500 ft Coast-in-point; 25,000 - 26,500 direct to Gloucester Beacon, descent to 23,000 - 21,500 direct Molesworth TVOR. Contact Chelveston Tower for landing instructions.

E. Destination: Chelveston, England

F. ETD DATE/TIME 29/0040Z Nov 57 - Black
29/0100Z Nov 57 - Cherry
30/0040Z Nov 57 - Ivory
01/0040Z Dec 57 - Brown

G. TAS: Cruise 430 Knots - Refueling area 250 Knots

H. ETE: 11:05

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location; Planning factors used were based on mean (average) wind components.

| LOCATION | | ETE | LOCATION | | ETE |
|---|---|---|---|---|---|
| L/O 31-44N | 97-38W | :31 | 46-35N | 67-46W | 4:29 |
| Enter ADIZ 35-03N | 88-13W | 1:38 | 50-17N | 60-00W | 5:17 |
| Nashville VOR | | 1:51 | 50-39N | 59-00W | 5:23 |
| 37-07N | 84-54W | 2:05 | L/O 51-07N | 57-36W | 5:37 |
| L/O 37-42N | 83-52W | 2:17 | 51-26N | 56-35W | 5:47 |
| 38-08N | 83-07N | 2:27 | 52-04N | 54-35W | 6:06 |
| 38-49N | 81-48W | 2:44 | L/O 53-02N | 51-20W | 6:28 |
| L/O 39-59N | 79-29W | 3:06 | 55-00N | 43-30W | 7:07 |
| 41-32N | 75-55W | 3:30 | 57-00N | 30-00W | 8:08 |



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34,000 - 35,500 direct to (54-39N)(05-15W; 34,000 - 35,500 direct to Isle of Man Beacon; descend to 25,000 - 26,500 direct to Coast-in-point; 25,000 - 26,500 direct to Gloucester Beacon; descend to 20,000 - 21,500 direct to Molesworth TVOR; Contact Chelveston Tower for Landing instructions.

E. DISTINATION: Chelveston, England

F. ETD DATE/TIME: 29/0120Z Nov 57- GOLD
30/0120Z Nov 57- SILVER
01/0120Z Dec 57- CREAM

G. TAS: Cruise 430 Knots - Refueling 250 Knots

H. ETE: 11:35

REMARKS: No HF reporting unless aircraft deviate in excess of one hour, plus or minus, from estimates contained in altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

The following information shows the position of aircraft and the lapsed flying time after take-off required to reach each particular location. Planning factors used were based on mean (average) wind components.

| LOCATION | | ETE | LOCATION | | ETE |
|---|---|---|---|---|---|
| 31-44N | 97-38W | :31 | Moncton ADIZ | | 4:49 |
| Muscle Shoals VOR | | 1:41 | L/O 43-55N | 65-48W | 4:53 |
| Chattanooga VOR | | 1:57 | Gander ADIZ | | 5:34 |
| Newport News | | 2:55 | 50-16N | 60-00W | 5:51 |
| 37-54N | 79-56W | 3:36 | 50-39N | 59-00W | 5:57 |
| 39-25N | 36-00W | 3:49 | L/O 51-07N | 57-36W | 6:07 |
| 40-19N | 68-26W | 4:05 | 51-26N | 56-35W | 6:17 |
| 40-58N | 67-58W | 4:15 | 52-04N | 54-35W | 6:36 |
| 42-05N | 67-15W | 4:32 | L/O 53-02N | 51-20W | 6:58 |



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1. DISTRIBUTION: Altitude Reservation Requests contained in this Appendix were fowarded to the following addressees:

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Jamaica, L.I. N.Y.

Air Traffic Control Division
Ft. Worth, Texas

Air Route Traffic Control Center
Ft. Worth, Texas

Air Traffic Control Division
Kansas City, Mo.

Air Route Traffic Control Center
Chicago, Ill.

Air Route Traffic Control Center
Kansas City, Mo.

District Director, Air Services
Moncton, N.B., Canada

Gander Air Traffic Control Centre
Gander, Nfld., Canada

Moncton Air Traffic Control Centre
Moncton, N.B.,Canada

Montreal Air Traffic Control Centre
Dorval, Quebec, Canada

Ninth ARC Center,
Bushy Park, England

53rd ARS Sq
Keflavik, Arpt., Iceland

67 ARS Sq
Preswick, Scotland

46th Air Rescue Sq
Westover afb, Mass

51st Air Rescue Sq
Narsarssauk, AB ,Greenland

52nd Air Rescue Sq
Ernest Harmon AFB
Stephenville, Nfld.

CINCONAD
Ent AFB, Colorado



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Secret

HEADQUARTERS 819TH AIR DIVISION (SAC)
Dyess Air Force Base, Texas
6 November 1957

APPENDIX 7

ANNEX "A"

OPERATIONS ORDER 39-57

AIR REFUELING

1. Air Refueling communications and rendezvous information, off-loading and rendezvous times for deployment and redeployment is contained in tabs 1 thru 8, this appendix.

2. 11th AREFS will be responsible for Tanker strip alerts for period 1 Dec 57 thru 3 Dec 57, or as directed by 819th Air Division. This responsibility will include two KC-97 tankers on strip alert during designated period. Tankers will be capable of off-loading 35,900 # of fuel and will be prepared to be airbourne within one hour after receipt of take-off order.

Secret



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PRIMARY REFUELING ROUTE — 1ST REFUELING DEPLOYMENT

| CELL NBR | NR OF A/T | CELL COLOR | E/T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT. | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR/AIR MF HOMING | TKR INTER PLANE | PRIMARY UHF | BACK-UP UHF | BACK-U. HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 8240 | FIGHTING FOX | ANN ZI ALPHA | 8638 | 36M | 4442N 7047W | 051 | 15M | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 2 |
| 2 | | BLACK | 8300 | LAZY DAY | ANN ZI ALPHA | 8544 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 1 |
| 3 | | CHERRY | 8320 | LAZY DAY | BETTY ZI BRAVO | 8604 | 34M | 4414N 8622W | 063 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 1 |
| 4 | | SILVER | 10640 | FIGHTING FOX | ANN ZI ALPHA | 110:38 | 36M | 4442N 7047W | 051 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 5 | | SCARLET | 10700 | LAZY DAY | ANN ZI ALPHA | 109:44 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 3 |
| 6 | | IVORY | 10720 | LAZY DAY | BETTY ZI BRAVO | 110:00 | 34M | 4414N 8622W | 063 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 1 |
| 7 | | CREAM | 13040 | FIGHTING FOX | ANN ZI ALPHA | 134:38 | 36M | 4442N 7047W | 051 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 8 | | TAN | 13100 | LAZY DAY | ANN ZI ALPHA | 133:44 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 3 |
| 9 | ↓ | BROWN | 13120 | LAZY DAY | BETTY ZI BRAVO | 134:04 | 34M | 4414N 8622W | 063 | ↓ | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | ↓ | 1 |

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PRIMARY REFUELING ROUTE

2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AR-AIR UHF HOSTING | TCN INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK-UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 8240 | LONG BOW | ANN NEAC ALPHA | 8830 | M 37.5 | 5126N 5635W | 063 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | 47315 | 2 |
| 2 | | BLACK | 8300 | | BETTY NEAC BRAVO | 8854 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 1 |
| 3 | | CHERRY | 8320 | | ANN NEAC ALPHA | 8914 | | 51-26N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 1 |
| 4 | | SILVER | 10640 | | ANN NEAC ALPHA | 112: 30 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 5 | | SCARLET | 10700 | | BETTY NEAC BRAVO | 112: 54 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 3 |
| 6 | | IVORY | 10720 | | ANN NEAC ALPHA | 113: 14 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 1 |
| 7 | | CREAM | 13040 | | ANN NEAC ALPHA | 136: 30 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 8 | | TAN | 13100 | | BETTY NEAC BRAVO | 136: 54 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 3 |
| 9 | ↓ | BROWN | 13120 | ↓ | ANN NEAC ALPHA | 137: 14 | ↓ | 5126N 5635W | ↓ | ↓ | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | ↓ | 1 |

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| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | PRIMARY REFUELING 3RD REFUELING AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT. | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR MF HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | DEPLOYMENT | | | | | | | | | | | | | | | | | |
| 5 | 4 | SCARLET | 107: 00 | HEDGE HOP | ANN ATLANTIC/ EUROPE ALPHA | 118: 10 | 30m | 4913N 0645W | 215 | 15m | 4 | 7 | 7 | 4 | 12-1 | 1742 | 133.6 | 337.6 | 398.2 | 4731.5 | 3 |
| 8 | 4 | TAN | 131: 00 | HEDGE HOP | ANN ATLANTIC- EUROPE ALPHA | 142: 10 | 30m | 4913N 0645W | 215 | 15m | 4 | 7 | 7 | 4 | 12-1 | 1742 | 133.6 | 337.6 | 398.2 | 4731.5 | 3 |
| | | | | | | | | | | | | | | | | | | | | | |

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ALTERNATE REFUELING ROUTE

| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | 1ST REFUELING AREA | 1ST REFUELING C/R PLAN | 1ST REFUELING RZV ETA | 1ST REFUELING OFF LOAD | 1ST REFUELING RZV PT | DEPLOYMENT TRACK | DEPLOYMENT BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR/AIR TACAN HOMING | TANKER INTER PLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 8240 | BOOK MARK | ANN ZI ALPHA | 8507 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | BOOK MARK | BETTY ZI BRAVO | 8527 | 35m | 3743N 8245W | 055 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 2 |
| 3 | | GOLD | 8320 | DRAGON FLY | ANN ZI ALPHA | 8735 | 35m | 4058N 6758W | 026 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 4 | | IVORY | 10640 | BOOK MARK | ANN ZI ALPHA | 109: 07 | 35m | 3807N 8306W | 055 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 5 | | SCARLET | 10700 | BOOK MARK | BRAVO ZI BETTY | 109: 27 | 35m | 3743N 8245W | 055 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 2 |
| 6 | | SILVER | 10720 | DRAGON FLY | ANN ZI ALPHA | 111: 35 | 35m | 4058N 6758W | 026 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 7 | | BROWN | 13040 | BOOK MARK | ANN ZI ALPHA | 133: 07 | 35m | 3807N 8306W | 055 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 8 | | TAN | 13100 | BOOK MARK | BETTY ZI BRAVO | 133: 27 | 35m | 3743N 8245W | 055 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 2 |
| 9 | ↓ | CREAM | 13140 | DRAGON FLY | ANN ZI ALPHA | 135: 35 | 35m | 4058N 6758W | 026 | ↓ | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | ↓ | 2 |

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## ALTERNATE REFUELING ROUTE

### 2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR TACAN HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 8240 | LONG BOW | ANN NEAC ALPHA | 8827 | M 37.5 | 5126N 5635W | 063 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | 4724.5 | 2 |
| 2 | | CHERRY | 8300 | | BETTY NEAC BRAVO | 8847 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 3 | | GOLD | 8320 | | ANN NEAC ALPHA | 8937 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 4 | | IVORY | 10640 | | ANN NEAC ALPHA | 112: 27 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 5 | | SCARLET | 10700 | | BETTY NEAC BRAVO | 112: 47 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 6 | | SILVER | 10720 | | ANN NEAC ALPHA | 113: 37 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 7 | | BROWN | 13040 | | ANN NEAC ALPHA | 136: 27 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | 2 |
| 8 | | TAN | 13100 | | BETTY NEAC BRAVO | 136: 47 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 9 | ↓ | CREAM | 13120 | ↓ | ANN NEAC ALPHA | 137: 27 | ↓ | 5126N 5635W | ↓ | ↓ | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | ↓ | 2 |

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| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | ALTERNATE REFUELING ROUTE 3RD REFUELING DEPLOYMENT | | | | | | | | | | | | | | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AREA | C/R PLAN | R2V ETA | OFF LOAD | R2V PT | TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR TACAN HOMING | | | | | | |
| 5 | 4 | SCARLET | 107: 00 | PING PONG | ANN ATLANTIC EUROPE ALPHA | 118: 27 | 25m | 4630N 0600W | 180 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | | 133.6 | 337.6 | 398.2 | 4731.5 | 3 |
| 8 | 4 | TAN | 131: 00 | PING PONG | ANN ATLANTIC EUROPE ALPHA | 142: 27 | 25m | 4630N 0600W | 180 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | | 133.6 | 337.6 | 398.2 | 4731.5 | 3 |
| | | | | | | | | | | | | | | | | | | | | | | |

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| CELL NBR | NR OF ACFT | CELL COLOR | E-T T.O. TIME | PRIMARY REFUELING ROUTE — 1ST REFUELING: AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | RE-DEPLOYMENT: TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | HIR-AIR HF HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK-UP UHF | BACK-UP HF | LANDING TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 143 | LONG BOW | ANN NEAC ALPHA | 148:31 | M 37.5 | 5205N 5248W | 243 | 15M | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | 4731.5 | 155:26 |
| 2 | | BLACK | 144 | | | 149:31 | | | | | | | | | | | | | | | 156:26 |
| 3 | | CHERRY | 145 | | | 150:31 | | | | | | | | | | | | | | | 157:26 |
| 4 | | SILVER | 167 | | | 172:31 | | | | | | | | | | | | | | | 179:26 |
| 5 | | SCARLET | 168 | | | 173:31 | | | | | | | | | | | | | | | 180:26 |
| 6 | | IVORY | 169 | | | 174:31 | | | | | | | | | | | | | | | 181:26 |
| 7 | | CREAM | 191 | | | 196:31 | | | | | | | | | | | | | | | 203:26 |
| 8 | | TAN | 192 | | | 197:31 | | | | | | | | | | | | | | | 204:26 |
| 9 | ↓ | BROWN | 193 | ↓ | ↓ | 198:31 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 205:26 |

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RE-DEPLOYMENT
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PRIMARY REFUELING ROUTE

| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | 2ND REFUELING AREA | 2ND REFUELING C/R PLAN | 2ND REFUELING RZV ETA | 2ND REFUELING OFF LOAD | 2ND REFUELING RZV PT | RE-DEPLOYMENT TRACK | RE-DEPLOYMENT BASE ALT | RE-DEPLOYMENT APN12 TKR T | RE-DEPLOYMENT APN12 TKR R | RE-DEPLOYMENT APN76 REC T | RE-DEPLOYMENT APN76 REC R | RE-DEPLOYMENT APN 69 | RE-DEPLOYMENT AIR-AIR MF HOMING | TANKER INTER-PLANE | PRIMARY UHF | BACK-UP UHF | BACK-UP HF | LANDING TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 143 | BOOK MARK | ANN 7I ALPHA | 152: 29 | 36m | 3841N 8203W | 235 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 155: 26 |
| 2 | | BLACK | 144 | | | 153: 29 | | | | | | | | | | | | | | | 156: 26 |
| 3 | | CHERRY | 145 | | | 154: 29 | | | | | | | | | | | | | | | 157: 26 |
| 4 | | SILVER | 167 | | | 176: 29 | | | | | | | | | | | | | | | 179: 26 |
| 5 | | SCARLET | 168 | | | 177: 29 | | | | | | | | | | | | | | | 180: 26 |
| 6 | | IVORY | 169 | | | 178: 29 | | | | | | | | | | | | | | | 181: 26 |
| 7 | | CREAM | 191 | | | 200: 29 | | | | | | | | | | | | | | | 203: 26 |
| 8 | | TAN | 192 | | | 201: 29 | | | | | | | | | | | | | | | 204: 26 |
| 9 | ↓ | BROWN | 193 | ↓ | ↓ | 202: 29 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 205: 26 |

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| COMMUNICATIONS RECAP SHEET | UNIT | AIR FORCE | HOME BASE | UNIT CALL SIGN | CONT ROOM CALL SIGN | CONT RM UHF FREQ | ROUTE | PAGE NR | NR OF PAGE |
|---|---|---|---|---|---|---|---|---|---|
| | 341BW | 15AF | DYESS AFB, TEXAS | SPIRAL | SPIRAL | 321.0 mcs | [illegible] ROUTES 1&3 | 1 | 2 |

| LINE NR | I. ENROUTE AIR/GROUND FACILITIES — SAC CONTROL ROOM FACILITIES: LOCATION 1 | CALL SIGN 2 | FREQ 4 | NON-SAC FACILITIES: LOCATION 5 | CALL SIGN 6 | FREQ 8 | II. CIVIL/TACTICAL REPORTING: POSITION 9 | ETA 10 | CONTACT 11 | CHAN 12 | FREQ 13 | TYPE 14 | RELAY TO 15 | III. IFF PROCEDURES: AREA 16 | CHALLENGE 17 | CHALLENGE 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CARSWELL | CANTEEN<br>FROGMAN | 11<br>12 | 311<br>321 | | UTAH | 10 | 364.2 | KINGDOM POSSUM | | MINERAL WELLS | 5 | 255.4 | RADIO | M-19<br>ALFA | ZI | 2 | |
| 2 | ALTUS | SUNFISH | 11 | 311 | | TOPCOAT | 10 | 364.2 | OKLAHOMA CITY | | OKLAHOMA CITY | 5 | 255.4 | RADIO | " | " | 2 | |
| 3 | FORBES | FAMOUS<br>OUTCOME | 11<br>12 | 311<br>321 | | PICNIC | 10 | 364.2 | TOPEKA | | TOPEKA | 5 | 255.4 | RADIO | " | " | 2 | |
| 4 | OFFUTT | COTTERPIN | | | | BEAT BACK | 10 | 364.2 | DE MOINES | | DE MOINES | 5 | 255.4 | RADIO | " | " | 2 | |
| 5 | | | | | | PAGAN | 10 | 364.2 | LONE ROCK | | LONE ROCK | 5 | 255.4 | RADIO | " | " | 2 | |
| 6 | | | | | | NAPLES | 10 | 364.2 | TRAVERSE CITY | | TRAVERSE CITY | 5 | 255.4 | RADIO | " | " | 2 | |
| 7 | | | | | | TOMBOY | 10 | 364.2 | SUDBURY | | SUDBURY | 1 | 3023.5T<br>362R | RADIO | " | CANADA | 2 | |
| 8 | | | | | | CRYSTAL | 10 | 364.2 | 48N 76W | | QUEBEC | 1 | 3023.5T<br>362R | RADIO | " | " | 2 | |
| 9 | | | | | | SCABBARD | 10 | 364.2 | 49N | | BAGOTVILLE | 3 | 257.8 | TOWER | " | " | 2 | |
| 10 | GOOSE | SEABELL SIX | 12 | 321 | | CROWBAR | 10 | 364.2 | 66W | | SEVEN ISLANDS | 5 | 255.4 | RADIO | " | " | 2 | |
| 11 | HARMON | BETTY CONTROL | 12 | 321 | | ENRAGE | 10 | 364.2 | 60W | | STEPHENVILLE | 15 | 363.8 | RAPCON | " | NEAC | 2 | |
| 12 | | | | | | | | | (AT END REFUELING - REQUEST TANKERS TO MAKE POSITION REPORT) | | | | | | | 15W | 1 | |
| 13 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 | TIREE | | PRESTWICH | M | 253.4 | APC | " | UK | 1 | |
| 14 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 | ISLE OF MAN | | BRIZE NORTON | | 282.4 | RAPCON | " | " | 1 | |
| 15 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | | | | (Route #3)<br>ST. MAWGAN | | BRIZE NORTON | | 282.4 | RAPCON | " | " | 1 | |
| 16 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | | | | (Route #3)<br>ST. MAWGAN | | BRIZE NORTON | | 282.4 | RAPCON | " | " | 1 | |

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SAC FORM 18 APR 57 100 PC 2710

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| COMMUNICATIONS RECAP SHEET | UNIT | AIR FORCE | HOME BASE | UNIT CALL SIGN | CONT ROOM CALL SIGN | CONT RM UHF FREQ | ROUTE | PAGE NR | NR OF PAGES |
|---|---|---|---|---|---|---|---|---|---|
| | 341BW | 15AF | DYESS AFB, TEXAS | SPIRAL | SPIRAL | 321.0 mcs | DEPLOYMENT ROUTE #2 | 2 | 2 |

| LINE NR | I. ENROUTE AIR/GROUND FACILITIES — SAC CONTROL ROOM FACILITIES: LOCATION 1 | CALL SIGN 2 | CHAN 3 | FREQ 4 | NON-SAC FACILITIES: LOCATION 5 | CALL SIGN 6 | CHAN 7 | FREQ 8 | II. CIVIL/TACTICAL REPORTING: POSITION 9 | ETA 10 | CONTACT 11 | CHAN 12 | FREQ 13 | TYPE 14 | RELAY TO 15 | III. IFF PROCEDURES: AREA 16 | MODE 17 | CHALLENGE 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | CARSWELL | CANTEEN<br>FROGMAN | 11<br>12 | 311<br>321 | | UTAH | 10 | 364.2 | MINERAL WELLS | | MINERAL WELLS | 5 | 255.4 | RADIO | M-19<br>ALFA | ZI | 2 | |
| 2 | ALTUS | SUNFISH | 1 | 311 | | BURLEY BOY | 10 | 364.2 | 96W | | PERRIN | 15 | 363.8 | APC | " | " | 2 | |
| 3 | LITTLE ROCK | WINEGLASS<br>BOWLEGS | 11<br>12 | 311<br>321 | | PARKA | 10 | 364.2 | 90W | | LITTLE ROCK | 5 | 255.4 | RADIO | " | " | 2 | |
| 4 | CAMBELL | | | | | BIG MISTER | 10 | 364.2 | PADUCAH | | PADUCAH | 5 | 255.4 | RADIO | " | " | 2 | |
| 5 | LOCKBOURN | CRONY<br>RENO | 11<br>12 | 311<br>321 | | KITCHENETTE | 10 | 364.2 | LOUISVILLE | | LOUISVILLE | 5 | 255.4 | RADIO | " | " | 2 | |
| 6 | LOCKBOURN | " | " | " | | SILVERTONE | 10 | 364.2 | PITTSBURG | | PITTSBURG | 6 | 301.4 | RADIO | " | " | 2 | |
| 7 | | | | | | OPPOSE | 10 | 364.2 | WILKES BARRE | | WILKES BARRE | 5 | 255.4 | RADIO | " | " | 2 | |
| 8 | WESTOVER | SNOWFALL<br>WEDDING | 11<br>12 | 311<br>321 | | EGGNOG | 10 | 364.2 | ALBANY | | ALBANY | 5 | 255.4 | RADIO | " | " | 2 | |
| 9 | PORTSMOUTH | RINGBOLT | 11 | 311 | | GREATLY | 10 | 364.2 | 4530N 6930W | | BANGOR | 5 | 255.4 | RADIO | " | " | 2 | |
| 10 | LORING | NELSON | 11 | 311 | | EAGLE BEAK | 10 | 364.2 | PRESQUE ISLE | | PRESQUE ISLE | 1 | 236.6 | RADIO | " | " | 2 | |
| 11 | GOOSE | SEABELL SIX | 12 | 321 | | CROW BAR | 10 | 364.2 | 63W | | SEVEN ISLANDS | 5 | 255.4 | RADIO | " | CANADA | 2 | |
| 12 | HARMON | BETTY | 12 | 321 | | ENRAGE | 10 | 364.2 | 60W | | STEPHENVILLE | 15 | 363.8 | RAPCON | " | NEAC | 2 | |
| 13 | | | | | | | | | (AT END REFUELING - REQUEST TANKERS TO MAKE POSITION REPORT) | | | | | | | 15W | 1 | |
| 14 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 | TIRKE | | PRESTWICH | M | 253.4 | APC | " | UK | 1 | |
| 15 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 | ISLE OF MAN | | BRIZE NORTON | | 282.4 | RAPCON | " | " | 1 | |

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Air Force—SAC, Office

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| COMMUNICATIONS RECAP SHEET | UNIT | AIR FORCE | HOME BASE | UNIT CALL SIGN | CONT ROOM CALL SIGN | CONT RM UHF FREQ | POLICE | PAGE NR. | NR OF PAGES |
|---|---|---|---|---|---|---|---|---|---|
| | 341 BW | 15AF | DYESS AFB, TEXAS | SPIRAL | SPIRAL | 321.0 mcs | REDEPLOYMENT | 1 | 1 |

I. ENROUTE AIR/GROUND FACILITIES — SAC CONTROL ROOM FACILITIES / NON-SAC FACILITIES

| LINE NR | LOCATION 1 | CALL SIGN 2 | CHAN 3 | FREQ 4 | LOCATION 5 | CALL SIGN 6 | CHAN 7 | FREQ 8 |
|---|---|---|---|---|---|---|---|---|
| 1 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 |
| 2 | HIGH WYCOMBE | PEPPERCORN | 11 | 311 | | LAKENHEATH FIXER | | 317.5 |
| 3 | | | | | | | | |
| 4 | HARMON | BETTY | 12 | 321 | | | | |
| 5 | HARMON | BETTY | 12 | 321 | | KYEBROW | 10 | 364.2 |
| 6 | HARMON | BETTY | 12 | 321 | | ENRAGE | 10 | 364.2 |
| 7 | HARMON | BETTY | 12 | 321 | | MIDWIFE | 10 | 364.2 |
| 8 | LORING | NELSON | 11 | 311 | | EAGLE BEAK | 10 | 364.2 |
| 9 | PORTSMOUTH | RINGBOLT | 11 | 311 | | WILD HILL | 10 | 364.2 |
| 10 | WESTOVER | SNOWFALL<br>WEDDING | 11<br>12 | 311<br>321 | | EGGNOG | 10 | 364.2 |
| 11 | | | | | | OPPOSE | 10 | 364.2 |
| 12 | | | | | | SILVERTONE | 10 | 364.2 |
| 13 | LOCKBOURN | CRONY<br>RENO | 11<br>12 | 311<br>321 | | BLUE TEXAS | 10 | 364.2 |
| 14 | CAMPBELL | | | | | TWIG | 10 | 364.2 |
| 15 | LITTLE ROCK | WINEGLASS<br>BOWLEGS | 11<br>12 | 311<br>321 | | TWIG | 10 | 364.2 |
| 16 | LITTLE ROCK | " | " | " | | VELVET LADY | 10 | 364.2 |
| 17 | BARKSDALE | STORMCLOUD<br>SAFEWAY | 11<br>12 | 311<br>321 | | BURLEY BOY | 10 | 364.2 |
| 18 | DYESS | SPIRAL<br>EYELASH | 12<br>11 | 321<br>311 | SWEETWATER | FAT CHANCE | 10 | 364.2 |

II. CIVIL/TACTICAL REPORTING

| LINE NR | POSITION 9 | ETA 10 | CONTACT 11 | CHAN 12 | FREQ 13 | TYPE 14 | RELAY TO 15 | AREA 16 | BOOST 17 | CHALLENGE 18 |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | ISLE OF MAN | | BRIZE NORTON | | 282.4 | RAPCON | M-19 ALFA | UK | 1 | |
| 2 | TIREE | | PRESTWICH | | 253.4 | APC | " | " | 1 | |
| 3 | | | | | | | | 15W | 2 | |
| 4 | 53N | | (REQUEST TANKERS TO FILE POSITION REPORT) | | | | | NEAC | 2 | |
| 5 | ST. ANTHONY | | GANDER | 6 | 301.4 | CENTER | " | " | 2 | |
| 6 | 60W | | STEPHENVILLE | 15 | 363.8 | RAPCON | " | " | 2 | |
| 7 | 48N | | MONCTON | 6 | 301.4 | CENTER | " | CANADA | 2 | |
| 8 | 67W | | PRESQUE ISLE | 1 | 236.6 | RADIO | " | ZI | 2 | |
| 9 | 45N | | AUGUSTA | 5 | 255.4 | RADIO | " | " | 2 | |
| 10 | ALBANY | | ALBANY | 5 | 255.4 | RADIO | " | " | 2 | |
| 11 | WILKES BARRE | | WILKES BARRE | 5 | 255.4 | RADIO | " | " | 2 | |
| 12 | 40N | | PITTSBURG | 6 | 301.4 | RADIO | " | " | 2 | |
| 13 | HUNTINGTON (WVA) | | HUNTINGTON | 5 | 255.4 | RADIO | " | " | 2 | |
| 14 | NASHVILLE | | NASHVILLE | 5 | 255.4 | RADIO | " | " | 2 | |
| 15 | 35N | | MEMPHIS | 6 | 301.4 | CENTER | " | " | 2 | |
| 16 | ARKANSAS RIVER | | PINE BLUFF | 5 | 255.4 | RADIO | " | " | 2 | |
| 17 | 33N | | SHREVEPORT | 5 | 255.4 | RADIO | " | " | 2 | |
| 18 | BRADY | | ABILENE | 15 | 363.8 | APC | " | " | 2 | |

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SAC FORM 10 APR 57 100 PC: 2750

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2. MAINTENANCE:

A. Maintenance personnel deployed to CHELVESTON will observe a "hands off" policy for a period of six hours after landing of each B-47 aircraft of the 341st Bombardment Wing.

B. This period of time will be used by the CHELVESTON Task Force to exercise and evaluate their post strike capability.

C. CHELVESTON Task Force personnel will service aircraft with fuel, and perform such maintenance as necessary in order that the aircraft status can meet the criteria set forth by 7th Air Division EWP "go - no go" check list.

D. 341st Bombardment Wing personnel will render only such assistance as requested by the CHELVESTON Task Force during this six hour period.

E. After completion of this six hour period, 341st Bombardment Wing Maintenance personnel will perform such maintenance as necessary to prepare aircraft for Re-deployment.



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OPERATION ORDER 819 AIRDIV OPSGRD 39-57

# DEPLOYMENT RECAPITULATION SHEET

| UNIT | AIR FORCE | HOME STATION | PAGE NR | NR OF PAGES |
|---|---|---|---|---|
| 341st Bomb Wg | 15th | DYESS AFB, TEXAS | 1 | 1 |

## SECTION I - STAGING SUPPORT AND AIRLIFT

| STAGING BASE 1 | TYPE TEAM 2 | EXCEPTIONS TO SAC MANUAL 400-1 3 | AEE 4 | AEE 5 | T.F. AUGM 6 | ENGINES TYPE 7 | ENGINES 8 | ENGINES 9 | TOTAL DEPLOYED PERS 10 | TOTAL DEPLOYED CARGO 11 | UNIT PAX 12 | UNIT CARGO 13 | SSS PAX 14 | SSS CARGO 15 | MATS PAX 16 | MATS CARGO 17 | ATRC PAX 18 | ATRC CARGO 19 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHELVESTON | 45 P.S. | Less 2 Eng Mech, 24 Mech, APG. Add B/N Mock-Up, 24 B/N Mech | - | - | - | J-47 | | 7 | 274 | 33.0 | | | | | 274 | 33.0 | | |

## SECTION II - DEPLOYMENT

| SORT'E NR 1 | TRIP NR UNIT 2 | ACFT GEN. TIME 3 | ACFT TYPE/MODEL 4 | HOME BASE ETA/ETD 5 | ENROUTE/STAGING BASE NAME 6 | ETA 7 | ETD 8 | ROUTE 9 | ALT 10 | DIST. 11 | FUEL RESERVE 12 | ENROUTE FUEL REQUIRED 13 | PAX 14 | CARGO 15 | REMARKS 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | M - 1 | | C-124 | 25:00 29:00 | CHELVESTON | 68:00 | | MATS | | | | | 2 | 16.5 | 4 J-47 |
| 2 | M - 2 | | C-124 | 31:00 35:00 | | 74:00 | | | | | | | 2 | 16.5 | 3 J-47 |
| 3 | M-3 | | C-118 | 33:00 36:00 | | 70:00 | | | | | | | 50 | 0 | |
| 4 | M - 4 | | C-54 | 33:00 37:00 | | 92:00 | | | | | | | 22 | 0 | |
| 5 | M - 5 | | C-118 | 35:00 38:00 | | 72:00 | | | | | | | 50 | 0 | |
| 6 | M - 6 | | C-118 | 57:00 60:00 | | 94:00 | | | | | | | 50 | 0 | |
| 7 | M - 7 | | C-118 | 59:00 62:00 | | 96:00 | | | | | | | 50 | 0 | |
| 8 | M - 8 | | C-118 | 59:00 64:00 | | 98:00 | | | | | | | 48 | 0 | |

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# RE-DEPLOYMENT RECAPITULATION SHEET

| UNIT | AIR FORCE | HOME STATION | PAGE NR | NR OF PAGES |
|---|---|---|---|---|
| 341st Bomb Wg | 15th | DYESS AFB, TEXAS | 4 | 1 |

OPERATIONS ORDER: 819th Air Division OISORD 39-57 — ANNEX "D" — APPENDIX I — TAB 1 — EFFECTIVE DATE: 31/002 25 Nov 57 — AMENDMENT NUMBER: Amdt # 1, 6 Nov 57

**SECTION I - STAGING SUPPORT AND AIRLIFT**

| Staging Base (1) | Type Team (2) | Exceptions to SAC Manual 400-1 (3) | AEE 661 NR (4) | AEE WT (5) | T.F. Augm (6) | Engines Type (7) | (8) | (9) | Total Deployed Pers (10) | Total Deployed Cargo (11) | Unit Pax (12) | Unit Cargo (13) | SSS Pax (14) | SSS Cargo (15) | MATS Pax (16) | MATS Cargo (17) | ATRC Pax (18) | ATRC Cargo (19) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHELVESTON | 45 P.S. | | | | | | | | 274 | 33.0 | | | | | 274 | 33.0 | | |

**SECTION II - DEPLOYMENT**

| Sortie Nr (1) | Trip Nr Unit (2) | Acft Gen Time (3) | Acft Type/Model (4) | Home Base ETA/ETD (5) | Enroute/Staging Base Name (6) | ETA (7) | ETD (8) | Route (9) | Alt (10) | Dist. (11) | Fuel Reserve (12) | Enroute Fuel Required (13) | Pax (14) | Cargo (15) | Remarks (16) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HOME BASE | | | | | | | | | | |
| 1 | M - 11 | | C-124 | 183:00 187:00 | Dyess AFB, TEXAS | 228:00 | | MATS | | | | | 9 | 14.0 | 3 J-47 |
| 2 | M - 12 | | C-118 | 186:00 189:00 | | 225:00 | | | | | | | 50 | 0 | |
| 3 | M - 13 | | C-118 | 188:00 191:00 | | 227:00 | | | | | | | 50 | 0 | |
| 4 | M - 14 | | C -54 | 189:00 193:00 | | 251:00 | | | | | | | 5 | 5.0 | |
| 5 | M - 15 | | C-124 | 207:00 211:00 | | 252:00 | | | | | | | 9 | 14.0 | 4 J-47 |
| 6 | M - 16 | | C-118 | 210:00 213:00 | | 249:00 | | | | | | | 50 | 0 | |
| 7 | M - 17 | | C-118 | 212:00 215:00 | | 251:00 | | | | | | | 50 | 0 | |
| 8 | M - 18 | | C-118 | 214:00 217:00 | | 253:00 | | | | | | | 50 | [illegible] | |
| | | | | | | | | NOTE: One person deploying via MATS Support Acrft is scheduled to re-deploy via tactical unit aircraft | | | | | 1 | | |

RE-DEPLOYMENT

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SAC FORM 96 [illegible]

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OPS ORDER: 819 AIRDIV OPSORD 39-57
ANNEX: #5
APPENDIX: 2
TAB:
EFFECTIVE DATE: 11002Z, 25 Nov 57
AMEND NR: Amdt # 1, 6 Nov 57

# AIR BASE GROUP LOGISTICS RECAP SHEET

UNIT: 819th Air Division
AIR FORCE: 15th
HOME BASE: Dyess AFB, Texas
PAGE NR: 1
NR OF PAGES: 2

| LINE | UNIT 1 | ACFT GEN TIME 2 | AIRCRAFT NR 3 | AIRCRAFT TYPE 4 | FUEL AVGAS 5 | FUEL JP-4 6 | OIL 1100 7 | OIL 8 | AMMO 50 CAL 9 | AMMO 20 MM 10 | CHAFF RR-44 11 | CHAFF RR-38 12 | OXYGEN GAS 13 | OXYGEN LIQ 14 | ALCH. MIX $H_2O$ 15 | ALCH. MIX ADI 16 | ATO 17 | DEICE FLUID 18 | RATIONS 19 | BILLETS 20 | PAX 21 | CARGO 22 | FILM 23 | REF OPS PLAN/ORDER 24 | REMARKS 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 341 BW | 0600 | 6 | B-47 | - | 6.0 | | | | 45 | 48 | 48 | | 30 | 1020 | | | | | | | | 6-12 | | Ref column 19, Tactical Sqdn will arrange for B-47 crew rations. MATS controller will arrange for support crew lunches. Rations shown are MATS passengers only, providing 1 fresh lunch and non-perishable lunches for flight duration for each passenger |
| 2 | | 0700 | 2 | | | 2.0 | | | | 15 | 16 | 16 | | 10 | 1340 | | | | | | | | 2-4 | | |
| 3 | | 0800 | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | 0900 | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | 1000 | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | 1100 | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | | 1200 | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | 1400 | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | | 1500 | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | | 1600 | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | | 1700 | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | | 1800 | | | | | | | | | | | | | | | | | | | | | | | |
| 13 | | 1900 | 1 | | | 1.0 | | | | 7.5 | 8 | 8 | | 5 | 670 | | | | | | | | 1-2 | | |
| 14 | | 2000 | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | | 2100 | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | | 2200 | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | | 2300 | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | | 2400 | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | | 2500 | | | | | | | | | | | | | | | | | | | | | | | A7-5125 |
| 20 | | 2600 | | | | | | | | | | | | | | | | | | | | | | | |

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# AIR BASE GROUP LOGISTICS RECAP SHEET

UNIT: 819th Air Division | AIR FORCE: 15th AF | HOME BASE: Dyess AFB, Texas | PAGE NO. 2 | NO. OF PAGES 2

| LINE NO. | UNIT | ACFT GEN TIME | AIRCRAFT NR | AIRCRAFT TYPE | FUEL AVGAS | FUEL JP-4 | OIL 100 | OIL MIX 50 M | AMMO 30 CAL | AMMO 20 MM | CHAFF RR-44 | CHAFF RR-39 | OXYGEN GAS | OXYGEN LIQ | ALCH. MIX H2O | ALCH. MIX ADH | ATO | DE-ICE FLUID | RATIONS | BILLETS | PAX | CARGO | F.R.M | REF OPS PLAN/ORDER | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3A11BW | 2700 | 1 | B-47 | | 1.0 | | | | 7.5 | 8 | 8 | | 5 | 670 | | | | | | | | 1-2 | | |
| 3 | | 2800 | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | 2900 | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | MATS | 2900 | | C-124 | .45 | | | 60 | | | | | | | | 30 | | | 10 | | 2 | 16.5 | | | |
| 6 | 3A11BW | 3000 | | B-47 | | 1.0 | | | | 7.5 | 8 | 8 | | 5 | 670 | | | | | | | | 1-2 | | |
| 7 | MATS | 3500 | | C-124 | .45 | | | 60 | | | | | | | | 30 | | | 10 | | 2 | 16.5 | | | |
| 8 | | 3600 | | C-118 | .30 | | | 45 | | | | | | | | 20 | | 16 | 300 | | 50 | | | | Column 18 is maximum for worst conditions |
| 9 | | 3700 | | C-54 | .35 | | | 30 | | | | | | | | | | 40 | 132 | 6 | 22 | | | | Column 20, 3 officers, 3 Amn crew rest, arrive 8*22:00 |
| 10 | | 3800 | | C-118 | .30 | | | 60 | | | | | | | | 20 | | 16 | 300 | | 50 | | | | |
| 11 | | 6000 | | | | | | | | | | | | | | | | | 300 | | 50 | | | | |
| 12 | | 6200 | | | | | | | | | | | | | | | | | 300 | | 50 | | | | |
| 13 | | 6400 | | | | | | | | | | | | | | | | | 288 | | 48 | | | | |

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# ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR: 1 | NR OF PAGES: 1

## SECTION I - ENTRY AND DESTRUCTION DATA

**FROM:** *(Hq and Staff Agency) (To be filled in only when certification required by originator)*

819 AIR DIVISION
Dyess Air Force Base, Texas
ATTN: 3A1DOP

**2. DOCUMENT**

Amdt # 1
819th Air Division OPSORD 39-57
(IRON BAR)

**INSTRUCTIONS:**
1 copy filed in basic document.
1 copy for appropriate Control Officer's file *(AFM 181-5)*.
1 copy returned to originating Hq when Item 1 accomplished.
1 additional copy for Top Secret Control Officer as required.

| 3. SECTION(S) AMENDED | | 4. ENTER PAGE(S) | 5. REMOVE PAGE(S) |
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| ANNEX "A" | | | |
| APP 1 | " " | 1, 2 | |
| ATT 1 | " " | 1 | |
| APP 2 | " " | | 3, 4, 5 |
| TAB 1 | " " | 1 thru 9 | |
| TAB 2 | " " | 1, 2, 3 | |
| APP 4 | | | |
| TAB 3 | " " | 2 | 2 |
| TAB 5 | " " | 2 | 2 |
| TAB 9 | " " | 1 | |
| APP 7 | " " | 1 | |
| TAB 1 | " " | 1, 2, 3 | |
| TAB 2 | " " | 1, 2, 3 | |
| TAB 3 | " " | 1, 2 | |
| ANNEX "B" | | | |
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| APP 2 | " " | 1 | |
| ANNEX "D" | " " | 3 | |
| APP 1 | " " | 1 | |
| TAB 1 | " " | 1 | |
| APP 2 | " " | 1, 2 | |

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| ~~32~~ 35 | | |

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| 9. DATE | 10. ORGANIZATION AND OFFICE | 11. SIGNATURE *(Individual posting document)* |
|---|---|---|
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| | | |
| TYPED/STAMPED NAME AND GRADE *(Control Officer)* | 16. TYPED/STAMPED NAME & GRADE *(Witnessing Officer)* | 17. CERTIFICATE NR |
| | | |

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Dyess Air Force Base, Texas
ATTN: 3A1DOP

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(IRON BAR)

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| ATT 1 | " " | 1 | |
| APP 2 | " " | | 3, 4, 5 |
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| TAB 2 | | 1, 2, 3 | |
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| TAB 5 | " " | 2 | 2 |
| TAB 9 | " " | 1 | 2 |
| APP 7 | " " | 1 | |
| TAB 1 | " " | 1, 2, 3 | |
| TAB 2 | " " | 1, 2, 3 | |
| TAB 3 | " " | 1, 2 | |
| ANNEX "B" | | | |
| APP 1 | " " | 1, 2 (one sheet) | |
| APP 2 | " " | 1 | |
| ANNEX "D" | " " | 3 | |
| APP 1 | " " | 1 | |
| TAB 1 | " " | 1 | |
| APP 2 | " " | 1, 2 | |

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| TYPED/STAMPED NAME AND GRADE *(Control Officer)* | 16. TYPED/STAMPED NAME & GRADE *(Witnessing Officer)* | 17. CERTIFICATE NR |
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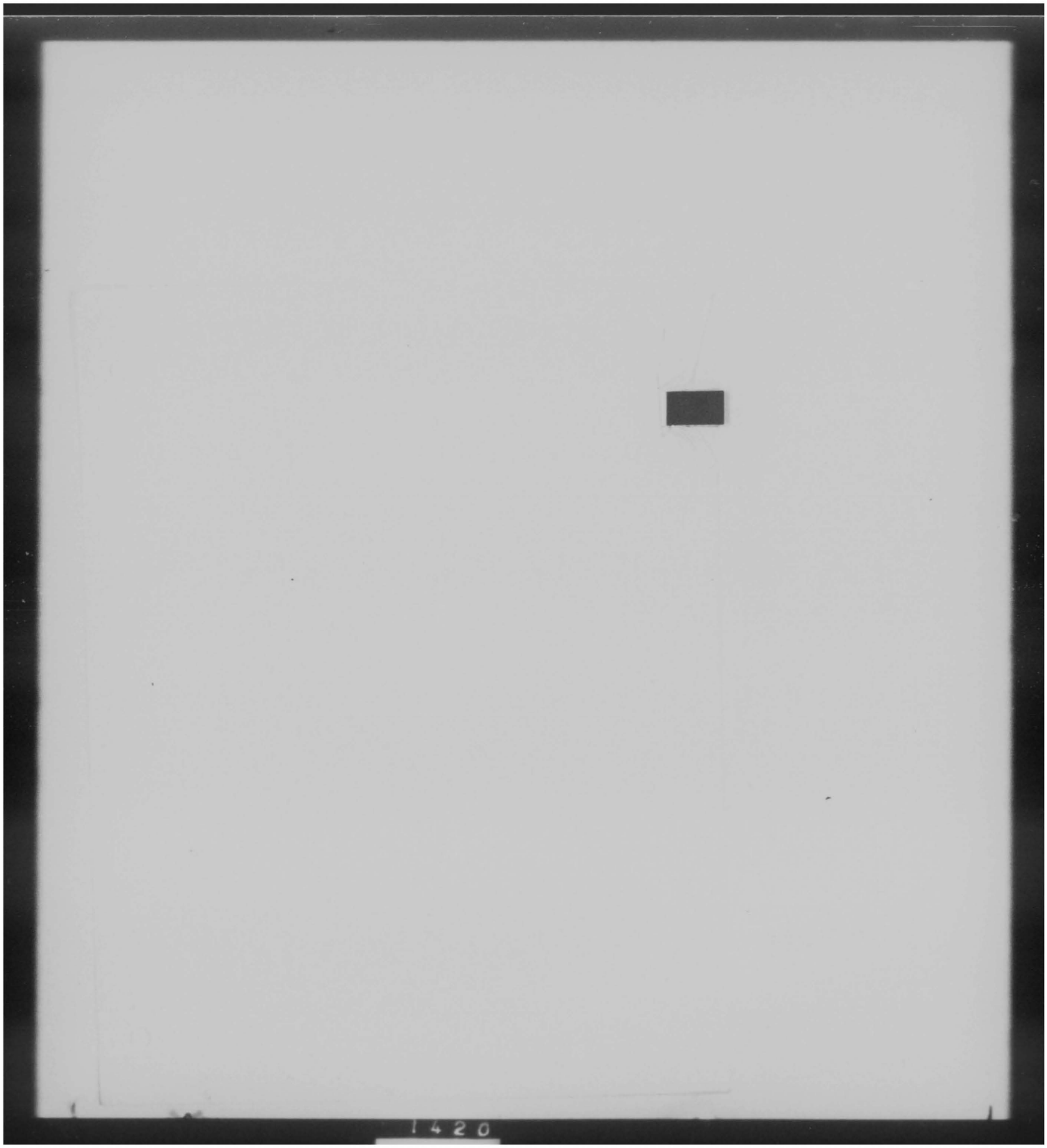



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HEADQUARTERS 341st BOMB WING
DYESS AIR FORCE BASE
TEXAS

# "IRON BAR"

AIRCREW FLIMSY

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HEADQUARTERS
341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

"IRON BAR" Crew Flimsy

DEPLOYMENT & RE-DEPLOYMENT

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| E | 17-19 | Touraide Primary Rte 1 & 3 |
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TIMES ARE INDICATED IN "-" PLUS, & ARE ONLY APPROXIMATE UNTIL "E" HOUR IS FIRM UPON RECEIPT OF AN EXECUTION ORDER. TAKE OFF ASSIGNMENTS & EXACT TIMES WILL BE COORDINATED THRU WING COMMAND POST AFTER EXACT "E" HOUR IS KNOWN.

UNIT CALL SIGN - Secret TAKE-OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN. | WAVE I PRIMARY REFUELING ROUTE: CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 1 | | | GOLD 1 | WARNER | 7910 | 7940 | 8215 | 8225 | 8240 |
| | | | " 2 | LIGON | | | 16½ | 26½ | 41½ |
| | | | " 3 | BRECHEL | | | 18 | 28 | 43 |
| | | | " 4 | McKNIGHT | | | 19½ | 29½ | 44½ |
| 2 | | | BLACK 1 | RITTER | 7930 | 8000 | 8235 | 8245 | 8300 |
| | | | " 2 | PAYTON | | | 36½ | 46½ | 01½ |
| | | | " 3 | CREAHAN | | | 38 | 48 | 03 |
| | | | " 4 | LONG, W.D. | | | 39½ | 49½ | 04½ |
| 3 | | | CHERRY 1 | WARE | 7950 | 8020 | 8255 | 8305 | 8320 |
| | | | " 2 | McCLARNON | | | 56½ | 06½ | 21½ |
| | | | " 3 | WELLING | | | 58 | 08 | 23 |
| | | | " 4 | GRIFFIS | | | 59½ | 09½ | 24½ |

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UNIT CALL SIGN- Select

TAKE-OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN | WAVE II PRIMARY REFUELING ROUTE | | | | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| | | | CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA | | | |
| 4 | | | SILVER 1 | GRAVES | 103:10 | 103:40 | 106:15 | 106:25 | 106:40 |
| | | | " 2 | ROUTH | | | 16½ | 26½ | 41½ |
| | | | " 3 | PODBESEK | | | 18 | 28 | 43 |
| | | | " 4 | HULL | | | 19½ | 29½ | 44½ |
| 5 | | | SCARLET 1 | YOUNGMARK | 103:30 | 104:00 | 106:35 | 106:45 | 107:00 |
| | | | " 2 | HALL | | | 36½ | 46½ | 01½ |
| | | | " 3 | WEEKS | | | 38 | 48 | 03 |
| | | | " 4 | JENNINGS | | | 39½ | 49½ | 04½ |
| 6 | | | IVORY 1 | HOPWOOD | 103:50 | 104:20 | 106:55 | 107:05 | 107:20 |
| | | | " 2 | DESOMER | | | 56½ | 06½ | 21½ |
| | | | " 3 | FREY | | | 58 | 08 | 23 |
| | | | " 4 | BOYD | | | 59½ | 09½ | 24½ |

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UNIT CALL SIGN— Secret TAKE-OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN | WAVE III PRIMARY REFUELING ROUTE CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA. | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 7 | | | CREAM 1 | PENDERGAST | 127:10 | 127:40 | 130:15 | 130:25 | 130:40 |
| | | | " 2 | PLATNER | | | 16½ | 26½ | 41½ |
| | | | " 3 | HAMMOND | | | 18 | 28 | 43 |
| ↓ | | | " 4 | FLOWERS | ↓ | ↓ | 19½ | 29½ | 44½ |
| 8 | | | TAN 1 | ELZEY | 127:30 | 128:00 | 130:35 | 130:45 | 131:00 |
| | | | " 2 | GUZOWSKI | | | 36½ | 46½ | 01½ |
| | | | " 3 | SMITH | | | 38 | 48 | 03 |
| ↓ | | | " 4 | YON | ↓ | ↓ | 39½ | 49½ | 04½ |
| 9 | | | BROWN 1 | BALLARD | 127:50 | 128:20 | 130:55 | 131:05 | 131:20 |
| | | | " 2 | LONG, W.E. | | | 56½ | 06½ | 21½ |
| | | | " 3 | KREUGER | | | 58 | 08 | 23 |
| ↓ | | | " 4 | BARRETT | ↓ | ↓ | 59½ | 09½ | 24½ |

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UNIT CALL SIGN— Secret TAKE-OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN | WAVE I ALTERNATE REFUELING ROUTE | | | | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| | | | CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA | | | |
| 1 | | | BLACK 1 | RITTER | 7910 | 7940 | 8215 | 8225 | 8240 |
| | | | " 2 | PAYTON | | | 16½ | 26½ | 41½ |
| | | | " 3 | CREAHAN | | | 18 | 28 | 43 |
| ↓ | | | " 4 | LONG, W.D. | ↓ | ↓ | 19½ | 29½ | 44½ |
| 2 | | | CHERRY 1 | WARE | 7930 | 8000 | 8235 | 8245 | 8300 |
| | | | " 2 | MCCLARNON | | | 36½ | 46½ | 01½ |
| | | | " 3 | WELLING | | | 38 | 48 | 03 |
| ↓ | | | " 4 | GRIFFIS | ↓ | ↓ | 39½ | 49½ | 04½ |
| 3 | | | GOLD 1 | WARNER | 7950 | 8020 | 8255 | 8305 | 8320 |
| | | | " 2 | LIGON | | | 56½ | 06½ | 21½ |
| | | | " 3 | BRECHEL | | | 58 | 08 | 23 |
| ↓ | | | " 4 | MCKNIGHT | ↓ | ↓ | 59½ | 09½ | 24½ |

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UNIT CALL SIGN— Secret TAKE OFF SCHEDULE

WAVE II

ALTERNATE REFUELING ROUTE

| CELL # | TAIL # | ACFT CALL SIGN | CELL COLOR | AIRCRAFT COMMANDER | HL BRIEF | STA | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 4 | | | IVORY 1 | HOPWOOD | 103:10 | 103:40 | 106:15 | 106:25 | 106:40 |
| | | | " 2 | DESOMER | | | 16½ | 26½ | 40½ |
| | | | " 3 | FREY | | | 18 | 28 | 43 |
| | | | " 4 | BOYD | ↓ | ↓ | 19½ | 29½ | 44½ |
| 5 | | | SCARLET 1 | YOUNGMARK | 103:30 | 104:00 | 106:35 | 106:45 | 107:00 |
| | | | " 2 | HALL | | | 36½ | 46½ | 01½ |
| | | | " 3 | WEEKS | | | 38 | 48 | 03 |
| | | | " 4 | JENNINGS | ↓ | ↓ | 39½ | 49½ | 04½ |
| 6 | | | SILVER 1 | GRAVES | 103:50 | 104:20 | 106:55 | 107:05 | 107:20 |
| | | | " 2 | ROUTH | | | 56½ | 06½ | 21½ |
| | | | " 3 | PODBESEK | | | 58 | 08 | 23 |
| | | | " 4 | HULL | ↓ | ↓ | 59½ | 09½ | 24½ |

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UNIT CALL SIGN — Secret — TAKE OFF SCHEDULE

WAVE III

| CELL # | TAIL # | ACFT CALL SIGN | ALTERNATE REFUELING ROUTE: CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 7 | | | BROWN 1 | BALLARD | 127:10 | 127:40 | 130:15 | 130:25 | 130:40 |
| | | | " 2 | LONG, W.E. | | | 16½ | 26½ | 41½ |
| | | | " 3 | KREUGER | | | 18 | 28 | 43 |
| | | | " 4 | BARRETT | ↓ | ↓ | 19½ | 29½ | 44½ |
| 8 | | | TAN 1 | ELZEY | 127:30 | 128:00 | 130:35 | 130:45 | 131:00 |
| | | | " 2 | GUZOWSKI | | | 36½ | 46½ | 01½ |
| | | | " 3 | SMITH | | | 38 | 48 | 03 |
| | | | " 4 | YON | ↓ | ↓ | 39½ | 49½ | 04½ |
| 9 | | | CREAM 1 | PENDERGAST | 127:50 | 128:20 | 130:55 | 131:05 | 131:20 |
| | | | " 2 | PLATNER | | | 56½ | 06½ | 21½ |
| | | | " 3 | HAMMOND | | | 58 | 08 | 23 |
| | | | " 4 | FLOWERS | ↓ | ↓ | 59½ | 09½ | 24½ |

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## 341ST BOMB WING TAIL NUMBER - CALL SIGNS

### 10th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-210 | 10 | 51-5805 | 18 |
| 52-218 | 11 | 51-5234 | 19 |
| 52-309 | 12 | 51-5228 | 20 |
| 52-222 | 13 | 51-5233 | 21 |
| 52-266 | 14 | 51-5249 | 23 |
| 52-269 | 15 | 51-7375 | 24 |
| 52-278 | 16 | 52-027 | 70 |
| 52-254 | 17 | | |

### 12th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 51-2387 | 40 | 51-2376 | 48 |
| 51-2385 | 41 | 51-2374 | 49 |
| 52-249 | 42 | 52-079 | 50 |
| 52-031 | 43 | 51-5227 | 51 |
| 52-037 | 44 | 52-092 | 52 |
| 52-157 | 45 | 51-7070 | 53 |
| 52-291 | 46 | 51-2388 | 54 |
| 51-2386 | 47 | 52-061 | 55 |

### 490th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-030 | 71 | 52-034 | 75 |
| 52-032 | 72 | 52-038 | 76 |
| 52-035 | 73 | 52-041 | 77 |
| 52-033 | 74 | 52-073 | 78 |
| 52-076 | 79 | 52-093 | 83 |
| 52-044 | 80 | 52-097 | 84 |
| 52-043 | 81 | 52-100 | 85 |
| 52-077 | 82 | | |

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"IRON BAR" COMMUNICATIONS FLIMSEY

Secret

RECALL PROCEDURES:

a. Collective Call Sign - "SKYKING".

b. Recall Words and Meanings:

"GOLDFISH" All IRON BAR aircraft return to point of departure.

"GOLDFISH GOLF" All 341BW aircraft return to point of departure.

c. To divert aircraft to a base other than the point of departure the above recall words will be suffixed with one of the following phonetics.

| BASE | SUFFIX | BASE | SUFFIX |
|---|---|---|---|
| Westover | Five | Walker | Bravo |
| Goose Bay | Six | Altus | Charlie |
| Harmon | Seven | Lockbourne | Delta |
| Sonderstrom | Eight | Keflavik | Echo |
| Loring | Nine | Schilling | Foxtrot |
| Biggs | Alfa | Ellsworth | Golf |
| Lakenheath | Hotel | Benguerir | November |
| Sidi Slimane | Victor | Nauasseur | Oscar |
| Plattsburg | Xray | Burtonwood | Papa |
| Greenham Common | India | Barajas(Madrid) | Quebec |
| Upper Heyford | Julliet | Getufe(Madrid) | Romeo |
| East Kirby | Kilo | Fairford | Sierra |
| Brize Norton | Lima | Zaragoza | Tango |
| Chelveston | Mike | Chateureaux | Uniform |
| Portsmouth | Whiskey | | |

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CALL SIGNS: Secret

a. For position reporting purposes the aircraft tactical call sign will be followed by the mission nickname and cell designator, such as: "SPIRAL ONE ZERO IRON BAR GOLD ONE". Aborting aircraft will use their costomary tactical call sign, such as: "SPIRAL ONE ZERO".

b. Intra-cell voice call sign consists of the cell designator and the aircraft position in the cell, such as: "GOLD ONE".

c. Tanker call sign consist of the refueling area, rendezvous point and position, such as: "FIGHTING FOX BETTY LEADER". Receivers during refueling will use the same call as in paragraph a above.

d. "SKYBIRD CONTROL" is the general call sign meaning any SAC Control Room, SAC Control Rooms enroute are listed on page 13.

FREQUENCIES:

a. During pre-flight the following frequencies will be placed in the channels indicated:

| | | |
|---|---|---|
| UHF | 7 | First Refueling Primary |
| | 8 | Refueling Backup |
| | 9 | Second Refueling Primary |
| HF | 16 | 8364.0 International Distress Frequency |

b. Between 30W and 15W the UHF radio set must be completely re-channelized. UK frequencies are listed in paragraph ENROUTE PROCEDURES. If a landing is to be made at a base other than Chelveston consult the European Radio Facility Chart for appropriate frequencies and channelize accordingly.

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c. All aircraft will monitor the UHF EMERGENCY frequency 243.0, GUARD channel at all times and the VHF EMERGENCY frequency 121.5 on the OMNI receiver when it is not being used for navigation. The VHF frequency 121.5 will be monitored by all aircraft while overflying the Atlantic.

d. The appropriate VHF/UHF refueling frequencies will be monitored approximately 200 NM prior to the refueling rendezvous point and may be used as the inter-plane frequency at the discretion of the flight leader.

e. The following inter-plane frequencies will be monitored at the discretion of the cell leader:

| | |
|---|---|
| 12/321.0 | Primary for the first cell of each wave and alternate for the second and third cells. |
| 11/311.0 | Primary for the second cell of each wave and alternate for the first and third cells. |
| 16/235.1 | Primary for the third cell and each wave and alternate for the first and second cells. |
| 6/5710.5 | HF backup for all cells. |

Use of these frequencies is on a non-interference basis.

f. The third aircraft of each cell will monitor the EW/GCI frequency continuously while overflying a CADIZ. Contact with this aircraft must of necessity be accomplished on GUARD 243.0. Prior to using this frequency it must be monitored for the presence of distress traffic and conversation must be limited to a request to change channels.

g. The HF frequency listed below will be monitored by the aircraft indicated at :05 to :08, :25 to :28, and :45 to :48 minutes after each hour except during refuelings when the appropriate HF backup frequency will be monitored:

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| | |
|---|---|
| NCA | 6/5710.5 kc |
| 2 | 2/3144.0 |
| 3 | 19/15016.0 |
| 4 | 13/6730.5 |

h. Radio checks of HF equipment is PROHIBITED and its use is limited to distress of emergency calls; UHF failures reporting over Canada providing UHF contact cannot be made; or if control aircraft do not receive required reports from other aircraft in cell at prescribed times while flying over the Atlantic. Use of HF by the control aircraft for this purpose is considered limited emergency. HF contact within a cell can be effectively accomplished on the frequency being monitored at the times prescribed in the paragraph above. HF silence may also be broken if you deviate from the planned route in excess of 20NM or deviate by 5 minutes from ETP of ADIZ/CADIZ.

AIR TRAFFIC CONTROL:

a. The lead and deputy of each cell are designated as primary and alternate control aircraft for position reporting purposes. Normally, however, the leader will make all such reports while in cell except during refuelings when the leader will request the tanker leader to pass required reports. In stream, each aircraft will make their own report.

b. After leaving the Gander ADIZ no reports will be made to a ground station by wing aircraft unless visual or electronic contact is lost until arriving in the UK.

c. Aircraft aborting while airborne will file a new clearance and comply with standard CAA and ICAO reporting procedures.

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d. While overflying the Atlantic each aircraft in cell will report hourly to the control aircraft on UHF inter-plane frequency giving: Identification, Position, Altitude and Time. On the half hour, each aircraft will report "Operations Normal".

e. If the control aircraft does not receive the required report, HF silence will be broken, and if the aircraft cannot be contacted, search and rescue facilities will be alerted. Search and Rescue procedures are in both the North American and European Supplemental Flight Information Documents.

f. Deviations of plus or minus 5 minutes from estimated time of penetration of ADIZ/CADIZ may be revised in flight provided contact is made with appropriate aeronautical facility or "CONAD RADAR" on channel 10/364.2.

g. To assist aircraft in flight any EW/GCI site may be used. A list of GCI sites is contained on page 13. These facilities may also be used to effect a rendezvous with tanker aircraft by calling "STAR GAZER" if the site nickname is not known. GCI sites in the ZI, Canada and NEAC operate on channel 10/364.2 and GUARD 243.0. In the UK the GCI frequency is 394.3 or 397.1. WEATHER: Weather enroute may be obtained through any USAF control tower on the Pilot-to-Forecaster frequency 13/344.6; or through any GCI by calling "RADAR ADVISORY" on channel 10/364.2 or GUARD/243.0; or through an Ocean Station Vessel; and lastly through any SAC Control Room. IFF: IFF will place on MODE 2 by lead aircraft in cell from take-off at Dyess to 15W where it will be placed on MODE 1. Other aircraft in cell will place IFF on "STANDBY".

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Individual aircraft will use MODE 2 west of 15W and MODE 1 east of 15W. The reverse procedure applies from takeoff at Chelveston, that is, lead aircraft in cell will be on MODE 1 until 15W where IFF will be changed to MODE 2. In an emergency IFF will be placed on EMERGENCY.

EW/GCI SITES ENROUTE:

| LOCATION | CALL SIGN | LOCATION | CALL SIGN |
|---|---|---|---|
| Augusta | Wild Bill | Moncton | Midwife |
| Bagotville | Scabbard | Montreal | Crystal |
| Bangor | Gratify | Nashville | Big Mister |
| Bedford, Va | Blue Texas | Oklahoma City | Top Coat |
| Chicago | Pagan | Owingsville, Ky | Kitchenette |
| Caswell, Me. | Eagle Beak | Pepperel | Enrage |
| Des Moines | Beat Back | Pittsburg | Silvertone |
| Flintstone, Ga | Velvet Lady | Saratoga | Eggnog |
| Fort Worth | Utah | Shreveport | Burly Boy |
| Gander | Eyebrow | Sault Ste Marie | Naples |
| Kansas City | Picnic | Seven Islands | Crow Bar |
| Keflavik | Hotstuff | Sudsbury | Tom Boy |
| Knoxville | Twig | Sweetwater | Fat Chance |
| Little Rock | Parka | Wilkes Barrie | Oppose |

SAC CONTROL ROOMS ENROUTE

| LOCATION | CALL SIGN | CH/FREQ | LOCATION | CALL SIGN | CH/FREQ |
|---|---|---|---|---|---|
| Altus | Sunfish | 11/311 | Forbes | Famous | 11/311 |
| | | | | Outcome | 12/321 |
| Carswell | Canteen | 11/311 | | | |
| | Frogman | 12/321 | Goose | Seabell Six | 12/321 |
| Barksdale | Stormcloud | 11/311 | Harmon | Betty | 12/321 |
| | Safeway | 12/321 | | | |
| | | | High Wycombe | Peppercorn | 11/311 |
| Dyess | Eyelash | 11/311 | | | |
| | Spiral | 12/321 | Little Rock | Wineglass | 11/311 |
| | | | | Bowlegs | 12/321 |

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| LOCATION | CALL SIGN | CH/FREQ |
|---|---|---|
| Lockbourne | Crony<br>Reno | 11/311<br>12/321 |
| Loring | Nelson | 11/311 |
| Portsmouth | Ringbolt | 11/311 |
| Westover | Snowfall<br>Wedding | 11/311<br>12/321 |

M-11 Refueling /Timing Reports

| Location | Call Sign | Ch/Freq | Relay to | Refueling Area |
|---|---|---|---|---|
| Des Moines | Dover Control<br>Adams Control<br>Linclon Tower | 11/311.0<br>12/321.0<br>1/236.6 | Room Service<br>and<br>Sling Shot | Lazy Day |
| Nashville | Cambell Tower | 11/311.0<br>1/236.6 | Room Service<br>and<br>Sling Shot | Book Mark |
| Lockbourne | Crony Control<br>Reno Control<br>Lockbourne Tower | 11/311.0<br>12/321.0<br>1/236.6 | Bookcase Blue<br>and<br>Marshall White | Fighting Fox<br>Whisk Broom |
| Presque Isle | Nelson Control<br>Loring Tower | 11/311.0<br>1/236.6 | Foothold | Lazy Bow<br>Fast Buck |
| Isle of Man | Peppercorn Control | 11/311.0 | Midshipman | Hedge Hop<br>Ping Pong |

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"IRON BAR"

TOURAIDE Sept

I. COMMON INFORMATION - ALL ROUTES AND ALL REFUELING AREAS.

A. ~~Weather~~ Briefing for ~~Cells 3 + 30 prior to take off.~~

B. Station Time 3 + 00 prior to take off._____.

C. Communications and ECM check.

1. Check Communications section for communications instructions, procedures and channelization.

2. IFF instructions contained in Communications section, this flimsy.

3. ECM activity instructions distributed under separate cover.

4. IFF - Mode 2 (From take off to 15° West Longitude where setting will be changed to Mode 1). Cell leader and single aircraft only. All other cell aircraft on stand by.

D. Pre-Take Off Phase.

1. Call Wing Control on Channel # 12 upon completion of pre-flight giving aircraft status.

2. Cell leader obtain take off instructions on Ch # 1, 30 minutes prior to take off. All cell aircraft monitor.

3. Start Engines Time_____.

4. Taxi Time_____.

5. Take off Time_____.

E.

1. Take Off:

a. All acft take off at 1½ minute intervals.

b. All take offs with water.

c. All aircraft monitor control tower during taxi and take off.

d. After take off switch to Ch # 12 and check in with cell leader.

e. Cell leader call Wing Control, Ch # 12, advising number of aircraft airbourne

F. Departure Procedures: NOTE - Two common fan points will be used for all departures. Regardless of Route to be flown all cells will make good either Wichita Falls or Waco as indicated below. All aircraft make normal departure report to Abilene Approach Control.

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1. Primary Route # 1 and 3 - Refueling in LAZY DAY and LONG BOW. (Route #3 only will also refuel in HEDGE HOP).

a. South Departure: Direct Coleman. Turn over Coleman to Wichita Falls . MH_____°. Dist_____NM. ETA_____. Over Wichita Falls proceed on course. Position report to Wichita Falls radio.

b. North Departure: Direct Guthrie. Turn over Guthrie to Wichita Falls. MH_____°. Dist_____NM. ETA_____. Over Wichita Falls proceed on course. Position report to Wichita Falls radio.

2. Primary Route # 2 - Refueling in FIGHTING FOX and LONG BOW.

a. South Departure: Direct Coleman. Turn over Coleman to Wichita Falls. MH_____°. Dist_____NM. ETA_____. Over Wichita Falls proceed on course. Position report to Wichita Falls radio.

b. North Departure: Direct Guthrie. Turn over Guthrie to Wichita Falls. MH_____°. Dist_____NM. ETA_____. Over Wichita Falls proceed on course. Position report to Wichita Falls radio.

3. Alternate Route # 1 and 3 - Refueling in BOOK MARK and LONG BOW. (Route # 3 only will also refuel in PING PONG).

a. South Departure: Direct Coleman. Turn over Coleman to Waco. MH_____°. Dist_____NM. ETA_____. Over Waco proceed on course. Position report to Waco radio.

b. North Departure: Direct Guthrie. Turn over Guthrie to Waco. MH_____°. Dist_____NM. ETA_____. Over Waco proceed on course. Position report to Waco radio.

4. Alternate Route # 2 - Refueling in ~~DRAGON FLY~~ WHISK BROOM and LONG BOW.

a. South Departure: Direct Coleman. Turn over Coleman to Waco. MH_____°. Dist_____NM. ETA_____. Over Waco proceed on course. Position report to Waco radio.

b. North Departure: Direct Guthrie. Turn over Guthrie to Waco. MH_____°. Dist_____NM. ETA_____. Over Waco proceed on course. Position report to Waco radio.

G. Climb And Join-Up.

1. All acft climb at 310 knots and Book Speeds at 96% to level off altitude of _____feet.

2. At level off altitude cell leader establish .72 Mach power and following acft accelerate to .81 until joined up.

3. After join up, 425 knots TAS will be flown by all acft. Instruments will be calibrated in accordance with TAC Doctrine procedures.

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II. ENROUTE PROCEDURES: Secret

A. Primary Routes 1 & 3 - Refueling in Lazy Day and Long Bow.
(Rte #3 ONLY Refuel in Hedge Hop also)

1. Position report to Wicheta Falls radio. Next reporting point Oaklahoma City. MH_____. Dist_____NM ETA_____. Base Alt._____ft.

2. Position report to Oaklahoma City radio. Next reporting point Topeka Kans. MH_____. Dist_____NM ETA_____Base Alt._____ft. Report Eastern ADIZ entry info to Oaklahoma City radio.

3. Position report to Topeka radio. Next reporting point Des Moines, Iowa. MH_____. Dist_____NM. ETA_____. Base Alt._____ft.

4. Position report to Des Moins radio. Next reporting point Lone Rock, Wisconsin. MH_____Dist_____NM. ETA_____. Base Alt _____ft.

5. Passing Newton, Iowa, contact Lazy Day Tanker leader. Check Air refueling recap sheets for C/R information. APN 76 set TR_____Rx_____.

6. Position report to Lone Rock radio. Next reporting point Sudbury, Canada. MH_____. Dist_____NM. ETA_____. Base Alt._____ ft. Tankers will assume position reporting responsibility until refueling completed.

7. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to Base Alt. of 15,000 ft.

8. On load available in Lazy Day area 34,000 lbs.

9. Upon completion of refueling report to tanker amount of fuel transfered_____lbs. fuel in tanks_____lbs. Fuel decision chart in this Flimsy checked for go-no go following refueling.

10. Check in with cell leader.

11. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out.

12. Accomplish post air refueling check list. Accelerate and start climb at _____. to Base alt. of _____ft.

a. Number 3 aircraft in cell will monitor the GCI frequency 364.2, Ch #10, continuously while overflying a CADIZ or SIZ (Security Identification Zone)

13. Position report to Sudbury, Ontario. Accomplish CADIZ entry reporting. Next reporting point Ottawa, Canada. MH_____Dist._____NM. ETA_____. Base Alt_____ft.

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14. Position report to Ottawa radio at 48N-76W. Next reporting point Bagotville radio. Base Alt. _____ft.

15. Position report to Bagotville radio when abeam. Accomplish Moncton CADIZ entry reporting. Next reporting point Seven Islands, Canada MH_____.Dist_____NM. ETA_____.

16. Position report to Seven Islands radio. Accomplish Gander CADIZ entry reporting. Next reporting point Stephenville, Newfoundland. MH_____Dist_____NM. ETA_____. Contact Long Bow Tanker leader Check air refueling recap sheets for C/R information. APN 76 set TR____ Rx_____.

17. Position report to Stephenville radio. When abeam.

18. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to Base Alt of 15,000 ft.

19. On load available in Long Bow area 37,500 lbs.

20. Upon completion of refueling report to tanker amount of fuel transferred_____lbs. and fuel in tanks_____lbs. Fuel decision chart in this Flimsy checked for go-no go following refueling.

21. Check in with cell leader.

22. Cell leader will advise tanker leader to clear refueling Track; and will control receiver formation during post air refueling climb out. Tanker leader will be requested to make receiver position report to Gander at end refueling.

23. Accomplish post air refueling check list. Accelerate and start climb at _____ to Base Alt. of _____ft.

24. No HF position reporting required across N. Atlantic except under following conditions:

a. Emergency.

b. Deviation from planned route in excess of 20 NM.

c. Deviation from estimated time enroute in excess of 1 hour from flight plan.

25. Prior to crossing 15° West Longitude rechannelize UHF radios as follows:

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Channel:

| | | |
|---|---|---|
| 1 | 257.8 | Tower Common |
| 2 | 365.3 | Chelveston Tower |
| 3 | 353.8 | Flight Information Regions |
| 4 | 311.0 | Peppercorn Control Primary |
| 5 | 321.0 | Primary Interphone Sec. Peppercorn Control |
| 6 | | Tactical Air Refueling |
| 7 | 282.4 | Brize Norton RAPCON |
| 8 | 254.4 | Brize Norton Feeder |
| 9 | | Tactical Air Refueling |
| 10 | 292.0 | Alconbury Approach Control |
| 11 | 261.2 | Chelveston GCA |
| 12 | 355.0 | Chelveston GCA |
| 13 | 356.0 | Lakenheath RAPCON |
| 14 | 240.4 | Lakenheath Feeder |
| 15 | 272.0 | Lakenheath GCA |
| 16 | 379.4 | Lakenheath GCA |
| 17 | 344.0 | GCA Feeder |
| 18 | 317.5 | UHF/DF |

25a. At 15° West Longitude cell leader change IFF to Mode 1. Rest of cell remain on stand-by.

26. Accomplish Bombing Equipment check when passing abeam of Rockall Island.

27. Accomplish pre-IP check list when over point of land at (57-00N) (07-35W) - Barra. Particular emphisis will be placed on following bomb run procedures with war reserve weapon aboard.

a. Wind run on target will be made with function switch in track position.

b. U-2 manual locking pin will be checked for insertion in U-2 release.

c. Master bomb switch checked "off".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

28. Accomplish IP check list when over point of land at (56-30N) (07-00W) Tirre. Contact Prestwick, Scotland radio with UK entry information.

29. Camera radar attack made on Target at (55-18N) (05-47W)- Mull of Kintyre



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30. Aircraft flying route #1 will proceed in cell formation to Isle of Man Beacon for cell break-up. Aircraft flying route #3 will proceed in cell to (54-39N) (05-15W) (turn point) and will continue thru the third refueling area. This procedure will be found in separate section. Aircraft flying route #3 will refer to section E or F, Part II of this Flimsy for rest of mission.

31. As individual aircraft depart the Isle of Man Beacon, they will contact Brize Norton RAPCON (Primary) or Peppercorn Control (Secondary) for instructions to land at Chelveston or proceed to alternate.

32. Cell Break Up Procedures: To afford aircraft timing separation prior to reaching Molesworth VOR a cell break up procedure has been developed. This procedure will afford a 4 minute separation between aircraft as they arrive over Molesworth VOR. United Kingdom traffic control has the capability of accepting landing aircraft every 3 minutes, so this 4 minute interval should provide each aircraft adequate spacing and prevent excessive holding and/or missed approaches. Two cell break-up areas have been designated, and detailed instructions for each area follows:

a. Route 1 and 2.

(1) Cells flying routes 1 and 2 will establish a cell break up orbit over Isle of Man Beacon, (54-04N) (04-47W). Number 1 aircraft will cross the beacon on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the beacon. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for two minutes. After two minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 166° magnetic. When back over the beacon number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break-up.

33. UK entry procedure traffic control - GCA - Landing - covered in pertinent section of this Flimsy.

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B. Primary Route # 2 - Refueling in FIGHTING FOX and LONG BOW.

1. Position report to Wichita Falls radio. Next reporting point McAlester, Oklahoma. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

2. Position report to McAlester radio. Next reproting point Fort Smith, Arkansas. MH_____. Dist_____NM. ETA_____. Base altitude _____feet.

3. Position report to Fort Smith radio. Report Eastern ADIZ entry info to Fort Smith. Next reporting point Walnut Ridge, Ark. MH_____. Dist_____NM. ETA_____. Base altitude _____feet.

4. Position report to Walnut Ridge Radio. Next reporting point Evansville, Indiana. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

5. Position report to Evansville radio. Next reporting point Dayton, Ohio. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

6. Position report Dayton radio. Next reporting point Pittsburg, Pa. MH_____. Dist_____NM. ETA_____. Base altitude_____ _feet.

7. Position report to Pittsburg radio. Next reporting point Wilkes Barre, Pa. MH_____. Dist_____NM. ETA_____. Base altitude___feet.

8. Position report Wilkes Barre radio. Next reporting point Albany, N.Y. MH_____. Dist_____NM. ETA_____. Base altitude_____feet. Contact Fighting Fox Tanker leader. Check air refueling recap sheets for C/R information. APN 76. set TR_____ RX_____.

9. Position report to Albany radio. Next reporting point Presque Isle, Maine. MH_____. Dist_____M ETA_____. Base altitude_____feet. Tankers will assume position reporting responsibility until refueling completed

10. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to base altitude of 15,000 feet.

11. On load available in Fighting Fox area 50,000 pounds.

12. Upon completion of refueling report to Tanker amount of fuel transferred_____# and fuel in tanks_____#. Fuel decision chart in this Flimsy checked for GO,NO-GO following refueling.

13. Check in with cell leader.

14. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out.

15. Accomplish post air refueling check list. Accelerate and start climb at_____ to Base altitude of _____feet.

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16. Position report to Presque Isle radio. Next reporting point to Seven Islands, Canada. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

16a. Number 3 aircraft in cell will monitor the GCI frequency 364.2 Ch 10, continuously while over flying a CADIZ or SIZ (Security Identification Zone).

17. Position report to Seven Islands radio, when abeam. Accomplish Moncton CADIZ entry reporting. Next reporting point Stephenville, Newfoundland. MH____. Dist_____NM. ETA_____. Base altitude_____feet. Contact Long Bow Tanker leader. Check air refueling recap sheets for C/R information. APN 76 set TR_____. RX_____.

18. Position report to Stephenville radio, when abeam.

19. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to base altitude of 15,000 feet.

20. On load available in Long Bow area, 37,000 pounds.

21. Upon completion of air refueling report to Tanker amount of fuel transferred_____# and fuel in tanks_____#. Fuel decision chart in this Flimsy checked for GO, NO-GO following refueling.

22. Check in with cell leader.

23. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out. Tanker leader will be requested to make receiver position report to Gander at end refueling.

24. Accomplish post air refueling check list. Accelerate and start climb at_____to base altitude of _____feet.

25. No HF position reporting required accross North Atlantic except under following conditions:

a. Emergency.

b. Deviation from planned route in excess of 20 NM.

c. Deviation from estimated time enroute in excess of 1 hour from flight plan.

26. Prior to crossing 15° West Longitude rechannelize UHF as follows:

| | | | | | |
|---|---|---|---|---|---|
| 1. | 257.8 | Tower Common | 4. | 311.0 | Peppercorn Control Primary |
| 2. | 365.3 | Chelveston Tower | 5. | 321.0 | Primary Interplane Secondary Peppercorn Control |
| 3. | 353.8 | Flight Information Regions | 6. | | Tactical(Air refueling) |

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| | | | | | |
|---|---|---|---|---|---|
| 7. | 262.4 | Brize Norton RAPCON | 13. | 356.0 | Lakenheath RAPCON |
| 8. | 254.4 | Brize Norton Feeder | 14. | 240.4 | Lakenheath Feeder |
| 9. | | Tactical (air refueling) | 15. | 272.0 | Lakenheath GCA |
| 10. | 292.0 | Alconbury approach Control | 16. | 379.4 | Lakenheath GCA |
| 11. | 261.2 | Chelveston GCA | 17. | 344.0 | GCA Feeder |
| 12. | 355.0 | Chelveston GCA | 18. | 317.5 | UHF/DF |

26a At 15° West Longitude cell leader change IFF to mode 1. Rest of cell remain on stand by.

27. Accomplish Bombing Equipment check when passing abeam of Rockall island.

28. Accomplish Pre IP check when over point of land at 57-00N/07-35W-Barra. Particular emphasis will be placed on following bomb run procedures with War Reserve weapon aboard:

a. Wing run on target will be made with function switch in track position.

b. U-2 manual locking pin will be checked for insertion in U-2 release.

c. Master Bomb switch cheked "off".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

29. Accomplish IP check list when over point of land at 56-30N/07-00W-Tiree. Contact Prestwick, Scotland radio with UK entry information.

30. Camera radar attack made on target at 55-18N, 05-47W. Mull of Kintyre.

31. Proceed in cell formation to Isle of Man Beacon for cell break-up.

32. As individual acft depart the Isle of Man Beacon they will contact Brize Norton RAPCON (primary) or Peppercorn Control (secondary) for instructions to land at Chelveston or proceed to alternate.

33. Cell break up procedure as follows: To afford aircraft timing separation prior to reaching Molesworth VOR a cell break up procedure has been developed. This procedure will afford a 4 minute separation between aircraft as they arrive over Molesworth VOR. United Kingdom traffic control has the

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capability of accepting landing aircraft every 3 minutes, so this 4 minute interval should provide each aircraft adequate spacing and prevent exeessive holding and/or missed approaches. Two cell break-up areas have been designated, and detailed instructions for each area follows:

Route #1 and #2.

Cells flying routes 1 and 2 will establish a cell break up orbit over Isle of Man Beacon, (54-04N) (04-47W). Number 1 aircraft will cross the beacon on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the beacon. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for two minutes. After two minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 166° magnetic. When back over the beacon number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break-up.

34. UK entry procedure, traffic control, GCA and landing covered in pertinent section of this flimsy.

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C. Alternate Routes #1 and #3 - Refueling in Book Mark and Long Bow
(Route #3 only refuel in Ping Pong also)

1. Position report to Waco radio. Next reporting point Texarkana, Texas. MH_____. Dist____NM. ETA_____. Base altitude_____feet.

2. Position report to Texarkana radio. Next reporting point Memphis, Tenn. MH_____. Dist____NM. ETA_____. Base altitude_____feet.

3. Position report to Memphis radio. Report Eastern ADIZ entry info to Memphis. Next reporting point Nashville, Tenn. MH____. Dist____NM. ETA_____. Base altitude_____feet. Contact Book Mark Tanker leader. Check air refueling recap sheets for C/R information. APN 76 set TR____RX___.

4. Position report to Nashville radio. Next reporting point Pittsburg, Pa. MH_____. Dist_____NM. ETA_____. Base altitude_____feet. Tankers will assume position reporting responsibility until refueling completed.

5. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to base altitude of 15,000 feet.

6. On load available in Book Mark area, 35,000#.

7. Upon completion of refueling report to tanker amount of fuel transferred_____# and fuel in tanks_____#. Fuel decision chart in this flimsy checked for GO, NO-GO following refueling.

8. Check in with cell leader.

9. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out.

10. Accomplish post air refueling check list. Accelerate and start climb at_____to Base altitude of_____feet.

11. Position report to Pittsburg radio. Next reporting point Wilkes Barre, Pa. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

12. Position report Wilkes Barre radio. Next reporting point Albany, N.Y. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

13. Position report Albany radio. Next reporting point Augusta, Maine. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

14. Position report to Augusta, Me., when abeam. Next reporting point Presque Isle, Me. MH_____. Dist_____NM. ETA_____. Base altitude_____ feet.

15. Position report to Presque Isle radio. Next reporting point Seven Islands, Canada. MH_____. Dist_____NM. ETA_____, Base altitude _____feet.

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15a. Number 3 aircraft in cell will monitor the GCI frequency 364.2, Ch #10, continuously while overflying a CADIZ or SIZ (Security Identification Zone)

16. Position report to Seven Islands radio, when abeam. Next reporting point Stephenville, Newfoundland. MH_____. Dist_____NM. ETA_____. Base altitude_____feet. Accomplish Moncton CADIZ entry reporting. Contact Long Bow Tanker leader. Check air refueling recap sheets for C/R information APN 76 set TR_____ RX_____.

17. Position report to Stephenville radio, when abeam.

18. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to base altitude of 15,000' feet.

19. On load available in Long Bow area 37,500#

20. Upon completion of air refueling report to tanker amount of fuel transferred_____# and fuel in tanks_____#. Fuel decision chart in this flimsy checked for GO, NO-GO following refueling.

21. Check in with cell leader.

22. Cell leader will advise tanker leader to clear refueling track; and will control reciver formation during post air refueling climb out. Tanker leader will be requested to make receiver position report to Gander at end refueling.

23. Accomplish post air refueling check list. Accelerate and start climb at_____ to base altitude of _____feet.

24. No HF position reporting required accross North Atlantic except under following conditions:

a. Emergency.

b. Deviateion from planned route in excess of 20 NM.

c. Deviation from estimated time enroute in excess of 1 hour from flight plan.

25. Prior to crossing 15° West Longitude rechannelize UHF as follows:

| | | | |
|---|---|---|---|
| 1 - 257.8 | Tower Common | 8 - 254.4 | Brize Norton Feeder |
| 2 - 365.3 | Chelveston Tower | 9 - | Tactical (Air Refueling) |
| 3 - 353.8 | Flight Information Regions | 10 - 292.0 | Alconbury Approach Control |
| 4 - 311.0 | Peppercorn Control Primary | 11 - 261.2 | Chelveston GCA |
| 5 - 321.0 | Primary Interplane Secondary Peppercorn Control | 12 - 355.0 | Chelveston GCA |
| 6 - | Tactical (Air Refueling) | 13 - 356.0 | Lakenheath RAPCON |
| 7 - 282.4 | Brize Norton RAPCON | 14 - 240.4 | Lakenheath Feeder |

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15 - 272.0 Lakenheath GCA 17 - 344.0 GCA Feeder

16 - 379.4 Lakenheath GCA 18 - 317.5 UHF/DF

25a. At 15° West Longitude cell leader change IFF to Mode 1. Rest of cell remain on stand by.

26. Accomplish Bombing Equipment check list when passing abeam of Rockall Island.

27. Accomplish pre IP check list when over point of land at 57-00N, 07-35W - Barra. Particular emphasis will be placed on following bomb run procedures with War Reserve weapon aboard:

a. Wind run on target will be made with function switch in track position.

b. U-2 manual locking pin will be checked for insertion in U-2 release.

c. Master Bomb switch checked "OFF".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

28. Accomplish IP check list when over point of land at 56-30N, 07-00W - Tiree. Contact Prestwick, Scotland, radio with UK entry information.

29. Camera radar attack made on target at 55-18N, 05-47W. Mull of Kintyre.

30. Aircraft flying route 1 will proceed in cell formation to Isle of Man Beacon for cell break up. Aircraft flying route #3 will proceed in cell to 54-39N, 05-15W (Turn point) and will continue thru the third refueling area. This procedure will be found in separate section. Aircraft flying route #3 will refer to section E or F, part II of this flimsy for rest of mission.

31. As individual acft depart the Isle of Man Beacon they will contact Brize Norton RAPCON (primary) or Peppercorn Control (secondary) for instructions to land at Chelveston or proceed to an alternate.

32. Cell break up procedure as follows: To afford aircraft timing separation prior to reaching Molesworth VOR a cell break up procedure has been developed. This procedure will afford a 4 minute separation between aircraft as they arrive over Molesworth VOR. United Kingdom control has the capability of accepting landing aircraft every 3 minutes, so this 4 minute interval should provide each aircraft adequate spacing and prevent exeessive holding and/or missed approaches. Two cell break-up areas have been designated, and detailed instructions for each area follows:

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Route # 1 and # 2. Sect

Cells flying routes 1 and 2 will establish a cell break up orbit over Isle of Man Beacon, (54-04N)(07-47W). Number 1 aircraft will cross the beacon on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the beacon. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for two minutes. After two minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 166° magnetic. When back over the beacon number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break-up

33. UK entry procedures, traffic control, GCA and landing covered in pertinent section of this flimsy.

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D. Alternate Route # 2 - Refueling in Whisk Broom and Long Bow.

1. Position report to Wichita Falls radio. Next reporting point McAlester, Oklahoma. MH_____. Dist_____NM. ETA_____Base Alt_____feet.

2. Position report to McAlester, Okla. Next reproting point Ft Smith Arkansas. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

3. Position report to Ft Smith radio. Next reporting point Walnut Ridge, Arkansas. MH_____. Dist_____NM. ETA_____. Base alt_____feet. Reprot Eastern ADIZ information to Ft Smith radio.

4. Position report to Walnut Ridge radio. Next reporting point to Vandalia radio when abeam Centralia, Ill. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

5. Position report to Vandalia radio abeam Centralia, Ill. Next reproting point Indianapolis, Ind. MH_____. Dist_____NM. ETA_____. Base altitude _____feet.

6. Position report to Indianapolis radio. Next reporting point Ft Wayne, Ind. MH_____. Dist_____NM. ETA_____. Base alt_____feet.

7. Position report to Ft. Wayre radio. Next reporting point Cleveland, Ohio. Contact Whisk Broom tanker leader. Check A/R recap sheets for C/R information. APN 76 set TR_____. RX_____.

8. Position report to Cleveland radio. Next reproting point Albany, N.Y. Tankers will assume position reporting responsibility during air refueling.

9. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to Base altitude of 13,000 ft.

10. On load available in Whisk Broom area up to 45,000 #.

11. Upon completion of refueling report to tanker amount of fuel transferred_____#, and fuel in tanks_____#. Fuel decision chart this flimsy checked for GO, NO-GO following refueling.

12. Check in with cell leader.

13. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out.

14. Accomplish post air refueling check list. Accelerate and start climb at _____ to base altitude of _____feet.

15. Position report Albany radio. Next reporting point Augusta, Me. MH_____. Dist_____NM. ETA_____. Base altitude_____feet.

16. Position report to Augusta, Me., when abeam. Next reporting point Presque Isle, Me. MH_____. Dist_____NM. ETA_____. Base alt_____ft.

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17. Position report to Presque Isle radio. Next reporting point Seven Islands, Canada. MH_____. Dist_____NM. ETA_____. Base Alt_____ft.

17a. Number 3 aircraft in cell will monitor the GOI frequency 364.2, Ch #10, continuously while overflying a CADIZ or SIZ (Security Identification Zone)

18. Position report to Seven Islands radio, when abeam. Next reporting point Stephenville, Newfoundland. MH_____. Dist_____NM. ETA_____. Base altitude_____feet. Accomplish Moncton DACIZ entry reporting. Contact Long Bow Tanker leader. Check air refueling recap sheets for C/R information APN 76 set TR_____. RX_____.

19. Position report to Stephenville radio, when abeam.

20. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation. Start descent to base altitude of 15,000 feet.

21. On load available in Long Bow area, 37,500 #.

22. Upon completion of air refueling report to tanker amount of fuel transferred_____# and fuel in tanks_____#. Fuel decision chart in this flimsy checked for GO, NO-GO following refueling.

23. Check in with cell leader.

24. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out. Tanker leader will be requested to make receiver position report to Gander at end refueling.

25. Accomplish post air refueling check list. Accelerate and start climb at_____to base altitude of _____feet.

26. No HF position reporting required accross North Atlantic except under following conditions:

a. Emergency.

b. Deviation from planned route in excess of 20NM.

c. Deviation from estimated time enroute in excess of 1 hour from flight plan.

27. Prior to crossing 15° West Longitude recharnelize UHF as follows:

| | | | |
|---|---|---|---|
| 1/257.8 | Tower Common | 5/321.0 | Primary Interplane<br>Secondary Peppercorn Control |
| 2/365.3 | Chelveston Tower | 6/ | Tactical (Air Refueling) |
| 3/353.8 | Flight Information Regions | 7/282.4 | Brize Norton RAPCON |
| 4/311.0 | Peppercorn Control Primary | 8/254.4 | Brize Norton Feeder |

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| | | | |
|---|---|---|---|
| 9/ | Tactical (Air Refueling) | 14/240.4 | Lakenheath Feeder |
| 10/292.0 | Alconbury Approach Control | 15/272.0 | Lakenheath GCA |
| 11/261.2 | Chelveston GCA | 16/379.4 | Lakenheath GCA |
| 12/355.0 | Chelveston GCA | 17/344.0 | GCA Feeder |
| 13/356.0 | Lakenheath RAPCON | 18/317.5 | UHF/DF |

27a At 15° West Longitude cell leader change IFF to Mode 1, Rest of cell remain on stand by.

28. Accomplish Bombing Equipment check list when passing abeam of Rockall Island.

29. Accomplish pre IP check list when over point of land at 57-00N, 07-35W - Barra. Particular emphasis will be placed on following bomb run procedures with War Reserve weapon aboard:

a. Wind run on target will be made with function switch in track position.

b. U-2 manual locking pin will be checked for insertion in U-2 release.

c. Master Bomb switch checked "OFF".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

30. Accomplish IP check list when over point of land at 56-30N, 07-00W - Tiree. Contact Prestwick, Scotland, radio with UK entry information.

31. Camera radar attack made on target at 55-18N, 05-47W. Mull of Kintyre.

32. Aircraft flying route 1 will proceed in cell formation to Isle of Man Beacon for cell break up. Aircraft flying route #3 will proceed in cell to 54-39N, 05-15W (Turn point) and will continue thru the third refueling area. This procedure will be found in separate section. Aircraft flying route #3 will refer to section E or F, part II of this flimsy for rest of mission.

33. As individual aircraft depart the Isle of Man Beacon they will contact Brize Norton RAPCON (primary) or Peppercorn Control (secondary) for instructions to land at Chelveston of proceed to an alternate.

34. Cell break up procedure as follows: To afford aircraft timing separation prior to reaching Molesworth VOR a cell break up procedure has been developed. This procedure will afford a 4 minute separation between aircraft as they arrive over Molesworth VOR. United Kingdom control has the capability of accepting landing aircraft every 3 minutes, so this 4 minute

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interval should provide each aircraft adequate spacing and prevent excessive holding and/or missed approaches. Two cell break-up areas have been designated, and detailed instructions for each area follows:

Route # 1 and # 2.

Cells flying routes 1 and 2 will establish a cell break up orbit over Isle of Man Beacon, (54-04N)(07-47W). Number 1 aircraft will cross the beacon on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the beacon. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for two minutes. After two minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 346° for 4 minutes. After four minutes has elapsed this aircraft will turn in bound to a heading of 166° magnetic. When back over the beacon number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break-up.

35. UK entry procedures, traffic control, GCA and landing covered in pertinent section of this flimsy.

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E. Primary Route #3 - (Primary 3rd refueling route) - Refueling in Lazy Day, Long Bow and Hedge Hop. NOTE: If previous refuelings have been accomplished at Lazy Day and Long Bow, Hedge Hop only and not Ping Pong may be used for third refueling area due fuel reserves.

1. At 54-39N, 05-15W cell will turn to true course of 181°. Contact Brize Norton RAPCON (primary) or Peppercorn Control (secondary) for instructions to continue to the Hedge Hop area, land at Chelveston, or proceed to an alternate. Decision will be made at this point regarding the third refueling GO or NO-GO. Check fuel decision chart in this flimsy for fuel in tanks required to proceed to San Jurjo, Spain, via St. Mawgan. Without refueling this figure is 28,560#.

2. After turning on course of 181° contact Hedge Hop Tanker leader. Check air refueling recap sheets for C/R information. APN 76 set TR___ RX___.

2a. Over St Mawgan contact Brize Norton RAPCON (primary), Peppercorn Control (secondary) or St Mawgan approach Control which is on 343.0 MCS and is not a standard UHF frequency, for position report.

3. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation.

4. No let down will be made in the Hedge Hop area unless positive electronic and radio contact has been established with the tankers. If no let down is made cell will proceed in formation direct to the camera attack, and then to the cell break up point.

5. Start descent to base altitude of 15,000 feet.

6. On load available in Hedge Hop area 30,000#.

7. Upon completion of air refueling report to tanker amount of fuel transferred_____# and fuel in tanks _____#.

8. Check in with cell leader.

9. FUEL CONSIDERATIONS: Check fuel decision chart.

a. If receiver descends to refueling altitude, chases tanker for 10 minutes, and does not on load briefed fuel the decision must be made at once to divert to St Mawgan RAF Station as primary, or Lann Bihoue, Lorient, France only in absolute emergency.

b. If at the Hedge Hop area end refueling point 42,400 # of fuel is in tanks aircraft may proceed around briefed route thru bomb away point, and then divert to San Jurjo, Spain, via direct route, with a 12,000# reserve.

c. If at the Hedge Hop area end refueling point less than 42,400# of fuel is in tanks the decision must be made based on best weather information and exact fuel in tanks to proceed either to Chelveston or the best suitable alternate.

10. Cell leader will advise tanker leader to clear refueling track; and will control receiver formtion during post air refueling climb out.

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11. Accomplish post air refueling check list. Accelerate and start climb at_____to Base altitude of _____feet.

12. Accomplish Bombing equipment check list at the turning point 45-03N, 07-03W.

13. Accomplish pre IP check list at the turning point 46-32N, 04-30W.

14. Particular emphasis will be placed on following bomb run procedures with War reserve weapon aboard:

a. Wind run on target will be made with function switch in track position.

b. U-2 manual lciking pin will be checked for insertion in U-2 release.

c. Master bomb switch checked "OFF".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

15. Accomplish IP check list when over island at 48-28N, 05-06W (Isle D'Ouessant)

16. Camera radar attack made on target at 50-03N, 05-42W (Lands End).

17. After bombs away contact Brize Norton RAPCON (primary), Peppercorn Control (secondary), or St Mawgan Approach Control whcih is on 343.0 MOS and is not a standard UHF frequency, for position report.

18. Over St Mawgan VOR establish a cell break up orbit.

19. As individual aircraft depart the orbit on course they will contact Brize Norton RAPCON or Peppercorn Control for further clearance and traffic control.

20. Cell break up procedure as follows: Cells flying route #3 will establish a cell break up orbit over St Mawgan OMNI (50-27N) (05-00W). Number 1 aircraft will cross the OMNI on course and at the base altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the OMNI range. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for two minutes. After two minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the OMNI number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the OMNI number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break up.

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21. UK entry procedure, traffic control, GCA, and landing covered in pertinent section of this flimsy.





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F. Alternate Route #3 (Alternate 3rd refueling route) Refueling in "Book Mark","Long Bow"and "Ping Pong". NOTE: If previous refuelings have been accomplished at "Book Mark" and "Long Bow", either "Hedge Hop" or "Ping Pong" may be used for the third refueling area.

1. At 54-39N, 05-15W cell will turn to true course of 184°. Contact Brize Norton RAPCON (Primary) or Peppercorn (Secondary) for instructions to continue to the "Ping Pong" area, land at Chelveston or proceed to an alternate. Decision will be made at this point regarding the third refueling go or no go. Check fuel decision chart in this flimsy for fuel in tanks required to proceed to San Jurjo, Spain via St. Mawgan without refueling. This figure is 28,560 lbs.

2. After turning on course of 184° contact "Ping Pong" tanker leader. Check air refueling recap sheets for C/R information APN 76 set TR_____. Rx_____.

3. Over St. Mawgan contact Brize Norton RAPCON (Primary), Peppercorn control (Secondary), or St Mawgan approach control, which is on 343.0 mcs and is not a standard UHF frequency, for position report.

4. Cell leader effects air refueling rendezvous. Air refueling check list. Assume air refueling formation.

5. No let down will be made in the "Ping Pong" area unless positive electronic and radio contact has been established with the tankers. If no let down is made cell will proceed in formation direct to the camera attack, and then to the cell break up point.

6. Start descent to Base Alt. of 15,000 ft.

7. On load available in "Ping Pong" area 25,000 lbs.

8. Upon completion of air refueling report to tanker amount of fuel transferred _____lbs. and fuel in tanks _____lbs.

9. Check in with cell leader.

10. Fuel considerations: Check fuel decision chart.

a. At the start descent point with 21,725 lbs on board aircraft may descend, chase tanker 10 min. and then proceed at refueling altitude to St. Mawgan RAF Station as primary, or Lann Bihoue, Lorient, France, only in absolute emergency, and arrive over these bases with 12,000 lbs reserve.

b. If at the "Ping Pong" area end refueling point less than 37,225 lbs of fuel is in tanks the decision must be made based on best weather information, and exact fuel in tanks to proceed either to Chelveston or the best suitable alternate.

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c. If at the "Ping Pong" area end refueling point 37,225 lbs. is in tanks aircraft may proceed around briefed route thru bomb away point, and then divert to San Jurjo, Spain, via direct route with a 12,000 lb. reserve.

11. Cell leader will advise tanker leader to clear refueling track; and will control receiver formation during post air refueling climb out.

12. Accomplish post air refueling check list. Accelerate and start climb at _____ to Base Alt of _____ft.

13. Accomplish bombing equipment check list at the level off point 44-00N, 04-37W.

14. Accomplish pre-IP check list at 46-32N, 04-30W.

15. Particular emphasis will be placed on following bomb run procedures with war reserve weapon aboard:

a. Wind run on target will be made with function switch in track position.

b. U-2 manual locking pin will be checked for insertion in U-2 release.

c. Master bomb switch checked "off".

d. Manual K-2 auto switch or bombing system switch will be saftied in manual position.

e. Function switch of the bomb-nav system will not be placed in "bomb" position.

16. Camera radar attack on 50-03N, 05-42W. (Lands End)

17. After bombs away, contact Brize Norton RAPCON (Primary), Peppercorn Control (Secondary), or St Mawgan approach control, which is on 343.0 mcs and is not a standard UHF frequency, for position report.

18. Over St. Mawgan VOR establish a cell break up orbit.

19. As individual aircraft depart the orbit on course, they will contact Brize Norton RAPCON or Peppercorn Control for further clearance and traffic control.

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20. Cell Break-up Procedure as follows:

a. Route 3

(1) Cells flying route 3 will establish a cell break up orbit over St Mawgan OMNI (50-27½ 05-00W). Number 1 aircraft will cross the omni on course and at the ~~base~~ altitude. Number 2 aircraft will start a 360° non-standard rate, full needle, 4 minute turn to the left over the omni range. When rolled out upon completion of the turn, number 2 will climb to base altitude plus 1000 feet. Number 3 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for two minutes. After two minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the omni number three aircraft will assume base altitude and continue on course. Number 4 aircraft will execute a 180° non-standard rate, full needle, left hand turn, holding a reciprocal magnetic heading of 251° for 4 minutes. After four minutes has elapsed this aircraft will turn inbound to a heading of 071° magnetic. When back over the omni, number four aircraft will assume base altitude plus 1000 feet and continue on course. All aircraft will put IFF to Mode 1 at cell break-up.

21. UK entry procedure, traffic control, GCA and landing covered in pertinent section of this flimsy.

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| CELL NBR | NR OF ACFT | CELL COLOR | E+T.O. TIME | PRIMARY REFUELING ROUTE — 1ST REFUELING DEPLOYMENT: AREA | C/R PLAN | RZV. ETA | OFF LOAD | RZV PT | TRACK | BASE ALT. | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR/AIR TACAN HOMING | TKR INTER PLANE | PRIMARY UHF | BACK-UP UHF | BACK-UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 8240 | FIGHTING FOX | ANN ZI ALPHA | 8638 | 36M | 4442N 7047W | 051 | 15M | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 473.5 | 2 |
| 2 | | BLACK | 8300 | LAZY DAY | ANN ZI ALPHA | 8544 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 1 |
| 3 | | CHERRY | 8320 | LAZY DAY | BETTY ZI BRAVO | 8604 | 34M | 4414N 8622W | 063 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 1 |
| 4 | | SILVER | 10640 | FIGHTING FOX | ANN ZI ALPHA | 110:38 | 36M | 4442N 7047W | 051 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 5 | | SCARLET | 10700 | LAZY DAY | ANN ZI ALPHA | 109:44 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 3 |
| 6 | | IVORY | 10720 | LAZY DAY | BETTY ZI BRAVO | 110:04 | 34M | 4414N 8622W | 063 | | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | 1 |
| 7 | | CREAM | 13040 | FIGHTING FOX | ANN ZI ALPHA | 134:38 | 36M | 4442N 7047W | 051 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 2 |
| 8 | | TAN | 13100 | LAZY DAY | ANN ZI ALPHA | 133:44 | 34M | 4441N 8642W | 063 | | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | 3 |
| 9 | ↓ | BROWN | 13120 | LAZY DAY | BETTY ZI BRAVO | 134:04 | 34M | 4414N 8622W | 063 | ↓ | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | ↓ | 1 |

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PRIMARY REFUELING ROUTE
2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN89 | AIR-MIX MF HOMING | TKR INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 8240 | LONG BOW | NEAL BRAVO BETTY | 8830 | M 37 | 5100N 5615W | 063 | 15M | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | 4731.5 | 2 |
| 2 | | BLACK | 8300 | | NEAL BRAVO ANN | 8854 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | 1 |
| 3 | | CHERRY | 8320 | | NEAL BRAVO BETTY | 8914 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 1 |
| 4 | | SILVER | 10640 | | NEAL BRAVO BETTY | 112[illegible] 30 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 5 | | SCARLET | 10700 | | NEAL BRAVO ANN | 112[illegible] 54 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | [illegible] | " | | 1 |
| 6 | | IVORY | 10720 | | NEAL BRAVO BETTY | 113[illegible] 14 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | [illegible] | [illegible] | 337.4 | | 1 |
| 7 | | CREAM | 13040 | | NEAL BRAVO BETTY | 1[illegible] 30 | | 5100N [illegible]W | | | 8 | 4 | 4 | 8 | 2-1 | [illegible] | [illegible] | [illegible] | [illegible] | | 2 |
| 8 | | TAN | 13100 | | NEAL BRAVO ANN | 13[illegible] 54 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | [illegible] | 133.6 | [illegible] | " | | [illegible] |
| 9 | ✓ | BROWN | 13120 | ✓ | NEAL BRAVO BETTY | 13[illegible] 14 | ✓ | 5100N 56[illegible]W | ✓ | ✓ | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | ✓ | 1 |

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PRIMARY REFUELING ROUTE

3RD REFUELING — DEPLOYMENT

| CELL NOR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR TACAN HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | 4 | TAN | 131:00 | HEDGE HOP | ANN ATLANTIC EUROPE ALPHA | 142: 10 | 30m | 4913N 0645W | 215 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 337.6 | 398.2 | 4714.5 | 3 |
| | | | | | | | | | | | | | | | | | | | | | |

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| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | ALTERNATE REFUELING ROUTE 1ST REFUELING | | | | | | | DEPLOYMENT | | | | | | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT. | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN69 | AIR-AIR MF HOMING | | | | | |
| 1 | 4 | BLACK | 8240 | BOOK MARK | ANN ZI ALPHA | 8507 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | BOOK MARK | BETTY ZI BRAVO | 8527 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 3 | | GOLD | 8320 | WHISK BROOM | ANN ZI ALPHA | 8627 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 4 | | IVORY | 106:40 | BOOK MARK | ANN ZI ALPHA | 109:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 5 | | SCARLET | 107:00 | BOOK MARK | BRAVO ZI BETTY | 109:27 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 6 | | SILVER | 107:20 | WHISK BROOM | ANN ZI ALPHA | 110:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 7 | | BROWN | 130:40 | BOOK MARK | ANN ZI ALPHA | 133:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 8 | | TAN | 131:00 | BOOK MARK | BETTY ZI BRAVO | 133:27 | 35m | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 9 | | CREAM | 131:20 | WHISK BROOM | ANN ZI ALPHA | 134:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |

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ALTERNATE REFUELING ROUTE

2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN12 REC T | APN12 REC R | APN 69 | AIR-AIR TACAN HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 8240 | LONG BOW | ANN NEAC ALPHA | 8827 | m 37.5 | 5126N 5635W | 063 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | 4733.5 | 2 |
| 2 | | CHERRY | 8300 | | BETTY NEAC BRAVO | 8847 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 3 | | GOLD | 8320 | | ANN NEAC ALPHA | 8909 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | |
| 4 | | IVORY | 10600 | | ANN NEAC ALPHA | 112: 27 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | |
| 5 | | SCARLET | 10700 | | BETTY NEAC BRAVO | 112: 47 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 6 | | SILVER | 10120 | | ANN NEAC ALPHA | 113: 09 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | |
| 7 | | BROWN | 13040 | | ANN NEAC ALPHA | 136: 27 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | |
| 8 | | TAN | 13100 | | BETTY NEAC BRAVO | 136: 47 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 9 | | CREAM | 13120 | | ANN NEAC ALPHA | 137: 09 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | | |

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# ALTERNATE REFUELING ROUTE

## 2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | E+T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | AANIZ TKR T | AANIZ TKR R | APNTG REC T | APNTG REC R | APNTG | AR-AR TACAN HOMING | TKR INTERPLANE PRIMARY UHF | BACK UP UHF | BACK UP UHF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 9240 | LONG BOW | NEAC BRAVO BETTY | 8827 | M 37.5 | 5100N 5615W | 063 | 15M | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | 4731.5 |
| 2 | | CHERRY | 8300 | | NEAC BRAVO ANN | 8847 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | |
| 3 | | GOLD | 8320 | | NEAC BRAVO BETTY | 8909 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | |
| 4 | | IVORY | 10640 | | NEAC BRAVO BETTY | 112: 27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | |
| 5 | | SCARLET | 10700 | | NEAC BRAVO ANN | 112: 47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | |
| 6 | | SILVER | 10720 | | NEAC BRAVO BETTY | 113: 09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | |
| 7 | | BROWN | 13040 | | NEAC BRAVO BETTY | 136: 27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | |
| 8 | | TAN | 13100 | | NEAC BRAVO ANN | 136: 47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | |
| 9 | | CREAM | 13120 | | NEAC BRAVO BETTY | 137: 09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | |

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ALTERNATE REFUELING ROUTE

3RD REFUELING — DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR TACAN HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | 4 | TAN | 131: 00 | PING PONG | ANN ATLANTIC EUROPE ALPHA | 142: 27 | 25m | 4630N 0600W | 060 | 15m | 4 | 7 | 7 | 4 | 12-1 | 1742 | 133.6 | 337.6 | 398.2 | 4731.5 | 3 |
| | | | | | | | | | | | | | | | | | | | | | |

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FUEL DECISION INFORMATION

Secret

1. The chart shown on page 46 of this section contains fuel decision information for aircraft that fly route number 1 (LAZY DAY - LONG BOW) Refueling Areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 lbs fuel reserve.

3. Emergency alternates are shown on the chart are:

| | |
|---|---|
| ST. MAWGAN | - 9000' runway (ST. EVAL) |
| LANN BIHOUE (LORIENT, FRANCE) | - 7200' runway |

4. Colse monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel decision.

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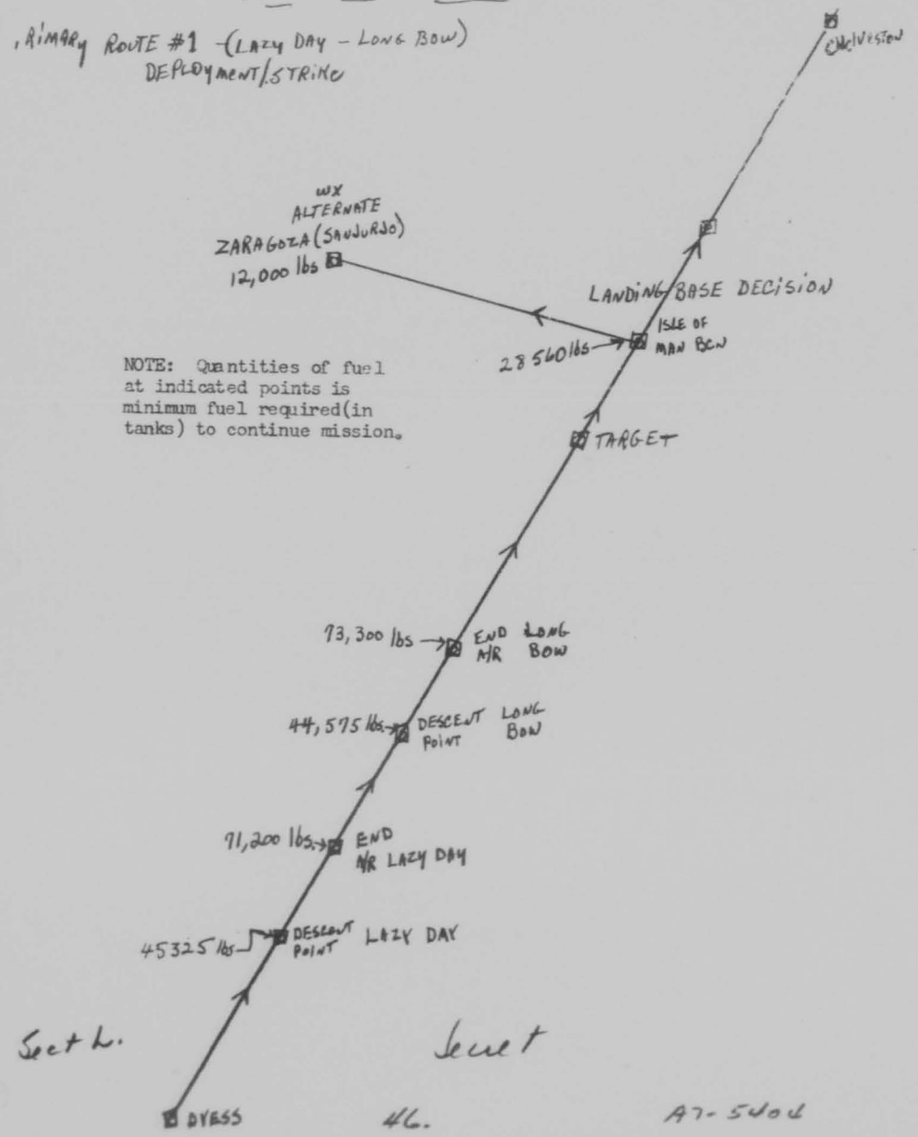
## Fuel Decision Information

PRIMARY ROUTE #1 (LAZY DAY - LONG BOW)
DEPLOYMENT/STRIKE




NOTE: Quantities of fuel at indicated points is minimum fuel required (in tanks) to continue mission.

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FUEL DECISION INFORMATION

1. The chart shown on page 48 of this Section containes fuel decision information for aircraft that fly route number 2 (FIGHTING FOX - LONG BOW) Refueling areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 lbs fuel reserve.

3. Emergency alternates not shown on the chart are:

ST. MAWGAN - 9000' runway (ST EVAL)

LANN BIHOUE - 7200' runway (LORIENT, FRANCE)

4. Close monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel decision.

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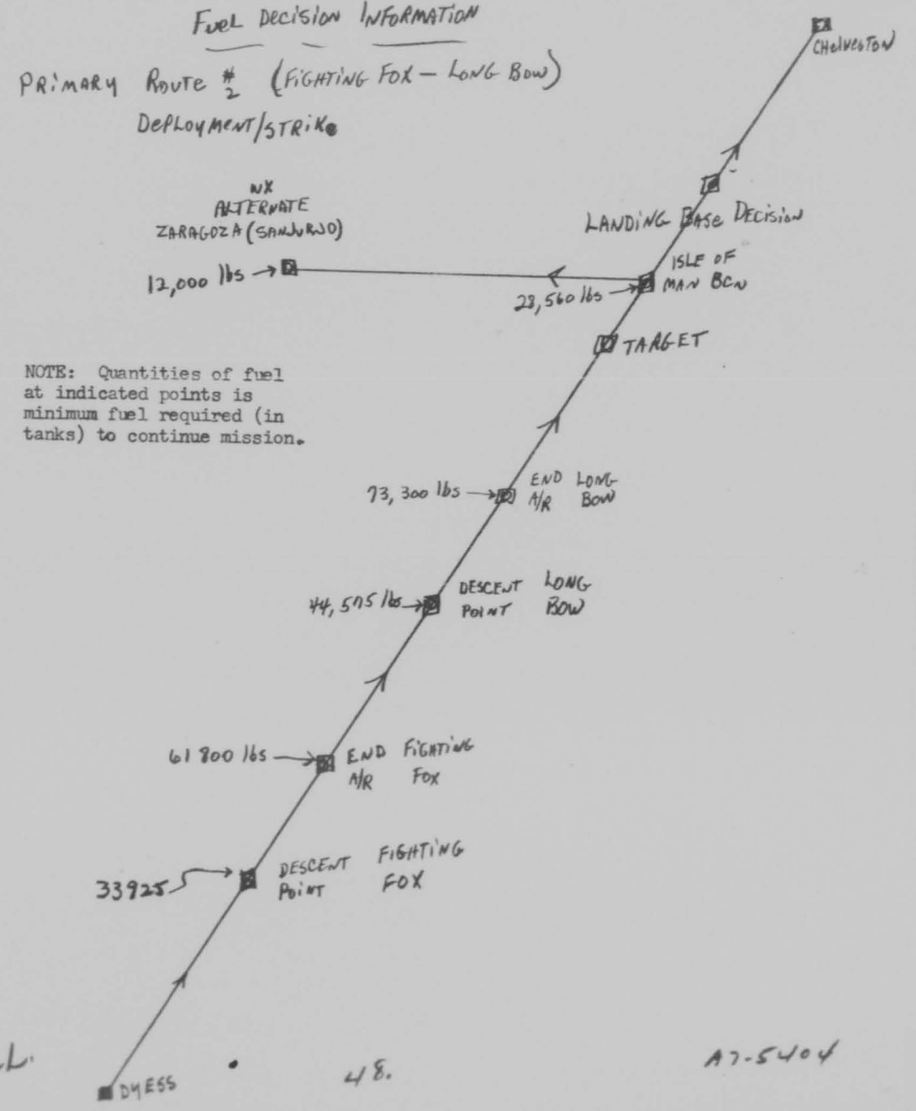
# Fuel Decision Information

Primary Route #2 (Fighting Fox – Long Bow)

Deployment/Strike




NOTE: Quantities of fuel at indicated points is minimum fuel required (in tanks) to continue mission.

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FUEL DECISION INFORMATION
ALTERNATE ROUTE #1 (BOOKMARK - LONG BOW)

1. The chart shown following this page contains fuel decision information concerning aircraft that fly Alternate route #1 (BOOKMARK - LONG BOW) Refueling areas.

2. The fuel quantities are shown in pounds, are the minimum amounts required (in tanks) to continue on, flying the mission as briefed. The fuel quantitiy shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza), and arrive over the runway with 12,000 lbs. fuel reserve.

3. Close monitoring of weather conditions at primary and alternate landing bases is necessary to arrive at proper fuel decision.

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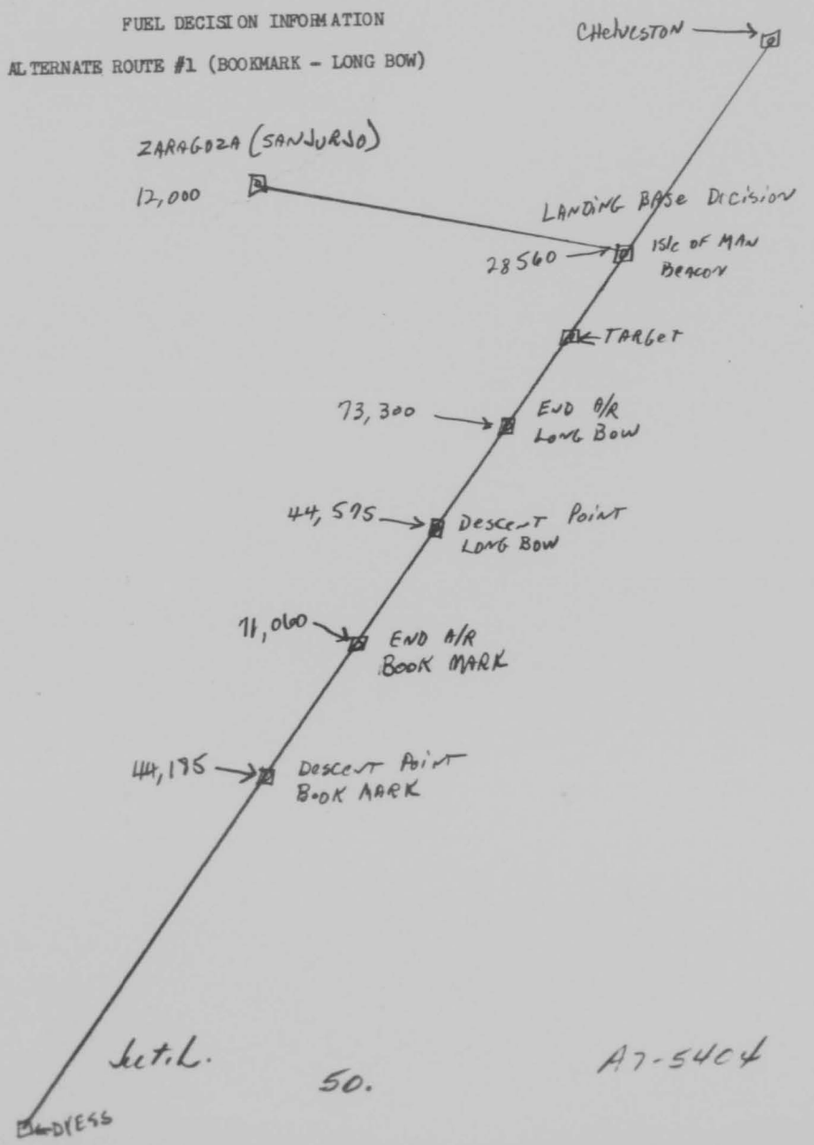
FUEL DECISION INFORMATION

ALTERNATE ROUTE #1 (BOOKMARK - LONG BOW)

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FUEL DECISION INFORMATION
ALTERNATE ROUTE #2 (WHISK BROOM - LONG BOW)

1. The chart shown, following this page contains fuel decision information concerning aircraft that fly Alternate Route # 2 (WHISK BROOM - LONG BOW) Refueling areas.

2. The fuel quantities are shown in pounds, are the minimum amounts necessary (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza), and arrive over the runway with 12,000 lbs. fuel reserve.

3. Close monitoring of weather conditions at primary and alternate landing bases is necessary to arrive at proper fuel decision.

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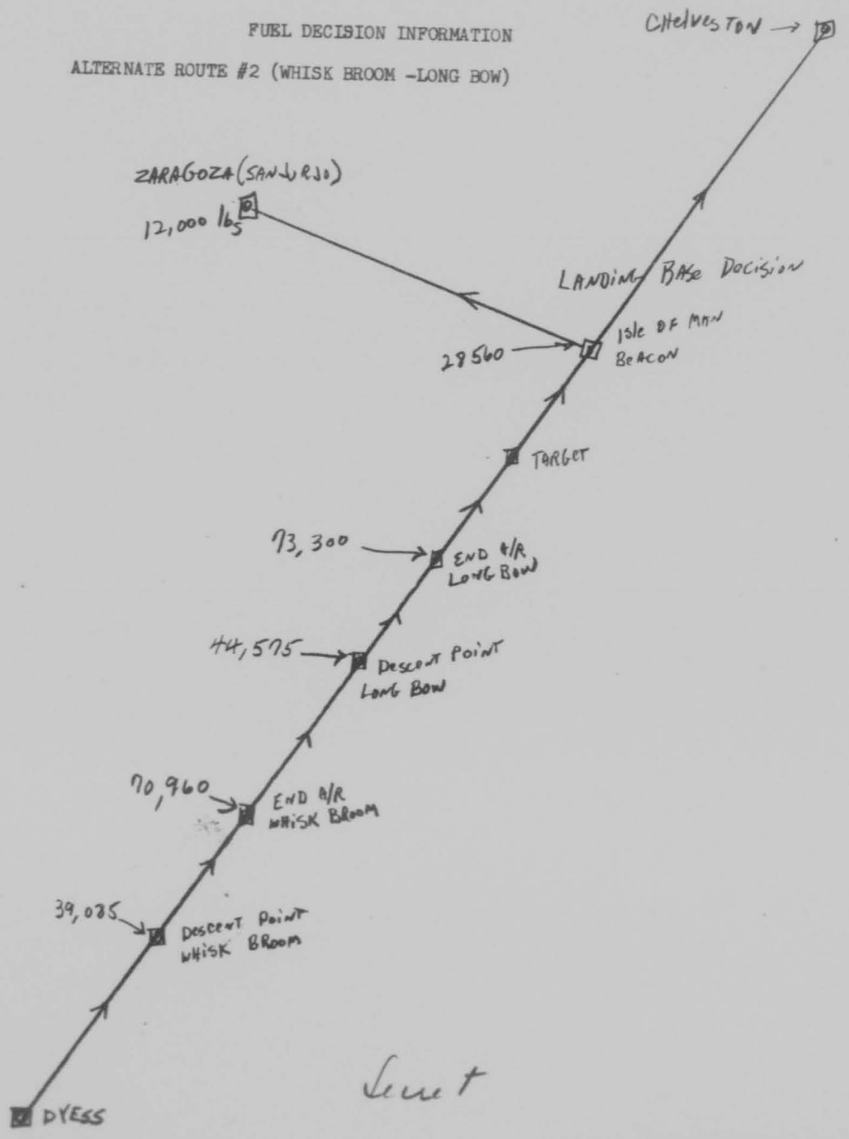
FUEL DECISION INFORMATION

ALTERNATE ROUTE #2 (WHISK BROOM -LONG BOW)

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FUEL DECISION INFORMATION

1. The chart shown on page 54 of this ~~tab~~ SECT. contains fuel decision information for aircraft that fly route number 3 (LAZY DAY - LONG BOW - HEDGE HOP) Refueling Areas.

2. The fuel quantities shown (up thru the refueling areas) are the minimum amount required (in tanks) to continue on, flying the mission as briefed. The fuel quantity shown at the landing base decision point (Isle of Man Beacon) is the amount of fuel required (in tanks), to proceed to the weather alternate (Zaragoza) and arrive over the runway with 12,000 lbs fuel reserve.

3. The landing base decision point (Isle of Man Beacon) is also the decision point as to whether or not the 3rd refueling will be attempted.

4 In the event the 3rd refueling is attempted and is not successful, only enough fuel will be available to proceed (at refueling altitude) to either of the below listed missed air refueling alternates:

ST MAWGAN - 9000' runway (ST EVAL)

LANN BIHOUE (LORIENT, FRANCE) - 7200' runway

5. Close monitoring of weather conditions at primary and alternate landing bases is necessary to attain proper fuel decision.

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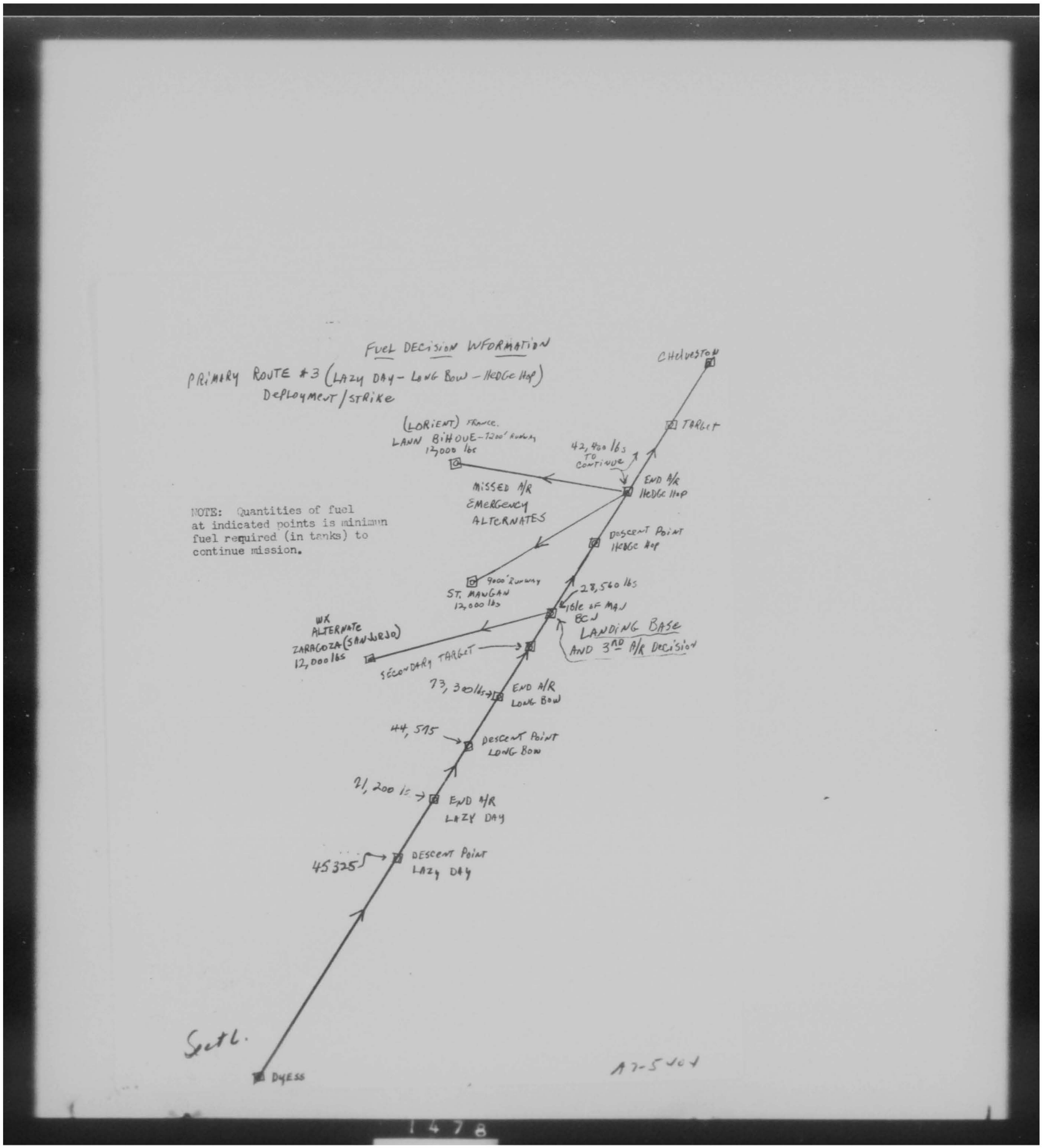


NOTE: Quantities of fuel at indicated points is minimum fuel required (in tanks) to continue mission.

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FUEL DECISION INFORMATION

ALTERNATE ROUTE #3 (BOOKMARK - LONG BOW - PING PONG)

1. The chart shown, following this page contains fuel decision information concerning aircraft that fly Alternate Route #3 (BOOKMARK - LONG BOW - PING PONG) refueling areas.

2. The fuel quantities shown in pounds, are the minimum amounts required (in tanks) to continue on, flying the mission as briefed. These quantities are indicated at each descent point, and End Refueling Point, for each refueling area.

3. The fuel quantity shown at the Landing Base Decision Point (Isle of Man Beacon) is the fuel quantity required (in tanks) to proceed to the weather alternate (Zaragoza), and arrive over the base, with a 12,000 Lb. fuel reserve.

4. The fuel quantity shown at the Target, is that amount necessary (in tanks) to proceed to the weather alternate (Zaragoza), and arrive over the base with a 12,000 Lb. fuel reserve.

5. In the event of a missed refueling in the PING PONG area, depending upon the amount of fuel in tanks, landing may be accomplished at one of the following bases:

First Priority - Zaragoza (Sanjurjo)
Second Priority - St. Mawgan (St. Eval)
Emergency - Lann Bihoué (Lorient, France)

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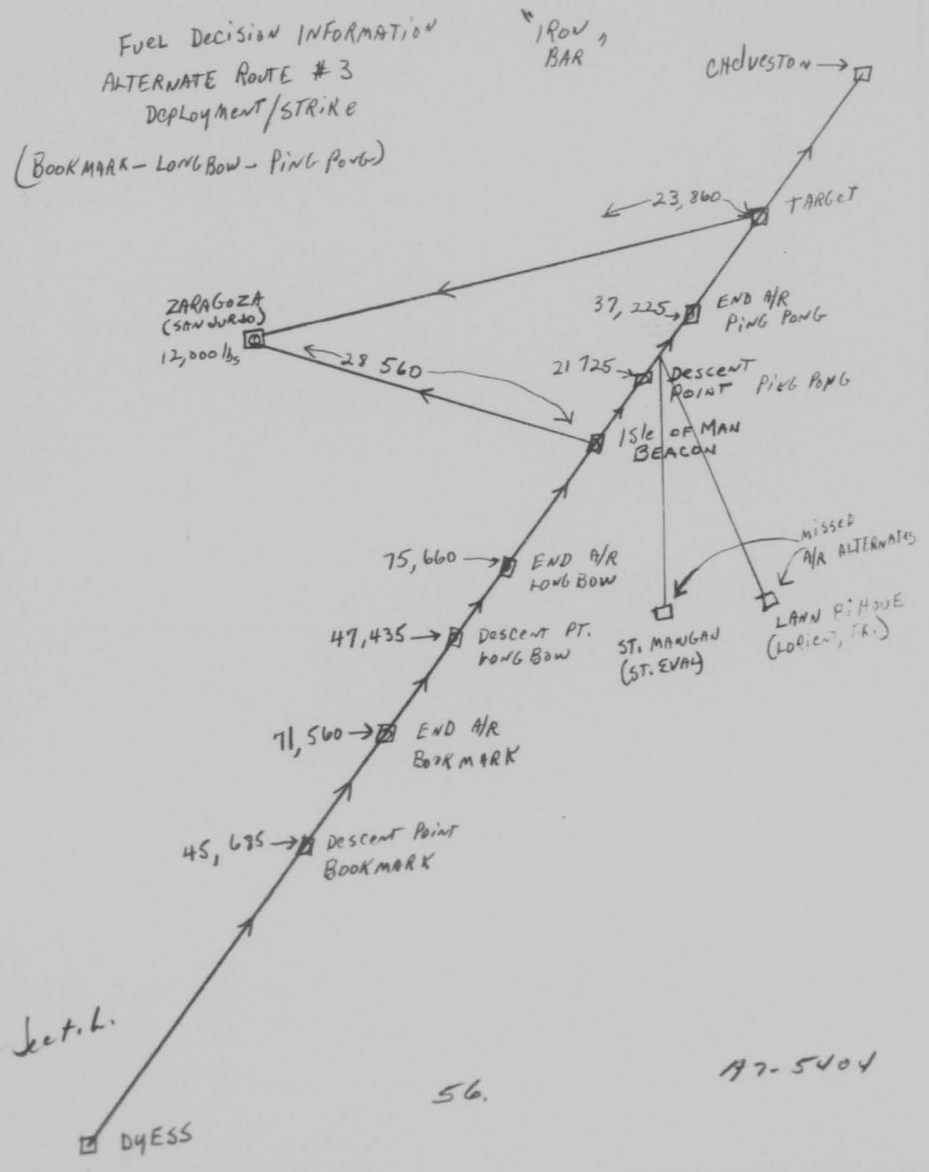




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① LANDING FUEL DIFFERENTIAL — 6000# TO 7,000# DIFF. BETWEEN FWD & AFT MAIN TANK.

② RECOMMENDED FUEL CONFIGURATION AT A/R START DESCENT POINT

| ROUTE | REFUELING AREA | FWD MAIN | CTR MAIN | AFT MAIN | FWD AUX | AFT AUX | BOMB BAY | DROP TANKS |
|---|---|---|---|---|---|---|---|---|
| PRI #1 | LAZY DAY | 11,000 | 11,000 | 14,000 | FULL | FULL | 9,000 | EMPTY |
| | LONG BOW | 11,500 | 11,500 | 14,500 | FULL | FULL | EMPTY | |
| PRI #2 | FIGHTING FOX | 10,000 | 10,000 | 13,000 | FULL | FULL | EMPTY | |
| | LONG BOW | 11,500 | 11,500 | 14,500 | FULL | FULL | 4,000 | |
| PRI #3 | LAZY DAY | 11,000 | 11,000 | 14,000 | FULL | FULL | 9,000 | |
| | LONG BOW | 11,500 | 11,500 | 14,500 | FULL | FULL | EMPTY | |
| | HEDGE HOP | 7,000 | 7,000 | 13,000 | EMPTY | EMPTY | EMPTY | |
| ALT #1 | BOOK MARK | 12,000 | 12,000 | 15,000 | FULL | FULL | 11,000 | |
| | LONG BOW | 11,000 | 11,000 | 14,000 | FULL | FULL | 10,000 | |
| ALT #2 | WHISK BROOM | 8,600 | 8,600 | 11,600 | FULL | FULL | EMPTY | |
| | LONG BOW | 10,600 | 10,600 | 13,600 | FULL | FULL | EMPTY | |
| ALT #3 | BOOK MARK | 12,000 | 12,000 | 15,000 | FULL | FULL | 11,000 | |
| | LONG BOW | 11,000 | 11,000 | 14,000 | FULL | FULL | 10,000 | |
| | PING PONG | 9,000 | 9,000 | 14,000 | EMPTY | EMPTY | EMPTY | |
| RE-DEPLOY | LONG BOW | 8,000 | 8,000 | 13,000 | EMPTY | EMPTY | EMPTY | |
| | BOOK MARK | 4,600 | 4,600 | 9,600 | EMPTY | EMPTY | EMPTY | |

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17. United Kingdom Entry. The following procedures will be complied with for entry into the UK. (U)

a. All penetrations and approaches to United Kingdom bases by SAC tactical aircraft will be under IFR, except when an aircraft has an emergency and a VFR approach would expedite the landing. IFR clearance will not be cancelled at any time during the penetration or approach until the landing is completed.

b. Informative Control Area Procedures: (U) (Ref page 31, September Radio Facility Chart for Europe)

(1) Definition: Informative Area Control is an area within a 25 NM radius of a UK approach control.

(2) Alconbury Informative Control Area is an area within a 25 NM radius of Molesworth VOR.

(3) Cell leaders will report to Alconbury Approach Control on UHF frequency 362.3 or 292.0 at least five minutes prior to crossing the Alconbury informative area boundary. Cell leader will advise of his position, altitude, and estimated time of arrival over Molesworth OMNI. Cell leader will also inform APC that there are three (actual number) other aircraft following at 4 minute intervals. All cell aircraft will monitor the same frequencies.

(4) Each aircraft will report when crossing the control area, when over the primary (Molesworth VOR) fix and starting descent and on penetration or procedure turn.

(5) RAPCON will monitor aircraft only and air/ground communication will be kept to a minimum. If the aircraft are using one altitude and are too close together approaching the primary fix, RAPCON will instruct aircraft to climb to an assigned altitude or an open heading after reporting over the primary fix. (U)

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(6) Alternate Method: After the flight commander reports to ATC, the flight may be controlled as (1) aircraft from point of initial contact to clearance limit. The flight commander will be cleared to a fix within the informative control area and a block altitude will be assigned for his flight. Flight commander will provide seperation between aircraft to the clearance limit. Aircraft will report individually to ATC upon reaching the clearance limit giving the altitude occupied. (U)

(7) After all the aircraft have reported over the clearance limit, the control of the aircraft will be assumed by approach control, and controlled as individual aircraft. (U).

(8) Air traffic control will then issue a clearance to enter the informative control area. The clearance will include a clearance limit, altitude, holding instructions, expected approach clearance time, weather, altimeter, and time check, as applicable. (U)

c. Pilots are urged to comply with instructions issued by the controlling agencies as soon as practicable to preclude delays to succeeding aircraft. (U)

d. Pilots will adjust their holding pattern to arrive over the approach fix at assigned altitude at their expected approach clearance time.

e. Approach Clearance: (U)

(1) Approach control will issue instructions for descent to the initial approach altitude and clearance for approach. The approach clearance may include a time to depart the fix in initial penetration which will be commensurate with the expected approach clearance time. (U)

(2) The pilot is expected to be thoroughly familiar with the following: (U)

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(a) Let-down procedure including the departure track and altitude. (U)

(b) ATC frequencies assigned the base to which approach is being made. (U)

(c) Missed approached procdeure. (U)

(d) Lost communication procedure. (U)

(e) Runway length and width. (U)

(f) Field elevation. (U)

(g) Minimum altitude for the type of approach being used. (U)

f. Departure from approach fix: (U)

(1) Pilots will report immediately when over the approach fix on penetration and leaving the initial approach altitude. (U)

(2) To insure constant separation between aircraft on approach, pilots will make good a track of the initial penetration heading from the approach fix to the point where the penetration turn is to be commenced. (U)

(3) Upon departure from the approach fix, pilots will contact the RAPCON Feeder Controller for the base to which penetration let-down is being made. (For Chelveston; Alconbury Approach Control) (U)

(4) When contact has been established with the Feeder Controller, the pre-landing cockpit check will be initiated so that it may be completed prior to starting penetration turn. (U)

(a) The Feeder Controller will minimize radio transmission during this portion of the penetration so that pre-landing cockpit check may be completed without interference. (U)

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g. Missed Approach: (U)

(1) If controlled by GCA, when an aircraft misses an approach,



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approach control will be notified. Providing that succeeding holding aircraft have sufficient fuel, the stack will be held and the aircraft on the missed approach, will be kept in the GCA traffic pattern for another approach. Aircraft already on penetration will continue approach and separation will be effected by gound surveillance radar as appropriate. If holding aircraft have minimum fuel, the missed approach aircraft will be diverted to the nearest suitable alternate airfield. (U)

(2) Where GCA is not available, the published missed approach procedure will be executed, and approach control will be notified of the pilot's intentions. (U)

h. Emergency:

(1) When an aircraft in the stack declares an emergency, and other aircraft in the stack have sufficient fuel, approach control will hold the stack and clear the aircraft with an emergency to descend in an open quadrant to base altitude for approach. If other aircraft in the stack have minimum fuel remaining, the aircraft with an emergency will be diverted to suitable alternate. (U)

(2) Two Way Radio Failure:

(a) If operating under VFR conditions, pilot will proceed under VFR and land as soon as practicable. (U)

(b) If operating under IFR conditions, the pilot will:

1. If cleared to primary fix, pilot will continue at altitudes assigned by ATC, or minimum instrument altitude, which ever is higher.

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2. If cleared to point other than destination airport or radio facility serving destination airport, pilot will continue flight



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at altitude(s) last assigned by ATC or minimum instrument altitude, whichever is the higher.

3. If holding instructions have been received, the pilot shall comply with these instructions until such time as it will be necessary to continue flight so as to arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or minimum instrument altitude, whichever is the higher. (U)

4. If holding instructions have been received, but no expected approach time has been received, the pilot shall comply with these instructions until the time air traffic control has specified that further clearance may be expected. Pilot shall continue, maintaining last assigned altitude or minimum instrument altitude whichever is the higher. (U)

i. Approach: Descent from the altitude maintained to the radio facility serving the airport shall be made on the initial penetration course and shall start at the expected approach time last received. If no expected approach time is received, descent shall be started at the last estimated arrival time specified by the pilot, or as soon as possible thereafter. (U)

(1) If a clearance for an approach at the airport of intended landing has been received and acknowledged, the pilot shall comply with any special instructions contained in the clearance and make normal descent for landing. (U)

j. Missed approach with two-way radio failure: (U)

(1) If a jet aircraft having communication difficulty misses an approach, pilot will (fuel permitting) proceed to Upper Heyford VOR, unless encountering VFR weather conditions. The CPS-5 radar unit at Brize Norton is

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capable of identifying aircraft at high altitude and at greater ranges than normal for ATC type radar set. When over Upper Heyford VOR at 18,000 feet, the aircraft will fly the following: Triangular one (1) minute leg course pattern of 240 degrees, 090 degrees and 320 degrees for a minimum of three times. (U)

(2) Following procedures are for guidance of the aircraft concerned and are recommeded for use in conjunction with the triangular pattern indicated in preceding paragraph. (U)

(a) UHF out-HF operative: Contact Brize Norton approach control for approval instructions on 3023.5 kilocycles. (U)

(b) HF out-UHF operative in the following conditions: (U)

1. Transmitter operational - normal receiver out: Contact Brize Norton tower requesting approach instructions on guard channel 243.0 megacycles and/or VOR receiver on 121.5 megacycles. (U)

2. Transmitter out - normal receiver operational - omni receiver operational: Proceed to Upper Heyford and fly triangular pattern as indicated above with IFF squaking emergency. Brize Norton approach control will transmit approach instructions on 121.5 megacycles (Utilize omni receiver) approach control primary and secondary frequency, or 243.0 megacycles.

3. Transmitter, normal and guard receiver, and omni receiver out: Fly triangular pattern as above a minimum of three times with IFF squaking emergency and commence letdown and make ADF approach with "MA7A" radar assist to respective base.

(c) If crew has an URC-4 portable radio set, this may be used for transmitting and receiving to approach control on frequency 243.0 megacycles.

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k. Departing aircraft: Prior to the departure of an aircraft which will be operating on IFR, clearance will be issued by ATC. (U)

(1) If assigned altitudes at the point of departure from the control area have not been achieved, it will be the pilots responsibility to request alternate routing from ATC. (U)

(2) In those cases where the controlling Radar Approach Control Facility decides that there is inadequate spacing between aircraft, the RAPCON may route aircraft to the destination via other points in the area so as to provide adequate separation over the TDY Base. If such a diversion is necessary, the RAPCON will advise the aircraft commander(s) concerned of the new heading, distance to the new fix, frequency of the facility and other applicable instructions. (U)

(a) For all aircraft deploying to Chelveston, Brize Norton, Fairford and Upper Heyford. (U)

1. Route ALFA: (819th route 3) (U)

| Route | | Altitude (jet) | Voice Call To |
|---|---|---|---|
| From: | St Mawgan VOR | Optimum | Brize Norton RAPCON |
| TO: | Keevil TVOR | 25,000 | Brize Norton RAPCON |
| TO: | Molesworth VOR (Chelveston) | 20,000 | Chelveston GCA |

2. Route BRAVO: (819th route 142) (U)

| Route | | Altitude (jet) | Voice Call To |
|---|---|---|---|
| FROM: | Isle of Man Range | Optimum | Brize Norton RAPCON |
| TO: | Gloucester BCN | 25,000 | Brize Norton RAPCON |
| TO: | Molesworth VOR (Chelveston) | 20,000 | Chelveston GCA |

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3. Letdown Procedures: After departing the final fix, in the absence of radar control, pilots will adhere to letdown procedures published in the appropriate USAF Pilots' Handbook "Europe". (C)

4. Altitude over final fix, prior to commencing letdown to landing base, will be in accordance with minimum enroute approach altitude as listed in the pilots handbook, or as directed by the appropriate approach control agency. Aircraft will not cross or overfly UK airways between 3,000 and 11,000 feet unless prior clearance has been granted by the appropriate controlling agency. For deployments, 7TH AD headquarters will, after notification of entry route being utilized, obtain necessary clearance for crossing all UK airways along the route. (U)

5. The importance of maintaining proper spacing after departing initial fix cannot be overemphasized. In event an aircraft "closes" on preceding aircraft to the point where flying safety is jeopardized (approximately 10 miles), upon crossing VOR or TDY Base beacon, the pilot will be diverted by the controlling RAPCON or approach control to a designated holding point. When there is a safe interval between subsequent aircraft, the diverted aircraft will be instructed to continue letdown and landing, If fuel reserve does not permit holding, the aircraft will be diverted to a suitable alternate landing base. (U)

6. Reporting Procedures: Each aircraft commander will report over applicable fixes as outlined previously. The following voice

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procedure will be followed at reporting points:

"SPIRAL 62 over St Mawgan at 26"
(Call Sign) (Fix) (Time)

The controlling RAPCON or approach control will request additional information if required.

NOTE: When frequency change is required during approaches and descents, only the channel number will be specified rather than the frequency. Normal ICAO rules and regulations will be complied with in addition to requirements contained in this regulation. (U)

7. Altimeter Settings. All aircraft commanders entering the UK in accordance with this document will set altimeters to destination area altimeter setting upon crossing first compulsory reporting fix. The first RAPCON contacted will be responsible for relaying altimeter setting to each aircraft after initial voice contact has been established. Terminal weather will also be relayed to each aircraft, except when large movements of aircraft are involved. In this case, terminal weather will be relayed to first aircraft in aircraft stream and will be broadcast "in the clear" each 15 minute interval thereafter. (U)

18. Fuel decision points for primary and alternate routes have been selected for this mission and are included as part of App 7, Annex "A" this OPSORD.

19. Aircraft aborting in the air will make every effort, consistent with flying safety, to land at a SAC Base. Landing bases in order of priority are:

a. SAC bases

b. USAF bases

c. Any Military base

d. Commercial bases

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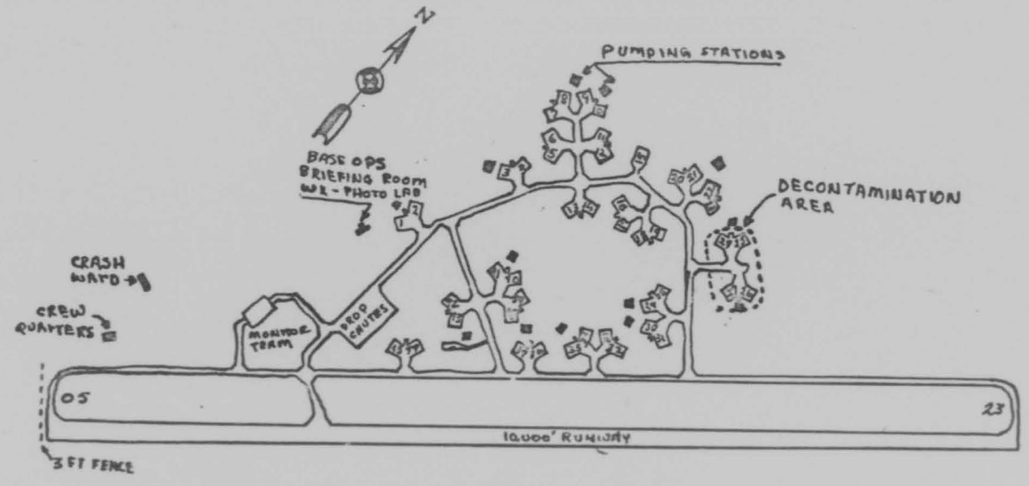


NOTE:
RUNWAY MARKERS EA 1000' SHOWING DISTANCE REMAINING
HARD STANDS CONCRETE

"CHELVESTON"

SECTION "O"
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IRON BAR
AT-340F



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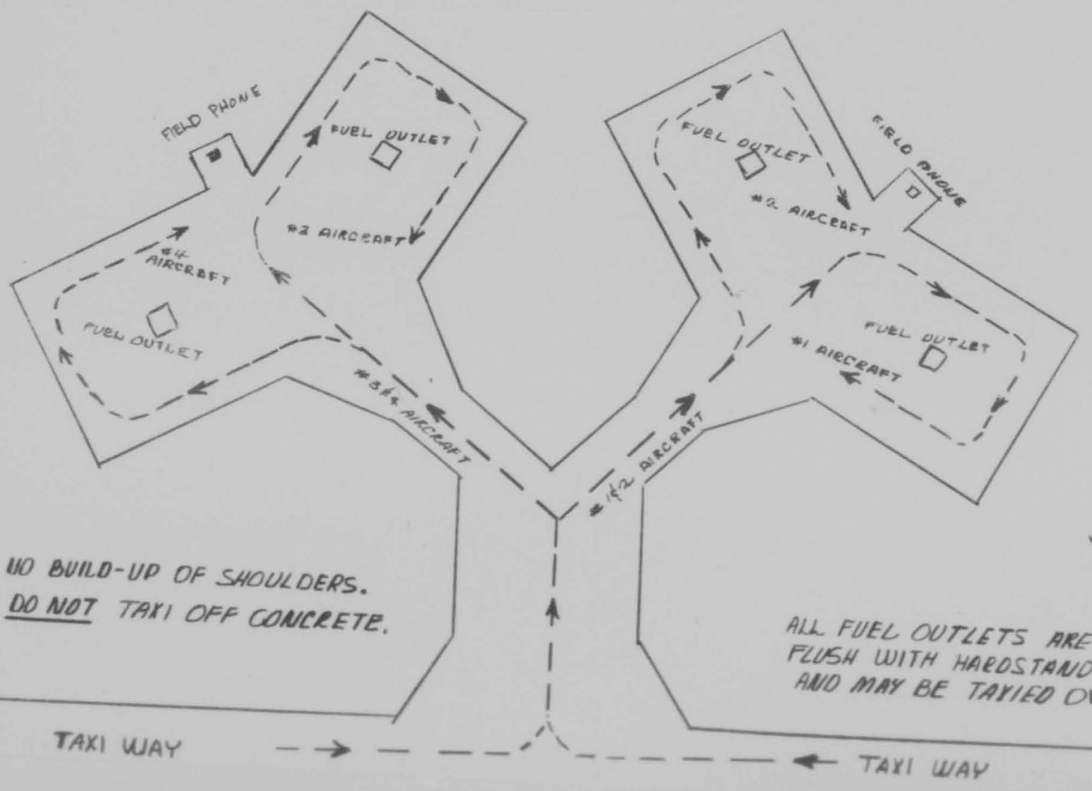
PARKING HARDSTANDS DIAGRAM
(NOT DRAWN TO SCALE)




NO BUILD-UP OF SHOULDERS.
DO NOT TAXI OFF CONCRETE.

ALL FUEL OUTLETS ARE FLUSH WITH HARDSTANDS AND MAY BE TAXIED OVER

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FLIGHT PLANS

1. PLANNING FACTORS: The following planning factors were used during the computation of flight plans contained in this Appendix.

A. GROSS WEIGHT: Ten of the heavier B-47 aircraft of the 341st Bombardment Wing were added together and divided by ten, to obtain gross weight that was used as a planning factor.

B. MISCELLANEOUS ITEMS: Weight shown in this column of the flight plans are broken down as follows:

| | |
|---|---|
| RS-6 Radio | 52 Lbs |
| 6 Man Raft | 150 Lbs |
| Radar Spares | 10 Lbs |
| Food | 15 Lbs |
| Flyaway Kit Pkg | 100 Lbs |
| Spare Brake Chute | 100 Lbs |
| Crew Baggage | 180 Lbs |
| Total | 607 Lbs |

C. CHAFF AND ECM: Weight shown in this column is broken down as follows:

| | |
|---|---|
| Two ECM Black Boxes | 484 Lbs. |
| Chaff (two inserts) | 770 Lbs. |
| Total | 1254 Lbs. |

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D. CLIMB.

(1) Climb accomplished at Dyess AFB is computed for $5\frac{1}{2}^{\circ}$ C hotter than a standard day.

(2) All other climbs are computed for standard day.

(3) All climbs are computed for 310 IAS.

(4) All climbs are computed for 96% power (Wing Tanks On).

E. CRUISE.

(1) All cruises are computed for optimum altitude, with external tanks installed, plus one per cent to allow for cell and/or off-altitude flying.

(2) Fuel consumption was computed using 90 per cent worst winds as follows: (The 90% worst wind is the critical wind component on this mission).

Dyess to MEAC Area - Plus Ten Knots

MEAC Area to UK - Plus Fourteen Knots

UK to MEAC Area - Minus Seventy Knots

MEAC Area to Dyess - Minus Sixty-Three Knots

F. TIMING.

(1) Times shown in the time column of the flight plans are computed using 90 per cent worst winds and are included for information only.

(2) The column of the flight plan that is normally used to enter Magnetic Heading has been corrected to read "Mean Wind Time" and contains times that were computed using "Mean Winds". These times were used for planning purposes to prepare flow charts, and other timing data used in this Operations Order.

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(3) Time/Fuel pads as outlined in SAC Manual 55-7 (SECRET) were included.

(4) Mean Winds used for the computation of timing data are as follows:

| | | |
|---|---|---|
| Dyess to NEAC Area | - | Plus Thirty-Eight Knots |
| NEAC Area to UK | - | Plus Forty Knots |
| UK to NEAC Area | - | Minus Forty-Two Knots |
| NEAC Area to Dyess | - | Minus Thirty-Six Knots |

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Emergency Procedures (following procedures are in addition to those listed in B-47 dash one Tech Order and applicable flying safety directives).

1. Air Abort: Aborting aircraft will advise cell leader of situation over interplane frequency, turn 90 to the right, fly 2 minutes and descend 2000 feet below the leader. Then turn parallel to course and obtain individual clearance to Dyess or suitable alternate considering current weather and fuel in tanks.

a. Aircraft making non-scheduled landing at SAC Base will contact 3141st Wing Control Room via SOCS line for instructions.

b. Aircraft making non-scheduled landing at non-SAC Base will contact 3141st Wing Control Room by most expeditious means for instructions.

c. Aircraft aborting out of original cell will be required to file individual flight plans. Instructions will be given from Wing Control Room as to proceeding as an individual aircraft or joining a subsequent cell being launched from Dyess.

Engine Fire or Fire Warning Light: If engine is shut down due to visible fire or if fire warning lite remains on after fire shut down, land at nearest SAC Base.

Loss of UHF Radio:

a. Prior to 1st Refueling - Return to Dyess or VFR alternate SAC Base. Aircraft will be relaunched.

b. After 1st Refueling and before 2nd refueling - Return to Loring as first alternate; Goose as second alternate; or nearest VFR SAC Base.

c. After terminal refueling - A/C's discretion based on current weather situation, fuel on board, and position when radio was lost.

Loss of Mapping Radar (Loss of Computers, no emergency)

a. Prior to 1st refueling - Return to Dyess or suitable SAC alternate base.

b. After 1st refueling and before 2nd refueling - Return to Loring as first alternate; Goose as second alternate; or suitable SAC alternate base.

c. After terminal refueling - Recommended to continue mission at crew discretion.

Loss of Engine, No Fire: 35° West Longtitude is the point of no return for the deployment route.

a. Engine lost prior to first refueling - Return to Dyess or suitable SAC alternate base (B-47 base if possible).

b. Engine lost after first refueling and before second refueling - Do not proceed with mission. Select a B-47 base as a landing alternate if possible. If not possible select the next most suitable SAC alternate Base for landing.

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c. Engine lost after terminal refueling - A/C must consider such items as weather, fuel on board, point of no return, and any other contributing factor. At 35° West Longitude, the point of no return, nearest alternate base is Keflavik, Iceland.

FLYING SAFETY:

1. Flying safety will be paramount during this mission.

EMERGENCY AIR REFUELING:

1. ZI - Contact nearest SAC control room on 311.0 or 321.0 mcs.

2. UK - Strip alert provided by tankers at East Kirkby and Greenham Common.

a. Emergency A/R Areas:

1. Apple Jack (Primary)
   a. Orbit/Rendezvous - Upper Heyford VOR
   b. Altitude - 15,000 ft
   c. Refuel Track - 184° True
   d. C/R Plan - Cora (SACM 100-1)
2. Blue Bell (Secondary)
   a. Orbit/Rendezvous - Lakenheath VOR
   b. Altitude - 15,000 ft
   c. Refuel Track - 325° True
   d. C/R Plan - Betty (SACM 100-1)

3. If emergency A/R required in UK contact Peppercorn Control on 311.0 or 243.0 mcs. If unable to contact Peppercorn, contact Brize Norton RAPCON, Lakenheath RAPCON, any USAF (UK) tower, any SAC Control Room, or Croughton airways and request relay of information to Peppercorn Control.

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## GENERAL INSTRUCTIONS

Emergency Air Fields: First priority, SAC Bases; second priority, suitable military base; third priority, suitable civil base.

Alternate Airfields Route: (Deployment and Redeployment) Carswell, Barksdale, Little Rock, Tinker, Forbes, Schilling, Lockbourne, Plattsburg, Westover, Dow, Loring, Harmon, Goose, Keflavik, UK bases such as Lakenheath, Brize Norton, Fairford, Greenham Common and Mildenhall, and Sanjurjo Base, Spain. NOTE: Primary weather alternate for this mission is Sanjurjo, Spain.

Weather Minimums:

1. ZI - AFR 60-16 or local minimums which ever are higher.

2. Chelveston or UK Bases - Not less than 1500 foot ceiling and 3 mile visibility, with an alternate airfield minimum of 3000 foot ceiling and 3 mile visibility.

3. Take-off from overseas base - 500 foot ceiling and 1 mile visibility.

Aircraft Spare Procedures:

1. A taxi spare will be designated for each cell. This aircraft will start engines and taxi as the number five man. The spare will hold on the end of the runway with engines running until released by instructions from the Wing Control Room relayed thru Dyess Tower, on Ch #1.

CMF's and BC Folders: Crews will sign for CMF's and BC folders at final weather briefing. CMF's will be in a sealed package. At de-briefing upon landing crews will turn in CMF's and BC folders to an authorized person. Prior to departure from the UK crews will re-draw these items for return to the ZI.

Mission Flight Plans: Mission flight plans for deployment and re-deployment have been distributed under separate cover and are not included as a part of this flimsy.

Mission Accomplishments:

a. Deployment:

1 USCM
2 Mass Nite Refuelings
2 or 3 Rendezvous (lead Aircraft)
1 Water take-off
1 Nite cell Mission
1 Day celestial
1 PLOP mission
1 Hour combat oxygen
1 or 2 radar camera attacks
1 Take-off
1 Landing
1 Jet penetration
1 GCA
1 Air weapons mission

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b. Redeployment

1 or 2 Mass nite refuelings
2 Rendezvous (lead aircraft)
1 Water take-off
1 Day Celestial
1 PLOP mission
1 Hour combat oxygen
1 Take-off
1 Landing
1 Jet penetration
1 GCA

Danger areas close to routes in ZI:

a. Primary route #1 + 3: R-208, R-84

b. Primary route #2: R-215, R-51, R-64, R-110, R-80. Authority has been received to overfly R-109 10NM either side of course between 28 and 32,000 feet.

c. Alternate route #2 with 1st refueling at "WHISK BROOM" and 2nd at "Long Bow":
R-80, R-149

d. Alternate route #1 + 3 with 1st refueling at "Book Mark" and 2nd at "Long Bow": R-219, R-3[illegible]3, R-80.

e. Redeployment: Same as "d" above.

f. UK danger areas to be avoided.
Routes 1 + 2: D-N65
Route 3 D-N65, D-N14, D-W8, D-W5, D-W9, D-W79, D-W40.

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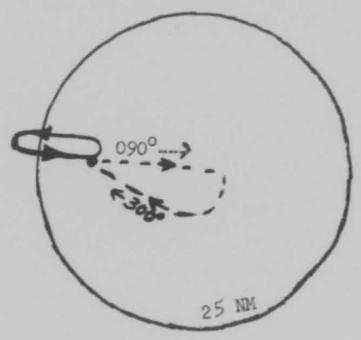
| BCN (SPAIN) UNRELIABLE 389 SZ | BCN (USAF) NOT OPERATIONAL | TVOR OPERATIONAL ON 4 HOUR CALL 115.0 ZAR | "B" BASE TOWER DAYLIGHT HOURS ONLY 118.1 132.3 257.8 343.0 | GCA AVAILABLE ON 72 HOUR CALL 136.8 140.58 344.0 |
|---|---|---|---|---|

INITIAL PENETRATION
20,000
MTN 20,000 UNTIL 1 MIN PAST TVOR

FIELD EL. 833'

MISSED APPROACH

MAINTAIN 4633 FT. HEADING 300°
LEFT TURN TO 090°, HOME ON
TVOR. ADVISE TOWER AFTER
MISSED APPROACH




NOTE: HOLD MIN. ALT (4633') FROM COMPLETION OF PENETRATION TURN TO TVOR.

HOLDING: STANDARD. IN BOUND 090°
OUT BOUND 270°

MINIMA

| | DAY | | NIGHT | |
|---|---|---|---|---|
| | MIN ALT | CEIL. & VIS | MIN ALT | CEIL. & VIS |
| STRAIGHT IN AND CIRCLING | 4633 | 3800 - 3 | 4633 | 3800 - 3 |

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IRON BAR DEPLOYMENT TOURAIDE

1. General Information: Information contained herein may be supplemented by special instructions from the 7th Air Division.
   a. Weather briefing for cells 3+30 prior to take-off.
   b. Station time 3+00 prior to takeoff.
   c. Start engines 25 minutes prior to take-off.
   d. Taxi 15 minutes prior to take-off.
   e. Communications:
      (1) UHF: UK channelization for take-off
      (2) Rechannelize UHF to ZI frequencies after passing 15-00 west longitude and upon instructions from cell leader.
      (3) IFF: Cell leaders and aircraft not flying in cell-Mode 1 from take-off until reaching 15-00 west longitude at which time the setting will be changed to mode 2. Other aircraft will have IFF on standby until cell breakup occurs at which time IFF will be set to mode 2.

2. U.K. Departure Procedure (As supplemented by 7th Air Division instructions prior to take-off)

| | ROUTE | ALTITUDE | VOICE CALL TO |
|---|---|---|---|
| FROM: | Chelveston | C.O.C. | ALCONBURY RAPCON 362.3 |
| TO: | Glouchester RBN | C.O.C./OPT | BRIZE NORTON RAPCON 282.4 |
| TO: | Isle of Man Range | OPT | BRIZE NORTON RAPCON |

3. Call _____ control on channel _____ upon completion of preflight and give aircraft status.

4. Cell leader obtain take-off instructions on channel _____ thirty minutes prior to take-off. All aircraft monitor.

5. Start engines at _____.
   Taxi at _____.
   Take-off time _____.

6. Cell join up information:
   a. All aircraft monitor tower frequency during taxi and take-off.
   b. Take-off at $1\frac{1}{2}$ minute intervals.
   c. Medium flow water.
   d. Turn on course (20° bank) three minutes after start of take-off roll.
   e. After take-off switch to channel 5 and check in with cell leader.
   f. Climb on course at 310KIAS until intercepting dash one climb speeds.
   g. Seperation distances will be maintained by use of station keeping techniques and A-5 radar. Upon reaching assigned altitude, lead aircraft will fly at .72 mach. Other aircraft, upon leveling off will fly at .81 mach until in cell formation. Normal TAC DOCTRINE procedures will apply for cell formation for entire re-deployment except as may be specified by 7th Air Division.

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7. Over Glouchester RBN position report to Brize Norton RAPCON on 282.4. Next reporting point Isle of Man MH_____Dist_____ETA_____ base altitude_____ft.

8. Over Isle of Man Range position report to Brize Norton RAPCON on 282.4. Next reporting point TIREE MH_____Dist_____ETA_____ base altitude_____ft.

9. Over TIREE position report to Prestwick APC on 253.4 base altitude _____ft.

10. No further UHF position reports until establishing initial contact with tankers in the "Long Bow" area.

11. No HF position reporting will be made accross the N. Atlantic except under the following conditions:

a. Emergency
b. Deviation from planned route in excess of 20 NM.
c. Deviation from estimated time enroute in excess of 1 hour from flight plan.
c. Deviation from estimated time of penetration of ADIZ/CADIZ by 5 minutes. ETP (Estimated time of penetration) may be revised in flight if contact is made with appropriate aeronautical facility or "Conad Radar" on ch 10/364.2 MCS with instructions to pass to ARTC.

12. Cell leader establishes contact with "Long Bow" tanker leader. Refer to air refueling recap sheets for C/R information. APN set TR_____RX_____

13. Check fuel decision information prior to descent.

14. Cell leader effects air refueling rendezvous.

15. UHF or HF call to Goose (Check facility chart for frequency) and pass to Gander center in event Gander Coastal CADIZ ETP varies more than 5 minutes from flight plan. This call will be made between 15 and 30 minutes east of Gander Coastal CADIZ and should also include ETP of Gander Domestic CADIZ.

16. Air refueling checklist. Assume air refueling formation. Start descent to base altitude of 15,000 ft.

17. On load available in "Long Bow" area is 37,000 lbs.

18. Upon completion of refueling report to tanker amount of fuel transferred _____# and fuel in tanks_____#.

19. Tankers will make position reports during refueling. Request tanker leader to make a position report at end AR.

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20. Check in with cell leader. Sure t

21. Cell leader will advise tanker leader to clear refueling track and will control receiver formation during post air refueling climb out.

22. Accomplish post air refueling check list. Accelerate and start climb at _____ to base altitude of _____ft.

23. Number 3 aircraft in cell will monitor the GCI frequency 364.2/CH10, continuously while overflying a CADIZ.

24. Position report to Stephenville RAPCON CH15/363.8, when abeam. Next reporting point Seven Islands, Radio, MH_____Dist_____NM, ETA_____. Base altitude_____ft.

25. Position report to Seven Islands Radio CH5/255.4, when abeam. Next reporting point Presque Isle radio. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

26. Position report to Presque Isle radio CH1/236.6, next reporting point Augusta, Maine. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

27. Position report to Augusta radio CH5/255.4, when abeam. Next reporting point Albany radio. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

28. Position report to Albany radio, CH5/255.4. Next reporting point Wilkes Barre radio. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

29. Position report to Wilkes Barre radio, CH5/255.4. Next reporting point Pittsburgh radio. MH_____, Dist_____NM, ETA_____. Base altitude_____ft. Contact "Book Mark" tanker leader. Check air refueling recap sheets for C/R information. APN 76 set TR_____RX_____. Initiate rendezvous procedures with tanker leader.

30. Fuel decision: If less than 18,000# of fuel in tanks at descent point for "Bookmark", don't descend - proceed to Lockbourne or other alternate.

31. Position report to Pittsburgh radio, CH6/301.4. Next reporting point Huntington, W. Virginia. MH_____, Dist_____NM, ETA_____. Base Altitude_____ft. Tankers will assume position reporting responsibility until end A/R.

32. Cell leader completes air refueling rendezvous. Air refueling checklist. Assume air refueling formation. Start descent to base altitude of 5,000 ft.

33. Missed A/R proceed direct to Lockbourne. A7 5404

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34. Onload available in "Book Mark" is 38,000#. Secret

35. Upon completion of refueling report to tanker amout of fuel transferred_____# and fuel in tanks_____#.

36. Check in with cell leader.

37. Cell leader will advise tanker leader to clear refucling track and will control receiver formation during post air refueling climb out.

38. Cell leader request tanker leader to make a position report at end AR.

39. Accelerate and start climb at _____to base altitude of _____ft.

40. Accomplish ADIZ entry reporting for penetration of Eastern ADIZ (Call Nashville radio, CH5/255.4)

41. Position report to Nashville radio CH5/255.4. Next reporting point Memphis, Tennessee. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

42. Position report to Memphis Center, CH6/301.4. Next reporting point Texarkana, Texas. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

43. Position report to Texarkana radio, CH5/255.4. Next reporting point Fort Worth, Texas. MH_____, Dist_____NM, ETA_____. Base altitude_____ft.

44. Position report to Fort Worth Center, CH6/301.4. Next reporting point Abilene, Texas. MH_____, Dist_____NM, ETA_____. Base Altitude_____ft.

45. Cell leader will contact Abilene APC, CH4/257.8 as far out as possible and determine weather at Abilene. If IFR, cell leader will establish a 2000 foot seperation between aircraft and hold over the Abilene CHNI.

46. Contact approach control for let down, GCA and landing at Dyess AFB.

47. Accomplish customs requirements.

48. Debriefing will be held in 10th Bombardment Squadron briefing room unless otherwise notified.

49. Rest

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UNIT CALL SIGN —

TAKE OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN | WAVE I RE-DEPLOYMENT ROUTE | | | | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| | | | CELL COLOR | AIRCRAFT COMMANDER | A/C BRIEF | STA | | | |
| 1 | | | GOLD 1 | | 139:30 | 140:00 | 142:35 | 142:45 | 143:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |
| 2 | | | BLACK 1 | | 140:30 | 141:00 | 143:35 | 143:45 | 144:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |
| 3 | | | CHERRY 1 | | 141:30 | 142:00 | 144:35 | 144:45 | 145:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |

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UNIT CALL SIGN-

TAKE OFF SCHEDULE

| CELL # | TAIL # | ACFT CALL SIGN | WAVE II RE-DEPLOYMENT ROUTE CELL COLOR | AIRCRAFT COMMANDER | WX BRIEF | STA | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 4 | | | SILVER 1 | | 163:30 | 164:00 | 166:35 | 166:45 | 167:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |
| 5 | | | SCARLET 1 | | 164:30 | 165:00 | 167:35 | 167:45 | 168:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |
| 6 | | | IVORY 1 | | 165:30 | 166:00 | 168:35 | 168:45 | 169:00 |
| | | | " 2 | | | | 36½ | 46½ | 01½ |
| | | | " 3 | | | | 38 | 48 | 03 |
| | | | " 4 | | | | 39½ | 49½ | 04½ |

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FIRM TIMES WILL BE ANNOUNCED AT CHELVESTON
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UNIT CALL SIGN –

TAKE OFF SCHEDULE

WAVE III

| CELL # | TAIL # | ACFT CALL SIGN | RE-DEPLOYMENT CELL COLOR | AIRCRAFT COMMANDER | ROUTE WX BRIEF | ROUTE STA | ENGINES | TAXI | TAKE OFF |
|---|---|---|---|---|---|---|---|---|---|
| 7 | | | CREAM 1 | | 187:30 | 188:00 | 190:15 | 190:25 | 191:00 |
| | | | " 2 | | | | 16½ | 26½ | 01½ |
| | | | " 3 | | | | 18 | 28 | 03 |
| | | | " 4 | | | | 19½ | 29½ | 04½ |
| 8 | | | TAN 1 | | 188:30 | 189:00 | 191:15 | 191:25 | 192:00 |
| | | | " 2 | | | | 16½ | 26½ | 01½ |
| | | | " 3 | | | | 18 | 28 | 03 |
| | | | " 4 | | | | 19½ | 29½ | 04½ |
| 9 | | | BROWN 1 | | 189:30 | 190:00 | 192:15 | 192:25 | 193:00 |
| | | | " 2 | | | | 16½ | 26½ | 01½ |
| | | | " 3 | | | | 18 | 28 | 03 |
| | | | " 4 | | | | 19½ | 29½ | 04½ |

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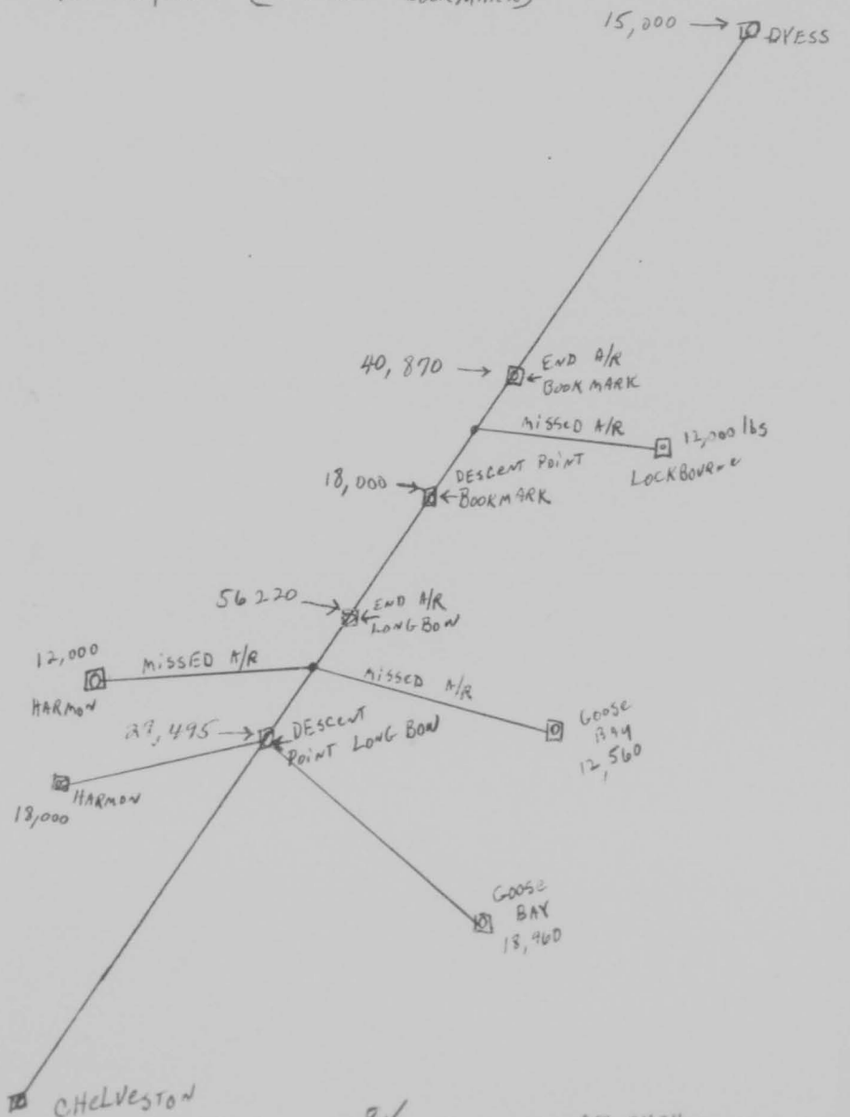
FUEL DECISION INFORMATION
REDEPLOYMENT (LONG BOW - BOOKMARK)

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| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | PRIMARY REFUELING ROUTE 1ST REFUELING AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | RE-DEPLOYMENT TRACK | BASE ALT | APN 12 TKR T | APN 12 TKR R | APN 76 REC T | APN 76 REC R | APN 69 | AIR-AIR MF HOMING | TANKER INTERPLANE | PRIMARY UHF | BACK-UP UHF | BACK-UP HF | LANDING TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 143 | LONG BOW | ANN NEAC ALPHA | 148:31 | M 37.5 | 5205N 5248W | 243 | 15m | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 256.0 | 308.8 | 4731.5 | 155:26 |
| 2 | | BLACK | 144 | | | 149:31 | | | | | | | | | | | | | | | 156:26 |
| 3 | | CHERRY | 145 | | | 150:31 | | | | | | | | | | | | | | | 157:26 |
| 4 | | SILVER | 167 | | | 172:31 | | | | | | | | | | | | | | | 179:26 |
| 5 | | SCARLET | 168 | | | 173:31 | | | | | | | | | | | | | | | 180:26 |
| 6 | | IVORY | 169 | | | 174:31 | | | | | | | | | | | | | | | 181:26 |
| 7 | | CREAM | 191 | | | 196:31 | | | | | | | | | | | | | | | 203:26 |
| 8 | | TAN | 192 | | | 197:31 | | | | | | | | | | | | | | | 204:26 |
| 9 | | BROWN | 193 | | | 198:31 | | | | | | | | | | | | | | | 205:26 |

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RE-DEPLOYMENT

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| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | PRIMARY REFUELING ROUTE — 2ND REFUELING: AREA | 2ND REFUELING: C/R PLAN | 2ND REFUELING: RZV ETA | 2ND REFUELING: OFF LOAD | 2ND REFUELING: RZV PT | RE-DEPLOYMENT: TRACK | RE-DEPLOYMENT: BASE ALT | RE-DEPLOYMENT: APN12 TKR T | RE-DEPLOYMENT: APN12 TKR R | RE-DEPLOYMENT: APN76 REC T | RE-DEPLOYMENT: APN76 REC R | RE-DEPLOYMENT: APN 69 | RE-DEPLOYMENT: AIR-AIR TACAN HOMING | TANKER-INTER-PLANE | PRIMARY UHF | BACK-UP UHF | BACK-UP HF | LANDING TIME |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 143 | BOOK MARK | ANN ZI ALPHA | 152: 29 | 36m | 3841N 8203W | 235 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 155: 26 |
| 2 | | BLACK | 144 | | | 153: 29 | | | | | | | | | | | | | | | 156: 26 |
| 3 | | CHERRY | 145 | | | 154: 29 | | | | | | | | | | | | | | | 157: 26 |
| 4 | | SILVER | 167 | | | 176: 29 | | | | | | | | | | | | | | | 179: 26 |
| 5 | | SCARLET | 168 | | | 177: 29 | | | | | | | | | | | | | | | 180: 26 |
| 6 | | IVORY | 169 | | | 178: 29 | | | | | | | | | | | | | | | 181: 26 |
| 7 | | CREAM | 191 | | | 200: 29 | | | | | | | | | | | | | | | 203: 26 |
| 8 | | TAN | 192 | | | 201: 29 | | | | | | | | | | | | | | | 204: 26 |
| 9 | ↓ | BROWN | 193 | ↓ | ↓ | 202: 29 | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | 205: 26 |

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RE-DEPLOYMENT

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HEADQUARTERS
341ST BOMBARDMENT WING, HEAVY (SAC)
United States Air Force
Dyess Air Force Base, Texas

20 November 1957

341DOP

SUBJECT: Amendment number 1 to 341st Bombardment Wing "IRON BAR" aircrew Flimsy

TO:

1. Attached as inclosure number 1 is amendment number 1 to 341st Bomb Wing, "IRON BAR" aircrew flimsy.

2. Make the following pen and ink addition to the table of contents - add Section V, page 87 and 88, Subject ECM.

3. Insert ECM pages 87 and 88 into aircrew flimsy, and indicate on front cover of aircrew flimsy that amendment number 1 has been posted

BY ORDER OF THE COMMANDER:

GEORGE M LOCKHART
Colonel, USAF
Director of Operations

1 Incl:
Amdt #1, "IRON BAR"
aircrew flimsy
Sec V, pgs 87 & 88

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SECTION V
ECM

1. Check Form 781-2, item 26, for following items:

a. 2 ea ALT-6B equipment or 1 ea. ALT-6B and 1 ea. ALT-7; F indication if equipment is operational or non-operational.

b. Chaff insert in right hoppers of all aircraft.

c. Approximately 20 bundles of RR-19 A/U on top of insert in right hopper.

d. One carton of RR-39 A/L in left hopper.

2. Use ECM check list in checking ECM equipment during preflight.

3. Aircraft flying deployment route #1 & 3 will have the following information in remarks section of aircraft clearance, DD Form 175:

a. BIG PHOTO, random chaff, PICNIC_____Z (ETA over 38-30N 96-00W).

4. Deployment route number 1 & 3 will have fighter support in Kansas City area. First aircraft off each day will contact FAT CHANCE radar site on channel 10 and request that following info be passed to PICNIC radar site:

a. Mission Nick Name.

b. Time off.

c. Request Little Rivers beginning at 38-30N - 96-00W.

d. ETA at this point.

5. Expect fighters from 38-30N, 96-00W to 40-30N, 94-20W. During this period monitor APS-54 for indication of radar lock-ons by fighters. Dispense RR-39A/L in left hopper to break radar lock-ons in accordance with SAC Manual 55-5A, Tactical Doctrine, (TOP SECRET).

6. All aircraft returning on planned redeployment route will participate in an electronic penetration against the Eastern Air Defense Force. This penetration phase will begin at the Presque Isle ADIZ and extend to a point on course abeam Albany, New York. Upon penetrating the Presque Isle ADIZ, the following ECM will be employed:



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a. Single unit dispensing (SUD of Chaff) using position E of right hopper.

b. All ALT-6B systems that are operational will be turned on.

c. APS-54 will be monitored for fighter attacks.

d. Dispense RR-39 in left hopper, utilizing position "B" to break fighter lock-ons.

NOTE: Electronic jamming requires weather forecast of at least 5000 ft altitude with 5 miles visibility. Check weather for the penetration area at weather briefing prior re-deployment for time of scheduled electronic jamming.

7. Fighter activity can be expected from point of penetration of Presque Isle ADIZ to a point abeam Pittsburgh, Pa.

8. TRAINING REQUIREMENTS TO BE ACCOMPLISHED:

a. Little River Runs.

b. 30-minute SUD run.

c. BIG SNOW (Those aircraft having operational ALT-6B systems).



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HEADQUARTERS
[illegible] BOMBARDMENT WING, [illegible] (SAC)
United States Air Force
Dyess Air Force Base, Texas

3[illegible]DOF 25 November 1957

SUBJECT: Amendment #2, to "IRON BAR" Flimsy.

TO: See Distribution

1. Forwarded as inclosure 1 is amendment #2 to "IRON BAR" flimsy. Any superseded pages will be removed and destroyed in accordance with instructions contained in AFR 205-1.

2. The following "write in" changes will be made in subject document.

a. Item 1: Fuel off-load for Fighting Fox and Whisk Broom, page 21, item B 11. Change to read 40,000

b. Item 2: Paragraph G2, page 16. Change Mach .81 to read Mach .78.

c. Item 3. Page 16, item 19, change to read 37,000 lbs.

d. Item 4. Page 19, item 28. Delete word "radio", change to read "Prestwick Approach Control".

e. Item 5: Page 22, item D 10, change to read 40,000 lbs.

f. Item 6: Page 77, paragraph 6 g, change Mach .81 to read Mach .78.

g. Item 7: Section A, page 1, under aircraft commander column, delete Ligon and substitute Pendergast opposite Gold 2; Delete McKnight and substitute Flowers opposite Gold 4.

h. Item 8: Section A, page 2, under aircraft commander column, delete Graves and substitute Podbesek opposite Silver 1; Delete Routh and substitute Graves opposite Silver 2; Delete Podbesek and substitute McKnight opposite Silver 3; Delete Hull and substitute Platner opposite Silver 4.

i. Item 9: Section A, page 3, under aircraft commander column, delete Pendergast and substitute Routh opposite Cream 1; Delete Platner and substitute Ligon opposite Cream 2; Delete Flowers and substitute Hull opposite Cream 4.

j. Item 10: Section A page 4, under aircraft commander column, delete Ligon and substitute Pendergast opposite Gold 2; Delete McKnight and substitute Flowers opposite Gold 4.

k. Item 11: Section A, page 5, under aircraft commander column delete Graves and substitute Podbesek opposite Silver 1; Delete Routh and substitute Graves opposite Silver 2; Delete Podbesek and substitute McKnight opposite Silver 3; Delete Hull and substitute Platner opposite Silver 4;

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Ltr, 341DOP, Subj: Amdt #2, to "IRON BAR" Flimsy, 25 Nov 57, (Cont'd)

L. Item 12: Section A, page 6, under aircraft commander column delete Pendergast and substitute Routh opposite Cream 1; Delete Platner and substitute Ligon opposite Cream 2; Delete Flowers and substitute Hull opposite Cream 4.

3. Remove old page 14, and replace with amended page 14, attached.

4. Insert page 75a in proper numerical sequence.

5. Section K, Remove old pages 40, 42 and 43, and insert new amended pages 40, 42 and 43.

6. Section C add new pages 12a and 14a.

BY ORDER OF THE COMMANDER:

George M. Lockhart

GEORGE M. LOCKHART
Colonel, USAF
Director of Operations

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| LOCATION | CALL SIGN | CH/FREQ |
|---|---|---|
| Lockbourne | Crony | 11/311 |
| | Reno | 12/321 |
| Loring | Nelson | 11/311 |
| Portsmouth | Ringbolt | 11/311 |
| Westover | Snowfall | 11/311 |
| | Wedding | 12/321 |

M-11 Refueling/Time Reports

| Location | Call Sign | Ch/Freq | Relay to | Refueling Area |
|---|---|---|---|---|
| P-Whiteman | Cow Bell | 12/321.0 | Room Service + Sling Shot | LAZY DAY |
| S-Des Moines | Dover Control<br>Adams Control<br>Linclon Tower | 11/311.0<br>12/321.0<br>1/236.6 | Room Service and Sling Shot | Lazy Day |
| P-Little Rock | Wine Glass (11)<br>Bow Legs (12) | 11/311.0<br>12/321.0 | Room Service + Sling Shot | Book Mark |
| S- Nashville | Canbell Tower | 11/311.0<br>1/236.6 | Room Service and Sling Shot | Book Mark |
| Lockbourne | Crony Control<br>Reno Control<br>Lockbourne Tower | 11/311.0<br>12/321.0<br>1/236.6 | Bookcase Blue and Marshall White | Fighting Fox<br>Whisk Broom |
| Presque Isle | Nelson Control<br>Loring Tower | 11/311.0<br>1/236.6 | Foothold | Lazy Bow<br>Fast Buck |
| Isle of man | Peppercorn Control | 11/311.0 | Midshipman | Hedge Hop<br>Ping Pong |

Amdt #2
819th AD "IRON BAR"
Air Crew Flimsy, 25 Nov 57



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RAF FIGHTER INTERCEPTIONS: B-47 aircraft approaching UK may be subject to practice intercepts by RAF fighter aircraft. The following procedures will be used for identification purposes:

a. Aircraft approaching the UK from the northwest will begin operating navigation lights in steady position upon reaching 14° West longitude.

b. Aircraft approaching the UK from the southwest will begin operating navigation lights in steady position upon reaching 8° West longitude.

c. Aircraft approaching the UK from the south will begin operating navigation lights in steady position upon reaching 46° North latitude.

d. Participating aircraft will operate navigation lights in steady position only while above 25,000 foot altitude.

REDEPLOYMENT WEATHER: 7TH AIR DIVISION will be responsible for briefing and providing weather information concerning Redeployment.

SPECIAL WEAPONS: Special Weapons receipts and accounting procedures will be accomplished at final weather briefing.

ALTIMETER SETTINGS: Normal procedures will be followed concerning altimeter settings. Normal altimeter settings as obtained from ground stations will be used while flying over land mass, a setting of 29.92 will be used while flying over water.

Amdt #2
819th AD "IRON BAR"
Air Crew Flimsy, 25 Nov 57

SECTION "C"

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PRIMARY REFUELING ROUTE

2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | CIR PLAN | RN ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN-12 TKR T | APN-12 TKR R | APN-76 REC T | APN-76 REC R | APN-69 | AIR-AIR TKR HOMING | INTERFLIGHT | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | GOLD | 8240 | LONG BOW | NEAC BRAVO BETTY | 8830 | 11 37 | 5100N 5615W | 063 | 15m | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | 4731.5 | 2 |
| 2 | | BLACK | 8300 | | NEAC BRAVO ANN | 8854 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-1 | 1742 | 133.6 | 359.0 | " | | 1 |
| 3 | | CHERRY | 8320 | | NEAC BRAVO BETTY | 9914 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 1 |
| 4 | | SILVER | 10640 | | NEAC BRAVO BETTY | 112: 30 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 5 | | SCARLET | 10100 | | NEAC BRAVO ANN | 112: 54 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | 1 |
| 6 | | IVORY | 10120 | | NEAC BRAVO BETTY | 113: 14 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 1 |
| 7 | | CREAM | 13040 | | NEAC BRAVO BETTY | 136: 30 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | 2 |
| 8 | | TAN | 13100 | | NEAC BRAVO ANN | 136: 54 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | 3 |
| 9 | ✓ | BROWN | 13120 | ✓ | NEAC BRAVO BETTY | 137: 14 | ✓ | 5100N 5615W | ✓ | ✓ | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | ✓ | 1 |

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| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | ALTERNATE REFUELING ROUTE 1ST REFUELING | | | | | | | DEPLOYMENT | | | | | | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT. | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN69 | AIR-AIR MF HOMING | | | | | |
| 1 | 4 | BLACK | 8240 | BOOK MARK | ANN ZI ALPHA | 8507 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | BOOK MARK | BETTY ZI BRAVO | 8527 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 3 | | GOLD | 8320 | WHISK BROOM | ANN ZI ALPHA | 8627 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 4 | | IVORY | 106:40 | BOOK MARK | ANN ZI ALPHA | 109:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 5 | | SCARLET | 107:00 | BOOK MARK | BRAVO ZI BETTY | 109:27 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 6 | | SILVER | 107:20 | WHISK BROOM | ANN ZI ALPHA | 110:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 7 | | BROWN | 130:40 | BOOK MARK | ANN ZI ALPHA | 133:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 8 | | TAN | 131:00 | BOOK MARK | BETTY ZI BRAVO | 133:27 | 35m | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 9 | ↓ | CREAM | 131:20 | WHISK BROOM | ANN ZI ALPHA | 134:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | ↓ | ↓ |

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# ALTERNATE REFUELING ROUTE

## 2ND REFUELING — DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN69 | AIR-AIR ME HOMING | TKR INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 8240 | LONG BOW | NEAC BRAVO BETTY | 8827 | M 37.5 | 5100N 5615W | 063 | 15m | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | | NEAC BRAVO ANN | 8847 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 3 | | GOLD | 8320 | | NEAC BRAVO BETTY | 8909 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 4 | | IVORY | 10640 | | NEAC BRAVO BETTY | 112:27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 5 | | SCARLET | 10700 | | NEAC BRAVO ANN | 112:47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 6 | | SILVER | 10720 | | NEAC BRAVO BETTY | 113:09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 7 | | CROWN | 13040 | | NEAC BRAVO BETTY | 136:27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 8 | | TAN | 13100 | | NEAC BRAVO ANN | 136:47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 9 | | CREAM | 13120 | | NEAC BRAVO BETTY | 137:09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |

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AIR/SEA RESCUE UNITS

| LOCATION | VOICE CALL SIGN |
|---|---|
| Westover | Westover Rescue |
| Narsarssuak | John |
| Harmon | Window |
| Goose | Hardship |
| Thule | Ice Cube |
| Bushy Park, (UK) | Bushy Park Rescue |
| Keflavik | Keflavik Rescue |
| Lages | Lages Rescue |
| Manston (UK) | Manston Rescue |
| Prestwick | Prestwick Rescue |
| Sidi Slimane | Sidi Rescue |
| Wheelus (Libya) | Tripoli Rescue |
| Semback (Ger) | Semback Rescue |
| Spangdahlem | Spangdahlem Rescue |

These stations all monitor channel 10/8364, International Distress Frequency.

Amdt #2, 819th AD
"Iron Bar" Flimsy
25 Nov 57

SECTION C

14a

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ADDITIONAL EW/GCI STATIONS ENROUTE: (Continuation from page 13) (364.2mcs)

| LOCATION | CALL SIGN | LOCATION | CALL SIGN |
|---|---|---|---|
| Feymount, Ont. | ESKIMO | Redcliff, Nfld | BREAD CORN |
| Edga, Ont. | CUPID | Stepenville | CAPABLE |
| St Sylvestre, Que. | SNOWSHOE | Melville, Lab. | PINTAIL |
| Parent, Que. | SCOOTER | St Anthone, Nfld | DOG FEVER |
| Senneterre, Que. | PURITAN | Cartwright, Lab. | INK BAG |
| Beaver Bank, NS | RED TAPE | Hopedale, Lab. | LOVE JOY |
| Sydney, Can. | PEPPER | | |

AIRBOURNE EARLY WARNING (364.2 mcs)

| LOCATION (APPROX) | CALL SIGN |
|---|---|
| 42N 66W | SENIOR |
| 40N 68W | ABLE SEAMAN |
| 38N 71 W | BOLSTER |

PICKET SHIPS (364.2 mcs)

| LOCATION(APPROX) | CALL SIGN | LOCATION (APPROX) | CALL SIGN |
|---|---|---|---|
| 43N 63W | GAME FISH | 38N 67W | GOAT PEN |
| 41N 63W | BIG GUN | 37N 69W | CORN BEEF |
| 40N 66W | | | |

ICELAND SITES (364.2 mcs)

| | | |
|---|---|---|
| KEFLAVIK | HOTSTUFF | ALLIGATOR |
| HOFN | HANDICAP | |

UK SITES

GNAT BITE (394.3 mcs)

SOAP BOX (397.1 mcs)

LION HEART (398.3 mcs)

Amdt #2, 819th AD
"Iron Bar" Flimsy
25 Nov 57
SECTION C



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"IRON BAR"

1. ALL AIRCRAFT

a. Dyess - Wichita Falls for south T.O. cross victor 16 between Coleman and Wichita Falls at 21-23M, 17 Min after T.O.

b. Dyess - West Radio Beacon (Waco) for south T.O. cross victor 163 between Mineral Wells and Lometa, Texas at 21-23M, 17 Min after T.O.

2. BLACK AND CHERRY CELLS

a. Acft will cross Gander OAC boundary between 28-30M.

b. Lead acft of each cell will contact radar advisory when crossing coastal CADIZ boundaries.

3. GOLD, SILVER, CREAM CELLS

a. Acft will cross Gander OAC boundary between 28-30M.

b. Lead acft of each cell will report to Moncton center on 301.4 mc when entering Moncton CADIZ.

c. Lead acft of each cell will contact radar advisory when crossing coastal CADIZ boundaries.

4. SCARLET, IVORY, TAN, BROWN CELLS

a. Acft will cross Gander OAC boundary NOT BELOW 26 M.

b. Lead acft of each cell will contact radar advisory when crossing coastal boundaries.

c. Upon entering Moncton CADIZ contact Mount Jolly (cyyy) on 243.0 mcs.

NOTE: "Iron Bar" Route Sheet was distributed under seperate cover, Wing Control Number A7-5612. Add the above supplement to Iron Bar route sheet and incorporate these route sheets as part of the "Iron Bar" Crew Flimsy.

Amdt #2, 819AD
"Iron Bar" Flimsy
25 Nov 57

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EMERGENCY

FACILITIES

AND

SURVIVAL

PROCEDURES

"IRON BAR"

Incl 1-1



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DF STATIONS

CANADA

| | |
|---|---|
| (1) BELLE ISLAND, N.F. | HF 410T - 500 |
| (2) CANSO, N.S. | HF 410T - 500 |
| (3) STEPHANVILLE, N.F. | UHF 305.4 - 243.0 |

GREENLAND

| | |
|---|---|
| (1) SONDRESTROM | UHF 305.4 - 243.0 |
| (2) THULE | UHF 137.88 - 121.5, UHF 305.4 - 243.0 |

ICELAND

| | |
|---|---|
| (1) KEFLAVIK | UHF 305.4 - 335.8, 289.4 - 255.4, 243.0 |

UNITED STATES

| | |
|---|---|
| (1) BRUNSWICK NAS, Me. | UHF 233.8 - 243.0 |
| (2) DOW AFB, Me. | UHF 305.4 - 363.8, 236.6 - 243.0 |
| (3) LORING AFB, Me. | UHF 305.4 - 379.4 - 363.8, 344.6 - 335.8, 289.4 - 270.6, 236.6 - 243.0 |
| (4) PLATTSBURG AFB, N.Y. | UHF 305.4 - 275.8, 236.6 - 243.0 |
| (5) PRESQUE ISLE AFB, Me. | UHF 305.4 - 236.6, 243.0 |

ENGLAND

(1) CALL "LAKENHEATH FIXER" ON 317.5 - 243.0

ALL NET STATIONS WITHIN "FIXER" NET WILL MONITOR THE CALL AND TRANSMIT THEIR BEARINGS TO THE MASTER PLOTTING STATION AND THE FIX WILL BE GIVEN THROUGH THE STATION WITH WHICH HE IS IN CONTACT

PROCEDURES

(1) PILOT CALLS DF STATION.

(2) DF STATION ACKNOWLEDGES.



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(3) PILOT REPLIES WITH CALL SIGN AND DEPRESSES TONE BUTTON (IF AVAILABLE) OR MIKE BUTTON, FOR 10 SECONDS, FOLLOWED BY AIRCRAFT CALL SIGN.

(4) DF STATION REPLIES WITH COURSE TO STATION - ZERO WINDS.

(5) PILOT ACKNOWLEDGES.





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RADAR (ADC) UNITED STATES AND CANADA

| LOCATION | CALL SIGN | LOCATION | CALL SIGN |
|---|---|---|---|
| BANGOR, Me. | UNKNOWN | HORNAFJORDUR | HANDICAP |
| BRUNSWICK, Me. | WILD BILL | HORNBJARG | UNKNOWN |
| LORING, Me. | UNKNOWN | KEFLAVIK | HOTSTUFF |
| NORTH TRURO, Mass. | NO TRUMP | THORSHOFN | UNKNOWN |
| BUFFALO, N.Y. | UNKNOWN | | |
| MONTAUK, N.Y. | POWDER | | |
| SARATOGA SPRINGS, N.Y. | EGG NOG | | |
| WATERTOWN, N.Y. | NIGHTCAP | | |

PROCEDURES

(1) REQUEST ASSISTANCE FROM ADC FROM ANY CAA RANGE SYSTEM OR CALL "RADAR CONTROL" ON 243.0 USING DISTRESS CALLS "MAYDAY" OR "PAN".

(2) INFORMATION AVAILABLE:

(A) TRACK & GROUND SPEED (KNOTS)

(B) POSITION IN LAT. OR LONG. OR GEOREF OR BY BEARING AND DISTANCE FROM KNOWN POINT.

(C) VECTOR TO NEAREST AIRDROME.

(D) POSITION OF HEAVY CLOUDS.

(3) IFF SHOULD BE TURNED TO "EMERGENCY".

(4) WITH RECEIVER ONLY

(A) TUNE TO 121.5 MC OR 243.0 MC

(B) FLY RIGHT HAND TRIANGULAR PATTERN WITH 1 MINUTE LEGS AND ½ STAND. RATE TURNS. COMPLETE TWO PATTERNS BEFORE RESUMING COURSE. INSTRUCTIONS WILL BE GIVEN.



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(5) WITH NO RECEIVER

(A) FLY LEFT HAND PATTERN AS ABOVE.

(B) RESCUE AIRCRAFT WILL BE DISPATCHED.

(C) CONTINUE ON COURSE - YOU WILL BE TRACKED.

OCEAN STATIONS

(1) FACILITIES FOR SEARCH AND RESCUE

(A) METEOROLOGICAL INFORMATION

(B) DF BEARINGS

(C) BEACON TRANSMISSIONS

(D) RADAR PLOTTING

(E) RELAYING OF INFORMATION — PROCEDURE: CONTACT OCEAN STATION AND TRANSMIT MESSAGE

(F) ALERTING OF SEARCH & RESCUE FACILITIES

(G) LAYING FLARE PATH OR DIRECTING SEARCH LIGHTS

(H) ADVISING OF OTHER PLANES OR SHIPS IN THE AREA

(I) SMOOTHING OF SEA

(J) ACTUAL SEARCH & RESCUE OR DIRECTION THEREOF

(2) LOCATIONS:

(A) STATION BRAVO: CALL "4YB" FREQS CW -2931, 5611.5, 500, 8364; VOICE - 3023.5, 127.9, 121.5, 243.0, @ 56 30N/14 00W

(B) STATION ALPHA: CALL "4YA" FREQS CW 347, 333, 500, 2931, 5611.5, 8947.5, 223: VOICE - 121.5, 127.9, 3023.5, 118.1, 243.0. @ 62 00N/ 33 00W

(C) STATION CHARLIE: CALL "4YC" FREQS: - CW - 391, 2931, 5611.5, 500, 8364, 385; VOICE - 3023.5, 127.9, 121.5, 243.0, 2182 @ 52 45N/ 35 30W

(D) STATION INDIA: CALL "4YI" FREQS - CW - 388, 500, 3095, 5695.5, 2931, 5611.5, 8947.5, 13354.5, 233R - 223T: VOICE - 121.5, 127.9, 3023.5, 118.1, 243.0 @ 59 00N/19 00W



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(E) STATION JULLISTE: CALL "4YJ" FREQS: - VOICE - 243.0, 127.9, 121.5, 233R-223T, 3023.5; CW - 370, 500, 3095, 5695.5, 2931, 5611.5, 8947.5, 13354.5 @ 52 30M/20 00W





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AIR RESCUE FACILITIES

LOCATIONS OF AIR FACILITIES:

(1) 53RD ARS SQ KEFLAVIK AIRPORT, ICELAND

(2) 66TH ARS SQ MANSTON RAF STATION, ENGLAND

(3) 67TH ARS SQ PRESTWICK, SCOTLAND

(4) 46TH ARS SQ WESTOVER AFB, MASS.

(5) 51ST ARS SQ NARSARSSVAK AB, GREENLAND

(6) 52ND ARS SQ HARMON AFB, STEPHENVILLE, N.F.

(7) 54TH ARS SQ GOOSE AB, GOOSE BAY, N.F.

(8) 55TH ARS SQ THULE AFB, GREENLAND

RCAF

(1) ATLANTIC AREA RCC, HALIFAX, N.S.

(2) NORTH ATLANTIC RCC, TORBAY, N.F.

PROCEDURES FOR DISTRESSED AIRCRAFT:

(1) TURN IFF TO EMERGENCY

(2) CONTACT ANY MILITARY OR CIVILIAN RADIO FACILITY

(3) REQUEST INTERCEPT OR ESCORT IF REQUIRED AND GIVE POSITION, TIME, HEADING, TRUE AIR SPEED, ALTITUDE, NATURE OF EMERGENCY, PILOT'S INTENTIONS.

(4) MAINTAIN RADIO CONTACT WITH GROUND STATION, STANDBY ON VHF OR UHF EMERGENCY FREQS UNTIL RESCUE AIRCRAFT IS CONTACTED.

(5) UPON REQUEST FROM RESCUE AIRCRAFT TRANSMIT A UHF OR VHF TONE ON FREQ SPECIFIED BY RESCUE AIRCRAFT.

(6) TUNE RADIO COMPASS TO 514 OR 526 KCS AS REQUESTED AND RELAY RECEIVED BEARINGS TO RESCUE AIRCRAFT.





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(7) MAINTAIN LOOKOUT FOR SIGNALS OR RESCUE AIRCRAFT.

(8) IF DITCHING, BAILING OUT, OR CRASH LANDING, SCREW DOWN KEY.

PROCEDURES FOR AIRCRAFT WITNESSING ANY DISTRESS INVOLVING OTHER AIRCRAFT:

(1) KEEP DISTRESSED AIRCRAFT IN SIGHT.

(2) TURN IFF TO EMERGENCY

(3) NOTIFY SAR OR RADIO CONTROL, GIVING THE FOLLOWING:

(A) TYPE OF AIRCRAFT

(B) LOCATION BY GEOGRAPHICAL POINT OR BEARING & DISTANCE

(C) TIME OF ACCIDENT

(D) PERSONNEL INVOLVED OR SIGHTED

(E) THEIR CONDITION

(F) OTHER PERTINENT INFORMATION

(4) MARK LOCATION WITH DRIFT SIGNALS OR DYE MARKER

(5) DROP RESCUE OR SURVIVAL EQUIPMENT IF AVAILABLE

(6) FURNISH HOMINGS FOR RESCUE AIRCRAFT OR SURFACE VESSELS ON UHF, VHF OR HF FREQS.

(7) IF AT SEA, ATTEMPT TO COMMUNICATE WITH SURFACE VESSELS IN VICINITY AND ADVISE THEM OF DISTRESS, USING 500 KC's.

(8) REMAIN AT SCENE AS LONG AS ENDURANCE PERMITS.

(9) AFTER LANDING, MAKE COMPLETE REPORT TO NEAREST AF, NAVY, CIVIL OR OTHER FACILITY.





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EMERGENCY AIR FIELDS

| FIELD | LENGTH | SURFACE | NIGHT & WEATHER FACILITIES | FUEL |
|---|---|---|---|---|
| CARSWELL, TEX. | 10,500 | HARD | YES | YES |
| BARKSDALE, LA. | 11,600 | HARD | YES | YES |
| LITTLE ROCK, ARK. | 12,000 | HARD | YES | YES |
| TINKER, OKLA. | 11,100 | HARD | YES | YES |
| SCHILLING, KAN. | 13,300 | HARD | YES | YES |
| LOCKBOURNE, OHIO | 11,900 | HARD | YES | YES |
| PLATTSBURG, N.Y. | 11,700 | HARD | YES | YES |
| WESTOVER, MASS. | 11,600 | HARD | YES | YES |
| DOW, ME. | 7,000 | HARD | YES | YES |
| HARMON, N.F. | 10,000 | HARD | YES | YES |
| LORING, ME. | 12,000 | HARD | YES | YES |
| GOOSE, LAB. | 10,000 | HARD | YES | NO |
| KEFLAVIK, ICE. | 10,000 | HARD | YES | YES |
| THULE, GREEN. | 10,000 | HARD | YES | YES |
| SONDRESTROM, GREEN. | 5,500 | HARD | YES | YES |
| NARSARSSUAK, GREEN. | 6,500 | HARD | NO | NO |
| ALCONBURY, ENG. | 9,000 | HARD | YES | YES |
| UPPER HEYFORD, ENG. | 9,600 | HARD | YES | YES |
| BRIZE NORTON, ENG. | 10,000 | HARD | YES | YES |
| BRUNTINGTHORPE, ENG. | 10,000 | HARD | YES | YES |
| FAIRFORD, ENG. | 10,000 | HARD | YES | YES |
| GETAFE, SPAIN | 7,700 | HARD | YES | YES |
| SANJURJO, SPAIN | 9,800 | HARD | YES | YES |





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| | | | | |
|---|---|---|---|---|
| SIDI SLIMANE, FR. MO. | 11,000 | HARD | YES | YES |
| NOUASSEUR, FR. MO. | 12,200 | HARD | YES | YES |
| BEN GUERIR, FR. MO. | 14,000 | HARD | YES | YES |





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FORCED LANDING IN FRIENDLY TERRITORY WHERE CLEARANCE HAS BEEN OBTAINED (UNITED KINGDOM OR ZARAGOZA, SPAIN)

IF NECESSARY TO LAND ELSEWHERE IN UNITED KINGDOM OR AT ZARAGOZA SPAIN, ASSISTANCE CAN BE EXPECTED. IF SUCH LANDING BECOMES NECESSARY THE AIRCRAFT COMMANDER WILL IMMEDIATELY CONTACT BY RADIO:

(1) THE LAST BASE FROM WHICH THE AIRCRAFT DEPARTED.

(2) THE BASE OF DESTINATION, OR,

(3) THE NEAREST US BASE OR GROUND STATION. HE WILL REPORT THE DECISION TO LAND, THE REASON FOR LANDING, PRESENT LOCATION OF THE AIRCRAFT, AND LOCATION OF AIRFIELD OR AREAS ON WHICH FORCED LANDING WILL BE ATTEMPTED.

IMMEDIATELY AFTER LANDING, THE AIRCRAFT COMMANDER OR HIS APPOINTED REPRESENTATIVE WILL TAKE IMMEDIATE ACTION TO COMMUNICATE WITH:

(1) THE NEAREST US MILITARY AUTHORITIES

(2) US EMBASSY OR US CONSULAR POST

(3) IF (1) OR (2) NOT POSSIBLE THEN CONTACT NEAREST FOREIGN GOVERNMENT OFFICIAL.

(4) IF (3) IS NOT POSSIBLE, CONTACT THE NEAREST LOCAL OFFICIAL AND ARRANGE FOR HIM TO CONTACT US AUTHORITIES OR FOREIGN GOVERNMENT OFFICIALS.

THE AIRCRAFT COMMANDER WILL SEE THAT THE AIRCRAFT AND EQUIPMENT ARE PROPERLY SAFEGUARDED AT ALL TIMES.

IF SEARCH OR SEIZURE OF THE AIRCRAFT APPEARS IMMINENT, SUCH ACTION WILL BE PROTESTED FIRMLY BUT FORCE SHOULD NOT BE USED. THE AIRCRAFT COMMANDER WILL INSURE THAT CREW CONDUCT IS SUCH THAT FRIENDLY RELATIONS CAN BE MAINTAIN WITH THE FOREIGN OFFICIALS AND GOVERNMENT.



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TAKE-OFF FROM A NON SCHEDULED LANDING POINT IN FRIENDLY TERRITORY SHOULD NOT BE ATTEMPTED WITHOUT FOREIGN GOVERNMENT CLEARANCE.





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FORCED LANDING IN FRIENDLY OR NEUTRAL TERRITORY WHERE NO CLEARANCE HAS BEEN OBTAINED

FOR THIS MISSION THIS WOULD BE ANY FRIENDLY OR NEUTRAL TERRITORY OTHER THAN SPAIN AND SHOULD NOT OCCUR EXCEPT IN CASE OF EXTREME EMERGENCY.

REPORTING OF THE DECISION TO LAND WOULD BE AS GIVEN ON PAGE 10 TO THE BASE OF DESTINATION OR NEAREST US BASE OR GROUND STATION.

IMMEDIATELY AFTER LANDING PLACE A GUARD ON THE AIRCRAFT AND MAINTAIN IT AT ALL TIMES UNTIL RELIEVED BY A GUARD PROVIDED BY OTHER MILITARY OR US REPRESENTATIVES. THE SAFEGUARDING OF CLASSIFIED DOCUMENTS AND EQUIPMENT IS OF PARAMOUNT IMPORTANCE.

TAKE STEPS TO CONTACT OFFICIALS AS ALREADY GIVEN ABOVE PLUS REQUESTING IMMUNITY FROM SEARCH AND SEIZURE.

IF SEARCH OR SEIZURE APPEARS IMMINENT, CLASSIFIED DOCUMENTS SHOULD BE DESTROYED IF POSSIBLE, BUT CLASSIFIED EQUIPMENT SHOULD NOT BE DESTROYED.

CREWMEMBERS SHOULD NOT ATTEMPT TO EVADE FROM FRIENDLY OR NEUTRAL TERRITORY.

NO PAPERS OR STATEMENTS WILL BE SIGNED.

NO INFORMATION CONCERNING THE MISSION WILL BE GIVEN EXCEPT AS MAY BE SPECIFICALLY AUTHORIZED IN SPECIALIZED PRE-MISSION BRIEFING.

CREWMEMBERS MAY GIVE NAME, GRADE, SERVICE NUMBER, DATE OF BIRTH AND ORGANIZATION TO FRIENDLY OR NEUTRAL GOVERNMENT OFFICIALS.





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SURVIVAL IN SUB-ARCTIC AREAS

ON THE FIRST PART OF THE OUTBOUND ROUTE TO THE UK, THE IRON BAR ROUTE LEAVES THE US AT MAINE, CUTTING ACROSS THE CANADIAN PROVINCE OF NEW BRUNSWICK, THE GULF OF ST. LAWRENCE AND OUT INTO THE ATLANTIC OVER THE STRAIT OF BELLE ISLE WHICH SEPARATES NEWFOUNDLAND AND LABRADOR. EMERGENCY AIRFIELDS ARE AVAILABLE AT GOOSE BAY, GANDER AND HARMON, BUT AN IMMEDIATE BAILOUT SITUATION WOULD PUT A CREWMEMBER DOWN IN SUB-ARCTIC COUNTRY IN LABRADOR OR NEWFOUNDLAND. BOTH OF THESE AREAS ARE PLATEAUS 1000 FEET ABOVE SEA LEVEL, DISSECTED BY COUNTLESS LAKES AND STREAMS. THE COLD LABRADOR CURRENT DROPS DECEMBER TEMPERATURES IN LABRADOR TO A 15° AVERAGE, AND PRECIPITATION AMOUNTS TO ABOUT ONE FOOT OF SNOW. IN NEWFOUNDLAND TEMPERATURES ARE LESS SEVERE (AROUND 35°) BUT SNOW COVER WILL BE HEAVIER.

CREWMEMBERS DOWNED IN LABRADOR OR NEWFOUNDLAND CAN EXPECT A QUICK RESCUE EVEN IN THE INTERIOR REGIONS WHERE THERE ARE NATIVE TRAPPERS, HUDSONS BAY COMPANY'S OUTPOSTS, AND RAILROAD LINES SERVING VARIOUR IRON MINES. EVEN IN THE GULF OF ST. LAWRENCE AND BELLE ISLE STRAIT, THE GREAT NUMBER OF FISHING BOATS EQUIPPED WITH TWO-WAY RADIOS COULD QUICKLY HAUL OUT A CREWMEMBER.

HOWEVER, IF AN INJURY OR SEVERE WEATHER PREVENTS MOVEMENT TO SOME SORT OF HELP, THESE RULES FOR SURVIVAL IN THE SUB-ARCTIC SHOULD BE REMEMBERED. IMMEDIATELY AFTER LANDING, BUNDLE UP AND REST FOR SEVERAL HOURS SO AS TO OVERCOME THE EFFECTS OF SHOCK. SURVEY ALL AVAILABLE EQUIPMENT AND CONSTRUCT SOME TYPE OF MAKESHIFT SHELTER, PERHAPS A LEAN-TO OUT OF PARACHUTE MATERIAL. THE MD-1 SURVIVAL KIT DOES NOT



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CONTAIN A SLEEPING BAG SO PARACHUTE CLOTH SHOULD BE WRAPPED LOOSELY AROUND THE BODY FOR WARMTH. BOTH LABRADOR AND NEWFOUNDLAND ARE HEAVILY FORESTED ALONG THE RIVERS AND LAKES, SO FIREWOOD SHOULD BE PLENTIFUL FOR HEATING PURPOSES. BE CAREFUL NOT TO EXERCISE TOO VIOLENTLY BECAUSE SWEATING WILL CAUSE LOSS OF BODY HEAT AND DEHYDRATION. IF SURVIVAL RATIONS RUN OUT, WILD GAME IS PLENTIFUL AND SHOULD BE EASY TO PROCURE WITH THE .22 HORNET AND THOMPSON SNARES. ICE FISHING ON THE LAKES WOULD BE AN ADDITIONAL FOOD SOURCE. FATS ARE THE BEST FOOD IN A SUB-ARCTIC CLIMATE. SNOWBLINDNESS CAN OVERCOME A MAN RATHER QUICKLY, SO WEAR THE GOGGLES FOUND IN THE KIT AT ALL TIMES. FROSTBITE AND IMMERSION FOOT ARE TWO HAZARDS THAT MUST BE COMBATTED: KEEP FEET AND SOCKS DRY BY WARMING THEM OVER A NIGHTLY FIRE AND WARM FROSTBITTEN AREAS BY TUCKING THEM UNDER THE ARMPITS.

## SURVIVAL IN THE NORTH ATLANTIC

CREWMEMBERS FORCED TO BAIL OUT OVER THE NORTH ATLANTIC WILL FIND THEMSELVES IN AN EXTREMELY HAZARDOUS AREA. THE NORTH ATLANTIC IN THE WINTER IS RENOWNED FOR ITS HIGH GALES, ROUGH SEAS AND BITTER TEMPERATURES.

IF THE AIRCRAFT HAS TO BE ABANDONED, ALL ATTEMPTS SHOULD BE MADE TO RIDE THE AIRCRAFT DOWN TO LOWER ALTITUDES PRIOR TO EJECTION TO PREVENT FROSTBITE AND POSSIBLE DEATH BY FREEZING IN A PROLONGED PARACHUTE DESCENT. AFTER THE CANOPY HAS OPENED REMEMBER TO LOOSEN THE CHEST STRAPS BEFORE INFLATING THE MAE WEST LIFE VEST. ALSO INFLATE THE ONE-MAN LIFE RAFT WHILE DESCENDING BY PULLING THE RED TAB ON THE RIGHT HAND SIDE OF THE RAFT PACK. BECAUSE OF THE DIFFICULTY IN JUDGING HEIGHT OVER WATER DO NOT ATTEMPT TO GET FREE OF THE PARACHUTE HARNESS UNTIL AFTER HITTING THE WATER AND CLIMBING INTO THE LIFE RAFT.



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THE KEY TO SURVIVAL IN THE OCEAN IS IN GETTING OUT OF THE WATER AND INTO THE RAFT AS QUICKLY AS POSSIBLE. WATER TEMPERATURES IN NOVEMBER AND DECEMBER ARE 35° ALONG THE LABRADOR COAST AND 45° IN THE MID-OCEAN AREA OVERFLOWN ON IRON BAR PENETRATION AND WITHDRAWAL ROUTES. THE R-1 EXPOSURE SUIT WILL NOT BE EJECTED WITH THE CREWMEMBER, BUT IF TIME PERMITS, ALL ATTEMPTS SHOULD BE MADE TO PUT ON THE SUIT PRIOR TO BAILOUT. A MAN WILL LAST ONLY 5 MINUTES MAXIMUM IN NORTH ATLANTIC WATERS WITHOUT AN EXPOSURE SUIT; WITH THE SUIT LIFE EXPECTANCY INCREASES TO APPROXIMATELY 20 MINUTES.

AFTER GETTING INTO THE ONE-MAN RAFT THE CREWMEMBER'S NEXT CONCERN SHOULD BE TO COMBAT HIS SECOND GREATEST HANDICAP, EXPOSURE. PUT ON THE GLOVES, MITTENS, AND EXTRA SOCKS IN THE SURVIVAL KIT AND RIG UP SOME SORT OF WINDBREAK. EVERY MILE PER HOUR OF WIND LOWERS THE AIR TEMPERATURE ONE DEGREE IN RELATION TO BODY WARMTH. SCOOP OUT ALL WATER FROM THE BOTTOM OF THE RAFT AND TIE DOWN ALL EQUIPMENT ON HAND TO PREVENT ITS LOSS IN A CAPSIZING. THE URC-4 RADIO IS AN ITEM WHICH MUST BE HANDLED CAREFULLY - ITS MERCURY BATTERIES WILL FREEZE UNLESS KEPT WARM NEXT TO THE BODY. TO BOOST BODY TEMPERATURE, EXERCISE AT FREQUENT INTERVALS WITHOUT CAPSIZING THE LIFERAFT: RAISE YOUR FEET, ROTATE YOUR ARMS AT THE SHOULDER AND PERIODICALLY MOVE YOUR FACIAL MUSCLES TO PREVENT FROSTBITE.

THE SURVIVAL RATIONS IN THE MD-1 KIT ARE SUFFICIENT TO LIVE ON FOR ONE WEEK. A FISHING KIT CAN BE USED TO SUPPLEMENT THE RATIONS, AS THE NORTH ATLANTIC IS NOTED FOR ITS GREAT QUANTITY AND VARIETY OF FISH WHICH ARE EASY TO CATCH. ALMOST ALL SALTWATER FISH ARE EDIBLE RAW. THE SALT WATER DESALTING KIT CONTAINS SIX BARS OF A CHEMICAL WHICH CAN PROVIDE



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FRESH WATER, BUT A PROBLEM WILL ARISE IN KEEPING THIS FRESH WATER FROM FREEZING SOLID.

THE URC-4 RADIO CAN BE USED BOTH FOR VOICE COMMUNICATIONS AND AS A HOMING DEVICE. ITS BATTERIES PROVIDE 11 HOURS OF CONTINUOUS TRANSMISSION, 24 HOURS INTERMITTENT TRANSMISSION. A HOMING TONE CAN BE SENT OUT BY PUSHING THE TONE AND TRANSMIT BUTTONS AND ENGAGING THE SLIDING LOCKBAR.

## SURVIVAL IN THE ARCTIC

THE INBOUND AND OUTBOUND ROUTES FOR IRON BAR PASS SOME 400 MILES FROM THE SOUTHERN TIP OF GREENLAND.

CREWS WHO EXPERIENCE ANY DIFFICULTY WITH THEIR AIRCRAFT NECESSITATING A BAIL-OUT ARE URGED TO MAKE THE GREENLAND COAST BECAUSE OF THE SLIM SURVIVAL POSSIBILITIES ON THE OCEAN. NARSARSSUAK AIR BASE ON THE SOUTHERN TIP OF GREENLAND AFFORDS THE NEAREST EMERGENCY LANDING FIELD (6,500 FEET, CONCRETE RUNWAY) FOR A POSSIBLE LANDING. LANDING HERE CAN BE ATTEMPTED ONLY IN DAYLIGHT UNDER VFR CONDITIONS, WITH CAUTION EXERCISED FOR 5,600-FOOT MOUNTAINS GUARDING THE APPROACHES FROM THE SEA.

THE EXTENSIVE GREENLAND COASTLINE IS MUCH INDENTED WITH DEEP, LONG FJORDS, SOME OF WHICH HAVE STEEP WALLS RISING THOUSANDS OF FEET ABOVE THE WATERLINE. ELEVATIONS INLAND RANGE UP TO 10,000 FEET AND THE GREAT MAJORITY OF INTERIOR GREENLAND IS COVERED BY AN ICE CAP WHERE VIOLENT WINDS, EXTREME COLD (-40°) AND LACK OF ANIMAL AND VEGETABLE LIFE WOULD MAKE SURVIVAL FOR MORE THAN A FEW DAYS WELL-NIGH IMPOSSIBLE. CREWMEMBERS SHOULD MAKE ALL ATTEMPTS TO BAIL OUT NEAR THE COAST WHERE NUMEROUS NATIVE SETTLEMENTS ARE LOCATED. THERE ARE SOME 40 SMALL COMMUNITIES IN THE VICINITY OF NARSARSSUAK, ALL OF WHICH PROVIDE AT LEAST BASIC SHELTER AND MINIMUM BASIC FACILITIES FOR FOOD AND HEAT.



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CREWS FORCED TO LIVE OFF THE LAND IN SOUTHERN GREENLAND WOULD DO BEST TO STICK TO THE COAST WHERE FISH, ESPECIALLY ATLANTIC COD, ARE AVAILABLE IN SUFFICIENT NUMBERS TO SUPPORT A NATIONAL ECONOMY. VEGETABLE FOODS ALONG THE COAST, EVEN IN NOVEMBER AND DECEMBER, INCLUDE THE KVAN, A LARGE, HOLLOW-STALKED LEAFY PLANT AND THE CROWBERRY, AN EVERGREEN SHRUB WITH PURPLISH BLACK, SWEET BERRIES.

CREWMEMBERS SHOULD REMEMBER THAT THE MD-1 SURVIVAL KIT IS A GLOBAL, RATHER THAN AN ARCTIC KIT, AND ARE STRONGLY URGED TO TAKE ALONG ADDITIONAL WARM CLOTHING AND OTHER HELPFUL PERSONAL SURVIVAL ITEMS.



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HEADQUARTERS
[illegible] BOMBARD [illegible] WING, [illegible] (SAC)
United States Air Force
Dyess Air Force Base, Texas

3441DOP 25 November 1957

SUBJECT: Amendment #2, to "[illegible]" Flimsy.

TO: See Distribution

1. Forwarded as inclosure 1 is amendment #2 to "[illegible]" flimsy. Any superseded pages will be removed and destroyed in accordance with instructions contained in AFR 205-1.

2. The following "write in" changes will be made in subject document.

a. Item 1: Fuel off-load for Fighting Fox and Quick Broom, page 21, item B 11. Change to read 40,000

b. Item 2: Paragraph G2, page 16. Change Mach .81 to read Mach .78.

c. Item 3: Page 18, item 10, change to read 37,000 lbs.

d. Item 4: Page 19, item 24. Delete word "radio", change to read "Prestwick Approach Control".

e. Item 5: Page 22, item D 10, change to read 40,000 lbs.

f. Item 6: Page 77, paragraph 6 g, change Mach .81 to read Mach .78.

g. Item 7: Section A, page 1, under aircraft commander column, delete Ligon and substitute Pendergast opposite Gold 2; Delete McKnight and substitute Flowers opposite Gold 4.

h. Item 8: Section A, page 2, under aircraft commander column, delete Graves and substitute Podbesek opposite Silver 1; Delete Routh and substitute Graves opposite Silver 2; Delete Podbesek and substitute McKnight opposite Silver 3; Delete Hull and substitute Platner opposite Silver 4.

i. Item 9: Section A, page 3, under aircraft commander column, delete Pendergast and substitute Routh opposite Cream 1, Delete Platner and substitute Ligon opposite Cream 2; Delete Flowers and substitute Hull opposite Cream 4.

j. Item 10: Section A page 4, under aircraft commander column, delete Ligon and substitute Pendergast opposite Gold 2; Delete McKnight and substitute Flowers opposite Gold 4.

k. Item 11: Section A, page 5, under aircraft commander column delete Graves and substitute Podbesek opposite Silver 1; Delete Routh and substitute Graves opposite Silver 2; Delete Podbesek and substitute McKnight opposite Silver 3; Delete Hull and substitute Platner opposite Silver 4;

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L. Item 12: Section A, page 6, under aircraft commander column delete Pendergast and substitute Routh opposite Cream 1; Delete Platner and substitute Ligon opposite Cream 2; Delete Flowers and substitute Hull opposite Cream 4.

3. Remove old page 14, and replace with amended page 14, attached.

4. Insert page 75a in proper numerical sequence.

5. Section K, Remove old pages 40, 42 and 43, and insert new amended pages 40, 42 and 43.

6. Section C add new pages 12a and 14a.

BY ORDER OF THE COMMANDER:

George M. Lockhart

GEORGE M. LOCKHART
Colonel, USAF
Director of Operations

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| LOCATION | CALL SIGN | CH/FREQ |
|---|---|---|
| Lockbourne | Crony | 11/311 |
| | Reno | 12/321 |
| Loring | Nelson | 11/311 |
| Portsmouth | Ringbolt | 11/311 |
| Westover | Snowfall | 11/311 |
| | Wedding | 12/321 |

M-11 Refueling/Time Reports

| Location | Call Sign | Ch/Freq | Relay to | Refueling Area |
|---|---|---|---|---|
| P-Whiteman | Cow Bell | 12/321.0 | Room Service + Sling Shot | LAZY DAY |
| S-Des Moines | Dover Control | 11/311.0 | Room Service | Lazy Day |
| | Adams Control | 12/321.0 | and | |
| | Linclon Tower | 1/236.6 | Sling Shot | |
| P-Little Rock | Wine Glass (11) | 11/311.0 | Room Service + Sling Shot | Book Mark |
| | Bow Legs (12) | 12/321.0 | | |
| S- Nashville | Cambell Tower | 11/311.0 | Room Service | Book Mark |
| | | 1/236.6 | and | |
| | | | Sling Shot | |
| Lockbourne | Crony Control | 11/311.0 | Bookcase Blue | Fighting Fox |
| | Reno Control | 12/321.0 | and | Whisk Broom |
| | Lockbourne Tower | 1/236.6 | Marshall White | |
| Presque Isle | Nelson Control | 11/311.0 | Foothold | Lazy Bow |
| | Loring Tower | 1/236.6 | | Fast Buck |
| Isle of man | Peppercorn Control | 11/311.0 | Midshipman | Hedge Hop |
| | | | | Ping Pong |

Amdt #2
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Air Crew Flimsy, 25 Nov 57



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RAF FIGHTER INTERCEPTIONS: B-47 aircraft approaching UK may be subject to practice intercepts by RAF fighter aircraft. The following procedures will be used for identification purposes:

a. Aircraft approaching the UK from the northwest will begin operating navigation lights in steady position upon reaching 14° West longitude.

b. Aircraft approaching the UK from the southwest will begin operating navigation lights in steady position upon reaching 8° West longitude.

c. Aircraft approaching the UK from the south will begin operating navigation lights in steady position upon reaching 46° North latitude.

d. Participating aircraft will operate navigation lights in steady position only while above 25,000 foot altitude.

REDEPLOYMENT WEATHER: 7TH AIR DIVISION will be responsible for briefing and providing weather information concerning Redeployment.

SPECIAL WEAPONS: Special Weapons receipts and accounting procedures will be accomplished at final weather briefing.

ALTIMETER SETTINGS: Normal procedures will be followed concerning altimeter settings. Normal altimeter settings as obtained from ground stations will be used while flying over land mass, a setting of 29.92 will be used while flying over water.

Amdt #2
819th AD "IRON BAR"
Air Crew Flimsy, 25 Nov 57

SECTION "C"

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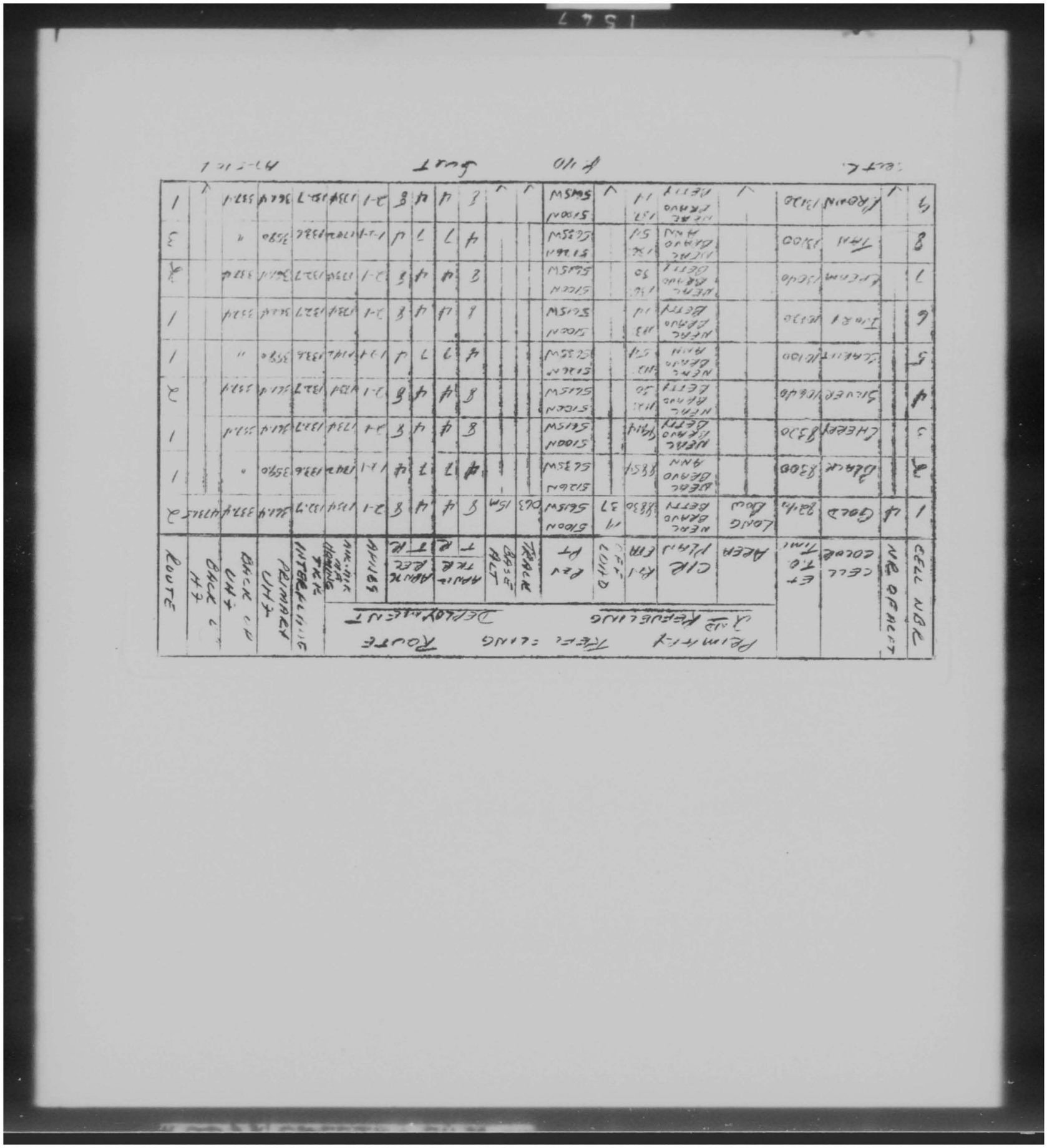

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| CELL NBR | NR OF ACFT | CELL COLOR | ET T.O. TIME | ALTERNATE REFUELING ROUTE 1ST REFUELING | | | | | | | DEPLOYMENT | | | | | | TANKER INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT. | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN69 | AIR-AIR MF HOMING | | | | | |
| 1 | 4 | BLACK | 8240 | BOOK MARK | ANN ZI ALPHA | 8507 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | BOOK MARK | BETTY ZI BRAVO | 8527 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 3 | | GOLD | 8320 | WHISK BROOM | ANN ZI ALPHA | 8627 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 4 | | IVORY | 106:40 | BOOK MARK | ANN ZI ALPHA | 109:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 5 | | SCARLET | 107:00 | BOOK MARK | BRAVO ZI BETTY | 109:27 | " | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 6 | | SILVER | 107:20 | WHISK BROOM | ANN ZI ALPHA | 110:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 7 | | BROWN | 130:40 | BOOK MARK | ANN ZI ALPHA | 133:07 | 35m | 3807N 8306W | 055 | 15m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |
| 8 | | TAN | 131:00 | BOOK MARK | BETTY ZI BRAVO | 133:27 | 35m | 3743N 8245W | " | " | 5 | 7 | 7 | 5 | 2-1 | 1734 | 132.7 | 266.5 | 271.9 | | |
| 9 | | CREAM | 131:20 | WHISK BROOM | ANN ZI ALPHA | 134:27 | 45m | 4152N 7803W | 084 | 13m | 5 | 6 | 6 | 5 | 1-2-1 | 1742 | 133.6 | 256.0 | 352.6 | | |

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# ALTERNATE REFUELING ROUTE

## 2ND REFUELING DEPLOYMENT

| CELL NBR | NR OF ACFT | CELL COLOR | E+ T.O. TIME | AREA | C/R PLAN | RZV ETA | OFF LOAD | RZV PT | TRACK | BASE ALT | APN12 TKR T | APN12 TKR R | APN76 REC T | APN76 REC R | APN69 | AIR-AIR MF HOMING | TKR INTERPLANE | PRIMARY UHF | BACK UP UHF | BACK UP HF | ROUTE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4 | BLACK | 8240 | LONG BOW | NEAC BRAVO BETTY | 8827 | M 37.5 | 5100N 5615W | 063 | 15m | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | 4731.5 | 2 |
| 2 | | CHERRY | 8300 | | NEAC BRAVO ANN | 8847 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 3 | | GOLD | 8320 | | NEAC BRAVO BETTY | 8909 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 4 | | IVORY | 10640 | | NEAC BRAVO BETTY | 112: 27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 5 | | SCARLET | 10700 | | NEAC BRAVO ANN | 112: 47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 6 | | SILVER | 10720 | | NEAC BRAVO BETTY | 113: 09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 7 | | BROWN | 13040 | | NEAC BRAVO BETTY | 136: 27 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |
| 8 | | TAN | 13100 | | NEAC BRAVO ANN | 136: 47 | | 5126N 5635W | | | 4 | 7 | 7 | 4 | 1-2-1 | 1742 | 133.6 | 359.0 | " | | |
| 9 | | CREAM | 13120 | | NEAC BRAVO BETTY | 137: 09 | | 5100N 5615W | | | 8 | 4 | 4 | 8 | 2-1 | 1734 | 132.7 | 361.4 | 337.4 | | |

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AIR/SEA RESCUE UNITS

| LOCATION | VOICE CALL SIGN |
|---|---|
| Westover | Westover Rescue |
| Narsarssuak | John |
| Harmon | Window |
| Goose | Hardship |
| Thule | Ice Cube |
| Bushy Park, (UK) | Bushy Park Rescue |
| Keflavik | Keflavik Rescue |
| Lages | Lages Rescue |
| Manston (UK) | Manston Rescue |
| Prestwick | Prestwick Rescue |
| Sidi Slimane | Sidi Rescue |
| Wheelus (Libya) | Tripoli Rescue |
| Semback (Ger) | Semback Rescue |
| Spangdahlem | Spangdahlem Rescue |

These stations all monitor channel 10/8364, International Distress Frequency.

Amdt #2, 819th AD
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ADDITIONAL EW/GCI STATIONS ENROUTE: (Continuation from page 13) (364.2mcs)

| LOCATION | CALL SIGN | LOCATION | CALL SIGN |
|---|---|---|---|
| Feymount, Ont. | ESKIMO | Redcliff, Nfld | BREAD CORN |
| Edga, Ont. | CUPID | Stepenville | CAPABLE |
| St Sylvestre, Que. | SNOWSHOE | Melville, Lab. | PINTAIL |
| Parent, Que. | SCOOTER | St Anthone, Nfld | DOG FEVER |
| Senneterre, Que. | PURITAN | Cartwright, Lab. | INK BAG |
| Beaver Bank, NS | RED TAPE | Hopedale, Lab. | LOVE JOY |
| Sydney, Can. | PEPPER | | |

AIRBOURNE EARLY WARNING (364.2 mcs)

| LOCATION (APPROX) | CALL SIGN |
|---|---|
| 42N 66W | SENIOR |
| 40N 68W | ABLE SEAMAN |
| 38N 71 W | BOLSTER |

PICKET SHIPS (364.2 mcs)

| LOCATION(APPROX) | CALL SIGN | LOCATION (APPROX) | CALL SIGN |
|---|---|---|---|
| 43N 63W | GAME FISH | 38N 67W | GOAT PEN |
| 41N 63W | BIG GUN | 37N 69W | CORN BEEF |
| 40N 66W | | | |

ICELAND SITES (364.2 mcs)

| | | |
|---|---|---|
| KEFLAVIK | HOTSTUFF | ALLIGATOR |
| HOFN | HAMDICAP | |

UK SITES

GNAT BITE (394.3 mcs)

SOAP BOX (397.1 mcs)

LION HEART (398.3 mcs)



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"IRON BAR"

1. ALL AIRCRAFT

a. Dyess - Wichita Falls for south T.O. cross victor 16 between Coleman and Wichita Falls at 21-23M, 17 Min after T.O.

b. Dyess - West Radio Beacon (Waco) for south T.O. cross victor 163 between Mineral Wells and Lometa, Texas at 21-23M, 17 Min after T.O.

2. BLACK AND CHERRY CELLS

a. Acft will cross Gander OAC boundary between 28-30M.

b. Lead acft of each cell will contact radar advisory when crossing coastal CADIZ boundaries.

3. GOLD, SILVER, CREAM CELLS

a. Acft will cross Gander OAC boundary between 28-30M.

b. Lead acft of each cell will report to Moncton center on 301.4 mc when entering Moncton CADIZ.

c. Lead acft of each cell will contact radar advisory when crossing coastal CADIZ boundaries.

4. SCARLET, IVORY, TAN, BROWN CELLS

a. Acft will cross Gander OAC boundary NOT BELOW 28 M.

b. Lead acft of each cell will contact radar advisory when crossing coastal boundaries.

c. Upon entering Moncton CADIZ contact Mount Jolly (cyyy) on 243.0 mcs.

NOTE: "Iron Bar" Route Sheet was distributed under seperate cover, Wing Control Number A7-5612. Add the above supplement to Iron Bar route sheet and incorporate these route sheets as part of the "Iron Bar" Crew Flimsy.

Amdt #2, 819AD
"Iron Bar" Flimsy
25 Nov 57

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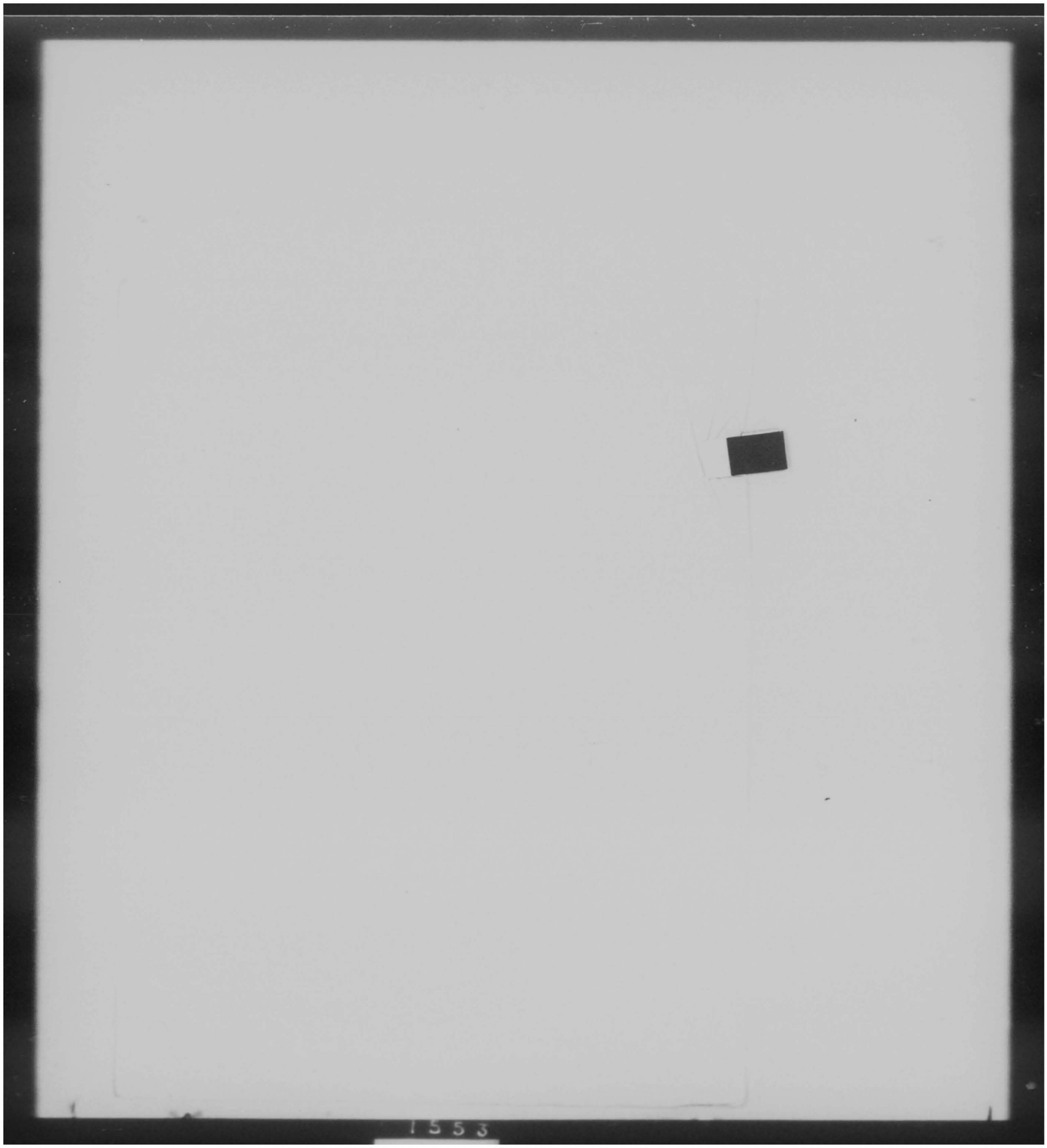



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SECRET

PRIORITY

X AF ORIG

COMAIRDIV 819 DYESS AFB, TEX

COMAF 15 MARCH AFB, CALIF

INFO: COMDR CHELVESTON, ENGLAND

/SECRET/ZIPPO 12-341 /B-27/39-57/15AF/341BW/IRON BAR

THIS MESSAGE IN FIVE PARTS. PART I. ESTIMATE OF MISSION SUCCESS EXCELLENT/37 AIRCRAFT WERE LAUNCHED FROM DYESS AFB WITH 34 AIRCRAFT OVER THE TARGET. (1) TWO AIRCRAFT, NUMBER FOUR OF THIRD CELL, RST WAVE AND NUMBER FOUR OF SECOND CELL, THIRD WAVE, AIR ABORTED. (2) PRIOR TO FIRST REFUELING, TWO AIRCRAFT ABORTED DUE TO MECHANICAL DIFFICULTIES AND RETURNED TO DYESS AFB. NUMBER ONE AIRCRAFT, SECOND CELL, THIRD WAVE ABORTED PRIOR TO SECOND REFUELING DUE TO INSUFFICIENT OFFLOAD IN THE FIRST REFUELING AREA AND LANDED AT PLATTSBURGH AFB. TANKER UNABLE TO OFFLOAD BRIEFED FUEL DUE TO LOSS OF HYDRAULIC PUMPS/ATTEMPTS TO RESCHEDULE THIS SORTIE WERE UNSUCCESSFUL DUE TO MAINTENANCE DIFFICULTIES/AIRCRAFT WAS RETURNED TO HOME STATION. (3) THE FIRST CELL OF THE FIRST WAVE WAS DIVERTED TO LORING AFB DUE TO WEATHER IN THE PRIMARY AND SECONDARY REFUELING

11 1715z
Dec 1957

341DOT
/s/ CLAUDIUS E. BELK
CLAUDIUS E. BELK, LT COL, USAF
527

/s/ G. WHITCOMB M/SGT
CONTROLLER

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AREAS. THIS CELL WAS SUBSEQUENTLY RELAUNCHED SUCCESSFULLY. (4) NUMBER FOUR AIRCRAFT, THIRD CELL, SECOND WAVE LANDED AT GOOSE AFB AFTER LOSS OF UHF RECEIVER AND MARGINAL HF RECEIVER. AIRCRAFT WAS SUCCESSFULLY RELAUNCHED WITH THIRD WAVE. (5) NUMBER FOUR AIRCRAFT THIRD CELL OF THIRD WAVE DIVERTED TO PEASE AFB DUE TO INSUFFICIENT FUEL. RECEIVER AIRCRAFT DESCENDED EARLY AND MADE LATE HOOK-UP. TANKER UNABLE TO STAY WITH RECEIVER DUE TO FUEL SHORTAGE. 21000 LBS OF FUEL OFFLOADED TO THIS RECEIVER. THIS AIRCRAFT WAS RELAUNCHED AS PART OF THE THIRD WAVE AND COMPLETED MISSION SUCCESSFULLY. (6) OF THE THIRTY-FOUR AIRCRAFT ARRIVING CHELVESTON, ONE WAS INEFFECTIVE OVER THE TARGET DUE TO LOSS OF RADAR, AND ONE WAS INEFFECTIVE DUE TO A CAMERA MALFUNCTION. PART V. LESSONS LEARNED: (1) A GREAT DEAL OF EFFORT WAS EXPENDED IN EXERCISING CLOSE COORDINATION WITH ALL SUPPORTING REFUELING UNITS. THIS PRACTICE PROVED EXTREMELY VALUABLE IN VIEW OF THE WEATHER ENCOUNTERED. PART III. RECOMMENDATIONS: (1) SPECIAL WEAPONS LOADING. RECOMMEND THAT A WEAPON NOT BE CARRIED DURING THE WINTER MONTHS ON AN EXERCISE WHICH REQUIRED REDEPLOYMENT FROM A POST STRIKE BASE, PRIMARILY BECAUSE OF EXTREME ADVERSE WINDS ENCOUNTERED. AN UNREALISTIC TRAINING SITUATION IS CREATED WHICH PLACES A LARGE ADDITIONAL WORKLOAD ON MAINTENANCE PERSONNEL WHEN WEAPON IS DOWN LOADED AT POST STRIKE BASE DUE TO MAJOR MAINTENANCE SUCH AS RETRACTION, BOOST PUMP CHANGES AND FUEL LEAKS. (2) UHF CHANNELIZATION FOR UK. REFERENCE IS MADE TO PARAGRAPH B200.19 AND B200.19A, ANNEX B2, CHAPTER 11, SAC CEI. THERE IS A WIDE



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COMAIRDIV 819 DYESS AFB, TEX

DIVERGENCE BETWEEN CHANNELIZATION REQUIREMENTS IN THESE PARAGRAPHS AND THAT WHICH ACTUALLY EXISTS AT CHELVESTON, ENGLAND. BECAUSE OF THE DIFFERENCES, IT WAS NECESSARY, AT THE LAST MINUTE, TO PUBLISH AN AMENDMENT TO THE "IRON BAR" CREW FLIMSY. THE DIFFERENCES BECAME APPARENT WHEN OUR ADVON ARRIVED AT THE POST-STRIKE BASE AND CHECK OUT FLIMSY AGAINST ACTUAL CHANNELIZATION AT OUR DESTINATION. IT IS OBVIOUS THAT A NEED EXISTS TO KEEP THE SAC CEI CURRENT AND MORE STANDARDIZATION OF CHANNELS BETWEEN BASES IN THE UK AND THE ZI. THIS IS PARTICULARLY IMPORTANT SINCE EWP PLANNING IS BASED ON THE SAC CEI. (3) COMMUNICATIONS/RENDEZVOUS PLANS. THESE PLANS WERE NOT FIRMLY ESTABLISHED AT THE PRE-PLANNING MEETING HELD AT 8TH AIR FORCE RESULTING IN A LOT OF CONFUSION AND CHANGES IN THE LOCAL RATIONS ORDER. IT HAS BEEN NOTED ON OTHER MISSIONS OF THE MAGNITUDE OF "IRON BAR," THAT COORDINATION OF THE COMMUNICATIONS FREQUENCY PLANS USUALLY INVOLVES NUMEROUS TELEPHONE CALLS AND MESSAGES TO COME TO A COMMON AGREEMENT. EVEN SO, LAST MINUTE CHANGES HAVE OCCURRED UP TO AND INCLUDING ACTUAL RENDEZVOUS TIME. THIS CONFUSION IS A DIRECT RESULT OF SAC MANUAL 100-1 TYING THE RENDEZVOUS POINT IN WITH THE FREQUENCY PLAN. IF THESE TWO DIVERSE ITEMS WERE DIVORCED THEN A FIRM FREQUENCY PLAN COULD BE ESTABLISHED AND FIRM RENDEZVOUS POINTS AND TRACKS COULD ALSO BE FINALIZED. IT IS RECOMMENDED THAT REFERENCE TO RENDEZVOUS POINTS BE DELETED FROM SAC MANUAL 100-1 AS THESE POINTS AND TRACKS ARE ILLUSTRATED IN SAC MANUALS 55-5 AND 55-10. BOYS NAMES COULD BE USED FOR FREQUENCY PLANS SO THAT MAJOR CHANGES IN REFUELING TRACKS WILL NOT BE



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NECESSARY. (4) SPARE WEATHER SCOUTS. FIRST REFUELING LOST ON FIRST CELL, FIRST WAVE DUE TO INABILITY OF TANKERS TO LOCATE A USEBLE AREA. TANKER WEATHER SCOUT ABORTED DUE TO ENGINE TROUBLE. RECOMMEND BACK-UP WEATHER SCOUT BE PROGRAMMED. BY MISSING FIRST TANKERS IN FIGHTING FOX AREA, THE SECOND TANKERS IN LONG BOW AREA WERE ALSO LOST. (5) ALERTING OF WEATHER ALTERNATES. ALTERNATE BASES OF LORING, PEASE, LOCKBOURNE AND GOOSE NEED TO BE BETTER FOREWARNED. SUPPORT UNITS PROBLEMS WERE ADEQUATE, HOWEVER, IF THEY HAD BEEN TOLD TO EXPECT WEATHER ABORTS, SUPPORT COULD HAVE BEEN BETTER PLANNED. (6) COMPLIANCE INSPECTION. RECOMMEND THAT COMPLIANCE INSPECTIONS NOT BE HELD DURING A USCM INVOLVING AN OVERSEAS DEPLOYMENT. TOO MANY KEY SUPERVISORS ARE ABSENT FROM THE NG, AND THE REMAINING STAFF DOES NOT HAVE THE REQUIRED TIME TO DEVOTE TO THE INSPECTION. (7) SCHEDULES OVER HOLIDAYS. RECOMMEND THAT NORMAL PEACETIME USCM'S NOT BE CONDUCTED OVER NATIONAL HOLIDAYS. WITH PRESENT EMPHASIS ON RETENTION AND TROOP MORALE, THE LOSS OF HOLIDAY PRIVILEGES CAN PROVE TO BE AN IMPORT FACTOR. PART IV. ADEQUACY OF SUPPORT: (1) AN OVERALL ESTIMATE OF THE TANKER SUPPORT IS SATISFACTORY. (2) MATS SUPPORT WAS GOOD WITH THE EXCEPTION OF ONE C-124 AIRCRAFT, WHICH WAS DELAYED FOUR DAYS. CARGO ABOARD THIS AIRCRAFT DID NOT DELAY THE TURN AROUND OF THE 341ST BW THROUGH CHELVESTON, HOWEVER, IF HEAVY MAINTENANCE HAD BEEN REQUIRED, THE TURN AROUND EFFORT COULD HAVE BEEN SERIOUSLY HAMPERED.







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(3) BASE FACILITIES AT CHELVESTON WERE CONSIDERED EXCELLENT FOR EXECUTING THEIR EWP REQUIREMENT AND SUBSEQUENT PEACETIME TURN AROUND. THE TASK FORCE, CHELVESTON, PROVIDED COMMENDABLE SUPPORT. (4) TARGET MATERIALS AND OTHER INTELLIGENCE SUPPORT ARE ADEQUATE. (5) INTERNAL SECURITY WAS EXCELLENT. PART V. PRIMARY MISSION SUCCESS. (1) AIRCRAFT MAINTENANCE AND SUPPLY SUPPORT AT CHELVESTON WAS CONSIDERED EXCELLENT. (2) ABNORMAL AIRBORNE UHF DIFFICULTIES WERE ENCOUNTERED DURING THIS EXERCISE. (3) PHOTOGRAPHIC EQUIPMENT WAS EXCELLENT WITH THE EXCEPTION OF ONE CAMERA MALFUNCTION. (4) WEATHER BRIEFED AT THE LAUNCH BASE WAS ADEQUATE, HOWEVER, WINDS WERE GENERALLY INACCURATE OVER THE ATLANTIC. TERMINAL FORECAST WEATHER WAS EXCELLENT. WEATHER ! ILITIES AT CHELVESTON WERE EXCELLENT. (5) NAVIGATION WAS EXCELLENT OVERLAND. CELESTIAL LEGS WERE NOT SCORED AT CHELVESTON. (6) FLIGHT ENGINEERING LOGS WERE EXCELLENT. (7) BOMBING RESULTS WERE CONSIDERED EXCELLENT, HOWEVER, THE BOMBING RESULTS COULD NOT BE ACCURATELY DETERMINED IF SCORED ON FRAMES TAKEN 12 TO 18 MILES FROM THE TARGET. WHEN PICKING A BOMB RELEASE FRAME TO SCORE AT 12 to 18 MILES FROM TARGET, THE NAVIGATOR IS QUITE OFTEN IN THE PROCESS OF MAKING A WIND RUN AND THE CROSS-HAIRS ARE NOT ACCURATELY PLACED ON THE TARGET. (8) ALTHOUGH BREAKAWAY TURNS WERE NOT EXECUTED, ALL PHOTOGRAPHY FOR IBDA WAS ACCOMPLISHED EXCEPT FOR TWO AIRCRAFT.



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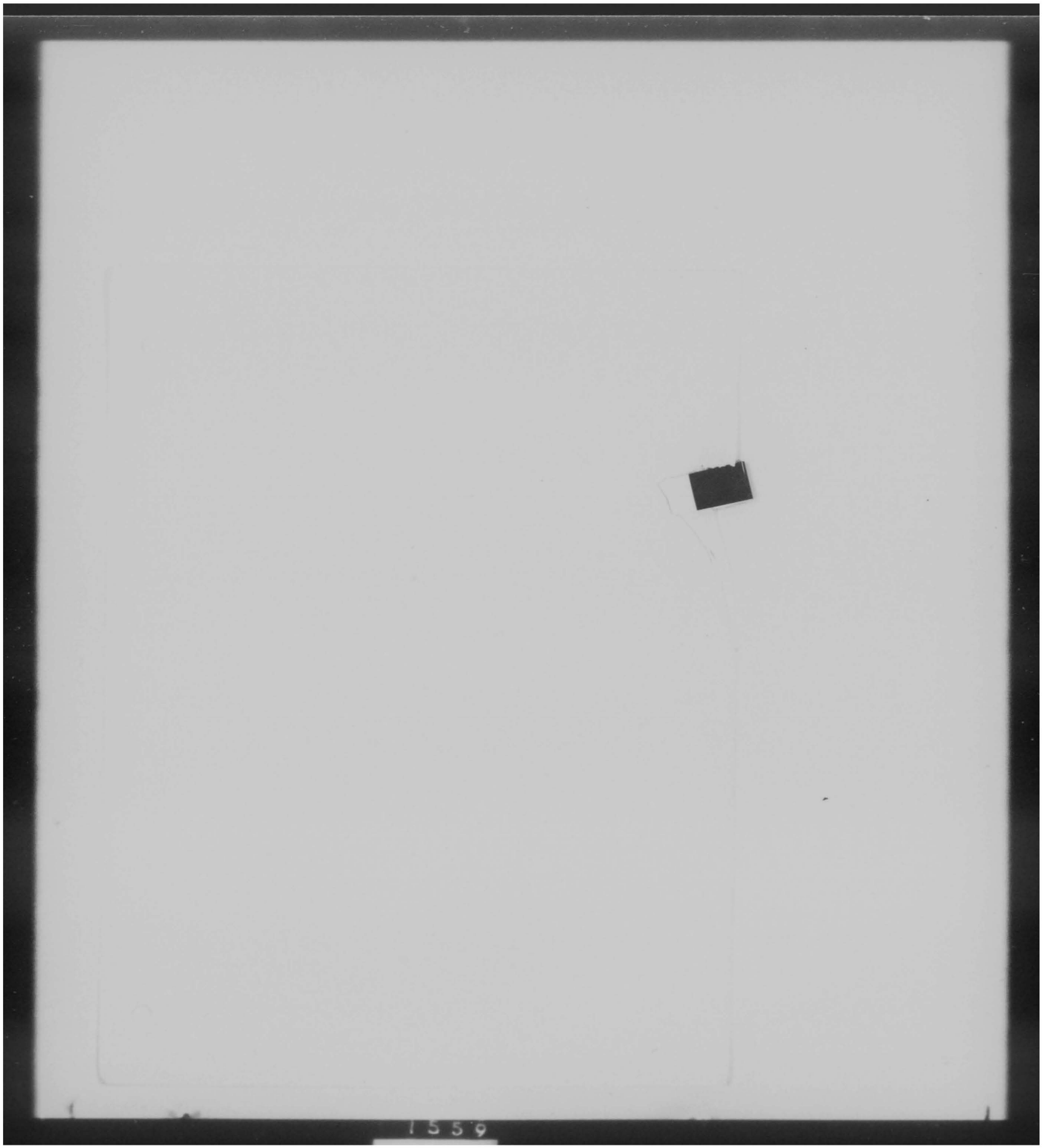



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SECRET

Headquarters
819TH AIR DIVISION (SAC)
UNITED STATES AIR FORCE
Dyess Air Force Base, Texas

341C DEC 1957

SUBJECT: Final Mission Report 341st Bombardment Wing, Operations Order 39-57 (M-27)

TO: Commander
Fifteenth Air Force
March Air Force Base
California

1. Mission Narrative.

a. The 341st Bombardment Wing was required to conduct a unit simulated combat mission with appropriate build-up of aircraft and launching of thirty-six (36) B-47 aircraft. The aircraft were to be launched in three (3) waves of four (4) cells each with a wave separation of twenty-four (24) hours. These aircraft were to utilize refueling support in the Midwest and in the NEAC area with one cell of four aircraft receiving refueling support in the vicinity of the United Kingdom. All aircraft were scheduled to post-strike at Chelveston RAF Station. A forty-five B-47 post-strike staging team was to be deployed in support of this operation. The ability of the forward area to support SAC aircraft and redeploy the aircraft to the United States was to be exercised. Redeployment was to be accomplished in three equal increments with twenty-four (24) hours between increments commencing at E plus six days. For each increment, forty-eight (48) hours were to be allowed at Chelveston for maintenance and crew rest before redeployment.

b. Thirty-eight (38) aircraft were launched from Dyess Air Force Base with thirty-four (34) aircraft over the target. Two of the thirty-four (34) aircraft over the target were ineffective; one was ineffective due to loss of radar, and one was ineffective due to a camera malfunction. The first cell of the first wave was diverted to Loring Air Force Base due to weather in the primary and secondary refueling areas. This cell subsequently successfully continued the mission. Sorties failing to complete the mission as briefed experienced the following difficulties: one fire warning light remained on after takeoff, one aircraft's flaps would not retract after takeoff, one aircraft lost all oxygen pressure two hours after takeoff. In the second refueling area one aircraft's tanker lost its hydraulic pumps after transferring 10,000 pounds. This aircraft then took an additional 5000 and 7000 pound offload from two other tankers in the cell; however, sufficient fuel was still not available to continue the mission, and this aircraft was forced to land at Plattsburg Air Force Base. Number four aircraft, third cell, second wave, landed at Goose Air Force Base after loss of UHF receiver and marginal HF receiver. This aircraft successfully

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continued the mission with the third wave. The number four aircraft, third cell of the third wave, was diverted to Pease Air Force Base due to insufficient fuel. The receiver descended early and made a late hook-up with the tanker. The tanker was unable to stay with the receiver due to fuel shortage. This aircraft continued the mission as part of the third wave and completed the mission successfully. All aircraft were redeployed successfully. Adverse weather conditions delayed the redeployment to Dyess Air Force Base.

2. Mission Support.

a. Personnel and Administration. The personnel and administration phase of this deployment was satisfactory.

b. Operations and Training.

(1) Some difficulty was experienced in navigation by one cell due to inaccurate weather forecast in the United Kingdom. The head wind component was approximately one hundred (100) knots in error.

(2) Satisfactory celestial results were not obtained on the redeployment due to an extended period of time being flown in daylight.

c. Logistics. The 341st Bombardment Wing was directed to deploy a forty-five aircraft post-strike team for redeployment support. The SAC Manual 400-1A specifies 269 people and 33 tons of cargo. For peacetime operations it is not safe to assume that we could turn aircraft around without modifying the structure of the post-strike team. This had to be done with waivers in order to insure that the safety offlight type of maintenance was performed (particularly on the in-flight refueling system and the MA-7A bombing system) and that certain necessary ground-handling equipment and tools accompanied the movement. With the modifications that were approved, our post-strike team was successful. It should be noted that the timing provided ample opportunity for rest with 24 hours between waves. If the wing had been moved in one (1) period, with 45 aircraft in one day, our maintenance problems would have been considerably more critical. With the timing we were allowed, the modified team worked well.

d. Base Facilities. Base Facilities at Chelveston were considered satisfactory for the execution of their EWP requirement and the execution of a peacetime turnaround exercise. Aircraft maintenance and supply were considered excellent. Base transportation was satisfactory and messing was satisfactory. Housing was considered satisfactory for emergency conditions, but marginal by normal peacetime standards.

e. Intelligence. Target materials, prediction, mission support and other intelligence data were considered very adequate.





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341C, Hq 819th ADiv (SAC), Dyess AFB, Tex, Subj: Final Mission Report 341st Bombardment Wing, Operations Order 39-57

f. Security. Internal security at Chelveston was excellent.

g. Recommendations.

(1) It is recommended that missions of this type take advantage of celestial navigation to a greater degree. Specifically, we believe that we would be safer crossing the ocean at night.

(2) The failure to get fuel by one cell from the Westover tankers was to a large measure due to the failure of the scout to pick a suitable area. It is recommended that greater emphasis be placed on the employment of weather scouts in mass refueling exercises.

(3) The 400-1 definition of the post-strike team be used only as a guide under peacetime training exercises and that the policy of tailoring the post-strike team to the level of experience of the unit and the peculiar types of equipment be followed on future exercises of this type.

(4) Large scale exercises of this type take into consideration the national holiday schedule. This exercise was in full operation throughout Thanksgiving Day and the weekend which followed Thanksgiving. This type of a requirement, it is believed, could be satisfied on dates other than national holidays and weekends.

A J Perna

ANTHONY J. PERNA
Colonel, USAF
Commander

Copies furnished:
CINCSAC
Comdr, 7th ADiv, High Wycombe, Eng
Comdr, Chelveston RAF Sta, Eng



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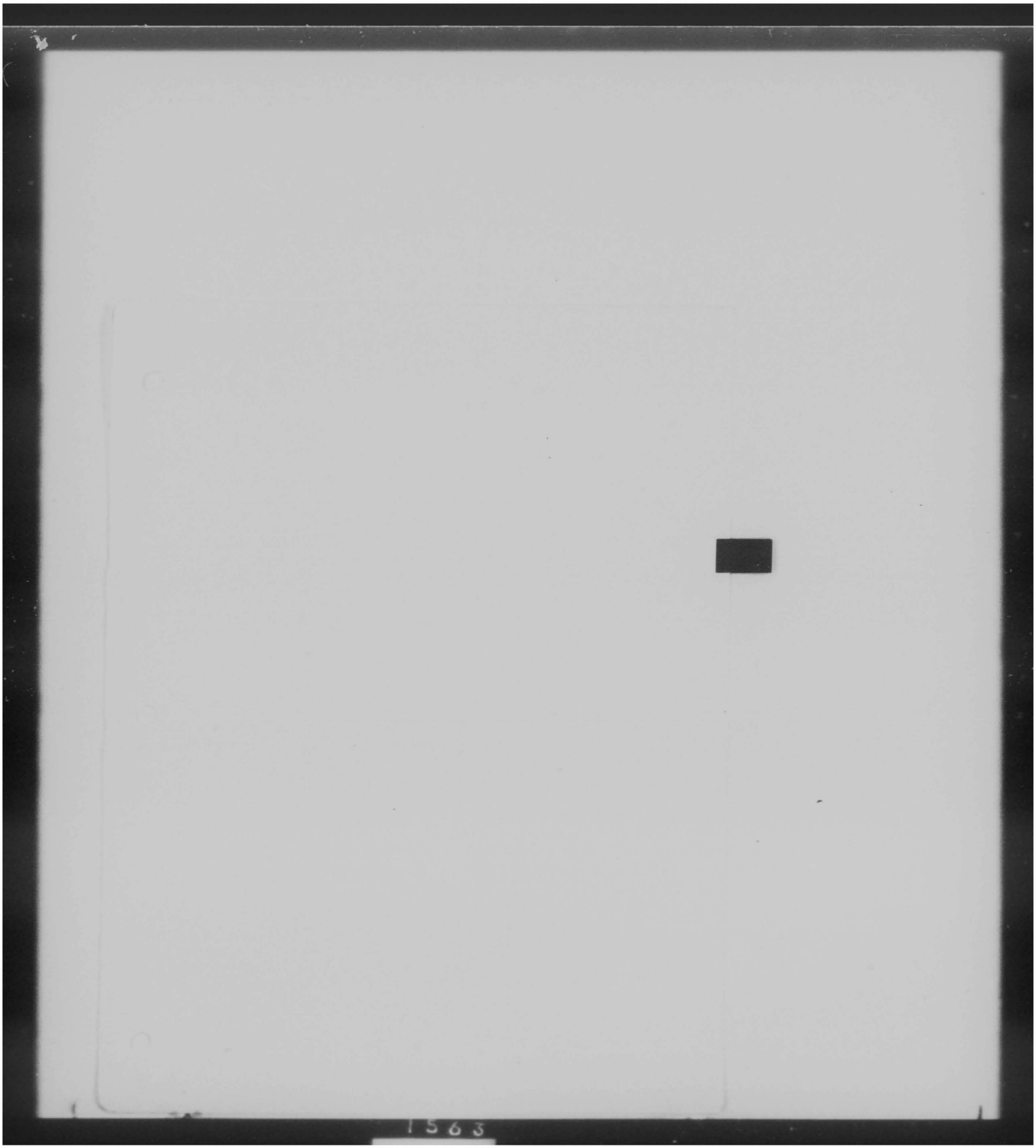



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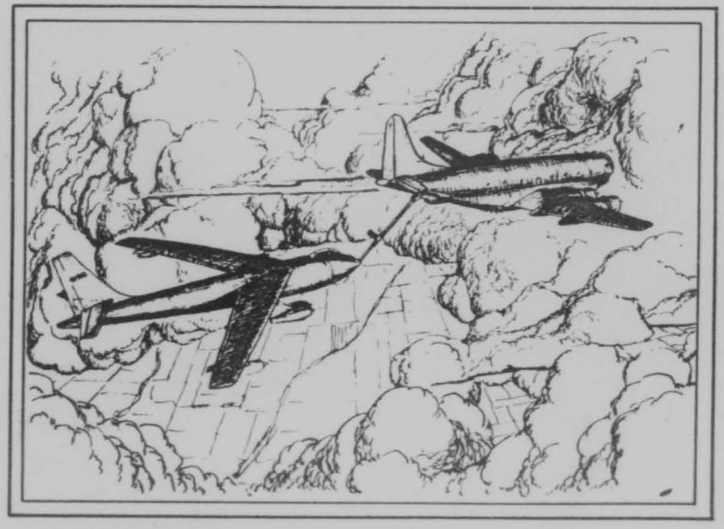
819 ABGRU
Historian

# 341ST BOMBARDMENT WING MEDIUM



# OPERATIONS ORDER

DECEMBER
SERIAL NUMBER
485-57



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

OPERATIONS ORDER)
NUMBER 485-57)

TASK ORGANIZATIONS:

| | |
|---|---|
| 819th Air Base Group | Colonel Louis A. Rochez, III |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hamlyn |
| 490th Bombardment Squadron | Lt Col. C. Palfrey |
| 11th Air Refueling Squadron | Lt Col. C. M. Hunter |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr. |
| 341st Periodic Maintenance Squadron | Lt Col. L. H. Booth |
| 341st A&E Maintenance Squadron | Lt Col. C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G. Q. Stanley |
| 341st Tactical Hospital | Lt Col. Sutherland |

1. GENERAL SITUATION: Primary emphasis for the month of December will be the completion of ten selected 'N' crews to combat-ready status. In addition, all combat ready crews will make necessary preparations for operations "BLOCK HOUSE" to be flown in January. No higher headquarters directed missions are scheduled.

a. Operational requirement for B-47's is 220 sorties including fifteen scheduled test flights sorties. Expected utilization is 135 sorties at 6.5 hours per sortie plus 15 test flights at 1.5 hours per sortie and 36 sorties at 12 hours per sortie for a grand total of 1330 hours.

b. Operations requirement for KC-97's is 120 sorties at 4 hour for 480 hours. Expected utilization will be 110 sorties at 4 hour sorties for 440 hours.

(1) Enemy Forces: Omitted.

(2) Friendly Forces.

(a) Detachment Commander, Detachment 44, 9th Weather Squadron provide weather briefing and weather cross section for 341st Bombardment Wing aircrews as scheduled by this Operations Order.

(b) Commander, 819th Air Base Group, will provide required personnel and material to support the 341st Bombardment Wing.

2. Priority for flight training in December is as follows:

a. Blue Ridge Red Alert.



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b. 51-4 Standardization missions.

c. Selected 'N' crews will be scheduled three times per week to complete up-grading prior to 31 December 1957.

d. Training is preparation for operation "Block House".

e. IP and IVO up-grading.

f. Combat ready crews.

g. Staff proficiency.

h. Non-selected 'N' crews.

3. TASKS FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21 thru 31 December.

(3) Continue up-grading on Ligon, Routh, Platner, L'Abbe, Bryant, and Skartvedt to instructor status.

(4) Furnish MA-7 Acceptance Officer on 3,6,11,16,19, 24,30 December.

b. 12th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fultill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 11 thru 20 December.



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(3) Continue up-grading on Ballard and Long, W.E. to instructor status.

(4) Furnish MA-7 Acceptance Officer on 4,9,12,17,20, and 26 December.

c. 490th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 1 thru 10 December.

(3) Furnish MA-7 Acceptance Officer on 2,5,10,13,18,23, and 27 December.

d. 11th Air Refueling Squadron:

(1) Furnish a strip alert tanker 21 thru 31 December 57.

(2) Furnish a KC-97 aircraft commander and navigator on 3, 10, 17 December to serve as guides for aviation cadet tour. Officers will report to Major Spurrier at Base Operations at 0900.

5. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 December 1957.

b. Order of execution for routine flights will be issued by the tactical squadrons in the form of flight order.

c. Request for aircraft maintenance will be by work order from Maintenance Control.

ANTHONY J. PERNA
Colonel USAF
Commander

OFFICIAL:

George M. Lockhart
GEORGE M. LOCKHART
Colonel USAF
Director of Operations

341st Ops Order 485-57
1 December 1957



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HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM (SAC)
Dyess Air Force Base, Texas

30 November 1957

SUBJECT: Amendment to Annex "A" Operations Order 485-57 dated 1 December 1957 December Flying Schedule.

1. Part C, page 2, Annex A, Operations order 485-57 dated 1 December 1957, December Flying Schedule is amended to read as follows.

c. 220 Sorties are schedule for the month of December 1957 for 1331 hours. This includes 15 test flights and 36 Iron Bar sorties.

| | | |
|---|---|---|
| Expected utilization (20% Abort rate of 169 sorties) | 135 Sorties | 877 Hours |
| "Iron Bar" | 36 Sorties | 432 Hours |
| | 171 Sorties | 1309 Hours |
| Test Flights | 15 Sorties | 22 Hours |
| Total Expected Utilization with Test Flights | 186 Sorties | 1331 Hours |

Ralph W. Pace

RALPH W. PACE
CAPTAIN USAF
MAINTENANCE PLANNING AND SCHEDULING OFFICER



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 DECEMBER 1957

ANNEX A
TO
OPERATIONS ORDER
NUMBER 487-57
MAINTENANCE & LOGISTICS

ANNEX A
341ST OPS ORDER 487-57
1 DECEMBER 1957



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MAINTENANCE ACTIVITY CODE

ED----------PRE-INSPECTION MEETING (PRIOR TO DOCK ENTRY)

SW----------SPECIAL WEAPONS

PO----------POST FLIGHT INSPECTION

D----------IN DOCK PERIODIC INSPECTION

W----------WASH

F----------FLY

BR----------STAND DOWN FOR BLUE RIDGE

T/F----------TEST FLIGHT

TOC----------TECHNICAL ORDER COMPLIANCE

BL----------BACK LINE

F/L----------FUEL LEAK REPAIR

SES----------EVALUATION

UM----------UNSCHEDULED MAINTENANCE

FM----------FIELD MAINTENANCE

S----------SPARE

ANNEX A
341ST OPS ORDER 487-57
1 December 1957



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HEADQUARTERS
341st Bombardment Wing
Dyess Air Force Base, Texas
1 December 1957

ANNEX A
TO
OPERATIONS PLAN 485-57
MAINTENANCE AND LOGISTICS

PART I: GENERAL

a. This Maintenance annex presents the flying and maintenance schedule for December 1957.

b. The sorties scheduled in Appendix's I, II, III, IV to this plan implements the flying requirements approved by the Flight Scheduling committee, 341st Bombardment Wing as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. 177 Sorties are programed for the month of December, using a twelve (12) day flying cycle, for 1273 hours.

(1) 177 Effective Airborne Sorties are predicted for December.

(2) The above is broken down as follows: B-47's

36 Sorties "Iron Bar" .....432 Hours

127 Regular Sorties.....819 Hours

15 Test Flights.....22 Hours

177 Sorties.....For.....1273 Hours

d. The 11th Air Flg Sqdn is scheduled for 120 regular sorties for 460 hours. Test flights are scheduled.

e. No sorties are scheduled for take off on Monday before 1300 hours and no landings on Friday after 1600 hours.

f. Working hours 0745-1645 Monday thru Friday. No take off earlier than 1300 on Mondays with the exception of test flights. All aircraft will be on the ground by 1600 on Friday except test flights that are authorized to continue till dark. Saturday morning is not a regularly scheduled maintenance period. No maintenance will be performed on Saturday withour approval of the Wing Commander.

g. Aircraft marked Blue Ridge on the monthly schedule are of prime importance in the maintenance effort. These aircraft will have operational drop tanks installed. Blue Ridge aircraft are not subject to cannibalisation.

h. Every effort will be made to schedule all maintenance on the SAC Form 526, however, if specialists support is necessary during the duty day it will be requested from Job Control via the radio vehicle.



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i. Commanders will give their personnal attention to the prevention of unauthorized cannibalization.

PART II: TASKS FOR TACTICAL UNITS:

1. 10th 12th, 490th Bomb Squadrons and 11th AREFS Squadron.

a. Provide the aircraft sorties scheduled in APPENDIX I, II, III, IV.

2. Bombardment Squadrons will fly two (2) four (4) or six (6) aircraft on each flying day.

3. 11th AREFS will fly four (4) six (6) or ten (10) aircraft on each flying day.

4. Insofar as possible all take off's on Monday will be after 1300 hours and all landings on Friday will be made by 1600 hours.

5. The schedule leads to two hundred ninety-six (296) pre-flight inspections.

6. TOC's will be accomplished during the maintenance cycle as applicable kits and parts become available, the kit will be pre-positioned or delivered to squadron prior to being scheduled for accomplishments. SAC Form 26E will be completed for each TOC.

7. The normal work schedule for these squadrons are 0745-1645 hours daily. Saturday morning work will be scheduled upon approval of the Wing Commander.

8. Squadron Maintenance Officers will schedule a night shift when necessary to cover aircraft landing and/or taking off after 1645 hours.

9. Support requirements for after duty hours will be made known to Job Control not later than 1500 hours daily, Monday thru Friday.

10. Insure that the Crew Chief or member of the ground crew is present on each aircraft at all time when maintenance is scheduled or being accomplished, and that proper entries are made in the Form 781 before specialist depart aircraft.

11. Insure that ground crew pre-flight inspections are completed prior to station time, and that Form 781-2 reflect a signed entry. EXAMPLE: Pre-flight cards 1 thru 49 - completed at 1000 26 April 1957.

12. Insure oxygen and air bottles are serviced at all times.

13. When any situation arises which prevents specialists from completing their work once they have been scheduled and/or reported to the aircraft for work, insure that Job Control is notified, and specific arrangements are made for re-scheduling or completing the work, and that the specialists are advised of the plans for completion.

14. Complete all maintenance on each aircraft scheduled in APPENDIX I, II, III, IV to Annex A not later than 1700 on the last working day before each scheduled sortie.





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15. Prepare an individual, "next Days" maintenance plan for each assigned aircraft except those undergoing Periodic Maintenance; those turned over to Field Maintenance for fuel cell repair and major repair, and those aircraft off the sta' 1. Deliver to Job Control between the hours of 1700 and 1800 each work day.

16. Monitor the Maintenance Plan on each aircraft daily and notify Job Control immediately when specialist fails to arrive as scheduled or discovering that planned job cannot be completed on schedule.

17. Provide qualified licensed ground powered equipment operators and fire guards in accordance with existing directives.

18. Provide liquid oxygen servicing teams.

19. Provide personnel to refuel aircraft after landing.

20. Assign refueling supervisor to duty daily in the Squadron Engineering Section.

21. Accomplish TOC's as directed by Maintenance Control and provide personnel for TOC team if required.

22. Accomplish post flights on dates indicated in APPENDIX I, II, III, IV.

23. Deliver aircraft to Periodic Maintenance Squadron for periodic inspection on dates indicated in Appendix V.

24. Insure that Crew Chief reviews all aircraft records in Records Section and advises Supply Liason of anticipated parts requirements five days prior to in ct- ion.

25. Insure that Crew Chief and assistant crew chief accompanies aircraft through the periodic inspection, in accordance with SAC Manual 66-12.

26. Insure that Crew Chief accompanies aircraft through fuel repair and other repairs by Field Maintenance is accordance with existing directives.

27. Turn in EWP status and EST for completion prior to 1600 hours each duty day.

28. Give radio vehicle check to Job Control by 0745 each duty day, and include aircraft parking position versus power requested and delivered. Give radio vehicle check to Job Control prior to 1700 each day and include actual parking positions versus permanent parking position at aircraft and cross check Form 527.

29. CAPABILITIES: B-47

a. Flight line capability for December 1957.

| | |
|---|---|
| Available Manhours/man/month | 160 |
| Assigned men | 298 |
| X84% Availability | 250 |
| X69% Productivity | 192 |
| Total Available productive man-hours. | 27,520 |

SORTIE CAPABILITY
181
THESE COMPUTATIONS ARE BASED ON A 20 DAY MONTH.





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MANHOURS COST/SORTIE

| | |
|---|---|
| BETWEEN FLIGHT MAINTENANCE | 127.1 |
| POST FLIGHT INSPECTION AND MAINTENANCE | 17.3 |
| MISCELLANEOUS MAINTENANCE | 7.2 |
| TOTAL | 151.6 |

KC-97 FLIGHT LINE CAPABILITY

| | |
|---|---|
| AVAILABLE MANHOURS/MAN/MONTH | 160 |
| ASSIGNED MEN | 97 |
| X84% AVAILABILITY | 81 |
| X65% PRODUCTIVITY | 52 |
| TOTAL AVAILABLE PRODUCTIVE MANHOURS | 8320 |

| | |
|---|---|
| MANHOURS COST SORTIE | 60.6 |
| BETWEEN FLIGHT MAINTENANCE | 17.8 |
| POST FLIGHT MAINTENANCE | 4.3 |
| TOTAL COST/SORTIE | 82.7 |

SORTIE CAPABILITY 100

PART II: 341ST ARMAMENT AND ELECTRONICS SQUADRON

1. The 341st A&E Squadron will provide necessary personnel, tools and equipment to support periodic maintenance as scheduled in APPENDIX V, and Flight Schedule in Appendix I, II, III, IV.

2. The normal work schedule for all personnel assigned to periodic inspection is [illegible] daily.

3. Necessary night shifts or stand-by crews will be scheduled by the A&E Maintenance Supervisor.

4. Special Projects:

a. Supply support for loading of munitions and special weapons.

b. Provide personnel to ring-out, install ECM, camera and chaff on Blue Ridge Aircraft. Provide personnel to remove ECM, camera and chaff when aircraft comes off blue ridge.

c. Provide support personnel for all take offs, strip alert, in each of the 7 flight line branches 3 hours prior to take off time.

d. Provide personnel to accomplish TOC's as scheduled by Job Control.

e. Provide personnel to TOC Teams directed by Job Control.

f. Provide personnel for debriefing team as required by existing regulations.

g. Provide personnel to accomplish maintenance on transient aircraft and VIP and at all times as directed by Job Control.





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PART III, A&E SQUADRON COND'T)

5. Complete A&E maintenance on aircraft not later than 1700 hours of the day prior to its scheduled flight. Provide personnel all Blue Ridge aircraft, wit' in 30 minutes no notice.

6. Report to Job Control no later than 1700 hours daily. The number of specialists available for dispatch in each section on the following day, and insure that the number of personnel reported are present for duty.

7. Advise Job Control daily, no later than 1600 hours of any work orders which will not be completed on schedule or by 1700 hours, giving the current status action being taken, action contemplated and assistance required.

8. Insure that specialists report to the aircraft at the time scheduled on the work order. If a situation arises which prevents them from working or completing their work on schedule; they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

9. Insure that specialists do not leave an aircraft until proper entries are made-in the Form 781-2, or without informing the Crew Chief ground crew member or Job Control through the radio vehicle of the status on the work order, reasons for departure and estimated time of return.

PART IV: PERIODIC MAINTENANCE SQUADRON

1. Provide necessary personnel, tools and equipment to process B-47 and KC-97 aircraft through the docks for periodic inspections as indicated in APPENDIX V.

2. Pre-inspection meetings will be held as scheduled in APPENDIX I, II, III IV of ANNEX A.

3. The work schedule for the squadron is 0745-1645 hours daily. Saturday morning work will be scheduled on a make up basis only, on approval by the Wing Commander.

4. Prepare an individual "Next Day" maintenance plan for each possessed aircraft and deliver to Job Control the hours of 1700 and 1800 each work day.

5. Insure specialist's work is completed as scheduled or extension is requested.

6. Insure specialist work completion is called to Job Control by Phone for in dock aircraft and via radio for post dock aircraft.

7. Insure an EWP Plan on each possessed aircraft is turned into Job Control by 1600 each day.

8. Insure that Job Control is notified far enough in advance, when a test hop is required giving take off time.
NOTE: Give a notification prior to day for actual test hop at daily maintenance meeting (1300 hours).

9. Capability:

a. Periodic Maintenance capability December 1957, B-47 aircraft



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PART IV: PERIODIC MAINTENANCE SQUADRON CONTINUED.

| NO. OF DOCKS | INSPECTIONS | HOURS PMS CAN SUPPORT |
|---|---|---|
| 2 | 6.9 | 1380 |

b. Periodic Maintenance capability.November 1957, KC-97 aircraft.

| NO. OF DOCKS | INSPERTIONS | HOURS PMS CAN SUPPORT |
|---|---|---|
| 1 | 4.7 | 940 |

THIS DOES NOT INCLUDE POST DOCK SUPPORT. THESE COMPUTATIONS ARE BASED ON A 19 DAY MONTH.

B-47 Dock Schedule December 1957

| ACFT NR | PRE-INSP MEETING | WASH | DOCK | BACKLINE | T/FLT |
|---|---|---|---|---|---|
| 2037 | 25 Nov | 0745 27 Nov | 3 Dec | 9 Dec | 13 Dec |
| 2077 | 3 Dec | 1300 3 Dec | 5 Dec | 10 Dec | 16 Dec |
| 2254 | 4 Dec | 0745 5 Dec | 9 Dec | 14 Dec | 19 Dec |
| 2376 | 6 Dec | 1300 9 Dec | 11 Dec | 16 Dec | 20 Dec |
| 2073 | 10 Dec | 0745 11 Dec | 14 Dec | 19 Dec | 27 Dec |
| 5249 | 9 Dec | 0745 13 Dec | 16 Dec | 20 Dec | 27 Dec |
| 2269 | 16 Dec | 0745 17 Dec | 20 Dec | 28 Dec | 3 Jan |
| 5233 | 16 Dec | 0745 19 Dec | 21 Dec | 21 Dec | 2 Jan |

1. During the month of December, tactical Squadron will wash aircraft scheculed for periodic inspection on dates and times indicated.

KC-97 PERIODIC SCHEDULE

| ACFT | PRE-INSP MEETING | WASH | DOCK | BACKLINE | T/FLT |
|---|---|---|---|---|---|
| 3316 | 26 Nov | 3 Dec | 4 Dec | 9 Dec | 11 Dec |
| 3324 | 4 Dec | 9 Dec | 10 Dec | 13 Dec | 17 Dec |
| 3320 | 11 Dec | 13 Dec | 16 Dec | 20 Dec | 30 Dec |
| 3326 | 16 Dec | 27 Dec | 30 Dec | 6 Jan | 9 Jan |

PART V: 341st FIELD MAINTENANCE SQUADRON

1. The 341st FMS will provide necessary personnel, tools and equipment to support 44 post flight inspections on B-47 type aircraft.

2. Provide personnel, tools and equipment to support periodic inspection as indicated in APPENDIX V ANNEX A.



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PART V: 341ST FIEID MAINTENANCE SQUADRON (CON'T)

3. Normal work week will be 0745-1645 daily. Necessary night shift and standby crews will be scheduled by the Field Maintenance Supervisor in order to support maintenance on priority 1A and 1 work.

4. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control.

5. FMS will maintain alert personnel to support all take-offs. Alert times will be 4 hours prior to take-off.

6. Provide specialist support for all sorties scheduled in APPENDIX I, II, III, IV to Annex Z.

7. Provide support for all Blue Ridge aricraft, within 30 minutes of notice.

8. Complete Field Maintenance specialist work on aircraft not later than 1700 hours on working day prior to its scheduled flight.

9. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch in each shop or section the following day and insure that the number of personnel reported are present for duty.

10. Advise Job Control daily no later than 1600 hours of any work orders which will not be completed on schedule by 1700 hours, giving current status action being taken, action contemplated and assistance required.

11. Provide personnel to accomplish maintenance on transient and VIP aircraft at all times as directed by Job Control.

12. Insure that specialist report to the aircraft at the time scheduled on the work order and if a situation arises which prevents them from working or completing their work on schedule, they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved by Job Control.

13. Insure that specialists do not leave an aircraft until proper entries are made in the DD Form 781-2 or without informing the Crew Chief, ground crew member or Job Control through the radio vehicle of the status of the work order, his reason for departure and estimated time of return.





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PART VI: 819TH AIR BASE GROUP

1. The schedule for the 341st Bombardment Wing including fifteen scheduled test flights, calls for 177, B-47 sorties for a total of 1236 hours. The 11th Air Refueling Squadron is scheduled to fly 120 sorties for 460 hours.

2. The normal work schedule for the Wing is 0745-1645.

3. Insofar as possible all takeoff's on Monday will be after 1300 hours and all landings on Friday will be made by 1300.

4. Specific Air Base Requirements are:

a. Motor Vehicle Squadron:

(1) Provide daily dispatch of Maintenance vehicles outlined in SAC Regulation 66-24.

(2) Provide additional support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and BMP Officer.

b. Supply Squadron:

(1) Normal supply support is required from 0745-1645 hours daily.

(2) Support is required during off duty hours.

(3) Fuel requirements are 2,800,000 gallons JP-4, 100,000 gallons 115/145 and 46,000 gallons 100/130. Alcohol requirements are 60,000 gallons.

(4) Ammunition requirements is approximately 16,000 RDS.

(5) Fify-two (52) 250lb Practice bomb requirements for December .

c. Defueling:

(1) POL must maintain one empty F-6 trailer for JP-4 fuel.

d. Refueling:

(1) No requirements exists for Sunday refueling other than base and transient aircraft except as coordinated between the 341st Maintenance Control Officer and the POL Officer.





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PART VI: 819TH AIR BASE GROUP (CONT'D)

(2) Normal daily requirements.

(a) 0745-1645 sufficient personnel to operate two (2) JP-4 hydrants, two (2) F-6 trailers.

(b) Sufficient personnel to operate three JP-4 hydrants, from 1700 to 0700 hours, and three (3) trailers during this period.

1. 2-F-6 full of 115/145.

2. 2-F-6 full of 100/130.

3. 4-F-6 JP-4

4. One units ADI: two (2) W/A full at all times unless it is servicing.

5. One unit 1100 oil.



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10TH Bomb Squadron Flying and Maintenance Schedule for December 1957

| ACFT | 2 | 3 | 4 | 5 | 6 | 9 | 10 | 11 | 12 | 13 | 16 | 17 | 18 | 19 | 20 | 23 | 24 | 25 | 26 | 27 | 30 | 31 | 1 | 2 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2309 | 50 PO | | | F | | | | BLUE RIDGE | | | | | F | | | | | | | F | | | | |
| 2269 | 25 PO | | | F | | | F | PD | | F | | W | | | PERIODIC MAINTENANCE | | | | | | | | | |
| 5234 | | 25 PO | | F | | | F | | | F | | | F | 50 PO | F | | | | | F | | | | |
| 5228 | | 25 PO | | F | | | F | | | F | | | F | | 50 PO | | | | | F | | | | |
| 2210 | | | 50 PO | F | | | F | | | F | | | F | | | | | | | F | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5249 | | | 25 PO | | F | PD | | | | | W | | PERIODIC MAINTENANCE | | | | | | | T/F | F | | | | |
| 2266 | | | | 50 PO | F | | | F | | | F | | | F | 25 PO | | | | | | F | | | | |
| 2278 | TAK PO | BLUE RIDGE | | | | | F | | | | | | | | F | | | | | | | BLUE RIDGE | | |
| 5805 | | | | 25 PO | F | | | F | | | F | | 50 PO | F | | | | | | | F | | | | |
| 2027 | | | | | F | | | F | | | F | | | F | 25 PO | | | | | | F | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5233 | | | | 50 PO | F | | | | F | | PD | | | W | PERIODIC MAINTENANCE | | | | | | | T/F | | | |
| 2222 | | | | 50 PO | F | | | | F | | | F | | 25 PO | F | | | | | | | | | | |
| 2254 | | | W | | | PERIODIC MAINTENANCE | | | | | | | | T/F | F | | | | | | | | | | |
| 7375 | | | | 25 PO | F | | | | F | | | F | 50 PO | | F | | | | | | | | | | |
| 2216 | | | F | | | F | | | F | | 25 PO | F | | | F | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1 | 5 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 6 | | | | | 4 | 4 | | | | | |

APPENDIX II TO ANNEX "A"
OPERATIONS ORDER 485-57
1 DECEMBER 1957

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12TH Bomb Squadron Flying and Maintenance Schedule for December 1957

| ACFT | 2 | 3 | 4 | 5 | 6 | 9 | 10 | 11 | 12 | 13 | 16 | 17 | 18 | 19 | 20 | 23 | 24 | 25 | 26 | 27 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2387 | | | | | | 50 PO | F | | | F | | | F | | | | | | | F | 25 PO | |
| 2079 | | | | | 50 PO | | F | | | F | | | UM | | | | | | | F | | |
| 2386 | | 25 PO | | F | | | F | | | F | | | F | 50 PO | | | | | | F | | |
| 2374 | | | | F | | | UM | | | UM | | | F | | | | BLUE RIDGE | | | | | |
| 2376 | | | 25 PO | F | PD | W | | PERIODIC MAINTENANCE | | | | DIC | | | T/F | | | | | F | | |
| 2037 | | PERIODIC MAINTENANCE | | | | | | | T/F | | | | | F | | | | | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2157 | | | | | F | | | UM | | | F | | | UM | | | | | | | F | |
| 2061 | | 50 PO | | | F | | | F | | | F | | | F | 25 PO | | | | | | F | |
| 2388 | | | 50 PO | | F | | | F | | | F | | | F | 25 PO | | | | | | F | |
| 7070 | PERIODIC MAINTENANCE | | | | | T/F | | F | | F | | | | F | | | | | | | F | |
| 2292 | | | | 25 PO | F | | F | | | C | | F | 50 PO | F | | | | | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 5227 | | | | 25 PO | F | | F | | F | | 50 PO | F | | | F | | | | | | | |
| 2092 | | | | | 25 PO | F | | | | | | | F | | | | BLUE RIDGE | | | | | |
| 2031 | 50 PO | | F | | UM | F | | | | | | UM | | | F | | | | | | | |
| 2385 | | 50 PO | F | | F | | F | | F | 25 PO | | | BLUE RIDGE | | | | | | | | | |
| 2249 | | | | | 25 PO | F | | | | UM | | | | | F | | | | | | BLUE RIDGE | |
| TOTALS | | | 2 | 3 | 6 | 3 | 6 | 2 | 3 | 4 | 4 | 2 | 4 | 5 | 3 | | | | | 5 | 5 | |

APPENDIX II TO ANNEX "A" 1 DECEMBER 1957
OPERATIONS ORDER 185-57



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## 490TH Bomb Squadron Flying and Maintenance Schedule for December 1957

| ACFT | 2 | 3 | 4 | 5 | 6 | 9 | 10 | 11 | 12 | 13 | 16 | 17 | 18 | 19 | 20 | 23 | 24 | 25 | 26 | 27 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2097 | | 25 PO | | F | | | UM | | | F | | | F | | | | | | | F | 50 PO | |
| 2044 | PERIODIC MAINT | | | | T/F | | F | | | F | | | F | | | | | | | F | 25 PO | |
| 2034 | | | 50 PO | F | | | F | | | F | | | F | 25 PO | | | | | | F | | |
| 2043 | | | | | 50 PO | | UM | | | F | | BLUE RIDGE | | | | | | | | F | | |
| 2093 | | | 50 PO | F | | | F | | | F | | | F | | 25 PO | | | | | F | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2077 | | W | | PERIODIC MAINTENANCE | | | | | | | T/F | | | F | | | | | | | F | |
| 2030 | | | | 50 PO | F | | | F | | | F | | | F | 25 PO | | | | | | F | |
| 2100 | CAL PO | | BLUE RIDGE | | | | | F | | | | UM | | F | | | | | | | F | |
| 2076 | | | | 25 PO | UM | | | BLUE RIDGE | | | | | F | UM | | | | | | | F | |
| 2035 | | 25 PO | | | F | | | F | | | F | | | UM | | | | | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2041 | | | | 25 PO | | F | | | F | | | UM | | | F | | | | | | | |
| 2033 | 25 PO | | F | | F | | F | | F | 50 PO | | F | | | F | | | | | | | |
| 2073 | | | | | 25 PO | F | PD | W | | | PERIODIC MAINTENANCE | | | | | | | | | T/F | | |
| 2038 | | | | F | 50 PO | F | | | F | | | F | | | F | | | | | 25 PO | | |
| 2032 | PERIODIC MAINT | | | T/F | | F | | F | | | | F | | | F | | | | | 25 PO | | |
| TOTALS | | | 1 | 4 | 3 | 4 | 4 | 4 | 3 | 5 | 2 | 3 | 5 | 3 | 4 | | | | | 5 | 5 | |
| | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX II TO ANNEX "A"
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1 DECEMBER 1957



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11TH Air Refueling Squadron Flying and Maintenance Schedule for December 1957

| ACFT | 2 | 3 | 4 | 5 | 6 | 9 | 10 | 11 | 12 | 13 | 16 | 17 | 18 | 19 | 20 | 23 | 24 | 25 | 26 | 27 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3306 | F | | | F | | F | | | F | 25 PO | F | | | F | | | | | | F | | |
| 3307 | | F | | | F | | F | | | F | 50 PO | F | | F | | | | | | | F | |
| 3308 | | F | | | F | | F | | F | | F | | | F | 25 PO | | | | | F | | |
| 3309 | / | | I | R | A | N | | | | I | R | A | N | | | | I | R | A | N | | |
| 3310 | | F | | | F | | F | | | F | 50 PO | F | | F | | | | | | / | STRIP ALERT | |
| 3311 | | F | 25 PO | F | | | F | | F | | F | | F | | F | | | | | | | |
| 3312 | BL | BL | T/F | | F | | F | | F | | F | | F | | F | | | | | | | |
| 3313 | 25 PO | / | /S | TNDIRECTED | | | | MISSION | | | / | | F | | F | | | | | | | |
| 3314 | | | F | | F | | | F | | F | | F | 50 PO | F | | | | | | | F | |
| 3315 | | | F | | | F | | F | | | F | | | UM | | | | | | F | | |
| 3316 | | W | DK | DK | DK | BL | BL | T/F | | F | | F | | F | | | | | | F | | |
| 3317 | | | F | | F | 25 PO | | F | | F | | F | | | F | | | | | | F | |
| 3318 | | | F | | F | | | F | | F | | F | 25 PO | | F | | | | | | F | |
| 3319 | | | F | | | F | | F | | | F | 50 PO | F | | F | | | | | | F | |
| 3320 | | F | | F | | | F | | | W | DK | DK | DK | DK | BL | | | | | BL | T/F | |
| 3321 | F | | | F | | F | | F | | F | | F | | | F | | | | | 25 PO | F | |
| 3322 | F | | | F | | F | 50 PO | | F | | F | | F | | | | | | | F | | |
| 3323 | F | | | F | | F | | | F | | F | | F | 50 PO | | | | | | F | | |
| 3324 | F | | F | | | W | DK | DK | DK | BL | BL | T/F | | F | | | | | | F | | |
| 3325 | F | | | F | 50 PO | F | | | F | | F | | F | | / | S | T | R | I | P | / | F |
| 3326 | | F | 50 PO | F | | | F | | F | | | F | | | UM | | | | | W | DK | |
| TOTALS | 6 | 6 | 6 | 8 | 7 | 7 | 7 | 6 | 8 | 7 | 9 | 8 | 7 | 7 | 7 | 0 | 0 | 0 | 0 | 7 | 7 | 0 |



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1. The following activities are scheduled for Maintenance Personnel of the 341st Bombardment Wing (M), for the Month of December 1957.

a. MTD Training Schedule:

| | | |
|---|---|---|
| MTD B-47-6 | Aircraft Mechanics | 1,196 hrs. |
| MTD B-47-2 | Electronics | 600 hrs. |
| Classes taught by Tech Reps | | 100 hrs. |

2. Names of personnel selected to attend MTD will be forwarded by Disposition Forms to the Wing Maintenance Standardization Branch, no later than five days prior to class commencement. Care will be taken to insure that personnel sent to course possess the proper primary and duty AFSC's to fully utilize the training offered.

3. It will be the responsibility of Squadron Commanders concerned to insure compliance with paragraph 2, and that all personnel are at designated training areas at the proper time and dates as indicated.

4. There will be a meeting of all Crew Chief's assigned to the 341st Bombardment Wing at 0830, 16 December 57, in the Air Refueling Briefing Room.

5. There will be a meeting of Maintenance Supervisors assigned to the 341st Bombardment Wing at 1600, 20 December 57, in the Air Refueling Briefing Room.

APP V, TO ANNEX A
OPS PLAN 487-57
DECEMBER, 1957



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| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 490th | PMS | FMS | A&E | Base Flt | Hq Sqdn | | |
| AMOP | 0745 2 Dec | 6 Dec | 2 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 20 | 160 |
| ENG COND | 1245 3 Dec | 11 Dec | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 84 |
| | 1245 12 Dec | 20 Dec | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 84 |
| LOX | 1245 2 Dec | 2 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 10 |
| | 1245 3 Dec | 3 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 4 Dec | 4 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 5 Dec | 5 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| | 1245 6 Dec | 6 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| NICAD BAT | 1245 2 Dec | 2 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 10 |
| | 1245 3 Dec | 3 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 10 |
| | 1245 4 Dec | 4 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 10 |
| | 1245 5 Dec | 5 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 10 |
| | 1245 6 Dec | 6 Dec | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |



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| | START DATE | COMPLETION DATE | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10th | 12th | 4[illegible]th | 341PMS | 341F[illegible] | 341A&E | PAS FIT. | 341 Hq Sqdn. | | |
| RIGGING CLASS | 1245 3 Dec | 5 Dec | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 12 | 24 |
| | 1245 9 Dec | 11 Dec | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 12 | 36 |
| | 1245 16 Dec | 18 Dec | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 12 | 24 |
| FORMS CLASS | 1245 6 Dec | 6 Dec | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 24 |
| | 1245 12 Dec | 12 Dec | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 24 |
| | 1245 19 Dec | 19 Dec | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 24 |
| GROUND POW. | 1245 2 Dec | 4 Dec | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 12 | 108 |
| | 0745 5 Dec | 9 Dec | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 12 | 108 |
| | 1245 9 Dec | 11 Dec | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 12 | 108 |
| | 1245 16 Dec | 18 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 12 | 108 |
| | 0745 17 Dec | 19 Dec | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 12 | 108 |
| FUEL SERVICING | 0745 11 Dec | 11 Dec | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 24 |
| | 0745 12 Dec | 12 Dec | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 24 |



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| COURSE | START DATE | COMPLE TION DATE | NUMBER OF STUDENTS SCHEDULED TO ATTEND | | | | | | | | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 10TH | 12TH | 490TH | 341PMS | 341FMS | 341A&E | BASE FLT | 341HQ SQDN | | |
| FUEL SERVICING | 0745 13 DEC | 13 DEC | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 24 |
| TOTALS | | | 284 | 284 | 380 | 152 | 56 | 20 | 0 | 10 | | 1,186 |

| COURSE | START | COMP | NUMBER OF STUDENTS SCHEDULED TO ATTEND | TOTAL COURSE HOURS | TOTAL WING HOURS |
|---|---|---|---|---|---|
| | | | A&E SQDN | | |
| ALT-7 | 1300 2 DEC | 13 DEC | 6 | 40 | 240 |
| ELECT FUND | 0800 25NOV | 20 DEC | 6 | 80 | 360 |
| TOTAL | | | | | 600 |

THE FOLLOWING CLASSES WILL BE TAUGHT BY T/R IN BLDG #5005

| | | | | | |
|---|---|---|---|---|---|
| APN-69 | 1300 2 DEC | 6 DEC | 5 | 20 | 100 |
| TOTAL | | | | | 100 |



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BASE FLIGHT MAINTENANCE PLAN SCHEDULED FOR DECEMBER

1. FLIGHT LINE MAINTENANCE SECTION:

a. The base flight maintenance section will provide aircraft for 559 hours as follows:

1 - C-47D Acft 65 hours
3 - C-47 Acft 156 hours
5 - B-25 Acft 210 hours
4 - C-45 Acft 128 hours

b. The above flying time is the authorized utilization during December 1957.

c. All in-commission aircraft, unless scheduled for dock inspection will be made available to operations for scheduling. Schedules are to be coordinated with the maintenance section prior to 1600 the preceeding day.

d. One hundred thirty-seven (137) preflights, 47 thru flights and twenty-seven (27) post flights will be accomplished during the month.

e. Work schedules are 0800 hours 1700 hours Monday through Friday. Saturdays and Sundays work will only be accomplished under emergency conditions.

2. PERIODIC MAINTENANCE SECTION:

a. Dock Schedule:

C-47 43-49205 6 Dec 57
B-25 44-29890 2 Dec 57
B-25 44-29969 12 Dec 57
B-25 44-28914 18 Dec 57

b. Pre-dock meeting scheduled one day prior to last flight.

c. TOC's (except grounding TOC's) will be scheduled in conjunction with P.E. Inspection.

d. Periodic personnel will be utilized in support of post flights and flight line maintenance during slack periods in periodic maintenance.

e. Work schedule for periodic Maintenance Section is the same as paragraph 1, e.

f. Aircraft specialist support will be required from 341st FMS for periodic inspection.

g. A&E Specialist support will only be required on that work which exceeds the capability of the assigned radio maintenance man and equipment.

h. Crew Chiefs will attend Form 781's class for four (4) hours during the month as scheduled by the Wing Maintenance Standardization Branch.

APPENDIX VI TO ANNEX "A"
OPERATION PLAN 485-57
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APPENDIX VI TO ANNEX "A" (COND'T)

3. TRANSIENT ALERT SECTION:

a. Transient Alert Section will be maintained on a 24 hour a day basis.

b. Field Maintenance and A&E Specialist support will be required when the capability of assigned personnel is exceeded.

(1) Transient alert will request gas and oil for transient aircraft thru Job Control prior to arrival.

(2) Request for liquid oxygen carts will be requested thru 341st Job Control, and obtained on Friday at 1700 hours for use from the organizations responsible for B-47 transient alert. Oxygen carts, hose and gloves will be returned by 0800 Monday or weekday. Same applies to holiday schedules.

c. The refueling officer will supervise the refueling of the B-47, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's Folder.

d. Upon arrival at this base of a transient KC-97 type aircraft the Maintenance Officer or the line chief of base flight will notify 341st Maintenance Control, stating arrival time, and type of servicing required. Parking space will be furnished by Maintenance Control. After receiving this information, Maintenance Control will notify the Air Refueling Squadron responsible for transient KC-97 type aircraft.

e. The Air Refueling Squadron, Refueling Officer will supervise the refueling of the KC-97, using appropriate forms IAW SAC Reg 66-5 and other pertinent publications in the ROIC's folder.

f. PROCEDURES:

(1) Upon arrival of a VIP aircraft at this station, the maintenance officer of Base Flight will notify Job Control stating type and number of aircraft, and ETA type of support required, and the estimated time of departure. Parking space will be furnished by Maintenance Control.

(2) Job Control will notify the expediters of Field Maintenance and A&E Squadron, of the arrival of a VIP aircraft. The expediters concerned will notify the individual. Field Maintenance Branch Chiefs and the Line chief of A&E who will take necessary action to have a well qualified specialist of each shop on stand-by for immediate dispatch upon notification from Job Control.



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(3) The Base Flight representative meeting the VIP Aircraft, will ascertain the type and amount of specialist support required, estimated time of departure, and notify Job Control.

(4) Job Control will determine the maintenance requirements of the VIP aircraft, and notify Field Maintenance Squadron Expediters and Armament and Electronics Squadron who will immediately dispatch the specialists to the VIP aircraft.

(5) Should the operational requirements of the Wing prevent immediate dispatch of specialists to the VIP aircraft, Job Control will notify the Base Flight Maintenance Officer, stating the approximate time specialists will be available.

g. B-47 Transient Alert, December 1957.

1 December 0800 hours to 16 December 0800 hours 10th Bomb Sqdn.
16 December 0800 hours to 1 January 0800 hours 12th Bomb Sqdn.



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BLUE RIDGE AIRCRAFT

1. The code name "Blue Ridge" is assigned those aircraft that will be put into special configuration. Eight (8) aircraft will be assigned "Blue Ridge" each weekend and/or holiday by Job Control. Blue Ridge Red aircraft will be prepared in accordance with ANNEX "C" of this Operations plan.

2. The following configuration will apply:

a. (1) External Wing Tanks-----Full.

(2) Forward Aux----------Full

(3) Forward Main----------12,680 lbs.

(4) Center Main----------Full

(5) Aft Main----------11,000 lbs.

(6) B/B----------Full

(7) Aft Aux----------Full

b. On the day the aircraft is scheduled to go on "Blue Ridge" A&E will install all ECM Components, cameras and load chaff. This must be completed prior to 1400 hours.

c. Aircraft assigned by Job Control to sequence number five (5) thru eight (8) will be serviced with water alcohol and oxygen, have an "F" type configuration and a current right out.

d. On the day "Blue Ridge" aircraft are scheduled to fly on a scheduled sortie, A&E Components, ATO Bottles and ATO Racks must be completely removed no later than three (3) hours prior to take off so as not to interfere with flight crew pre-flight. External "Wing Tanks" will be defueled to boost pump level and aircraft will be fueled in accordance with requirements of SAC Weekly 364. External Wing tanks will be defueled to boost pump level.

APPENDIX VII TO ANNEX "A"
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APPENDIX VII TO ANNEX "A" (COND'T)

3. General rules;

a. At no time will a "Blue Ridge" airplane be connibalized.

b. Blue Ridge aircraft will be pre-flighted by ground crew and flight crew each day, except on week ends and holidays. Pre-flights performed on Friday will be valid until 0800 Monday. Blue Ridge aircraft will be pre-flighted prior to holidays and this pre-flight will remain valid until next duty day.

c. Maintenance alert crews will perform walk around check of all Blue Ridge aircraft on week ends and holidays at 0800. This check will consist of looking for any apperent damage to aircraft and for evidence of fuel leaks, hydraulic leaks and flat tires. No servicing will be performed during this walk around inspection unless directed by Job Control. If Inspection reveals that a Blue Ridge aircraft had been damaged or has a flat tire, or is leaking fuel or hydraulic fluid, Job Control will be contacted for instructions.

d. All discrepancies that can be noted on a walk around inspection will be entered in AF Form 781-2. Job Control will be notified of all discrepancies. The discrepancies will be cleared at 0800 hours the following work day, unless otherwise directed by Job Control.



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## SCHEDULED MAINTENANCE ACTIVITIES

1. Flight Chiefs of Tactical Squadron will comply with MIL #58 (checking 781-3 against maintenance supply records) on the following schedule:

10th Bomb Squadron Dec 1-6
12th Bomb Squadron Dec 9-13
490th Bomb Squadron Dec 16-20
11th AREFS Dec 23-27

2. Bench stock inspection schedule for the month of December:

| SQUADRON OR SHOP | INSP DATE | SQUADRON OR SHOP | INSP DATE |
|---|---|---|---|
| 341st A&E Sq | 6 Dec | 341st J-47EBU | 17 Dec |
| | | 341FM Tire shop | 17 Dec |
| 341st PMS | 9 Dec | Base Flight | 19 Dec |
| | | 819th Ops Flt Tng | 19 Dec |
| 490th Bomb Sqdn | 3 Dec | 341FM Aero Repair | 20 Dec |
| 12th Bomb Sqdn | 10 Dec | 11th AREFS | 23 Dec |
| 10th Bomb Sqdn | 15 Dec | 341FM Inst Shop | 24 Dec |
| 341FM Parachute Shop | 15 Dec | 341FM Machine Shop | 24 Dec |
| 341st FMS G.P. Shop | 13 Dec | 341FM Paint Shop | 26 Dec |
| | | 341FM Welding Shop | 26 Dec |
| 341FM Elect Shop | 16 Dec | | |
| 341FM Prop Shop | 16 Dec | | |
| 341FM IFR Shop | 18 Dec | 341FM Recip Engine | 4-30 Dec |
| 341FM Sheet Metal Shop | 18 Dec | 341FM Hyd Shop | 11-30 Dec |
| 819th Ops Radio Maint | 31 Dec | | |

3. An alert team consisting of a coleman operator and mechanic will be on duty at Crash Fire Station #1 from 1800 Friday to start of next work day. Mechanic must be checked out on riding brakes. Personnel will report with full service coleman and B-47 tow-bar. Personnel will sleep at Fire Station and will eat with Crash Firemen, same applies to day prior to holiday.

Sunday 0800 HRS. 1 Dec 341PMS
Weekend of 7 Dec 341FMS
Weekend of 14 Dec 490thBS
Weekend of 21 Dec 10BS
Holiday of 25 Dec 12BS
Weekend of 28 Dec 490BS
Holiday 1 Jan 96th Bomb Wing

APPENDIX VIII TO ANNEX "A"
OPERATIONS PLAN 485-57
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APPENDIX VIII TO ANNEX "A" (COND'T)

4. Transient Alert: B-47 transient alert assigned 341st Bomb Wing 0800 hours 1 December to 0800 hours 1 January 1958.

a. Supply transient alert support for B-47 aircraft. A minimum of (1) crew chief and (1) assistant crew chief, will be on alert during non-duty hours. Job Control will be notified prior to 1500 hours of the names and telephone numbers of personnel assigned this duty. This Squadron will also furnish liquid oxygen, hose and gloves to Base Flight when requested.

1 December 0800 to 16 December 0800 10TH B.S.

16 December 0800 to 1 January 0800 12TH B.S.

NEXT IN LINE 490TH B.S.

5. A flight chief caliber NCO will be furnished to Maintenance Control for the purpose of debriefing NCOIC. He will report to Job Control Officer at 0800 and 1st day of duty for briefing. This duty period will be 30 days.

490th Bomb Sq 18 Dec to 18 Jan 1958
12th Bomb Sq 19 Jan to 18 Jan 1958
10th Bomb Sq 18 Feb to 18 Mar 1958
490th Bomb Sq 18 Mar to 18 April 1958
12th Bomb Sq 18 April to 18 May 1958





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APPENDIX IX TO ANNEX "A"

WASH RACK SCHEDULE FOR DECEMBER 1957

The 341st Bomb Wing will utilize the wash rack as indicated below during the month of December. NOTE: 96th Bomb Wing has wash rack on even days of the year.

| DATE | AM | PM |
|---|---|---|
| Dec 3 | 3316 | 2077 |
| Dec 5 | 2254 | Base Flight |
| Dec 7 | 11ARS | 11ARS |
| Dec 9 | 3324 | 2376 |
| Dec 11 | 2073 | 10BS |
| Dec 13 | 5249 | 3320 |
| Dec 17 | 2269 | 12BS |
| Dec 19 | 5233 | 490BS |
| Dec 21 | 11ARS | 11ARS |
| Dec 27 | Base Flight | 3326 |
| Dec 31 | 11ARS | 11ARS |



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

OPERATIONS

ANNEX B
341st Ops Order 485-57
1 December 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 18 flying days scheduled during December. No Saturday flying is programmed.

3. No Monday takeoffs will be scheduled prior to 1300. No Friday landing will be scheduled after 1600.

4. Squadrons will schedule takeoff on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time within an hour, by squadron reservation, is reproduced below.

| 10th | 12th | 490th | 11th |
|---|---|---|---|
| 00-08 | 09-17 | 18-26 | 27-34 |

5. RBS schedule for December has been distributed to squadrons under separate cover.

6. During December aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meeting - weekly at 1300 Wednesday, in the Wing Conference Room. It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the pre-planning 60-9 meeting.

b. Weekly 60-9 meeting - 1400 each Thursday in the Wing Conference Room.

c. Monthly 60-9 meeting - 1400 Friday 20 December.

8. Squadrons are reminded that mission folders are due in the Training Division by 1300 hours on the duty day prior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 will be included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

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1 December 1957



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10. The following named officers will monitor squadron briefings and wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Major Daffern | 1 - 5 Dec | Capt Hill | 18 - 23 Dec |
| Major Gootee | 6 - 11 Dec | Capt Logan | 24 - 31 Dec |
| Major Smith | 12- 17 Dec | | |

11. Each combat ready crew must complete a maximum gross weight refueling up to a gross weight of approximately 210,000# prior to 31 December. This is a higher headquarters directed sortie.

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1 December 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

FLIGHT TRAINING RECAP

APP I TO ANNEX B
341st Ops Order 485-57
1 December 1957



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## FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew scheduling capacity.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. The following crews are assigned standby tanker alert from 21 December thru 31 December.

| DATE | ACFT COMMANDER |
|---|---|
| 21 December | Andrews |
| 22 December | Andrews |
| 23 December | Rast |
| 24 December | Stutler |
| 25 December | Brandes |
| 26 December | Jacy |
| 27 December | Martin |
| 28 December | Scuro |
| 29 December | Andrews |
| 30 December | Lebeuf |
| 31 December | Rakestraw |

4. Gunnery will not be scheduled on Monday mission before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

5. The following crews or individuals will report on orders to the Wing Standardization Section for flight checks on the dates indicated. 51-4 ground checks will be completed prior to this date.

10BS

| | |
|---|---|
| N-88 Tidwell | 12 December 57 |
| R-04 Davidson (CP) | 10 December 57 |
| N-46 Dudderar (N) | 11 December 57 |
| N-93 Dauteuil | 16 December 57 |
| N-52 Fraser | 19 December 57 |

12BS

| | |
|---|---|
| N-54 Donaldson | 9 December 57 |
| L-15 Long, W.E. | 12 December 57 |
| L-13 Hall | 12 December 57 |
| N-86 Grossart | 16 December 57 |
| N-96 Vangaasbeck | 16 December 57 |

APP I ANNEX B
341st Ops Order 485-57
1 December 1957



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490BS

| | |
|---|---|
| N-60 Dumont | 5 December 57 |
| R-08 McClarnon | 12 December 57 |
| N-72 Monge | 19 December 57 |
| N-31 Warren | 19 December 57 |

Staff

| | |
|---|---|
| Lt/Col Hudson | 51-19 |
| Maj Reynolds | 60-7 |
| Maj Plascak | 51-19 |
| Maj Reed | 51-19 |
| Maj Tuxworth | 60-7 |

APP I ANNEX B
341st Ops Order 485-57
1 December 1957



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APP I ANNEX B )
OPERATIONS ORDER)
NUMBER 485-57)

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

SCHEDULING BOARD ACTIVITY CODE

ADVANCED SURVIVAL.....SURV
ADVANCED SURVIVAL REFRESHER...SURV REF
LOCAL SURVIVAL.....LOC SURV
AQUATIC SURVIVAL.....AQA
NUCLEAR WEAPONS SCHOOL.....TN
SPECIAL WEAPONS SCHOOL.....SW
SW PRACTICE LINE EXERCISE.....SWP
SW STANDBOARD EVALUATION.....SWE
OQ RANGE.....OQ
GUNNERY SCHOOL.....GUN
ALTITUDE CHAMBER.....ALT
INSTRUMENT SCHOOL.....IS
BLOCK TRAINING.....BLOCK
LEAVE.....LEAVE
STANDBOARDS.....STANDBOARD
ANNUAL FLIGHT PHYSICALS.....PHY
DENTAL APPOINTMENTS.....DA
SES.....SES
PRE SES TRAINING.....PSES
T-2A RADAR TRAINER.....T-2A
T-1A GUNNERY TRAINER.....T-1A
C-11 JET INSTRUMENT TRAINER.....C-11
B-47 SIMULATOR.....SIM
KC-97 SIMULATOR.....SIM
P-3 CONVENTIONAL INSTRUMENT TRAINER.....P-3
BRIEFING.....B
MISSION PLANNING.....MP
TARGET STUDY.....TS
PREFLIGHT.....PF
CREW REST.....CR
OFFICERS CALL.....OC
AIRDROME OFFICER.....AO
CONTROL ROOM OFFICER.....CRO
OFFICER OF THE DAY.....OD
TOWER OFFICER.....TO
OBSERVER INFLIGHT MAINTENANCE.....IFM
B-47 PILOT TRANSITION PROGRAM.....TRANS
B-47 TRANSITION PROGRAM WICHITA.....WICH
BASE GROUND SCHOOL INSTRUCTOR.....GI
INITIAL HANDGUN COURSE.....HG
RADAR ACCEPTANCE CHECK OFFICER.....RA
MTD SCHOOL.....MTD
BOMBING COMPETITION.....BC
INSTRUCTOR PILOT BRIEFING.....IPB
FLIGHT TEST CREW.....FT
FLIGHT MISSION DAY.....FD
INSTRUMENT CHECK.....IC
CRITIQUE .....C
BLUE RIDGE RED CREW.....BRR
PHYSICAL TRAINING.....PT
JUDO.....JU
EWP STUDY.....EWP
FLYING SAFETY MEETING.....FS
STAND-BY TANKER.....SAT
FLIGHT MISSION NIGHT.....FN



1803

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

10TH BOMB SQUADRON

APP II TO ANNEX B
341st Ops Order 485-57
1 December 1957





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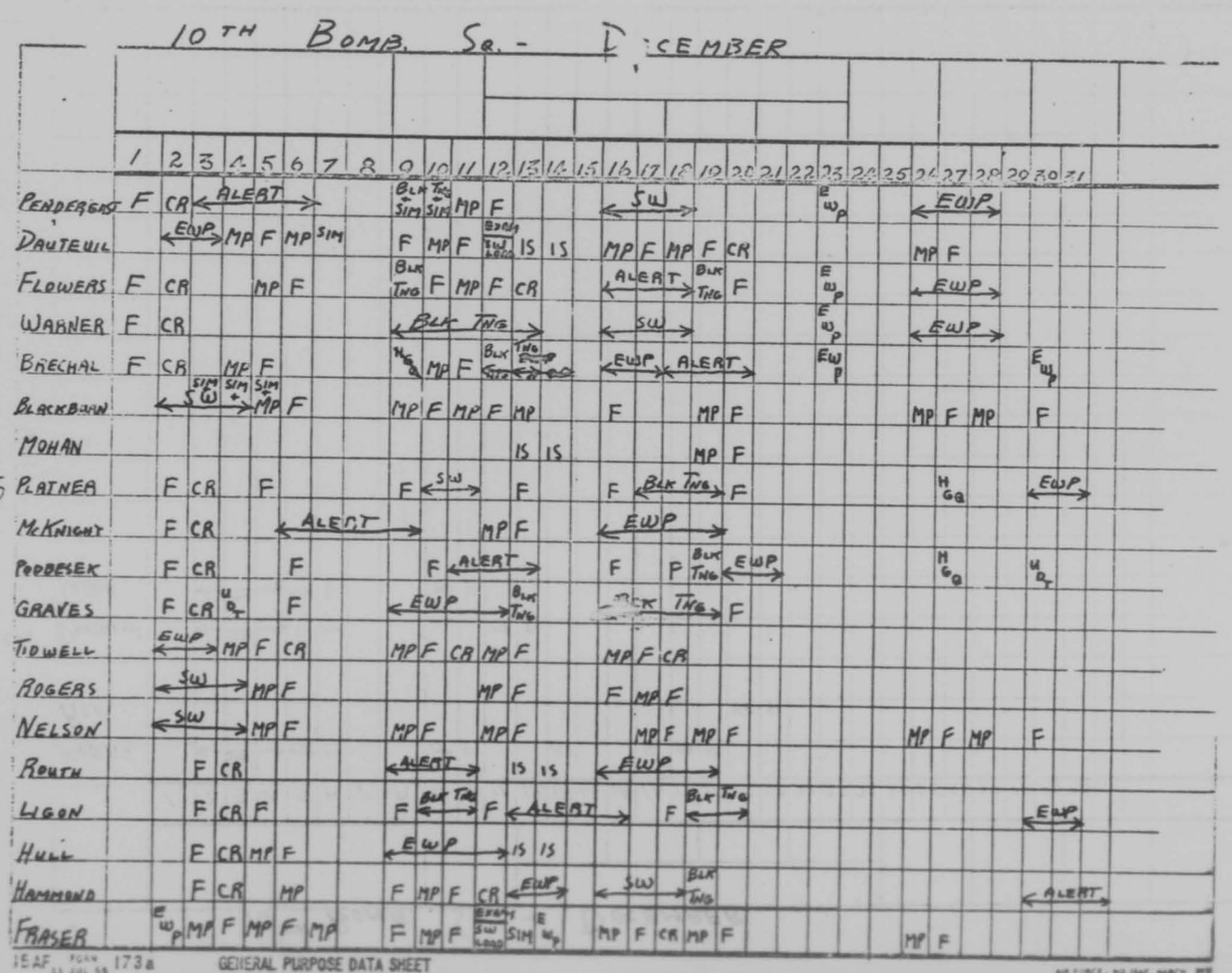




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# 10TH BOMB. SQ. - DECEMBER

| | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MYERS | | ← | SW | → | MP | F | | | MP | F | | | MP | | | F | MP | F | | | | | | | | | | | | | |
| ROE | | | | | | | | | | | | | | | | | | | MP | F | | | | | | | | | | | |
| CP's DAVIDSON | | ← | SW | → | F | SIM | | | | | MP | F | | | | | | | | | | | | | | | | | | | |
| TOBIN | | ← | SW | → | SIM | F | | | MP | F | | | | | | | | | | | | | | | | | | | | | |

10A

15 AF FORM 173a GENERAL PURPOSE DATA SHEET

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

12TH BOMBARDMENT SQUADRON

APP III TO ANNEX B
341st Ops Order 485-57
1 December 1957



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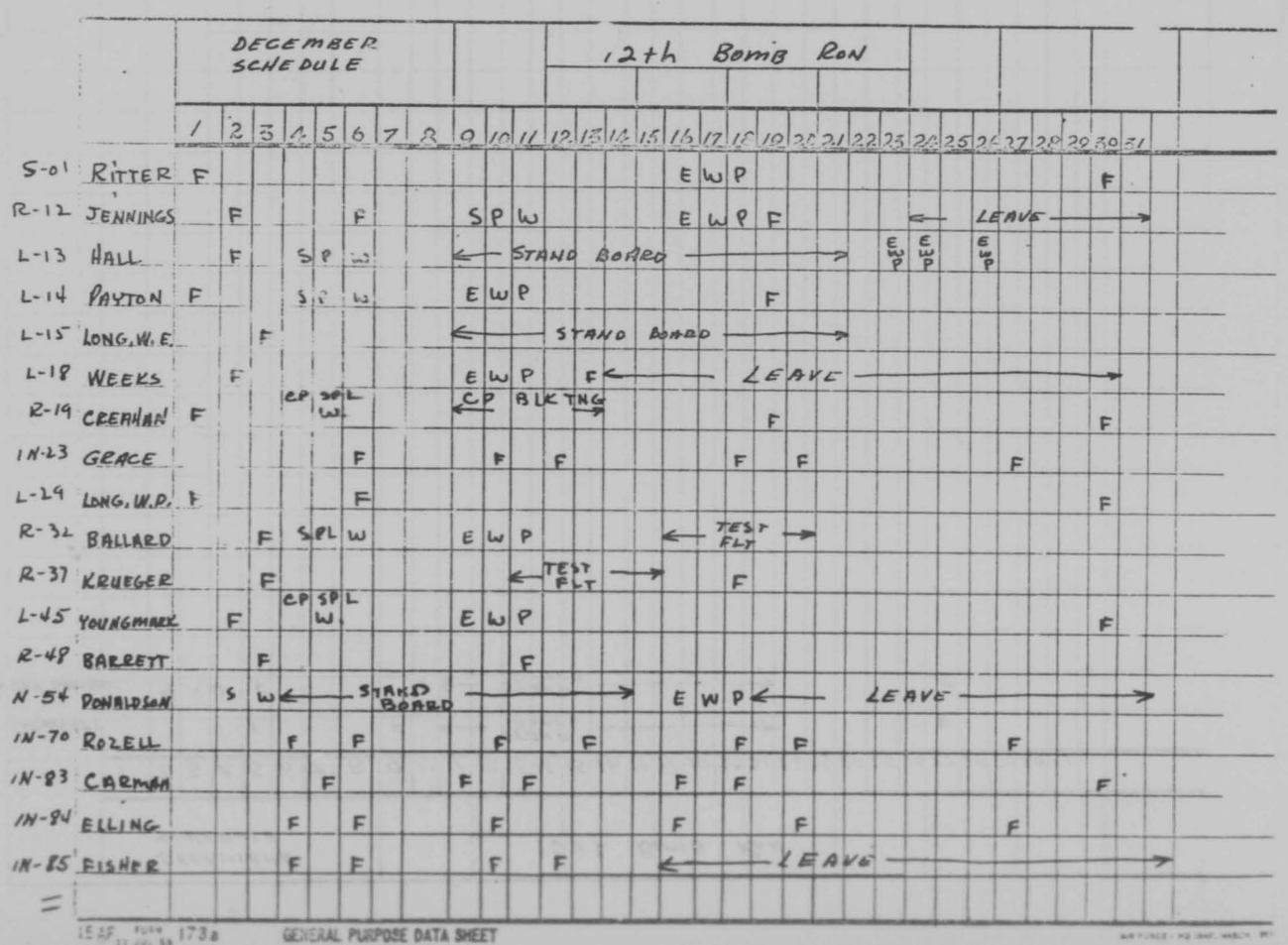




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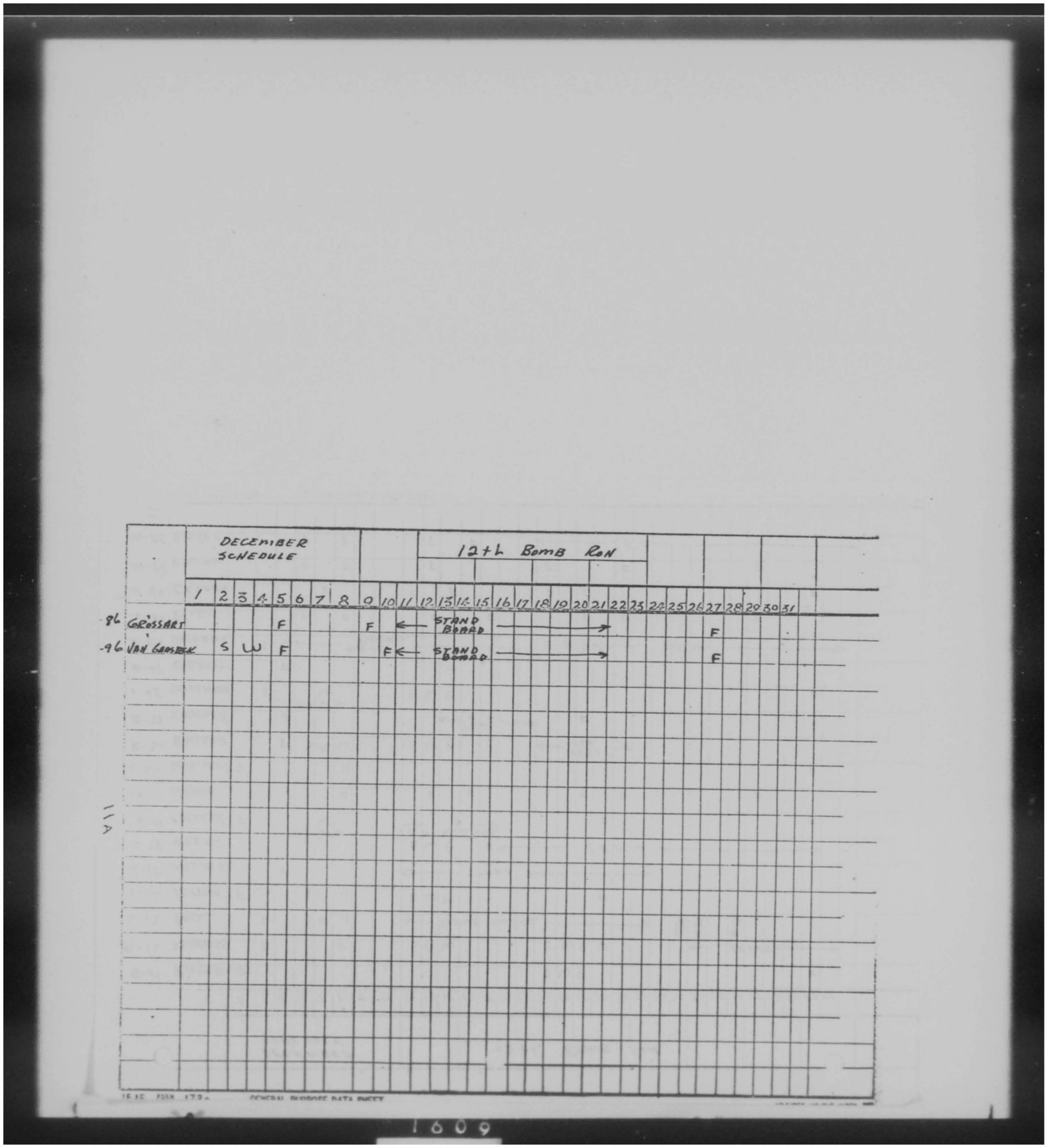




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX IV

TO

ANNEX B

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NUMBER 485-57

490TH BOMB SQUADRON

APP IV TO ANNEX B
341st Ops Order 485-57
1 December 1957



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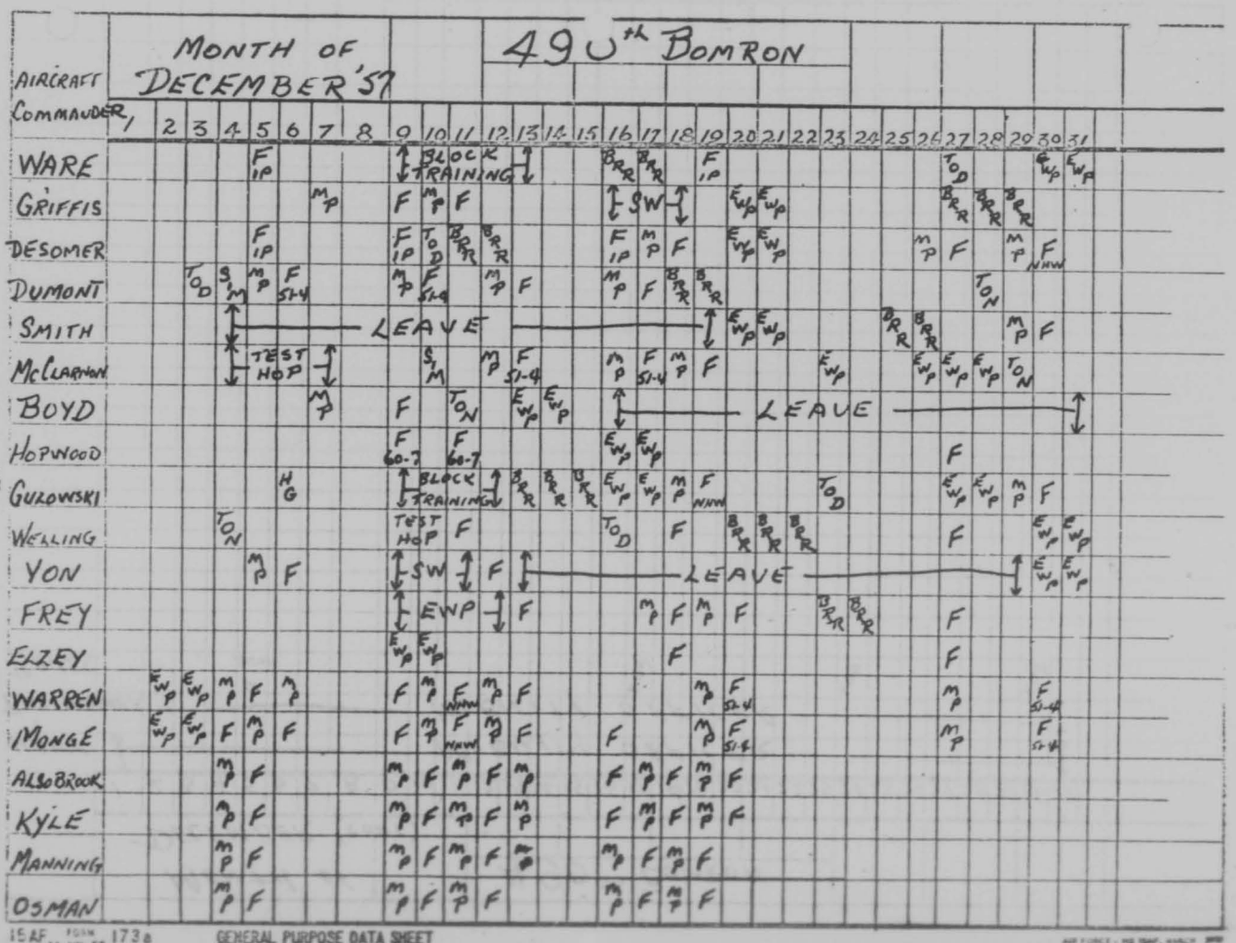




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MONTH OF DECEMBER (CONT)

490th BOMRON

| | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHITE | | | | | | | | | | | | MOBILITY OFFICER | | | | | | | | | | | | | | | | | | | |
| BAUMGARDNER | | | | | | | | | | | | MOBILITY OFFICER | | | | | | | | | | | | | | | | | | | |
| BRIGGS | | | | | F NWM | | | | | | | | | | | | TDN | | | | | | | TDY | | | | | | TDN | |

AF FORM 173a GENERAL PURPOSE DATA SHEET

13A

1012

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HQ 3L1ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX V

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

11TH AIR REFUELING SQUADRON

APP V TO ANNEX B
3L1st Ops Order 485-57
1 December 1957





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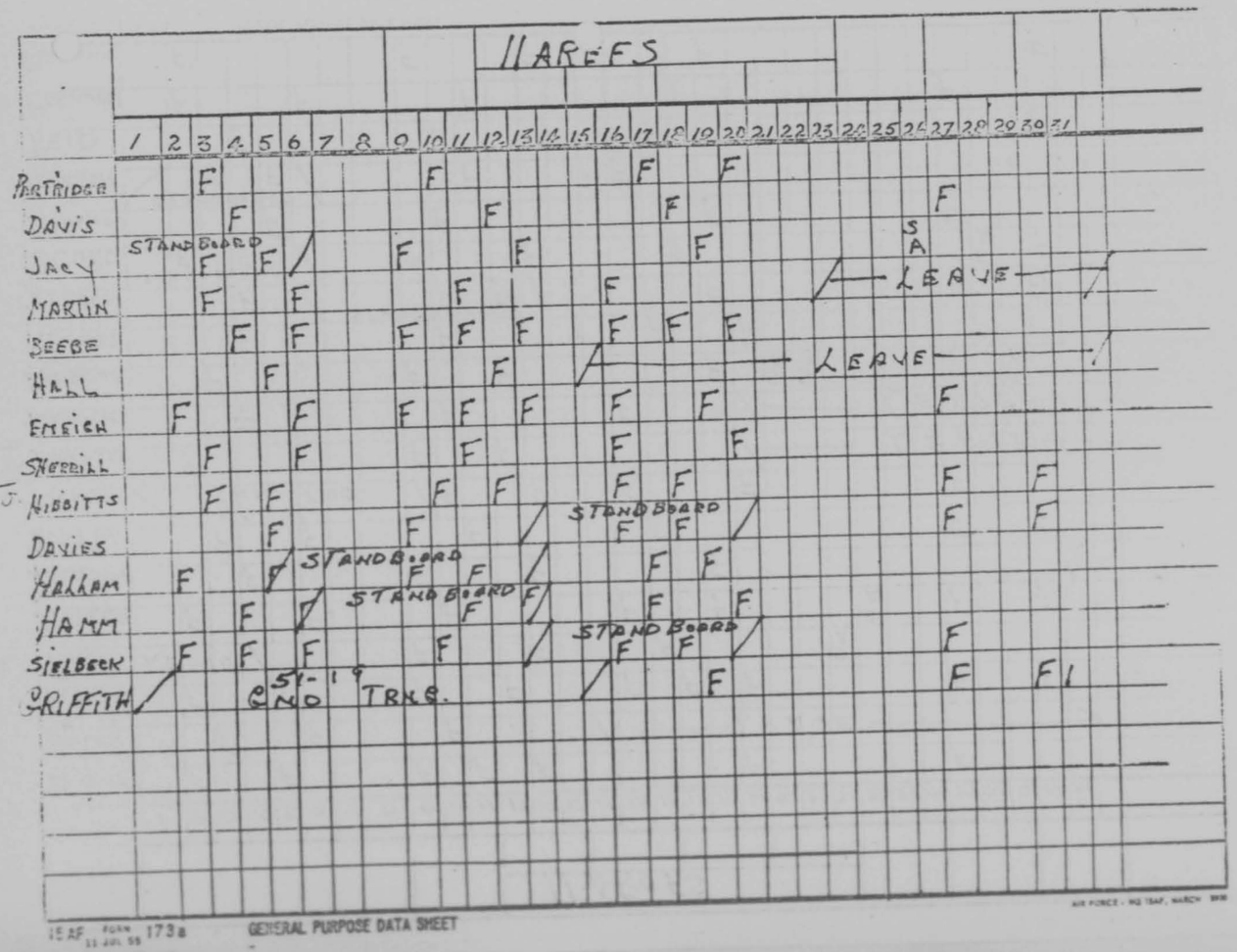




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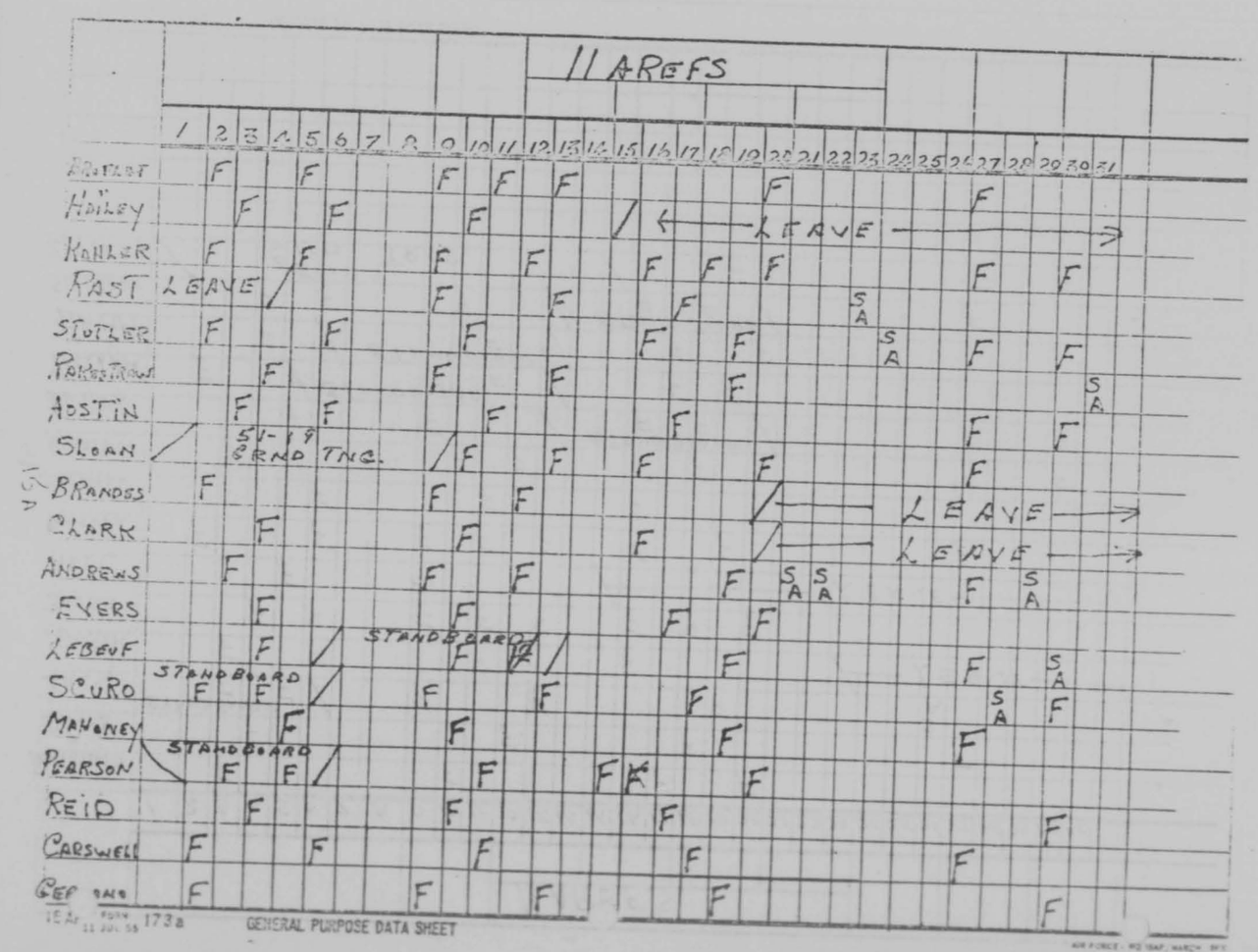




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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

AIR REFUELING RECAP



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## AIR REFUELING FOR DECEMBER 1957

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11THARS | | | | 1 | 2 | 1 | | | 3 | 3 | 2 | 3 | 2 | | | 3 | 3 | 2 | 4 | 4 | | | | | | | 3 | | | 4 | | 40 |
| RANDOLPH | | | 2 | | 1 | | | | | | | | | | | 1 | | 2 | | 1 | | | | | | | | | | | | 7 |
| BUNKER HILL | | | | | 1 | 3 | | | 1 | 1 | | | 1 | | | | | | | 1 | | | | | | | | | | | | 8 |
| SCHILLING | | | | | | 2 | | | 3 | 4 | 3 | 2 | | | | | | | | | | | | | | | | | | | | 12 |
| ALTUS | | | | | | | | | | | | | | | | 2 | 2 | 1 | | | | | | | | | | | | | | 5 |
| TOTAL | | | 2 | 1 | 4 | 6 | | | 7 | 8 | 5 | 5 | 3 | | | 6 | 5 | 5 | 4 | 6 | | | | | | | 3 | | | 4 | | 72 |
| 10TH SQ | | | 1R | 1D | 1R | 1S 1B | | | 1S 1D | 1S 1D | 1S 1D | 1S 1D | 1D | | | 1D 1R | 1D | 1D 1R | 1D | 1D 1B | | | | | | | 1D | | | 2D | | 25 |
| 12TH SQ | | | 1R | | 1D | 1S 1B | | | 1S 1D | 1S 1B | 1S 1D | 1D | 1D | | | 1D 1A | 1D 1A | 1D | 2D | 1D 1R | | | | | | | 1D | | | 1D | | 24 |
| 490TH SQ | | | | | 1D 1B | 1B 1D | | | 1S 1D 1B | 2S 1D | 1S | 1D 1S | 1B | | | 1D 1A | 1D 1A | 1R 1A | 1D | 2D | | | | | | | 1D | | | 1D | | 25 |

CODE

D - Dyess 11th ARS
R - Randolph
B - Bunker Hill
S - Schilling
A - Altus

RANDOLPH ROUTES

3 Dec 10th COCOA
~~3 Dec 12th GOLF~~
5 Dec 10th FOXTROT
~~16 Dec 10th BRAVO~~
18 Dec 10th COCOA
~~18 Dec 490th FOXTROT~~
20 Dec 10th GOLF

15 AF FORM 11 JUL 55 173a GENERAL PURPOSE DATA SHEET

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(B)

| MISSION DESIGNATION | ECHO | FOXTROT | GOLF | HOTEL |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0938 | 0940 | 0942 | 0944 |
| TANKER CALL SIGN | WATERHOLE #5 | WATERHOLE #6 | WATERHOLE #7 | WATERHOLE #8 |
| RECEIVER IP | 33°43' N 99°20' W | 32°56' N 99°48' W | 33°47' N 100°20' W | 32°43' N 100°55' W |
| ORBIT POINT | 31°08' N 99°20' W | 30°36' N 99°49' W | 31°21' N 100°11' W | 31°18' N 100°49' W |
| RENDEZVOUS POINT | 29°58' N 99°20' W | 29°26' N 99°48' W | 30°11' N 100°11' W | 30°08' N 100°49' W |
| END REFUELING POINT | 28°28' N 99°06' W | 29°13' N 99°48' W | 28°42' N 100°30' W | 29°22' N 100°50' W |
| REFUELING TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 16,500 | 17,500 | 15,500 | 16,500 |
| RECEIVER ETA ORBIT PT | 1038 | 1040 | 1052 | 1105 |
| RECEIVER ETA RENDZ PT | 1057 | 1059 | 1111 | 1124 |
| INITIAL CONTACT FREQ. | 303.2 | 240.6 | 318.0 | 324.2 |
| PRIMARY WORK. FREQ. | 303.2 | 240.6 | 318.0 | 352.6 |
| SECONDARY WORK. FREQ. | 352.6 | 352.6 | 352.6 | NONE |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | T6-R5 |
| APN 76 SETTING | T6-R7 | T5-R7 | T5-R7 | 1-3 |
| APN 69 SETTING | 2 | 2-2 | 1-2 | 190 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 205 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 15,000 |
| WET OFFLOAD IN Lbs | 15,000 | When Poss | When Poss | When Poss |
| DRY HOOKUPS (IN HOURS) | 32-52 Min | 24-44 Min | 32-52 Min | 26-41 Min |

APP VI ANNEX B
341st Ops Order 485-57
1 December 1957

17A

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(A) RANDOLPH AIR REFUELING

| MISSION DESIGNATION | ALPHA | BRAVO | COCOA | DELTA |
|---|---|---|---|---|
| TANKER TAKE-OFF | 0930 | 0932 | 0934 | 0936 |
| TANKER CALL SIGN | #1 WATERHOLE | #2 WATERHOLE | #3 WATERHOLE | #4 WATERHOLE |
| RECEIVER IP | 32°45' N 96°16' W | 31°53' N 96°35' W | 33°14' N 97°46' W | 33°55' N 98°30' W |
| ORBIT POINT | 30°05' N 95°48' W | 30°09' N 96°24' W | 30°12' N 96°56' W | 31°14' N 98°32' W |
| RENDEZVOUS POINT | 28°57' N 25°43' W | 29°00' N 96°13' W | 29°01' N 96°50' W | 30°04' N 98°32' W |
| END REFUELING POINT | 29°15' N 94°57' W | 28°42' N 96°13' W | 28°11' N 96°59' W | 30°19' N 98°25' W |
| REFUELING TRACK | 177° | 178° | 176° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 76,500 | 15,500 |
| RECEIVER ETA ORBIT PT | 1026 | 1023 | 1015 | 1023 |
| RECEIVER ETA RNDZ PT | 1045 | 1042 | 1034 | 1042 |
| INITIAL CONTACT FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| PRIMARY WORK FREQ | 256.0 | 266.2 | 279.8 | 291.9 |
| SECONDARY WORK FREQ | 352.6 | 352.6 | 352.6 | 352.6 |
| VHF BACK-UP FREQ | NONE | NONE | NONE | NONE |
| APN 76 SETTING | T7-R4 | T4-R8 | T7-R8 | T6-R4 |
| APN 69 SETTING | 1-2-1 | 2-1 | 1-1-2 | 2-1-1 |
| AIR SPEED START ReFLG | 190 | 190 | 190 | 190 |
| AIR SPEED END ReFLG | 205 | 205 | 205 | 205 |
| WET OFFLOAD IN Lbs. | 15,000 | 15,000 | 15,000 | 15,000 |
| DRY HOOKUPS (IN HOURS) | 26-41 Min | 25-40 Min | 27-42 Min | 26-43 Min |

APP VI ANNEX B
341st Ops Order 485-57
1 December 1957

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(C)

RANDOLPH AFB, REFUELING MISSIONS
(ADVERSE WX ORBIT AREAS)

| MISSION DESIGNATION | NOVEMBER | OSCAR | PAPA | QUEBEC |
|---|---|---|---|---|
| TANKER CALL SIGN | WATERHOLE #9 | WATERHOLE #10 | WATERHOLE #11 | WATERHOLE #12 |
| RECEIVER IP | 32-31N 101030W | 32-42N 102-07W | 32-30N 102-43W | 32-34N 103-18W |
| ORBIT POINT | 31-11N 101-30W | 31-22N 102-07W | 31-10N 102-43W | 31-14N 103-18W |
| RENDEZVOUS POINT | 30-01N 101-30W | 30-12N 102-07W | 30-00N 102-43W | 30-04N 103-18W |
| END REFUELING POINT | 31-11N 101-30W | 31-22N 102-07W | 31-10N 102-13W | 31-14N 103-18W |
| RENDEZVOUS TRACK | 180° | 180° | 180° | 180° |
| REFUELING ALTITUDE | 17,500 | 15,500 | 16,500 | 17,500 |
| TANKER ORBIT Pt. TIME | Tanker Take-Off Plus 3:00 | | | |
| | Tanker Take-Off Plus: | | | |
| RECEIVER ETA Rdz. Pt. | 3:34 | 3:34 | 3:34 | 3:34 |
| INITIAL CONTACT FREQ. | 327.4 | 341.4 | 295.8 | 260.2 |
| PRIMARY WORK. FREQ. | 327.4 | 341.4 | 295.8 | 260.2 |
| SECONDARY WORKING FREQ. | 352.6 | 352.6 | 352.6 | 356.6 |
| VHF BACK-UP FREQ. | NONE | NONE | NONE | NONE |
| APN-76 CODE | T8-R5 | T4-R7 | T4-R6 | T6-R8 |
| APN-69 CODE | 1-2 | 1-3 | 2 | 2-2 |
| AIR SPEED START ReFLG | 190K | 190K | 190K | 190K |
| AIR SPEED END ReFLG | 205K | 205K | 205K | 205K |
| WET OFF LOAD (IN lbs.) | 15000 When Poss | 15000 When Poss | 15000 When Poss | 15000 When Poss |
| DRY HOOK-UPS | Maximum | Maximum | Maximum | Maximum |

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341st Ops Order 485-57
1 December 1957

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(D)

RANDOLPH AFB; REFUELING MISSIONS
(ADVERSE WX ORBIT AREAS)

| MISSION DESIGNATION | ROMEO | SIERRA | TANGO |
|---|---|---|---|
| TANKER CALL SIGN | WATERHOLE #13 | WATERHOLE #14 | WATERHOLE #15 |
| RECEIVER IP | 32-37N 103-52W | 32-24N 104-27W | 33-50N 104-52 |
| ORBIT POINT | 31-17N 103-52W | 31-04N 104-27W | 32-30N 104-52W |
| RENDEZVOUS POINT | 30-07N 103-52W | 29-54N 104-27W | 31-20N 104-52 |
| END REFUELING POINT | 31-17N 103-52 | 31-04N 104-27W | 32-30N 104-52 |
| RENDEZVOUS TRACK | 180° | 180° | 180° |
| REFUELING ALTITUDE | 15,500 | 16,500 | 17,500 |
| TANKER ORBIT Pt. TIME | Tanker Take-Off Plus 3:00 | | |
| RECEIVER ETA Rdz. PT. | Tanker Take-Off Plus: 3:34 | 3:34 | 3:34 |
| INITIAL CONTACT FREQ. | 308.8 | 352.6 | 311.0 |
| SECONDARY WORK. FREQ. | 308.8 | 352.6 | 311.0 |
| VHF BACK-UP FREQ. | NONE | NONE | NONE |
| APN-76 CODE | T8-R4 | T7-R5 | T8-R6 |
| APN-69 CODE | 1-1-2 | 1-2-1 | 2 |
| AIR SPEED START ReFIG | 190K | 190K | 190K |
| AIR SPEED END ReFIG | 205K | 205K | 205K |
| WET OFF LOAD (IN Lbs.) | 15,000 When Poss | 15000When Poss | 15000 When Poss |
| DRY HOOK-UPS | Maximum | Maximum | Maximum |

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(E)

REFUELING COORDINATION

1. 310th ARS, Schilling Air Force Base, Kansas

| | PLAN #2 | PLAN #4 |
|---|---|---|
| RECEIVER IP | 34-25N 99-12W | 34-11N 98-53W |
| ORBIT | Dodge City | 37-52N 98-48W |
| RENDEZVOUS | 39-00N 100-17W | Russell, Kansas |
| TRUE COURSE | 349° | 001° |
| ALTITUDE | 145M' | 16.5M' |
| END-REFUELING | North Platte | 40-52N 98-45W |
| COMM PLAN | ZI Alpha Opal | ZI Alpha Queen |

2. 68th ARS, Bunker Hill, Ind.

| PLAN 1 | | PLAN 2 | |
|---|---|---|---|
| Comm Plan | Betty Alpha | Comm Plan | Cora Bravo |
| Ref Track | 031° | Ref Track | 006° |
| Tanker Orbit | Harrisburg, Ill 37-44N 88-33W | Tanker Orbit | Nashville, Tenn 36-10N 86-48W |
| Rendezvous | Lawrenceville, Ill 38-43N 87-44W | Rendezvous | 37-20N 86-40W |
| End Refueling | Frankfort, Ky 40-17N 86-54W | End Refueling | 38-15N 86 9W |
| Receiver IP | Blytheville, Ark 35-56N 89-54W | Receiver IP | Decatur, Ala 34-35N 86-59W |
| Altitude | 15,000 | Altitude | 16,000 |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

GROUND TRAINING

APP VII TO ANNEX B
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HQ 341st BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

GROUND TRAINING

1. Index of training requirements contained within this annex.

| Requirement | Paragraph |
|---|---|
| Altitude Chamber | 9 |
| Block Training | 18 |
| Block Training (Non Aircrew) | 16 |
| EWP Study | 20 |
| Handgun Qualification | 3 |
| Instrument School | 4 |
| Instrument Card Renewals | 5 |
| Inflight Maintenance | 21 |
| Judo | 13 |
| MTD Training (KC-97) | 7 |
| OQ Range | 17 |
| PT | 12 |
| Pre & Post Flight Inspection | 14 |
| Special Weapons | 19 |
| Survival Refresher | 8 |
| Simulator (KC-97) | 6 |
| Safety (Ground) | 10 |
| Safety (Flying) | 11 |
| Trainers | 15 |
| 51-19 Training | 22 |

2. The request for waivers of ground training requirements for the balance of this year has been denied by 15th Air Force therefore increased emphasis must be placed on the following training items during December to insure completion prior to 31 December.

| | |
|---|---|
| Special Weapons | Physical Conditioning |
| Block Training | Observer I.F.M. |

3. Handgun Qualification: Small Arms Range. Duration 4 hours. This requirement included in Block Training for all B-47 ready crews.

| DATES | TIME | ORGANIZATION |
|---|---|---|
| Mon - 2, 9, 16, 23, 30 | 0800-1200 | 11th ARS |
| Tue - 3, 10, 17, 31 | 0800-1700 | Available for staff firing |
| Fri - 20 | 0800-1700 | 341st Block Training |



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4. Instrument School: Base Training Flight. Bldg 8202. Duration 2 days. 0830 - 1700 hours 13-14 and 27-28 December 1957.

5. Instrument Card Renewals:

| DECEMBER | | JANUARY | | FEBRUARY | |
|---|---|---|---|---|---|
| 2 | Johnson | 1 | Myers | 1 | Frey |
| 5 | Peeler | 1 | Daffern | 1 | Hull |
| 11 | Sorrell | 2 | Karns | 2 | Kahler |
| 13 | Herman | 3 | Bushrow | 5 | Routh |
| 14 | Yon | 4 | Dacus | 13 | Brown |
| 17 | Baker, L | 4 | Cobble | 15 | Robinson |
| 18 | Sevier | 4 | Reynolds, W. R. | 15 | Guzowski |
| 19 | Blackburn | 6 | Emmons | 6 | Ritter |
| 20 | Boone | 6 | VanBibber | 20 | Fisher |
| 21 | Youngblood | 14 | Graves | 21 | Long, W. D. |
| 22 | Powell, S | 14 | Tripi | 22 | George |
| 23 | McKinzey | 17 | Morris | 22 | Childs |
| 23 | Rogers | 18 | Ballard | 23 | Evers |
| 26 | White, C. L. | 19 | Gezel, L | 24 | Atchey |
| 27 | Nelson, P. A. | 20 | Buehler | 24 | Reid |
| 27 | Holton | 20 | Welling | 25 | Hallam |
| 29 | Griffis | 25 | Case | 26 | Dauteuil |
| 30 | Legate | 26 | Evans | 27 | Brittain |
| 31 | Elzey | 28 | Blum | 28 | Briggs |
| 12 | Nickell | 28 | Kelly, R | 29 | Powell |
| 14 | Goodman | 29 | Newman | 26 | Mullins |
| 14 | Dacy | | | 28 | Tidwell, H. F. |
| 18 | Carswell | | | 28 | Eddy |
| 22 | Gray, R. E. | | | | |
| 23 | McMahan | | | | |
| 30 | Luecke | | | | |
| 11 | Rabone | | | | |

6. KC-97 Flight Simulator: March AFB. No quotas requested for December.

7. KC-97 MTD Training: March AFB. No quota requested for Dec.

8. Survival Training: Stead AFB. No quotas required for Dec.

9. Altitude Chamber: Biggs AFB, Texas.

| TYPE | DATES | 10th | 12th | 11ARS | HQ SQ |
|---|---|---|---|---|---|
| Refresher | 9 - 10 Dec | 1 | 3 | 1 | 1 |
| | | 10th | 12th | FMS | |
| Passenger | 18-19 Dec | 2 | 3 | 4 | |



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10. Ground Safety Meeting: Base Theater.

Saturday 14 December 1000-1100 - PMS, FMS, A&EMS
Saturday 14 December 1100-1200 - 10, 12, 490, 11ARS, HQ SQ

11. Flying Safety Meeting: Base Theater.

Friday 20 December 1500-1600 - All Squadrons

12. Physical Conditioning: Base Gym. Minimum of 15 hours by 31 December.

| TIME | DAYS |
|---|---|
| 1000-1200 & 1500-1700 | Monday thru Friday |

13. (Judo) Combative Measures:

0800-1000 and 1300-1500 hours daily - 51-19 Training
1500-1700 hours daily - 50-24 Make-Up

14. Maintenance Pre and Post Flight Inspections: Schedule to complete all crews by 31 December. Rosters of completion for entire phase will be forwarded to arrive 341DOTG not later than 10 January 1957.

15. Trainers:

a. C-11 #2. NOTE: 96th BW will utilize this trainer from 0800-1200 from 2 December to 6 December. Schedule all aircraft commanders for 1 hour for "Block House" letdowns.

| TIME | MON | TUE | WED | THUR | FRI |
|---|---|---|---|---|---|
| 0800-1000 | 12 | 490 | 10 | 12 | 490 |
| 1000-1200 | 490 | 10 | 12 | 490 | 10 |
| 1300-1500 | 10 | 12 | 490 | 10 | 12 |
| 1500-1700 | 12 | 490 | 10 | 12 | 490 |
| 1700-1900 | Available as needed by appointment (Ph 357) | | | | |

b.

| TIME | P-3 Mon - Fri | UDT Mon- Fri |
|---|---|---|
| 0800-1000 | 11ARS | 10 |
| 1000-1200 | 4SSS | 12 |
| 1300-1500 | ABG | 490 |
| 1500-1700 | 11ARS | Make-Up |

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c. T-1A Gunnery Training:

| TIME | MON | TUE | WED | THUR | FRI |
|---|---|---|---|---|---|
| 0800-0900 | 12 | 490 | 10 | 12 | 490 |
| 0900-1000 | 490 | 10 | 12 | 490 | 10 |
| 1000-1100 | 10 | 12 | 490 | 10 | 12 |
| 1100-1200 | 12 | 490 | 10 | 12 | 490 |
| 1300-1500 | - | - | - | - | 341SB |

**NOTE: No Gunnery Trainer will be available during Block House, therefore all 51-19 must be completed during December.**

d. T-2A Radar Trainer:

| TIME | MON | TUE | WED | THUR | FRI |
|---|---|---|---|---|---|
| 0800-0900 | 12 | EWP | 10 | 12 | 490 |
| 0900-1000 | 490 | EWP | 12 | 490 | 10 |
| 1000-1100 | 10 | EWP | 490 | 10 | 12 |
| 1100-1200 | 12 | EWP | 10 | 12 | 490 |

e. T-3 Radar Trainer:

| TIME | MON | TUE | WED | THUR | FRI |
|---|---|---|---|---|---|
| 0800-0900 | 10 | 12 | 490 | 10 | 12 |
| 0900-1000 | 12 | 490 | 10 | 12 | 490 |
| 1000-1100 | 490 | 10 | 12 | 490 | 10 |
| 1100-1200 | 10 | 12 | 490 | 10 | 12 |

f. B-47 Simulater

NOTE: The 96th Bomb Wing will utilize this trainer from 2 December to 6 December.

| TIME | 9th | 10th | 11th | 12th | 13th |
|---|---|---|---|---|---|
| 0800-1400 | 96 | 10 | 96 | 96 | 341SB |
| 0800-1400 | 490 | 96 | 96 | 490 | 341SB |
| 1100-1700 | 96 | 12 | 96 | 96 | 10 |

| TIME | 16th | 17th | 18th | 19th | 20th |
|---|---|---|---|---|---|
| 0800-1400 | 12 | 96 | 96 | 12 | 341SB |
| 0800-1400 | 96 | 10 | 96 | 96 | 341SB |
| 1100-1700 | 490 | 96 | 96 | 490 | 10 |

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| TIME | 23rd | 24th | 25th | 26th | 27th |
|---|---|---|---|---|---|
| 0800-1400 | 96 | 10 | N | Make | 341SB |
| 0800-1400 | 12 | 96 | O | Up | 341SB |
| 1100-1700 | 96 | - | N E | - | 12 |

| TIME | 30th | 31st |
|---|---|---|
| 0800-1400 | 96 | 10 |
| 0800-1400 | 490 | 96 |
| 1100-1400 | 96 | - |

16. Non Aircrew Block Training: Base Theater. Duration 8 hours. Classes will be conducted on Wednesday and Thursday from 0800 to 1700 hours the 4, 5, 11 and 12 of December as make up class not previously programmed.

17. OQ Range: Davis Monthan AFB, Ariz. Duration 4 days.

| DATES | 10BS | 12BS |
|---|---|---|
| 16-17 Dec | Megargle | Buckley<br>Weimer |

18. B-47 Block Training: Base Training Flight, Bldg 8202, Duration 4½ days.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 9-13 Dec | Warner+make up | Weimer (Ind.) | Ware, Guzowski |
| 16-20 Dec | Graves | | |

19. Special Weapons: Bldg 5008. Duration 3 days.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 9-11 Dec | Platner | Jennings | Yon |
| 16-18 Dec | Pendergast, Warner, Hammond | Payton | Griffis |

20. EWP Study: Plans Division.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 9-12 Dec | Graves<br>Hull | Payton (9-10)<br>Weeks (9-10)<br>Youngmark (9-10)<br>Ballard (9-10) | Frey<br>Elzey (9-10) |
| 16-19 Dec | McKnight<br>Routh<br>Brechel (16-17) | Ritter (16-17)<br>Jennings (16-17)<br>Donaldson (16-17) | Guzowski (16-17)<br>Hopwood (16-17) |

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| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 23,26-28 Dec | Hammond (26)<br>Pendergast<br>Flowers<br>Brechel (23)<br>Warner | Hall (23,26)<br>VanGaasbeck(23,24)<br>Rozell (23,24) | McClarnon<br>Guzowski(27-29) |

Make-up Periods:

| | | | |
|---|---|---|---|
| 2-3 Dec | Dauteuil, Tidwell (2),<br>Fraser, Platner (PM 2,3) | | |
| 13,14 Dec | Hammond<br>Fraser (14) | Barrett<br>Long, W.D.<br>Creahan (13) | Boyd |
| 20,21 Dec | Podbesek<br>Ligon | Krueger (20)<br>Long, W.E. (20) | Griffis<br>DeSomer<br>Smith |
| 30,31 Dec | Ligon<br>Platner<br>Brechel (30) | Van Gaasbeck(30) | Ware<br>Welling<br>Yon |

21. B-47 Observer IFM: 0800-1200 hours Thursday and Friday each week.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 12 Dec | Clark<br>Gray<br>Harcourt<br>Farnham<br>Howe<br>Suppes<br>Cunningham<br>Hawkins<br>L'Abbe<br>Elliott<br>Nofsinger | Kelly<br>Carrillo<br>Nulph<br>Endres | Tomlinson<br>Santore |
| 13 Dec | Hudson<br>Turner<br>Cobb<br>Bennett | Draper<br>Badger<br>Lawson<br>Ramirez | Kilmer<br>Stillwell<br>Williams |

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| | | | |
|---|---|---|---|
| 19 Dec | 10BS | 12BS | 490BS |
| | Dudderar | Christensen | Diggs |
| | Trexler | Lovell | Radcliffe |
| | Brzozowski | Long, R.C. | Maxwell |
| | Bailey | | Stillwell |
| | Bryant | | |
| 20 Dec | Meehan | Buckley | Zavalydriga |
| | Wightman | | |
| | Scleicaer | | |
| 27 Dec | Roe | Allison | McCoy |

NOTE: To make up classes squadron observers may give credit for all training accomplished in the course of their regular duties. A roster of completion for these special classes will be forwarded to the 341DOTG for credit.

22. 51-19 Training:

A separate schedule will be forwarded to squadrons covering these training requirements.

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX VIII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

SCHEDULE OF DUTIES

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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 485-57)

HQ 341ST BOMBARDMENT WI..., (MED)
Dyess Air Force Base, Texas
1 December 1957

SCHEDULE OF DUTIES

1. Tower Officer

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 96BW | |
| 1 | 1800 | 10BS | Major Donat F Dauteuil |
| 2 | 0800 | 10BS | Captain Hiram B Fraser |
| 2 | 1800 | 12BS | Captain James J Grossart |
| 3 | 0800 | 490BS | Captain Alvan J Dumont |
| 3 | 1800 | 10BS | Captain John E Tidwell |
| 4 | 0800 | 10BS | Major Donat F Dauteuil |
| 4 | 1800 | 490BS | Captain Lester T Griffis |
| 5 | 0800 | GROUP | |
| 5 | 1800 | 96BW | |
| 6 | 0800 | 96BW | |
| 6 | 1800 | 96BW | |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 96BW | |
| 8 | 1800 | GROUP | |
| 9 | 0800 | 10BS | Captain Lawrence E Brechal |
| 9 | 1800 | 12BS | Major Pleasnat W Barrett |
| 10 | 0800 | 490BS | Captain Richard J De Somer |
| 10 | 1800 | 10BS | Captain Max L McKnight |
| 11 | 0800 | 12BS | Captain William D Long |
| 11 | 1800 | 490BS | Captain Ross I Boyd |
| 12 | 0800 | 96BW | |
| 12 | 1800 | 96BW | |
| 13 | 0800 | 96BW | |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 96BW | |
| 14 | 1800 | 96BW | |
| 15 | 0800 | 10BS | Major Lyle P Platner |
| 15 | 1800 | 12BS | Captain William D Payton |
| 16 | 0800 | 490BS | Captain Lewis D Welling |
| 16 | 1800 | 10BS | Captain Robert L Hull |
| 17 | 0800 | 490BS | Captain Kenneth L Smith |
| 17 | 1800 | 490BS | Captain John F Briggs |
| 18 | 0800 | 10BS | Major Ralph O Routh |
| 18 | 1800 | 96BW | |
| 19 | 0800 | 96BW | |
| 19 | 1800 | 96BW | |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 96BW | |
| 21 | 0800 | 96BW | |
| 21 | 1800 | 96BW | |
| 22 | 0800 | 96BW | |
| 22 | 1800 | 12BS | Captain James K Creaham |
| 23 | 0800 | 490BS | Captain Daniel F Grzowski |
| 23 | 1800 | 12BS | Captain William E Krueger |
| 24 | 0800 | 490BS | Captain John F Briggs |
| 24 | 1800 | 96BW | |
| 25 | 0800 | 10BS | Captain John E Tidwell |
| 25 | 1800 | 96BW | |
| 26 | 0800 | 10BS | Captain Thomas W Podbesck |
| 26 | 1800 | 12BS | Captain William E Long |
| 27 | 0800 | 490BS | Captain John R Ware |
| 27 | 1800 | 10BS | Major Vernon P Ligon |
| 28 | 0800 | 490BS | Captain Alvin L Dumont |
| 28 | 1800 | 12BS | Captain Robert C Hall |
| 29 | 0800 | 96BW | |
| 29 | 1800 | 490BS | Captain Marshall H McClarnon |
| 30 | 0800 | 12BS | Captain William F Rozell Jr |
| 30 | 1800 | 490BS | Captain John F Briggs |
| 31 | 0800 | 10BS | Major Wilbert M Pendergast |
| 31 | 1800 | 12BS | Captain Everett J Van Gaasbeck |

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2. Airdrome Officer

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | WGHG | 1st Lt Fred H Brown Jr |
| 1 | 1800 | 10BS | Captain Luther A Webb |
| 2 | 0800 | 11ARS | 1st Lt Frederick T Bell |
| 2 | 1800 | 490BS | 1st Lt Milo E Myers |
| 3 | 0800 | 96BW | |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 12BS | 1st Lt Robert G Hruby |
| 4 | 1800 | 10BS | 1st Lt Bruce B Bushore |
| 5 | 0800 | 11ARS | 1st Lt Emmett D Anderson |
| 5 | 1800 | 490BS | 1st Lt Melvyn I Safer |
| 6 | 0800 | GROUP | |
| 6 | 1800 | 96BW | |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 4SSS | |
| 8 | 1800 | 4SSS | |
| 9 | 0800 | 11ARS | 1st Lt Arthur B Phillips |
| 9 | 1800 | 12BS | 1st Lt A S Womelsdorf |
| 10 | 0800 | 10BS | Captain Warren E Roe |
| 10 | 1800 | 11ARS | Captain Roy O Sloan |
| 11 | 0800 | 96BW | |
| 11 | 1800 | 96BW | |
| 12 | 0800 | 4SSS | |
| 12 | 1800 | 4SSS | |
| 13 | 0800 | 490BS | 1st Lt Arthur E Tidwell |
| 13 | 1800 | 10BS | 1st Lt Lorens A A Persson |
| 14 | 0800 | 11ARS | Captain Billy L Walker |
| 14 | 1800 | 490BS | 1st Lt Melvyn I Safer |
| 15 | 0800 | 12BS | 1st Lt Gerald C Dallas |
| 15 | 1800 | GROUP | |
| 16 | 0800 | 96BW | |
| 16 | 1800 | 96BW | |
| 17 | 0800 | 11ARS | 1st Lt Thomas M Wilson |
| 17 | 1800 | 10BS | 1st Lt Charles W Mulkey |
| 18 | 0800 | 12BS | 1st Lt Elden H Dye |
| 18 | 1800 | 11ARS | 1st Lt Richard L Lewis |
| 19 | 0800 | 490BS | 1st Lt Carl J Tripi |
| 19 | 1800 | 4SSS | |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 96BW | |
| 21 | 0800 | 12BS | Captain Thurman L Dobyns |
| 21 | 1800 | 10BS | 1st Lt Clayton W Shackleford |
| 22 | 0800 | 490BS | 1st Lt William G Greig |
| 22 | 1800 | 4SSS | |
| 23 | 0800 | 4SSS | |
| 23 | 1800 | WGHQ | Captain Chester A Stanley |
| 24 | 0800 | 10BS | 1st Lt Paul A Nelson |
| 24 | 1800 | 11ARS | 1st Lt William T Fair |
| 25 | 0800 | 96BW | |
| 25 | 1800 | GROUP | |
| 26 | 0800 | 96BW | |
| 26 | 1800 | 96BW | |
| 27 | 0800 | 11ARS | 1st Lt William E Gerzler |
| 27 | 1800 | 490BS | 1st Lt Alfred J Lane |
| 28 | 0800 | 10BS | Captain James A Rogers |
| 28 | 1800 | 11ARS | 1st Lt Ray V McManus |
| 29 | 0800 | 11ARS | Captain John R Hamm |
| 29 | 1800 | 96BW | |
| 30 | 0800 | 96BW | |
| 30 | 1800 | 11ARS | Captain George T Sargent |
| 31 | 0800 | 96BW | |
| 31 | 1800 | 96BW | |

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1 December 1957

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2. Airdrome Officer

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | WGHG | 1st Lt Fred H Brown Jr |
| 1 | 1800 | 10BS | Captain Luther A Webb |
| 2 | 0800 | 11ARS | 1st Lt Frederick T Bell |
| 2 | 1800 | 490BS | 1st Lt Milo E Myers |
| 3 | 0800 | 96BW | |
| 3 | 1800 | 96BW | |
| 4 | 0800 | 12BS | 1st Lt Robert G Hruby |
| 4 | 1800 | 10BS | 1st Lt Bruce B Bushore |
| 5 | 0800 | 11ARS | 1st Lt Emmett D Anderson |
| 5 | 1800 | 490BS | 1st Lt Melvyn I Safer |
| 6 | 0800 | GROUP | |
| 6 | 1800 | 96BW | |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 4SSS | |
| 8 | 1800 | 4SSS | |
| 9 | 0800 | 11ARS | 1st Lt Arthur B Phillips |
| 9 | 1800 | 12BS | 1st Lt A S Womelsdorf |
| 10 | 0800 | 10BS | Captain Warren E Roe |
| 10 | 1800 | 11ARS | Captain Roy O Sloan |
| 11 | 0800 | 96BW | |
| 11 | 1800 | 96BW | |
| 12 | 0800 | 4SSS | |
| 12 | 1800 | 4SSS | |
| 13 | 0800 | 490BS | 1st Lt Arthur E Tidwell |
| 13 | 1800 | 10BS | 1st Lt Lorens A A Persson |
| 14 | 0800 | 11ARS | Captain Billy L Walker |
| 14 | 1800 | 490BS | 1st Lt Melvyn I Safer |
| 15 | 0800 | 12BS | 1st Lt Gerald C Dallas |
| 15 | 1800 | GROUP | |
| 16 | 0800 | 96BW | |
| 16 | 1800 | 96BW | |
| 17 | 0800 | 11ARS | 1st Lt Thomas M Wilson |
| 17 | 1800 | 10BS | 1st Lt Charles W Mulkey |
| 18 | 0800 | 12BS | 1st Lt Elden H Dye |
| 18 | 1800 | 11ARS | 1st Lt Richard L Lewis |
| 19 | 0800 | 490BS | 1st Lt Carl J Tripi |
| 19 | 1800 | 4SSS | |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 96BW | |
| 21 | 0800 | 12BS | Captain Thurman L Dobyns |
| 21 | 1800 | 10BS | 1st Lt Clayton W Shackleford |
| 22 | 0800 | 490BS | 1st Lt William G Greig |
| 22 | 1800 | 4SSS | |
| 23 | 0800 | 4SSS | |
| 23 | 1800 | WGHQ | Captain Chester A Stanley |
| 24 | 0800 | 10BS | 1st Lt Paul A Nelson |
| 24 | 1800 | 11ARS | 1st Lt William T Fair |
| 25 | 0800 | 96BW | |
| 25 | 1800 | GROUP | |
| 26 | 0800 | 96BW | |
| 26 | 1800 | 96BW | |
| 27 | 0800 | 11ARS | 1st Lt William E Gerzler |
| 27 | 1800 | 490BS | 1st Lt Alfred J Lane |
| 28 | 0800 | 10BS | Captain James A Rogers |
| 28 | 1800 | 11ARS | 1st Lt Ray V McManus |
| 29 | 0800 | 11ARS | Captain John R Hamm |
| 29 | 1800 | 96BW | |
| 30 | 0800 | 96BW | |
| 30 | 1800 | 11ARS | Captain George T Sargent |
| 31 | 0800 | 96BW | |
| 31 | 1800 | 96BW | |

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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 485-57)

HQ 341ST BOMBARDMENT WING, (MED)
Dyess Air Force Base, Texas
1 December 1957

SCHEDULE OF DUTIES

1. Tower Officer

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | 96BW | |
| 1 | 1800 | 10BS | Major Donat F Dauteuil |
| 2 | 0800 | 10BS | Captain Hiram B Fraser |
| 2 | 1800 | 12BS | Captain James J Grossart |
| 3 | 0800 | 490BS | Captain Alvan J Dumont |
| 3 | 1800 | 10BS | Captain John E Tidwell |
| 4 | 0800 | 10BS | Major Donat F Dauteuil |
| 4 | 1800 | 490BS | Captain Lester T Griffis |
| 5 | 0800 | GROUP | |
| 5 | 1800 | 96BW | |
| 6 | 0800 | 96BW | |
| 6 | 1800 | 96BW | |
| 7 | 0800 | 96BW | |
| 7 | 1800 | 96BW | |
| 8 | 0800 | 96BW | |
| 8 | 1800 | GROUP | |
| 9 | 0800 | 10BS | Captain Lawrence E Brechal |
| 9 | 1800 | 12BS | Major Pleasnat W Barrett |
| 10 | 0800 | 490BS | Captain Richard J De Somer |
| 10 | 1800 | 10BS | Captain Max L McKnight |
| 11 | 0800 | 12BS | Captain William D Long |
| 11 | 1800 | 490BS | Captain Ross I Boyd |
| 12 | 0800 | 96BW | |
| 12 | 1800 | 96BW | |
| 13 | 0800 | 96BW | |
| 13 | 1800 | 96BW | |
| 14 | 0800 | 96BW | |
| 14 | 1800 | 96BW | |
| 15 | 0800 | 10BS | Major Lyle P Platner |
| 15 | 1800 | 12BS | Captain William D Payton |
| 16 | 0800 | 490BS | Captain Lewis D Welling |
| 16 | 1800 | 10BS | Captain Robert L Hull |
| 17 | 0800 | 490BS | Captain Kenneth L Smith |
| 17 | 1800 | 490BS | Captain John F Briggs |
| 18 | 0800 | 10BS | Major Ralph O Routh |
| 18 | 1800 | 96BW | |
| 19 | 0800 | 96BW | |
| 19 | 1800 | 96BW | |
| 20 | 0800 | 96BW | |
| 20 | 1800 | 96BW | |
| 21 | 0800 | 96BW | |
| 21 | 1800 | 96BW | |
| 22 | 0800 | 96BW | |
| 22 | 1800 | 12BS | Captain James K Creaham |
| 23 | 0800 | 490BS | Captain Daniel F Grzowski |
| 23 | 1800 | 12BS | Captain William E Krueger |
| 24 | 0800 | 490BS | Captain John F Briggs |
| 24 | 1800 | 96BW | |
| 25 | 0800 | 10BS | Captain John E Tidwell |
| 25 | 1800 | 96BW | |
| 26 | 0800 | 10BS | Captain Thomas W Podbesck |
| 26 | 1800 | 12BS | Captain William E Long |
| 27 | 0800 | 490BS | Captain John R Ware |
| 27 | 1800 | 10BS | Major Vernon P Ligon |
| 28 | 0800 | 490BS | Captain Alvin L Dumont |
| 28 | 1800 | 12BS | Captain Robert C Hall |
| 29 | 0800 | 96BW | |
| 29 | 1800 | 490BS | Captain Marshall H McClarnon |
| 30 | 0800 | 12BS | Captain William F Rozell Jr |
| 30 | 1800 | 490BS | Captain John F Briggs |
| 31 | 0800 | 10BS | Major Wilbert M Pendergast |
| 31 | 1800 | 12BS | Captain Everett J Van Gaasbeck |



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3. Senior Supervisor

| DECEMBER | UNIT | NAME |
|---|---|---|
| 1 | 490BS | Major Wilbur A Bridges |
| 2 | WGHQ | Major Richard D Sullivan |
| 3 | 10BS | Major Paul S Skartvedt |
| 4 | 10BS | Lt Colonel Samuel R Smith |
| 5 | 12BS | Major Bernard H Stevens |
| 6 | 12BS | Lt Colonel Raymond E Hamlyn |
| 7 | WGHQ | Major Doyle F Reynolds |
| 8 | WGHQ | Major Virgil Stevens |
| 9 | 490BS | Lt Colonel Campbell Palfrey |
| 10 | WGHQ | Lt Colonel Charles L Lowell |
| 11 | 490BS | Major Wilbur A Bridges |
| 12 | WGHQ | Major Richard D Sullivan |
| 13 | 10BS | Major Paul S Skartvedt |
| 14 | 10BS | Lt Colonel Samuel R Smith |
| 15 | 12BS | Major Bernard H Stevens |
| 16 | 12BS | Lt Colonel Raymond E Hamlyn |
| 17 | WGHQ | Major Doyle F Reynolds |
| 18 | WGHQ | Major Virgil Stevens |
| 19 | 490BS | Lt Colonel Campbell Palfrey Jr |
| 20 | WGHQ | Lt Colonel Charles L Lowell |
| 21 | 490BS | Major Wilbur A Bridges |
| 22 | WGHQ | Major Richard D Sullivan |
| 23 | 10BS | Major Paul S Skartvedt |
| 24 | 10BS | Lt Colonel Samuel R Smith |
| 25 | 12BS | Major Bernard H Stevens |
| 26 | 12BS | Lt Colonel Raymond E Hamlyn |
| 27 | WGHQ | Major Doyle F Reynolds |
| 28 | WGHQ | Major Virgil Stevens |
| 29 | 490BS | Lt Colonel Campbell Palfrey Jr |
| 30 | WGHQ | Lt Colonel Charles L Lowell |
| 31 | 490BS | Major Wilbur A Bridges |



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4. Officer of the Day

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | GROUP | |
| 1 | 1800 | 96BW | |
| 2 | 1630 | 96BW | |
| 3 | 1630 | 96BW | |
| 4 | 1630 | WGHQ | Captain John C Sullivan |
| 5 | 1630 | 12BS | 2nd Lt Charles L Hendrick |
| 6 | 1630 | GROUP | |
| 7 | 1100 | GROUP | |
| 8 | 0800 | 4555 | |
| 8 | 1800 | 96BW | |
| 9 | 1630 | 96BW | |
| 10 | 1630 | GROUP | |
| 11 | 1630 | GROUP | |
| 12 | 1630 | 4SSS | |
| 13 | 1630 | 490BS | 1st Lt Jack S Collier |
| 14 | 1100 | WGHQ | 1st Lt Norman C Pursley |
| 15 | 0800 | WGHQ | 1st Lt John R McGoldrick |
| 15 | 1800 | GROUP | |
| 16 | 1630 | 96BW | |
| 17 | 1630 | 96BW | |
| 18 | 1630 | 11ARS | 1st Lt Ainsworth M Greene |
| 19 | 1630 | 11ARS | 1st Lt Yale A Rosenstein |
| 20 | 1630 | GROUP | |
| 21 | 1100 | 96BW | |
| 22 | 0800 | 96BW | |
| 22 | 1800 | 96BW | |
| 23 | 1630 | 96BW | |
| 24 | 1630 | 4SSS | |
| 25 | 0800 | 96BW | |
| 25 | 1800 | GROUP | |
| 26 | 1630 | 96BW | |
| 27 | 1630 | GROUP | |
| 28 | 1100 | 4SSS | |
| 29 | 0800 | 11ARS | 1st Lt Wendell A Wagoner |
| 29 | 1800 | GROUP | |
| 30 | 1630 | 96BW | |
| 31 | 1630 | 4SSS | |

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5. Division Staff Duty Officer.

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0800 | WGHQ | Major James D Douglas Jr |
| 1 | 1800 | GROUP | |
| 2 | 1630 | 4SSS | |
| 3 | 1630 | 96BW | |
| 4 | 1630 | 96BW | |
| 5 | 1630 | 11ARS | Captain Thomas W Davis |
| 6 | 1630 | WGHQ | Major Chester L Conn |
| 7 | 1100 | 4SSS | |
| 8 | 0800 | 96BW | |
| 8 | 1800 | GROUP | |
| 9 | 1630 | GROUP | |
| 10 | 1630 | 96BW | |
| 11 | 1630 | 96BW | |
| 12 | 1630 | 4SSS | |
| 13 | 1630 | 11ARS | Major Vito M Scuro |
| 14 | 1100 | 11ARS | Captain Leo A Lebeuf |
| 15 | 0800 | GROUP | |
| 15 | 1800 | 96BW | |
| 16 | 1630 | 96BW | |
| 17 | 1630 | GROUP | |
| 18 | 1630 | 490BS | Major Haynes M Baumgardener |
| 19 | 1630 | 11ARS | Major Everette V Andrews |
| 20 | 1630 | 96BW | |
| 21 | 1100 | 96BW | |
| 22 | 0800 | 4SSS | |
| 22 | 1800 | 10BS | |
| 23 | 1630 | 11ARS | Major Ralph L Griffith |
| 24 | 1630 | WGHQ | Major Donald D Williar |
| 25 | 0800 | 12BS | Major Gerald J Grace |
| 25 | 1800 | Group | |
| 26 | 1630 | GROUP | |
| 27 | 1630 | 11ARS | Captain Robert L Reid |
| 28 | 1100 | 11ARS | Major Robert E Carswell |
| 29 | 0800 | 96BW | |
| 29 | 1800 | 4SSS | |
| 30 | 1630 | GROUP | |
| 31 | 1630 | WGHQ | Captain Harry M Hill |

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6. Control Room Officer.

| DECEMBER | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0745 | WGHQ | Captain Howard A Bittner |
| 1 | 1630 | 11ARS | 1/Lt Bruce R. Lane |
| 2 | 1630 | 10BS | 1/Lt David E Suppes |
| 3 | 1630 | 12BS | 1/Lt Robert L Dorrill |
| 4 | 1630 | 490BS | 1/Lt Henry L Zeybel |
| 5 | 1630 | 11ARS | 1/Lt Boyd L. Eddins |
| 6 | 1630 | WGHQ | Captain Charles Ketchie |
| 7 | 0745 | 11ARS | 1/Lt Donald G. Bowles |
| 7 | 1630 | 490BS | Charles R. Whipple |
| 8 | 0745 | 10BS | 1/Lt Robert M Johnson |
| 8 | 1630 | 490BS | 1/Lt Murray D Backhaus |
| 9 | 1630 | WGHQ | Captain William J McGee |
| 10 | 1630 | 10BS | 1/Lt Bruce H Howe |
| 11 | 1630 | 12BS | 1/Lt James B Crowell |
| 12 | 1630 | 490BS | Captain Harold F Kilmer |
| 13 | 1630 | 11ARS | 1/Lt John S Albertson |
| 14 | 0745 | 490BS | 1/Lt Oliver B Pierson |
| 14 | 1630 | 11ARS | 1/Lt Lewis B Fisher |
| 15 | 0745 | 12BS | 1/Lt Walter J Joyce |
| 15 | 1630 | 10BS | 1/Lt William M Nofsinger |
| 16 | 1630 | 11ARS | 1/Lt Harry E Marshall |
| 17 | 1630 | 10BS | 1/Lt Van E Hawkins |
| 18 | 1630 | 12BS | 1/Lt William E Endres |
| 19 | 1630 | 490BS | 1/Lt Billy A Worley |
| 20 | 1630 | 11ARS | 1/Lt Frank J Adamicik |
| 21 | 0745 | 10BS | 1/Lt John P Cabb |
| 21. | 1630 | 11ARS | 1/Lt Fred M Webb |
| 22 | 0745 | 490BS | 1/Lt Ernest E Salisbury |
| 22 | 1630 | 12BS | 1/Lt R. C. Long |
| 23 | 1630 | 10BS | 1/Lt Joseph A L'Abbe |
| 24 | 1630 | 11ARS | 1/Lt William L Stahl |
| 25 | 0745 | 490BS | Captain Eliot B Charles |
| 25 | 1630 | 11ARS | 1/Lt Elliot W Lambert |
| 26 | 1630 | 490BS | 1/Lt Murray D Backhaus |
| 27 | 1630 | 11ARS | 1/Lt Therrel D McRae |
| 28 | 0745 | 12BS | 1/Lt Robert L Darrill |
| 28 | 1630 | 490BS | 1/Lt Charles R Whipple |
| 29 | 0745 | 11ARS | 1/Lt Robert D Crofcheck |
| 29 | 1630 | WGHQ | Captain Clarence D Logan |
| 30 | 1630 | 11ARS | 1/Lt David M Hammett |
| 31 | 1630 | 490BS | 1/Lt Nicholas P Karras |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

BLUE RIDGE RED CREWS

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BLUE RIDGE RED CREWS

The following named crews are designated Blue Ridge Red Crews for periods indicated:

| TIME | DATE | TO | TIME | DATE | 10TH | 12BS | 490BS |
|---|---|---|---|---|---|---|---|
| 0800 | 3 Dec | | 1000 | 6 | Pendergast | Payton | |
| | 6 Dec | | | 9 | McKnight | Hall | |
| | 9 Dec | | | 11 | Routh | Creahan | |
| | 11 Dec | | | 13 | Podbesek | | DeSomer |
| | 13 Dec | | | 16 | Ligon | | Guzowski |
| | 16 Dec | | | 18 | Flowers | | Ware |
| | 18 Dec | | | 20 | Brechel | | Dumont |
| | 20 Dec | | | 23 | | Jennings | Welling |
| | 23 Dec | | | 25 | | Hall | Frey |
| | 25 Dec | | | 27 | | Payton | Smith |
| | 27 Dec | | | 30 | | Ballard | Griffis |
| | 30 Dec | | | 1 Jan | Hammond | Weeks | |

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

APPENDIX X

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 485-57

ECM

APP X TO ANNEX B
341st Ops Order 485-57
1 December 1957



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 December 1957

ECM

1. The 15AF ECM and fighter master schedule for December has been distributed to the squadrons under separate cover. Specific times for ECM activity will be allocated to the squadrons during the wings weekly RBS meeting. Because of the requirement to keep headquarters 15AF informed of status of this schedule, all changes must be coordinated with Wing ECM Officer.

2. Although no weather restrictions apply to SUDS and maximum chaff runs when the alphabetical portion of control dial is used, it is good practice to notify the nearest radar site before dropping chaff.

3. Preflight all installed ECM equipment using ECM checklist for every mission.

4. Procedures required by SACR 51-6 (CONF) to accomplish the ECM requirements are included in the communications folder.

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1 December 1957



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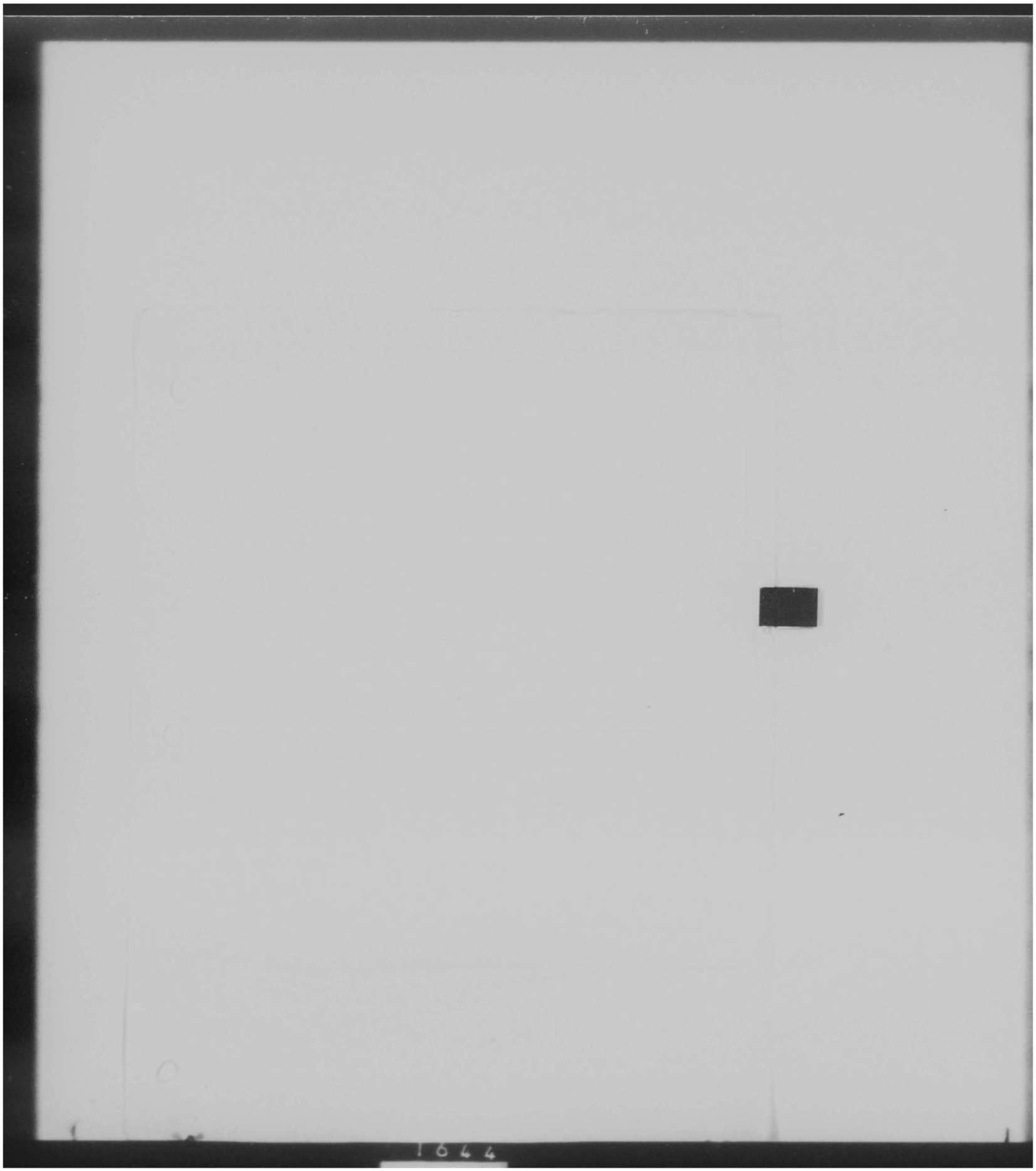



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
United States Air Force
Dyess Air Force Base, Texas

341DMM

SUBJECT: MONTHLY MAINTENANCE SUMMARY

TO: See Distribution

1. Attached is the Monthly Maintenance Summary for December 1957

2. This summary is late due to the deployment of the wing at the time of month that the reports are usually received from Statistical Services.

3. The wing totals do not include Base Flight manhours.

DISTRIBUTION:

| | | | |
|---|---|---|---|
| 2 - 819 ADIV COMDR | 10 - 341FMS | 8 - 341A&E | 1 - 341DCR |
| 2 - 341C | 4 - 10BS | 2 - BASE FLIGHT | 1 - 341DMMCS |
| 2 - 341DM | 4 - 12BS | 1 - 341DMMQ | 1 - 341DMMR |
| 2 - 341DMM | 4 - 490BS | 1 - 341DMMC | 5 - BISO |
| 5 - 341PMS | 2 - 11ARS | 1 - DM4SB | 2 - FILE |

William H. Good

WILLIAM H. GOOD
Major USAF
Chief of Maintenance

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MONTHLY SUMMARY OF
QUALITY CONTROL ACTIVITIES

1. Aircraft Flight Line and Jacket File Inspections.

a. The following is a breakdown by tactical squadrons of discrepancies noted by Quality Control on flight line (in-commission) inspections.

(1) 10th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2222 | 9 Dec 57 | 25 | 3 | 12 | 40 | 2 | 0 |
| Totals | | 25 | 3 | 12 | 40 | 2 | 0 |
| Dec Avg. | | 25.0 | 1.0 | 12.0 | 40.0 | 2.0 | 0 |
| Nov Avg. | | 13.0 | 2.27 | 21.0 | 40.25 | .5 | .5 |
| Oct Avg. | | 24.25 | 3.6 | 13.0 | 47.5 | 2.75 | .75 |

(2) 12th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2157 | 16 Dec 57 | 1[illegible] | 9 | 22 | 46 | 0 | 4 |
| Total | | 15 | 9 | 22 | 46 | 0 | 4 |
| Dec Avg. | | 25.0 | 3.0 | 22.0 | 46.0 | 0 | 4.0 |
| Nov Avg. | | [illegible]3 | 2.5 | 21.25 | 48.0 | .8 | 1.2 |
| Oct Avg. | | [illegible].5 | 2.0 | 30.0 | 59.5 | 2.5 | .5 |

(3) 490th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2035 | 3 Dec | 24 | 7 | NI | 31 | 5 | 1 |
| 2097 | 16 Dec | 21 | 6 | 10 | 37 | 0 | 0 |
| 2773 | 17 Dec | 21 | 5 | 11 | 37 | 2 | 1 |
| 2030 | 17 Dec | 35 | 6 | 29 | 70 | 1 | 0 |
| Total | | 101 | 24 | 50 | 175 | 8 | 2 |
| Dec Avg. | | 25.25 | 1.[illegible] | 10.67 | 43.75 | 2.0 | .5 |
| Nov Avg. | | 10.[illegible] | 1.33 | 14.33 | 38.67 | 1.33 | 1.0 |
| Oct Avg. | | 13.0 | 1.33 | 25.0 | 42.0 | .33 | .33 |

(4) 11th Air Refueling Squadron:

| Acft SN | Date | APG | ENG | A&E | PROPS | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|---|
| 2307 | 4 Dec | 13 | 16 | 7 | 1 | 39 | 0 | 7 |
| 2311 | 4 Dec | 6 | 5 | 7 | 0 | 18 | 0 | 0 |
| 2318 | 7 Dec | 6 | 9 | 5 | 0 | 20 | 0 | 2 |
| 2322 | 16 Dec | 6 | 6 | 4 | 0 | 16 | 0 | 0 |
| 2306 | 16 Dec | 3 | 5 | 1 | 0 | 9 | 0 | 0 |
| 2313 | 17 Dec | 12 | 4 | NI | 0 | 16 | 0 | 0 |
| Total | | 46 | 47 | 24 | 1 | 118 | 0 | 9 |
| Dec Avg. | | 7.67 | 3.62 | 4.8 | .17 | 19.67 | 0 | 1.5 |
| Nov Avg. | | .8 | 2.8 | 4.2 | .6 | 18.2 | .4 | .6 |
| Oct Avg. | | 6.5 | 3.0 | 4.5 | - | 17.0 | 0 | .75 |

a. The excessive number of safety of flight discrepancies noted on C-97 aircraft SN 330[illegible] were attributed to fuel intake coupling leaks.



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(5) 819th A.B.G. Flight Line Inspection:

| Acft Type | SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|---|
| C-45 | 0776 | 4 Dec | 5 | 2 | 0 | 7 | 0 | 0 |
| C-45 | 0774 | 9 Dec | 5 | 3 | 0 | 8 | 0 | 0 |
| C-45 | 0659 | 10 Dec | 10 | 6 | 0 | 16 | 0 | 1 |
| Total | | | 20 | 11 | 0 | 31 | 0 | 1 |
| Dec Avg. | | | 6.67 | 1.83 | 0 | 10.33 | 0 | .33 |
| Nov Avg. | | | 6.33 | 3.33 | - | 12.67 | | 0 |
| Oct Avg. | | | 4.67 | 2.16 | - | 9.0 | | 0 |

(6) Aircraft Records Inspections:

| 10th Bomb Acft | 10th Bomb Disc. | 12th Bomb Acft | 12th Bomb Disc. | 490th Bomb Acft | 490th Bomb Disc. | 11ARS | 819A.B.G. Acft | 819A.B.G. Disc. |
|---|---|---|---|---|---|---|---|---|
| 2269 | 9 | 7070 | 30 | 2044 | 26 | Not Available at TDY station | 259 | 6 |
| 2254 | 23 | 2376 | 6 | 2034 | 16 | | 914 | 15 |
| 5249 | 6 | 2037 | 35 | 2093 | 14 | | 875 | 12 |
| 5233 | 30 | 229[illegible] | 24 | 2073 | 48 | | 205 | 14 |
| 2309 | 27 | 23[illegible] | 8 | 2030 | 22 | | 969 | 22 |
| 2210 | 7 | [illegible] | 64 | 2100 | 20 | | | |
| 5805 | 22 | 207[illegible] | 33 | | | | | |
| 5228 | 11 | | | | | | | |
| Total | 135 | Total | 200 | Total | 146 | | Total | 69 |
| Dec Avg. | 16.[illegible] | Dec Avg. | 28.57 | Dec Avg. | 24.33 | Dec Avg. N/A | Dec Avg. | 13.8 |
| Nov Avg. | 1[illegible].67 | Nov Avg. | 23.[illegible]7 | Nov Avg. | 25.17 | Nov Avg. 16.0 | Nov Avg. | 11.33 |
| Oct Avg. | 1[illegible].8 | Oct Avg. | 30.44 | Oct Avg. | 19.9 | Oct Avg. 9.0 | Oct Avg. | 15.44 |

2. Aircraft Periodic Inspections:

a. B-47 Periodic Dock #1[illegible].

| Acft SN | Date Insp | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2044 | 29 Nov | 22 | 9 | 17 | 48 | 3 | 2 |
| 2037 | 5 Dec | 7 | 4 | 9 | 20 | 2 | 0 |
| 2073 | 18 Dec | 9 | 2 | 10 | 21 | 1 | 0 |
| 2376 | 13 Dec | 12 | 6 | 10 | 28 | 1 | 3 |
| 2269 | 21 [illegible] | 22 | 0 | 3 | 25 | 1 | 0 |
| Total | | 72 | 21 | 49 | 142 | 8 | 5 |
| Dec Avg. | | 14.4 | .75 | 9.8 | 28.4 | 1.6 | 1.0 |
| Nov Avg. | | 21.2 | 1.48 | 8.4 | 38.2 | 2.0 | 1.8 |
| Oct Avg. | | 23.5 | .67 | 11.0 | 38.5 | 5.0 | .5 |

b. B-47 Periodic Dock #12:

| Acft SN | Date Insp | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 7070 | 5 Dec | 9 | 6 | 5 | 20 | 1 | 1 |
| 2077 | 16 Dec | 35 | 2 | 6 | 43 | 4 | 1 |
| 2254 | 11 Dec | 20 | 5 | 14 | 39 | 3 | 1 |
| 5249 | 20 Dec | 9 | 9 | 3 | 21 | 0 | 1 |
| 2100 | 28 Dec | 18 | 4 | 4 | 26 | 2 | 2 |
| Total | | 91 | 26 | 32 | 149 | 10 | 6 |
| Dec Avg. | | 18.2 | .9 | 6.4 | 29.8 | 2.0 | 1.2 |
| Nov Avg. | | 17.0 | 1.07 | 9.4 | 32.6 | 1.4 | .8 |
| Oct Avg. | | 14.0 | 1.28 | 17.33 | 39.0 | 2.33 | .67 |



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c. KC-97 Periodic Dock # 3:

| Acft SN | Date Insp. | APG | ENG | TR/PS | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|---|
| 3312 | 2 Dec | 30 | 8 | 1 | 3 | 42 | 1 | 0 |
| 3316 | 6 Dec | 22 | 11 | 0 | 0 | 33 | 2 | 2 |
| 3324 | 12 Dec | 19 | 1 | 1 | 0 | 21 | 0 | 1 |
| 3320 | 17 Dec | 6 | 7 | 1 | 0 | 14 | 0 | 0 |
| Total | | 77 | 27 | 3 | 3 | 110 | 3 | 3 |
| Dec Avg. | | 19.25 | 1.7 | .75 | .75 | 27.5 | .75 | .75 |
| Nov Avg. | | 13.0 | .83 | .67 | .67 | 1 .67 | 2.0 | .67 |
| Oct Avg. | | 6.0 | 3.25 | 2.0 | .75 | 20. | 1.75 | .5 |

d. 819th A.B.G. Periodic Inspections:

| Type Acft | SN | Date Insp | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|---|
| C-47 | 6457 | 16 Dec | 7 | 12 | 0 | 19 | 2 | 1 |
| B-25 | 9969 | 17 Dec | 4 | 3 | 0 | 7 | 0 | 0 |
| C-47 | 9205 | 20 Dec | 3 | 7 | 2 | 12 | 0 | 2 |
| Totals | | | 14 | 22 | 2 | 38 | 2 | 3 |
| Dec Avg. | | | 4.67 | 3.67 | .67 | 12.67 | .67 | 1.0 |
| Nov Avg. | | | 5.0 | 2.9 | NA | 10.8 | .4 | 0 |
| Oct Avg. | | | 7.0 | 4.33 | NA | 15.67 | .5 | .83 |

3. Engine C[illegible]:

a. Sixteen (16) J-47 engines were changed in December. A total of 24 discrepancies were noted for an average of 1.5 per engine. Two (2) safety of flight discrepancies were noted for an average of .125 per engine.

b. One R-4360 engine was changed in December. No discrepancies were noted by Quality Control.

4. Test Flights:

a. A total of thirty six (36) test flights were flown under the supervision of the test flight section of the Quality Control Branch in December. For the first time since activation of the 341st Bomb Wing all Wing aircraft were released for flying on the initial flights. The following is a breakdown by type of aircraft flown:

(1) [illegible] J-47 aircraft (all released)
(2) [illegible]-97 aircraft (all released)
(3) [illegible] Base flight aircraft, two had to be reflown before final release.

5. Product Improvement Program:

a. Depicted below is a breakdown by organization of the number of UR's and FR's submitted during December. November and October is also listed for comparison

| | October | | | November | | | December | | |
|---|---|---|---|---|---|---|---|---|---|
| Organization | UR | FR | 787-1 | UR | FR | 787-1 | UR | FR | 787-1 |
| 10BS | 0 | 38 | 0 | 1 | 35 | 0 | 0 | 3 | 0 |
| 12BS | 1 | 91 | 0 | 0 | 34 | 0 | 1 | 23 | 0 |
| 90BS | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 11 | 0 |
| 11BS | 1 | 74 | 0 | 0 | 66 | 0 | 0 | 47 | 0 |
| 41A&E | 0 | 0 | 239 | 0 | 0 | 172 | 0 | 0 | 178 |
| 41EMS | 2 | 459 | 0 | 1 | 310 | 0 | 1 | 158 | 0 |
| 41MS | 0 | 198 | 0 | 0 | 143 | 0 | 0 | 113 | 0 |
| H.Q. Group | 14 | 1 | 28 | 21 | 0 | 106 | 1 | 1 | 0 |
| Totals | 18 | 868 | 267 | 24 | 648 | 278 | 4 | 356 | 178 |



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JANUARY SUMMARY OF
QUALITY CONTROL ACTIVITIES

1. Aircraft Flight Line Inspections:

a. The following is a breakdown by tactical squadrons of discrepancies noted by Quality Control on flight line (in commission) inspections.

(1) 10th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2266 | 3 Jan 58 | 23 | 0 | 12 | 35 | 2 | 0 |
| 5805 | 4 Jan 58 | 27 | 3 | 7 | 37 | 1 | 0 |
| Total | | 50 | 3 | 19 | 72 | 3 | 0 |
| Jan Avg. | | 25.0 | .5 | 9.5 | 26.0 | 1.5 | 0 |
| Dec Avg. | | 25.0 | 1.0 | 12.0 | 40.0 | 2.0 | 0 |
| Nov Avg. | | 13.0 | 2.27 | 21.0 | 40.25 | .5 | .5 |

(2) 12th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2388 | 3 Jan 58 | 22 | 9 | 17 | 48 | 3 | 1 |
| 7070 | 3 Jan 58 | 13 | 3 | 12 | 28 | 1 | 1 |
| 5227 | 19 Jan 58 | 18 | 0 | NI | 18 | 0 | 0 |
| 5254 | 23 Jan 58 | 6 | 0 | 8 | 14 | 0 | 0 |
| Total | | 59 | 12 | 37 | 108 | 4 | 2 |
| Jan Avg. | | | 1.0 | 12.33 | 27.0 | 1.0 | .5 |
| Dec Avg. | | | 3.0 | 22.0 | 46.0 | 0 | 4.0 |
| Nov Avg. | | | 2.53 | 21.25 | 48.0 | .8 | 1.2 |

(3) 490th Bomb Squadron:

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2035 | 3 Jan 58 | 38 | 7 | 10 | 55 | 4 | 3 |
| 2043 | 4 Jan 58 | 14 | 8 | 22 | 44 | 0 | 0 |
| 2034 | 22 Jan 58 | 26 | 15 | 17 | 58 | 4 | 1 |
| Total | | 78 | 30 | 49 | 157 | 8 | 3 |
| Jan Avg. | | 26.0 | 3.33 | 16.33 | 52.33 | 2.67 | 1.0 |
| Dec Avg. | | 25.25 | 1.6 | 16.67 | 43.75 | 2.0 | .5 |
| Nov Avg. | | 16.67 | 1.53 | 14.33 | 38.67 | 1.33 | 1.0 |

(4) Aircraft Records Inspections:

| 10th BS Acft SN | 10th BS Disc. | 12th BS Acft SN | 12th BS Disc. | 490th BS Acft SN | 490th BS Disc. |
|---|---|---|---|---|---|
| 2218 | 32 | 2249 | 27 | 2041 | 90 |
| 2278 | 22 | 2092 | 43 | 2097 | 23 |
| 2222 | 12 | 2157 | 26 | 2043 | 30 |
| 2266 | 10 | 2374 | 22 | 2076 | 14 |
| | | 5227 | 39 | | |
| Totals | 76 | | 157 | | 157 |
| Jan Avg. | 19.0 | | 31.4 | | 39.25 |
| Dec Avg. | 16.88 | | 28.57 | | 24.33 |
| Nov Avg. | 12.67 | | 23.17 | | 25.17 |

(a) An attempt was made to check the aircraft records on 2079 in the 12th Bomb Squadron. They were in unsatisfactory condition and the crew chief and Flight Chief were notified of said condition. Forms have not been inspected by Quality Control since correction of forms by the crew chief





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(5) Aircraft Periodic Inspections:

(a) B-47 Periodic Dock #11 (TDY Dock #2)

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2249 | 17 Jan 58 | 21 | 3 | 12 | 36 | 2 | 0 |
| 2079 | 23 Jan 58 | 32 | 5 | 11 | 48 | 3 | 1 |
| 2157 | 29 Jan 58 | 20 | 10 | 5 | 25 | 1 | 0 |
| Totals | | 73 | 18 | 28 | 109 | 6 | 1 |
| Jan Avg. | | 31.0 | 1.0 | 9.33 | 36.33 | 2.0 | .33 |
| Dec Avg. | | 14.4 | .75 | 9.8 | 28.4 | 1.6 | 1.0 |
| Nov Avg. | | 21.2 | 1.48 | 8.4 | 38.2 | 2.0 | 1.8 |

(b) B-47 Periodic Dock #12 (TDY Dock #3)

| Acft SN | Date | APG | ENG | A&E | TOTAL | Safety of Flt APG | Safety of Flt ENG |
|---|---|---|---|---|---|---|---|
| 2092 | 17 Jan 58 | 33 | 6 | 11 | 30 | 1 | 0 |
| 2374 | 25 Jan 58 | 20 | 10 | 4 | 34 | 0 | 0 |
| 2076 | 30 Jan 58 | 20 | 4 | 14 | 38 | 0 | 1 |
| Totals | | 73 | 20 | 29 | 102 | 1 | 1 |
| Jan Avg. | | 7.67 | 1.11 | 9.67 | 34.0 | .33 | .33 |
| Dec Avg. | | 18.2 | .9 | 6.4 | 29.8 | 2.0 | 1.2 |
| Nov Avg. | | 27.0 | 1.07 | 9.4 | 32.6 | 1.4 | .8 |

(6) Product Improvement Program

(a) The product improvement program was practically non existant in January. The following is a breakdown by squadron of UR's, FR's and Electronic failure reports submitted in January.

| Organization | November UR | November FR | November 787-1 | December UR | December FR | December 787-1 | January UR | January FR | January 787-1 |
|---|---|---|---|---|---|---|---|---|---|
| 10BS | 0 | 35 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 12BS | 0 | 34 | 0 | 1 | 23 | 0 | 0 | 13 | 0 |
| 490BS | 0 | 0 | 0 | 1 | 11 | 0 | 1 | 14 | 0 |
| 11ARS | 1 | 66 | 0 | 0 | 47 | 0 | Not Available | | |
| 341ABE | 3 | 0 | 172 | 0 | 0 | 178 | 0 | 0 | 40 |
| 341 PMS | 1 | 370 | 0 | 0 | 158 | 0 | 0 | 133 | 0 |
| 341 PMS | 0 | 143 | 0 | 1 | 113 | 0 | 0 | 78 | 0 |
| AB Group | 3 | 0 | 106 | 1 | 1 | 0 | Not Available | | |
| Totals | 8 | 648 | 278 | 4 | 356 | 178 | 1 | 238 | 40 |

QC-2

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T.O.C. (OUTSTANDING) T.O.C. STATUS (1 THRU 31 DEC 57) B-47E AIRCRAFT PAGE #1

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O. | DATE T.O.C. OUTSTANDING | COMPL. TO DATE 10 | 12 | 90 | 11 | BALANCE 10 | 12 | 90 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1B-47-688 | 28 Jan 58 | 0 | 0 | 0 | NA | 2 | 5 | 5 | NA | 8 | 0 | Radio | USAF Combat Laterphase Revision. |
| 1B-47-749 | 12 Apr 57 | 0 | 0 | 0 | NA | 3 | 3 | 3 | NA | 46 | 0 | F/M | Replacement of Single Sling Suspension System. |
| 1B-47-750 | 12 Apr 57 | 0 | 0 | 0 | NA | 1 | 4 | 6 | NA | 48 | 0 | F/M | Revision of Single Sling Suspension Aux. Service Control. |
| 1B-47-752 | [illegible] Jan 58 | 0 | 1 | 2 | NA | 1 | 3 | 4 | NA | 1 | 3 | A&E | Installation of Waveguide to Coaxial Adapter Phase III ECM. |
| 1B-47-762 | 23 Jan 58 | 1 | 3 | 0 | NA | 4 | 3 | 6 | NA | 17 | 68 | A&E | Revision of Aileron Power Control Electrical Circuit. |
| 1B-47-815 | 20 Dec 56 | 0 | 0 | 0 | NA | 1 | 0 | 0 | NA | 11 | 0 | F/M | Revision of IFI AND IFC Power. |
| 1B-47-821 | 20 Jan 58 | 0 | 2 | 1 | NA | 15 | 14 | 15 | NA | 7 | 21 | F/M | Installation of Stowage and Power Provisions for Signal Light. |
| 1B-47-824 | 3 Nov 57 | 2 | 1 | 4 | NA | 4 | 2 | 2 | NA | 2 | 14 | F/M | Cable Well Terminal Strip Shield Revision. |
| 1B-47-827 | 1 Mar 57 | 0 | 0 | 2 | NA | 3 | 6 | 5 | NA | 12 | 24 | F/M | Revision of Bailout Alarm System. |
| 1B-47-832 | 4 Jan 57 | 0 | 0 | 0 | NA | 15 | 12 | 11 | NA | 5 | 0 | F/M | Replacement of the Outrigger Door Hook Link Pais. |
| 1B-47-838 | 1 Nov 57 | 2 | 1 | 1 | NA | 0 | 1 | 1 | NA | 24 | 96 | F/M | Revision of Navigators Escape Hatch Plumbing. |
| 1B-47-928 | 3 Jan 58 | 2 | 1 | 4 | NA | 0 | 2 | 2 | NA | 1 | 7 | F/M | Revision to Stencil For Assist Takeoff |
| 1B-47-940 | 30 Jan 58 | 4 | 0 | 3 | NA | 5 | 5 | 3 | NA | 3 | [illegible] | Sqdn. | Inspection of Hot Air Ducts. |
| 1B-47-943 | 30 Jan 58 | 5 | 2 | 3 | NA | 2 | 4 | 3 | NA | ½ | 5 | [illegible]m. | Inspection of Canopy Ground Emergency Release Handle Data Plate. |

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T.O.C. (OUTSTANDING) T.O.C. STATUS (1 THRU 31 DEC 57) B-47E AIRCRAFT PAGE #2

T.O.C. RATE FOR B-47E NA KC-97G NA T.O.C. RATE FOR NA B-47E NA KC-97G NA

| T.O. NR | DATE T.O. OUTSTANDING | COMPL. TO DATE 10 | 12 | 490 | 11 | BALANCE 10 | 12 | 490 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1B-47-965 | 2 Feb 58 | 0 | 3 | 6 | NA | 3 | 7 | 5 | NA | 1 | 9 | A&E | Revision of A12-D Autopilot K-Z Relay Wiring. |
| 1B-47-974 | 30 Nov 57 | 0 | 0 | 0 | NA | 6 | 9 | 8 | NA | 1 | 0 | F/M | Inspection and Repair for Rivet and Sealing Omission at 02 Pillar Door Installation. |
| 1B-47-975 | 3 Oct 57 | 0 | 0 | 0 | NA | 3 | 5 | 8 | NA | ¼ | 0 | Sqdn. | Safety Wiring of Tail Cone Electrical Disconnect Plug. |
| 1B-47-997 | 2 Jan 58 | 1 | 1 | 2 | NA | 14 | 15 | 13 | NA | 8 | 32 | F/M | Revision to Engine Nr. 3 & 4 DC Feeder Terminal. |
| 1B-47E-569 | 25 Jan 58 | 1 | 0 | 0 | NA | 8 | 8 | 5 | NA | 4 | 4 | F/M | Revision of AFT Landing Gear Switch Installation. |
| 2J-J47-600 | 28 Jan 57 | 1 | 3 | 5 | NA | 3 | 4 | 5 | NA | 36 | 32 | C/C | Inspection of fuel Pump Splines and Fuel Pump Drive Splines. |
| 11B12-3-3-508 | 15 Jan 58 | 3 | 4 | 4 | [illegible] | 10 | 9 | 9 | NA | 3 | 33 | A&E | Replacement of Hand Crank Assembly P/N 862297 Ballictic Control . |
| 11B21-7-2-509 | 18 Oct 57 | 0 | 0 | 3 | NA | 2 | 6 | 6 | NA | ½ | 4½ | A&E | Installation of Memory Point Switch Stop Primary Controls B-1 and MK-1. |
| 11B13-3-3-508 | 17 Sep 57 | 4 | 2 | 4 | NA | 7 | 10 | 9 | NA | 1 | 10 | | Modification to Prevent Gear Slippage on Fine Data Synchro Shaft Type MD-1 Polor Converter. |
| 11B28-2-5-512 | 12 Dec 57 | 4 | 3 | 6 | NA | 10 | 11 | 9 | NA | 2 | 26 | A&E | Modification to Convert the PP259 Power Supply to PP-1638/APS-64A. |

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T.O.C. (OUTSTANDING) T.O.C. STATUS (1 THRU 31 MAN 58) B-47E AIRCRAFT PAGE #1

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O.C. NR. | DATE T.O.C. OUTSTANDING | COMPL TO DATE 10 | 12 | 490 | 11 | BALANCE 10 | 12 | 490 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECL | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1B-47-488 | 26 Jan 58 | 0 | 0 | 0 | NA | 2 | 5 | 5 | NA | 8 | 0 | A&E | USAF Combat Interphone Revision. |
| 1B-47-749 | 2 Apr 57 | 0 | 0 | 0 | NA | 1 | 2 | 3 | NA | 46 | 0 | F/M | Replacement of Single Sling Suspension System Bomb Arming Control. |
| 1B-47-750 | 1 Apr 57 | 0 | 0 | 0 | NA | 1 | 4 | 6 | NA | 48 | 0 | F/M | Revision of Single Sling Suspension Sys. Aux. Service Control. |
| 1B-47-752 | 23 Jan 57 | 0 | 0 | 1 | NA | 1 | 3 | 4 | NA | 1 | 1 | A&E | Installation of Wavequide to Coaxial Adapter Phase III ECM. |
| 1B-47-782 | 23 Jan 58 | 0 | 2 | 1 | NA | 4 | 3 | 6 | NA | 17 | 17 | F/M | Revision of Aileron Power Control Elec. Circuit. |
| 1B-47-816 | 20 Dec 56 | 0 | 0 | 0 | NA | 1 | 0 | 0 | NA | 11 | 0 | F/M | Revision of IFI and IFC Power. |
| 1B-47-824 | 3 Nov 57 | 0 | 0 | 0 | NA | 3 | 2 | 2 | NA | 2 | 0 | F/M | Cable Well Terminal Strip Shield Revi. |
| 1B-47-827 | 1 Mar 57 | 0 | 0 | 0 | NA | 2 | 6 | 5 | NA | 12 | 0 | F/M | Revision of Bailout Alarm System. |
| 1B-47-838 | 1 Nov 57 | 0 | 0 | 0 | NA | 1 | 1 | 6 | NA | 24 | 0 | F/M | Revision of Navigators Escape Hatch Plumbing. |
| 1B-47-924 | 30 Jan 58 | 0 | 1 | 0 | NA | 8 | 5 | 4 | NA | 1 | 1 | F/M | Revision to Stincil for Assist Take-off (ATO) |
| 1B-47-940 | 30 Jan 58 | 0 | 0 | 0 | NA | 5 | 5 | 3 | NA | 3 | 0 | Sqdn. | Inspection of Hot Air Ducts. |
| 1B-47-943 | 30 Jan 58 | 0 | 0 | 0 | NA | 2 | 4 | 3 | NA | ½ | 0 | Sqdn. | Inspection of Canopy Ground Emergency Release Handle Data Plate. |



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T.O.C. (OUTSTANDING) T.O.C. STATUS (1 THRU 31 JAN 58) B-47E AIRCRAFT 

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O. NR. | DATE T.O.C. OUTSTANDING | COMPL. TO DATE | | | | BALANCE | | | | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-[illegible]-975 | 3 Sep 57 | 0 | 0 | 0 | NA | 3 | 5 | 6 | NA | ¼ | 0 | Sqdn. | Safety Wiring of Tail Cone Electrical Disconnect Plugs. |
| 1B-47-977 | 2 Jan 58 | 0 | 0 | 1 | NA | 14 | 15 | 13 | NA | 8 | 8 | F/M | Revision to Engine Nr. 3 & 4 DC Feeder Terminal. |
| 1B-47E-569 | 25 Jan 58 | 0 | 0 | 0 | NA | 8 | 8 | 5 | NA | 4 | 0 | F/M | Revision of AFT Landing Gear Switch Installation. |
| 2J-47-[illegible] | 28 Jul 57 | 0 | 0 | 0 | NA | 3 | 4 | 5 | NA | 36 | 0 | Sqdn. | Inspection of Fuel Pump Splines and Fuel Pump Drive Splines. |
| 11B12-3-3-508 | 13 Jan 58 | 1 | 1 | 1 | NA | 9 | 8 | 9 | NA | 3 | 9 | A&E | Replacement of Hand Crank Assy. P/N 862287 Ballistic Controls Types MG-1 and MG-2. |
| 11B12-7-2-509 | 18 Oct 57 | 0 | 0 | 8 | NA | 2 | 6 | 6 | NA | ½ | 0 | A&E | Installation of Memory Point Switch Primary Controls B-1 and MH-1. |
| 11B13-3-3-508 | 17 Sep 57 | 0 | 0 | 0 | NA | 7 | 10 | 9 | NA | 1 | 0 | A&E | Modification to Prevent Gear Slippage on Fine Beta Synchro Shaft, Type MD-1 Polar Converter |
| 11B21-2-9-509 | 18 Dec 57 | 0 | 0 | 0 | NA | 8 | 4 | 6 | NA | 1 | 0 | | Installation of Dust Cover Periscop Assy. Indicator Azimuth and Range IP-284/APS. |
| 11B28-2-5-512 | 12 Dec 57 | 0 | 0 | 0 | NA | 10 | 12 | 9 | NA | 2 | 0 | A&E | Modification to Convert the PP-259 Power Supply to PP-1638/APS-64A. |
| 11B43-2-3-520 | 30 Sep 57 | 0 | 0 | 0 | NA | 2 | 3 | 3 | NA | ½ | 0 | A&E | Modification to Reduce Blanking Effect on Indicator Presentation. |



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T.O.C. (OUTSTANDING) T.O.C. STATUS (1 THRU 31 JAN 58) B-47E AIRCRAFT PAGE #3

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O. NR | DATE T.O. OUTSTANDING | COMPL TO DATE 10 | 12 | 90 | 11 | BALANCE 10 | 12 | 90 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12R2-2ARC27-502 | 12 Oct 57 | 0 | 0 | 0 | NA | 2 | 3 | 3 | NA | ½ | 0 | A&E | Replacement of Vibration Isolators on Mountings. |
| 12R5-2ARN18-501 | 31 Aug 57 | 0 | 0 | 0 | NA | 4 | 3 | 2 | NA | ½ | 0 | A&E | Recalibration of Radio Receiver AN/ARN-18. |
| SQUADRON TOTALS | | 1 | 4 | 4 | NA | 100 | 121 | 123 | | 193 3/4 | 36 | | |

T.O.C. COMPLIED WITH 9
MAN HOURS EXPENDED 36
T.O.C. N/C/W 44
MAN HOUR BACKLOG 193 3/4

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T.O.C. (NOT OUTSTANDING) T.O.C. STATUS (1 THRU 31 JAN 58) B-47 AIRCRAFT PAGE #12

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O. NR. | DATE T.O. OUTSTANDING | COMPL. TO DATE 10 | 12 | 490 | 11 | BALANCE 10 | 12 | 490 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1B-47-874 | 25 Feb 58 | 0 | 1 | 0 | NA | 6 | 4 | 3 | NA | 3 | 3 | F/M | Replacement of Bombing Navigation System Heater Switch. |
| 1B-47-876 | 25 Feb 58 | 0 | 0 | 0 | NA | 4 | 4 | 7 | NA | 1 | 0 | F/M | Installation of MA-1 Altimeter. |
| 1B-47-913 | 2 Apr 58 | 0 | 0 | 0 | NA | 15 | 16 | 16 | NA | 20 | 0 | F/M | Improvement of Fuel Control Switches. |
| 1B-47-917 | [illegible] 58 | 0 | 1 | 0 | NA | 10 | 12 | 10 | NA | 25 | 25 | F/M | Add Tock Valve to Engine Tab Actuator Line. |
| 1B-47-929 | 11 Apr 58 | 0 | 0 | 0 | NA | 15 | 16 | 16 | NA | 6 | 0 | F/M | Water Injection Pressurization Line Revision. |
| 1B-47-933 | 11 Apr 58 | 0 | 0 | 0 | NA | 15 | 16 | 16 | NA | 6 | 0 | Sqdn. | Revision to Bailout Alarm Switch Bracket. |
| 1B-47-965 | 2 Feb 58 | 0 | 0 | 1 | NA | 3 | 6 | 5 | NA | 1 | 1 | A&E | Revision of A12-D Autopilot K-2 Relay Wiring. |
| 1B-47-984 | 28 Feb 58 | 2 | 1 | 1 | NA | 8 | 9 | 9 | NA | ½ | 2 | A/E | Inspection of Single Sling Suspension Bolts. |
| 1B-47-970 | 31 Apr 58 | 3 | 3 | 2 | NA | 12 | 13 | 14 | NA | 39 | 312 | F/M | Inspection and Revision of Bomb Bay Boost Pump Wiring Connections. |
| 1B-47E-506 | 19 Mar 58 | 0 | 0 | 0 | NA | 13 | 14 | 12 | NA | 22 | 0 | A&E | Revision of Strike Camera Control. |
| 1B-47E-567 | 14 Feb 58 | 0 | 0 | 0 | NA | 4 | 5 | 5 | NA | 1 | 0 | F/M | Insulation of Pilots Interphone Wire Bundles and Connectors. |
| 1B-47-905 | 6 Feb 58 | 0 | 0 | 0 | NA | 14 | 13 | 14 | NA | 47 | 0 | F/M | Revision of Door Latch and Electrical Wiring Main Landing Gear Doors. |

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T.O.C. (NOT OUTSTANDING) T.O.C. STATUS (1 THRU 31 JAN 58) B-47E AIRCRAFT PAGE #: 2

T.O.C. RATE FOR B-47 NA KC-97 NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O. NR | DATE T.O. OUTSTANDING | COMPL. TO DATE 10 | 12 | 490 | 11 | BALANCE 10 | 12 | 490 | 11 | MANHOUR PER T.O. | M.H. EXPENDED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11B21-2-9-507 | 25 Apr 58 | 0 | 0 | 0 | NA | 8 | 9 | 5 | NA | 1 | 0 | A&E | Modification to Prevent Burning of Cathode Ray Tube Soreen Indicator IP-284/APS. |
| 11B29-3-7-511 | 13 Mar 58 | 0 | 0 | 0 | NA | 13 | 13 | 8 | NA | 2 | 0 | | Modification of U-2 Bomb Rack. |
| 12R5-2ARN6-505 | 3 May 58 | 0 | 0 | 0 | NA | 12 | 13 | 10 | NA | 1½ | 0 | A&E | Modification of Control Panel C-403A/A to Faciliate Reading of Dial Scale and To Increase Dial Light Intensity. |
| SQUADRON TOTALS: | | 0 | 6 | 4 | NA | 152 | 163 | 150 | NA | 176 | 343 | | |

T.O.C. COMPLIED WITH 10
MANHOURS EXTENDED 343
T.O.C. N/C/W 465
MANHOUR BACKLOG 176

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T.O.C. (NOT OUTSTANDING) | T.O.C. STATUS (THRU 31 DEC 57) | KC -97G AIRCRAFT

T.O.C. RATE FOR B-47 NA KC-97G NA T.O.C. RATE FOR NA B-47 NA KC-97 NA

| T.O.NR. | DATE T.O.C. OUTSTANDING | COMPLETED TO DATE 10 | 12 | 40 | 17 | BALANCE 10 | 12 | 40 | 11 | MAN HOUR PER T.O. | N.H. X* PERMED | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1C-97-553 | 9 Jan 58 | NA | NA | NA | 3 | NA | NA | NA | 2 | 8 | 24 | TIN S SHOP | Main Landing Gear Wheel Retaining nut Replacement. |
| 1C-97-57[illegible] | PROP CHGE | NA | NA | NA | 0 | NA | NA | NA | 9 | ½ | 0 | PROP SHOP | Propeller shaft thrust bearing retaining nut tightness check. |
| 1C-97(K)-532 | 12 Apr 57 | NA | NA | NA | 0 | NA | NA | NA | 21 | 8 | 0 | IFR SHOP | Installation of Improved Boom Shock Isolator |
| 12P5-2APN69-504 | UNK | NA | NA | NA | 0 | NA | NA | NA | 20 | ½ | 0 | RADIO | Mod. of Receiver-Transmitter RT-204( )/APN-69 to Obviate Selection of Tubes types OB2WA and OA2WA. |
| 12P5-2APN69-505 | UNK | NA | NA | NA | 0 | NA | NA | NA | 20 | ½ | 0 | RADIO | Mod. of Receiver-Transmitter chassis RT-204( )/APN69. to improve durability of frame by addition of Gusset Plate. |
| 12R2-2ARC27-503 | UNK | NA | NA | NA | 0 | NA | NA | NA | 29 | 2 | 0 | RADIO | Modification of R-F Amplifier to permit substition of tube G7WA. |
| 12R5-2AIN6-505 | 12 Apr 57 | NA | NA | NA | 0 | NA | NA | NA | 21 | 1½ | 0 | RADIO | Mod. of control panel C-4D3 A/A to facilitate reading of dial scale and to increase dial light intensity. |
| SQUADRON TOTAL: | | | | | 3 | | | | 112 | | 24 | | |

T.O.C. COMPLIED WITH: 3
MAN HOUR EXPENDED: 24
T.O.C. N/C/W 112
MAN HOUR BACKLOG: 276



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T.O.C. (OUTSTANDING) T.O.C. STATUS ( 1THRU 31 DEC 57) KC-97G 

T.O.C. RATE FOR B-47 NA KC-97 .30 T.O.C. RATE FOR NOV B-47 NA KC-97 .30

| T.O. NR | DATE T.O.C. OUTSTANDING | COMPLETED TO DATE 10 | 12 | 4,90 | BALANCE 11 | 10 | 12 | 4,90 | 11 | MAN HOUR PER T.O. | M.H. EXPENDED. | SPECIALIST | TITLE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| KC-97-538 | 8 Dec 57 | NA | NA | NA | 11 | NA | NA | NA | 7 | 2 | 22 | SHEET METAL | Installation of main wing flap motor fires guard. |
| KC-97-562 | 16 Aug 57 | NA | NA | NA | 2 | NA | NA | NA | 0 | 4 | 8 | ELECT. | Inspection and rerouting of engine mount Bondings. |
| KC-97-568 | 8 Dec 57 | NA | NA | NA | 0 | NA | NA | NA | 20 | 6 | 0 | MACHINE SHOP | Mod. of right and left Hand Manuel Landing gear retracting mechanism brake |
| KC-97-580 | 6 Sep 57 | NA | NA | NA | 3 | NA | NA | NA | 2 | 4 | 12 | ELECT | Inppection and modification of landing gear safety switch installation. |
| KC-97(K)-520 | 12 Oct 57 | NA | NA | NA | 2 | NA | NA | NA | 0 | 16 | 32 | ELECT | Installation of Boom Operators Heat Dis |
| KC-97(K)-535 | 21 Sep 57 | NA | NA | NA | 4 | NA | NA | NA | 1 | 1 | 4 | CREW CHIEF | Revision and Replacement of Decals. |
| KC-97(K)-539 | 4 Dec 57 | NA | NA | NA | 5 | NA | NA | NA | 0 | 1 | 5 | CREW CHIEF | Relocation of Boom Operators Oxygen Hos |
| 6J-14-2-1-507 | 19 Aug 57 | NA | NA | NA | 0 | NA | NA | NA | 17 | 100 | 0 | IFR SHOP | Inspection of Inflight Refueling Tank |
| 1275-2ARN10-501 | 31 Aug 57 | NA | NA | NA | 10 | NA | NA | NA | 10 | ½ | 10 | RADIO | Recalibration of Radio Receiver A/ARN10 |
| SQUADRON TOTAL: T.O.C. COMPLIED WITH | | 37 | | | 37 | | | | 57 | | 93 | | |
| MAN HOURS EXPENDED | | 93 | | | | | | | | | | | |
| T.O.C. N/C/M | | 57 | | | | | | | | | | | |
| MAN HOUR BACKLOG | | 1628 | | | | | | | | | | | |



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CANNIBALIZATION FOR DECEMBER 1957

| STOCK NUMBER | NOMENCLATURE | AMOUNT | ORG | ACFT FROM | ACFT TO | ESTIM M/H | ACTUAL M/H | SUPPLY VERIFICATION FOR ITEMS CANNIBALIZED |
|---|---|---|---|---|---|---|---|---|
| 5935-199-0259 | Connector | 1 | 490BS | 2037 | 2044 | 1 | | A/ANFE |
| 1280-642-8527 | Amplifier | 1 | 12BS | 2037 | 2157 | 1 | | A/ANFE |
| 4280-25456-100 | Actuator | 1 | 11ARS | 3323 | 3321 | 1 | | A/AOCP |
| 6119-8DJ82CAA-1 | Indicator | 1 | 11ARS | 3323 | 3310 | 1/2 | | A/ANFE |
| 4871-311973 | Valve | 1 | 10BS | 2278 | 5805 | 2 | | A/AOCP |
| 1AFE-1560-025-4654 | Door | 1 | 12BS | 2376 | 2291 | 1 | | A/AOCP |
| 4227-423B2 | Actuator | 1 | 12BS | 2376 | 2291 | 1 | | A/AOCP |
| 5930-501-0305 | Switch | 1 | 12BS | 2376 | 7070 | 1 | | A/ANFE |
| 4871-311973 | Valve | 1 | 10BS | 2278 | 2210 | 1 | | A/AOCP |
| 5935-199-0259 | Connector | 1 | 12BS | 2376 | 2037 | 1 | | A/ANFE |
| 4588-246-03-01 | Cap, Oil Filler | 1 | 10BS | 2278 | 2027 | 1/2 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 12BS | 2388 | 5227 | 4 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 490BS | 2100 | 2038 | 4 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 10BS | 5249 | 2218 | 4 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 10BS | 2309 | 2266 | 4 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 10BS | 2027 | 2210 | 4 | | A/AOCP |
| 4246-6105-635-0785 | Motor | 1 | 10BS | 7375 | 2210 | 3 | | A/AOCP |
| 4588-246-03-10 | Cap | 2 | 10BS | 7375 | 2278 | 1 | | A/AOCP |
| 6025-1214BX8-05 | Indicator | 1 | 10BS | 7375 | 2210 | 1 | | A/AOCP |
| 1600-010060060 | Antenna | 1 | 12BS | 2157 | 2079 | 3 | | A/AOCP |
| 4815-116255 | Valve | 1 | 11ARS | 3306 | 3313 | 1 | | A/ANFE |
| 1600-010060060 | Antenna | 1 | 10BS | 2309 | 2278 | 2 | | A/ANFE |
| 4227-6105-635-0772 | Motor | 1 | 10BS | 2218 | 2269 | 1 | | A/ANFE |
| 1600-010060060 | Antenna | 1 | 10BS | 2278 | 7375 | 2 | | A/AOCP |
| 4227-6105-635-0772 | Motor | 1 | 10BS | 1851 | 2218 | 1 | | A/ANFE |

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WING MANHOUR AVAILABILITY TOOK A BEATING IN THE MONTH OF DECEMBER. THIS IS TO BE EXPECTED EACH DECEMBER DUE TO THE LIBERAL LEAVE AND PASS POLICY IN EXISTANCE OVER THE HOLIDAYS. THE NEW MARK WILL NOT LAST LONG, SINCE AVAILABILITY WILL INCREASE EACH MONTH.

DIRECT LABOR PERCENTAGES ROSE TO A NEW HIGH, 61.0% FOR THE SIX MONTHS SHOWN. THE NEW MONTHLY HIGH WAS CAUSED IN PART BY THE LOW AVAILABILITY. THE LESS PERSONNEL ON THE LINE THE MORE DIRECT LABOR THEY EXPEND TO KEEP THE PLANES FLYING.

GROSS OVERTIME DROPPED BY 5.0% OVER NOVEMBER, WHILE NET OVERTIME WENT BELOW ZERO BECAUSE OF HOLIDAY PASSES. EXCUSED FROM DUTY TIME, CODE 46, WENT TO 20.4% OF AVAILABLE PERSONNEL, AND WAS THE CAUSE OF LOW NET OVERTIME.

LAG TIME REMAINED CONSTANT AT 0.3% FOR THE MONTH, WITH THE SIX MONTH AVERAGE BEING THE SAME.



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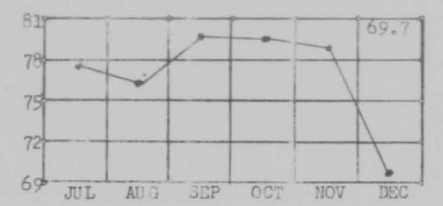
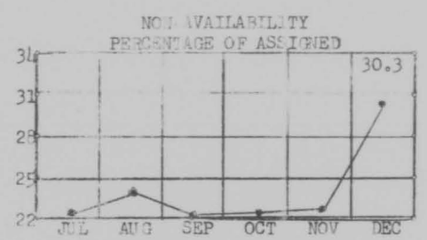
WING MANHOUR UTILIZATION FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957

MANHOUR AVAILABILITY
PERCENTAGE OF ASSIGNED



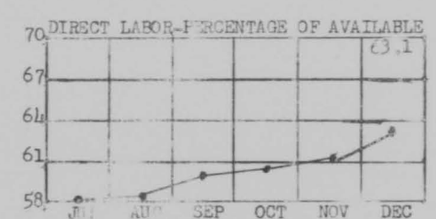

The Christmas Holidays, as was to be expected, caused the Wing availability percentages to decline sharply. With this new low monthly mark, however, the average only dropped by 1.1% in the six month average. The new six month average is now 76.6%.

NON AVAILABILITY
PERCENTAGE OF ASSIGNED



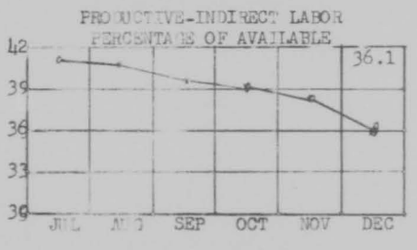

As availability dropped, non-availability naturally increased. The six month mark in this is now 23.1%, the complement of the availability percentage.

DIRECT LABOR-PERCENTAGE OF AVAILABLE




Direct labor percentages have been on a steady rise since last April, with each summary showing a new monthly high and a new six month average. December was no exception, with a new six month average of 61.0% to go with the new monthly high.

PRODUCTIVE-INDIRECT LABOR
PERCENTAGE OF AVAILABLE




Productive-indirect labor has shown a decline in percentage-wise that almost matches the rise in direct labor. With Lag time remaining almost the same, month after month, this is a natural developement. The new six month low stands at 38.6%.





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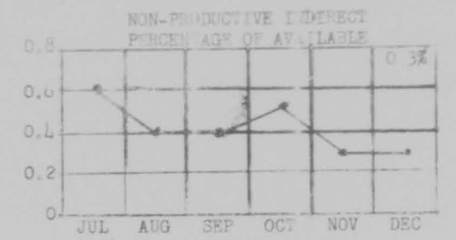
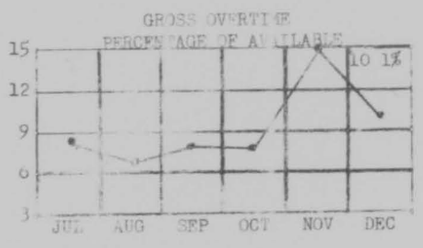
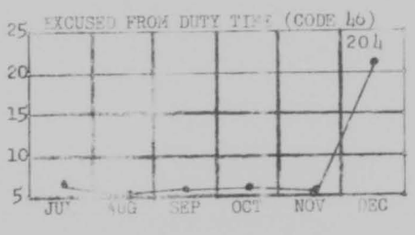


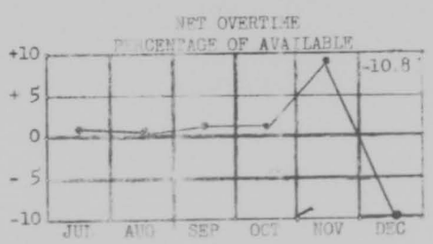

This chart seems to show a great deal of fluctuation, but actually the low is 0.3% and the high is 0.6%. The wing six month average remained constant at 0.4%, the same as in the November summary.




Gross overtime dropped by 5% over November, but the Wing still showed an increase in the six month average, which now stands at 9.3%. The December mark replaced a June mark that was much lower, resulting in the above increase.




This shows the picture of increase of leave time, passes and general time off during the Christ- holidays. This is also a new high mark for the wing, and can be exp- ected each year at this time. The new six month average here is 8.5%.




This is the lowest net over- time percentage in the wing's hist- ory, and will be the lowest until next December. The six month average, however, only dropped by 2.9% to stand at -0.7%. Wing net overtime, with a low of 1.1% for August and a high of 1.6% for Sep- tember and October, has been under control for the four low months shown.



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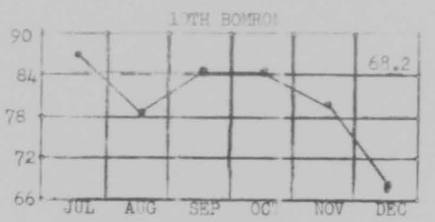
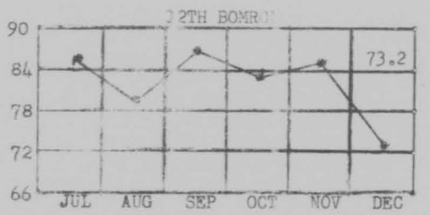
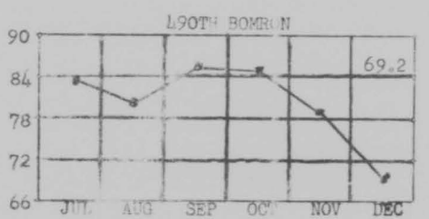
MANHOUR AVAILABILITY [illegible] SQUADRON FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957



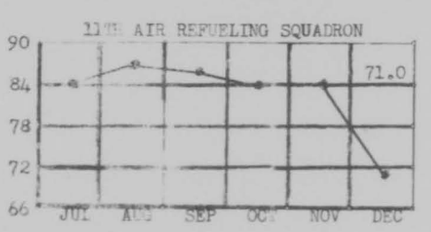

All Squadrons had the same downward trend in availability for December, with the 10th Bomb Squadron showing a six month average of 80.5%.




This squadron now has the highest six month average in the tactical squadrons, 82.5%. The other months on the chart are about normal.




With a six month average of 80.6%, and the other months normal, this squadron is having no trouble with availability.




This is another squadron with no trouble in availability, with a six month average of 82.4%. As can be seen, the five previous months were constant.



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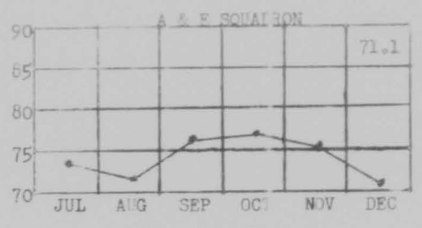
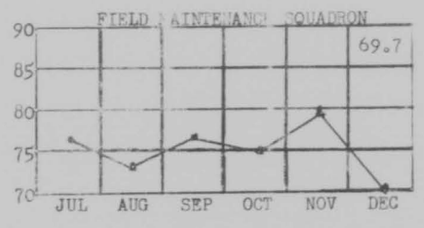
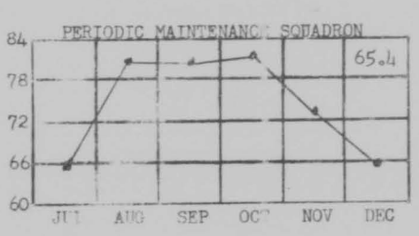


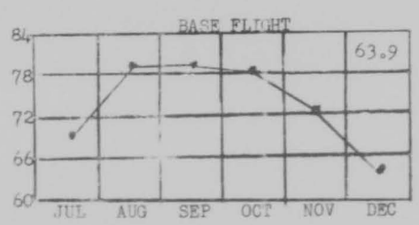

A & E Squadron shows less decline for the month of December than any squadron in the wing, and the new six month average of 74.2% shows a drop of 0.4% over the six month average shown in the November summary.




The new six month average of 75.2% for FMS shows a mark of 0.9% to be charged to the holiday liberal leave and pass policy. The previous months show nothing alarming in availability.




Despite the extremes shown on this chart, this squadron has a six month average of 74.5%, a drop of 2.3% over that shown on the November summary.




Christmas leaves and passes caused Base Flight availability to decline by 1.5% to a new six month average of 73.9%





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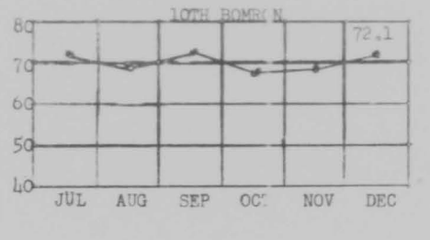
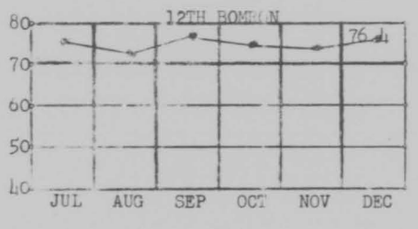
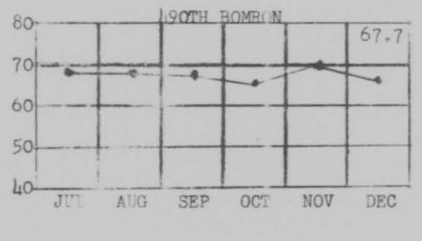
DIRECT LABOR PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957



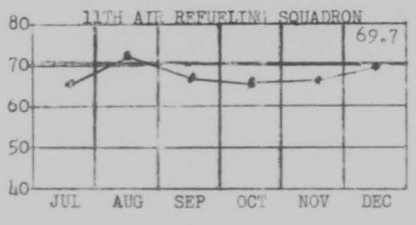

The low mark on this chart, 67.8% for October, and the high of 72.3% for September, indicates that there is very little fluctuation in direct labor percentages for this squadron. The six month average is now 70.4%, an increase 1.3% over that shown in November's summary.




This is another example of little fluctuation, from a low of 73.5% in August to a high of 76.5% in September. the six month average for this squadron is 75.5%. This is high for the Bomb Squadrons.




The 490th Bomb Squadron is in line with the 10th and 12th as far as fluctuation goes, with only on variation of 4.5% between high and low marks during the past six months. The new six month average is now 68.2%.




The 11th ARS, like the bomb squadrons, show not too much fluctuation in direct labor, and now have a six month average of 67.6%.





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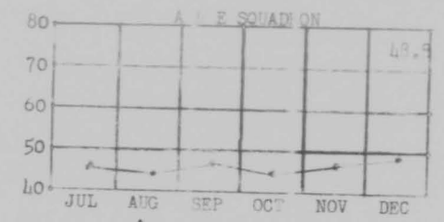
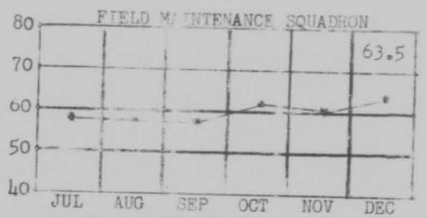
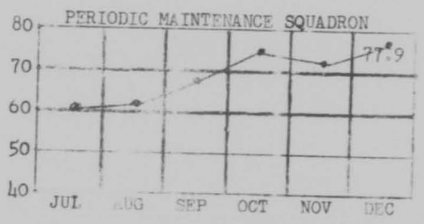
DIRECT LABOR PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957 - CONT.



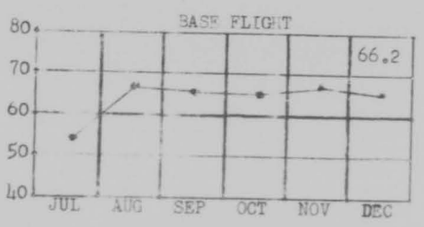

The month of December marked a new high in direct labor percentages for A & E Squadron. It also brought a new high six month average of [illegible]%. There has been very little fluctuation over the past year, with the trend slightly upward.




Field Maintenance Squadron also set a new high mark in these labor codes, with a new high six month average of 59.8%. FMS also has been on a slight upward trend for the past several months, with only an occasional sag.




Direct labor percentages for Periodic Maintenance Squadron has, with the exception of a slight drop in November, been on the upswing along with A&E and FMS. PMS now has a six month average of 69.7%




Base Flight direct labor percentages have followed almost a straight path across the chart for the past five months, with a variation of 1.5% between the lowest and highest months. The six month average now stands at 64.2%, due to the low in July.





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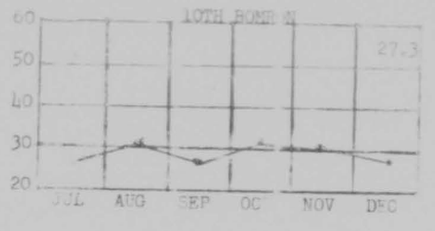
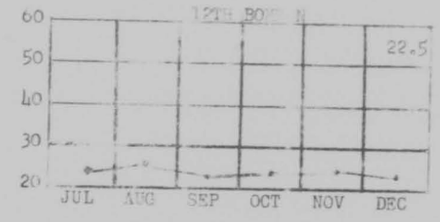
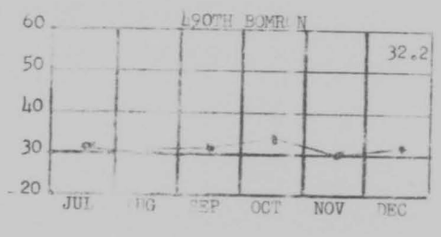
PRODUCTIVE-INDIRECT LABOR PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957.



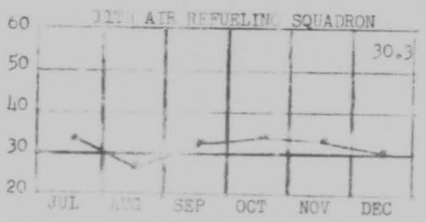

Little variation from month to month is apparent on this chart, but the elimination of June dropped the six month average to 28.9%. This represents a decline of 1.1% over that shown on the last summary.




After having set a new low record for productive-indirect labor percentage in November, the 12th proceeded to do it again in December. The new low monthly mark is shown on the chart, and the new six month low average is now 24.1%.




The 490th chart also shows little fluctuation over the past six months, but the six months average rose by 0.5% to 31.6%.




With the exception of a slight drop in August the 11th has been consistent in these labor codes over the past six months. The new six month average stands at 32.2%.





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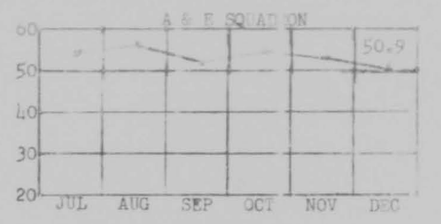
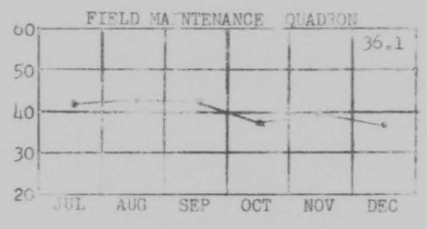
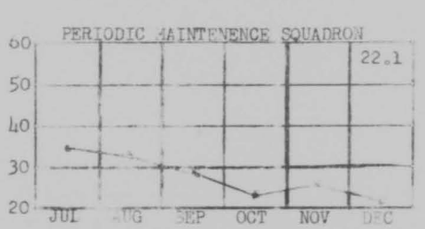


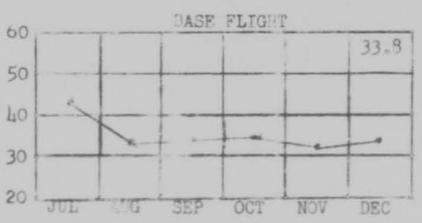

A & E Squadron also has an almost even line across the chart, and although the six month marks move up and down slightly, there seems to be no cause for alarm so long as the averages remain as constant as these have in the past months.




Field Maintenance Squadron's six month average dropped by 1.9% over that shown in the November summary. The new mark is now 39.9%.




Periodic Maintenance Squadron has shown a generally downward trend for the past six months, and have brough the six month average to 28.4%. This is the lowest six month average PMS has had.




Base Flight has been constant for the past five months, but the high for July holds the six month average at 35.2%. This should drop still further in the future.



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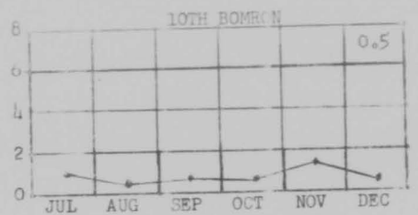
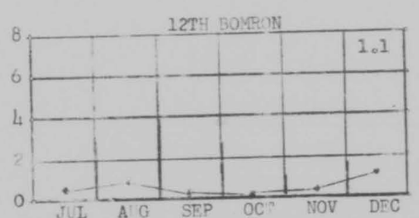
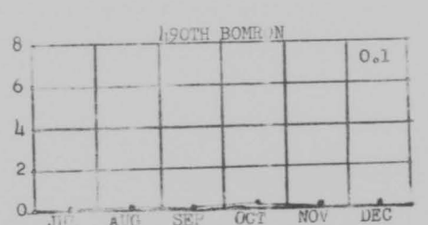
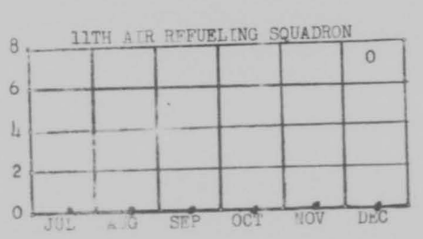
NON-PRODUCTIVE INDIRECT LABOR PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957




This month, as in November, a squadron by squadron commentary on lag time would serve no purpose. The wing had an average of 0.3% for December, and retained a six month average of the same figure. As long as these work codes average out at this low mark there is no necessity of long-winded narrative.



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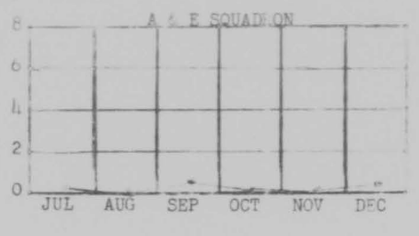
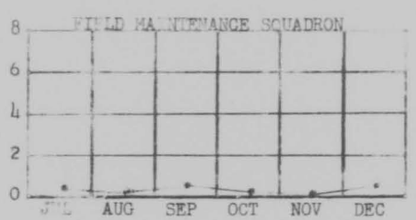
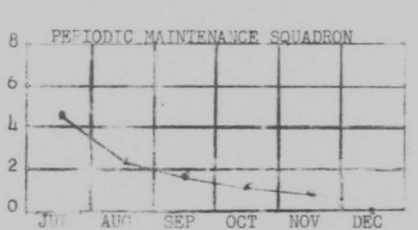
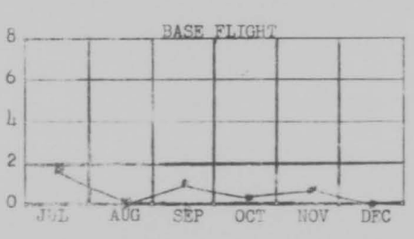
NON-PRODUCTIVE INDIRECT LABOR PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957 - CONT.





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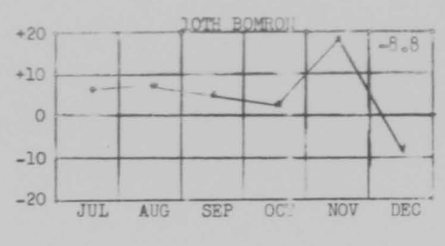
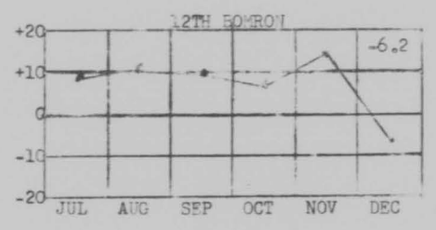
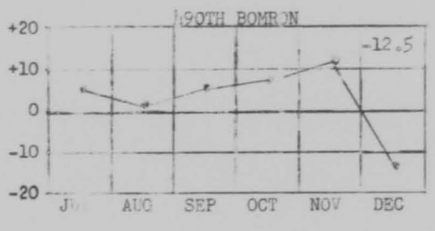
NET OVERTIME PERCENTAGES FOR 6 MONTH PERIOD ENDING 31 DECEMBER 1957



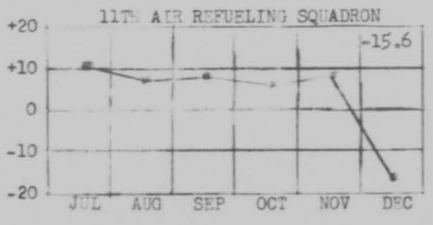

The month of December, with it's minus overtime figures, gave this squadron a six month average of +5.4%.




The 12th also dropped into the minus overtime bracket, along all other squadrons in the wing. The new six month average is +7.3%.




The 490th came out as low among the bomb squadrons with a six month average of +2.9%.




The 11th ARS came out with a new record low overtime average for the six months shown on the chart. The new mark is +2.6%.





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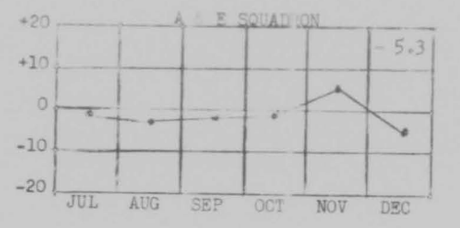
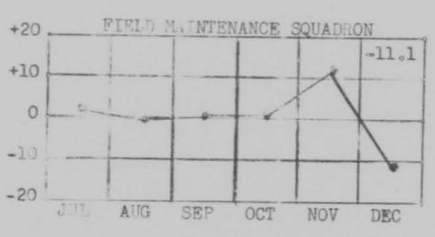
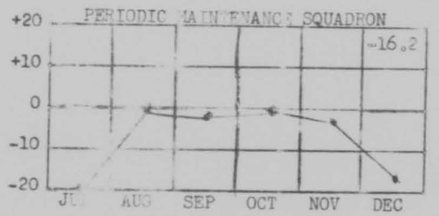


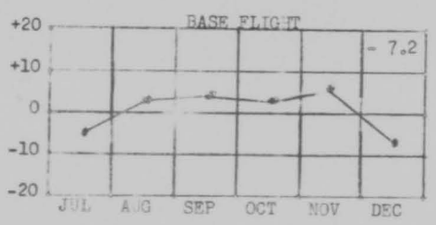

A & E Squadron ran along steadily just below the Zero line in the first four months shown on this chart. Then after November's plus figure they joined the rest of the wing with the wing's lowest minus percentage of the month. The new six month average is -1.4%.




Field Maintenance Squadron just barely made the minus squad in the six month averages, with a mark of -0.3%. The November high was caused by Ironbar overtime.




Periodic Maintenance Squadron has the lowest six month average with a mark of -7.8%. The December mark was also high for the wing.



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| SHOP OR SQUADRON | WING | | 10TH B.S. | | 12TH B.S. | | 490TH B.S. | | 13TH AREFS | | 343 A&E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % |
| Assigned | 197989 | | 15836 | | 16185 | | 16862 | | 16131 | | 53360 | |
| + Overtime | 15142 | | 1977 | | 1898 | | 1443 | | 531 | | 2660 | |
| + Borrowed | | | | | | | | | | | | |
| - Loaned | | | | | | | | | | | | |
| - Non Available (% of Assigned) | 59487 | 30.3 | 5034 | 31.8 | 4344 | 26.8 | 5289 | 30.8 | 4672 | 29.0 | 15529 | 28.9 |
| = Available | 153644 | | 12779 | | 13739 | | 13334 | | 11990 | | 40591 | |
| Productive-Ind (% of Available) | 56675 | 31.6 | 3493 | 27.3 | 3092 | 22.5 | 4219 | 32.2 | 3627 | 30.3 | 20726 | 50.9 |
| Non Productive-Ind (% of Avail' | 444 | 0.3 | 67 | 0.5 | 147 | 1.1 | 13 | 0.1 | | | 21 | 0.3 |
| Direct Time (% of Available) | 97520 | 68.0 | 9239 | 72.1 | 10500 | 76.4 | 8881 | 67.7 | 8363 | 69.7 | 19814 | 48.8 |
| Overtime | 15142 | | 1977 | | 1898 | | 1443 | | 531 | | 2660 | |
| - Minus Excused From Duty (% of Available) | 30242 | | 3303 | | 2749 | | 3092 | | 2406 | | 4619 | |
| = Net Overtime (% of Available) | -15001 | -10.8 | -1126 | -8.8 | -851 | -6.2 | -1651 | -12.5 | -1875 | -15.6 | -1959 | -5.1 |
| B-47 Manhours (% of Direct) | 74476 | 76.6 | 9210 | 100.0 | 10500 | 100.0 | 8881 | 100.0 | | | 19831 | 91.8 |
| Manhours per Flying Hour | 41.4 | | 19.5 | | 17.5 | | 16.0 | | | | 7.2 | |
| Manhours per Sortie | 298.6 | | 137.6 | | 129.6 | | 113.9 | | | | 52.3 | |
| KC-97 Manhours (% of Direct) | 16204 | 16.3 | | | | | | | 8363 | 100.0 | 1782 | 5.1 |
| Manhours per Flying Hour | 25.5 | | | | | | | | 13.2 | | 3.0 | |
| Manhours per Sortie | 136.2 | | | | | | | | 70.3 | | 8.5 | |
| C-124 Manhours (% Direct) | 386 | | | | | | | | | | 6 | 0 |
| Base Flight Manhours (% of Direct) | 757 | | | | | | | | | | 35 | 0.1 |
| Other Manhours (% of Direct) | 5797 | 3.9 | | | | | | | | | | |
| Manhours - Reparables | 9310 | | | | | | | | | | 5300 | MR |
| Manhours - Local Manufacture | 431 | | | | | | | | | | 9 | |

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| SHOP OR SQUADRON | 341 FMS | | 341 PMS | | Base Flight | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % |
| Assigned | 63874 | | 15441 | | 9328 | | | | | | | |
| + Overtime | 4957 | | 1878 | | 2001 | | | | | | | |
| + Borrowed | | | | | | | | | | | | |
| − Loaned | | | | | | | | | | | | |
| − Non Available (% of Assigned) | 19382 | 30.3 | 5337 | 34.6 | 3369 | 36.1 | | | | | | |
| = Available | 49449 | | 11982 | | 7960 | | | | | | | |
| Productive-Ind (% of Available) | 17872 | 36.1 | 2648 | 22.1 | 2691 | 33.8 | | | | | | |
| Non Productive-Ind (% of Avail[illegible]) | 196 | 0.4 | | | | | | | | | | |
| Direct Time (% of Available) | 31377 | 63.5 | 9333 | 77.9 | 5268 | 66.2 | | | | | | |
| Overtime | 4957 | | 1878 | | 2001 | | | | | | | |
| − Minus Excused From Duty (% of Available) | 10449 | | 3824 | | 2582 | | | | | | | |
| = Net Overtime (% of Available) | -5492 | -11.1 | -1946 | -16.2 | -581 | -7.2 | | | | | | |
| B-47 Manhours (% of Direct) | 20375 | 64.9 | 6690 | 71.7 | 581 | | | | | | | |
| Manhours per Flying Hour | 12.5 | | 4.1 | | | | | | | | | |
| Manhours per Sortie | 90.2 | | 29.6 | | | | | | | | | |
| KC-97 Manhours (% of Direct) | 4187 | 13.3 | 2642 | 28.3 | 14 | | | | | | | |
| Manhours per Flying Hour | 6.6 | | 4.2 | | | | | | | | | |
| Manhours per Sortie | 35.2 | | 22.2 | | | | | | | | | |
| C-124 Manhours (% Direct) | [illegible] | [illegible] | | | | | | | | | | |
| Base Flight Manhours (% of Direct) | 737 | 2.4 | | | [illegible] | | | | | | | |
| Other Manhours (% of Direct) | 5797 | 18.5 | | | | | | | | | | |
| Manhours − Reparables | 4010 | | | | | | | | | | | |
| Manhours − Local Manufacture | 422 | | | | | | | | | | | |

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DECEMBER'61 AND JANUARY'62 COMBINO MAINTENANCE SUMMARY

Manhour data for January is shown only as a general percentage, relative to the assigned manhours, due to the fact, the SAC Form 327 was not made available to the Wing for this period and in lieu thereof SAC Form 419 was used. This gave only a limited spead of expended manhours, bearing only assumed data born 8 hours per assigned man daily who became available for work that day for each squadron; plus block overtime.

NOTE: SAC Form 327, Daily Time Cards, are not available to this wing for the month of February, therefore all manhour data for February will be assembled from the SAC Form 419, Daily Audit Report, and assumptions will be made from data gathered from that source.

Should Daily Time Cards not be available at this station by 1 March it is highly probable that all data for the period of deployment will be gathered from the Daily Audit Reports.

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ASSUMED JANUARY 1958 MANHOUR UTILIZATION (SOURCE: SAC FORM 419)

| SHOP OR SQUADRON | 341ST BOMB WING | | 10TH BOMRON | | 12TH BOMRON | | 490TH BOMRON | | 341 A&E SQUADRON | | 341 FLD MAINT SQ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % |
| Assigned | 131360 | | 12800 | | 14400 | | 15200 | | 41600 | | 38080 | |
| + Overtime | 4110 | | 940 | | 120 | | 820 | | 600 | | 670 | |
| + Borrowed | | | | | | | | | | | | |
| - Loaned | | | | | | | | | | | | |
| - Non Available (% of Assigned) | 26280 | 20 | 2560 | 20 | 2888 | 20 | 3040 | 20 | 8320 | 20 | 7616 | 20 |
| = Available | 109190 | | 11180 | | 11632 | | 12980 | | 33880 | | 31134 | |
| Productive-Ind (% of Available) | | | | | | | | | | | | |
| Non Productive-Ind (% of Available) | | | | | | | | | | | | |
| Direct Time (% of Available) | 66962 | 61 | 7826 | 70 | 8142 | 70 | 9086 | 70 | 16940 | 50 | 18680 | 60 |
| Overtime | | | | | | | | | | | | |
| - Minus Excused From Duty (% of Available) | | | | | | | | | | | | |
| = Net Overtime (% of Available) | | | | | | | | | | | | |
| B-47 Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours per Flying Hour | | | | | | | | | | | | |
| Manhours per Sortie | | | | | | | | | | | | |
| KC-97 Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours per Flying Hour | | | | | | | | | | | | |
| Manhours per Sortie | | | | | | | | | | | | |
| C-124 Manhours (%Direct) | | | | | | | | | | | | |
| Base Flight Manhours (% of Direct) | | | | | | | | | | | | |
| Other Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours - Reparables | | | | | | | | | | | | |
| Manhours - Local Manufacture | | | | | | | | | | | | |

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ASSUMED JANUARY 1958 MANHOUR UTILIZATION (SOURCE: SAC FORM 419)

| SHOP OR SQUADRON | 3/J PERIODIC MT. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % | MANHOURS | % |
| Assigned | 9280 | | | | | | | | | | | |
| + Overtime | 960 | | | | | | | | | | | |
| + Borrowed | | | | | | | | | | | | |
| - Loaned | | | | | | | | | | | | |
| - Non Available (% of Assigned) | 1856 | 20 | | | | | | | | | | |
| = Available | 8348 | | | | | | | | | | | |
| Productive-Ind (% of Available) | | | | | | | | | | | | |
| Non Productive-Ind (% of Availab' | | | | | | | | | | | | |
| Direct Time (% of Available) | 6288 | 75 | | | | | | | | | | |
| Overtime | | | | | | | | | | | | |
| - Minus Excused From Duty (% of Available) | | | | | | | | | | | | |
| = Net Overtime (% of Available) | | | | | | | | | | | | |
| B-47 Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours per Flying Hour | | | | | | | | | | | | |
| Manhours per Sortie | | | | | | | | | | | | |
| KC-97 Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours per Flying Hour | | | | | | | | | | | | |
| Manhours per Sortie | | | | | | | | | | | | |
| C-124 Manhours (%Direct) | | | | | | | | | | | | |
| Base Flight Manhours (% of Direct) | | | | | | | | | | | | |
| Other Manhours (% of Direct) | | | | | | | | | | | | |
| Manhours - Reparables | | | | | | | | | | | | |
| Manhours - Local Manufacture | | | | | | | | | | | | |

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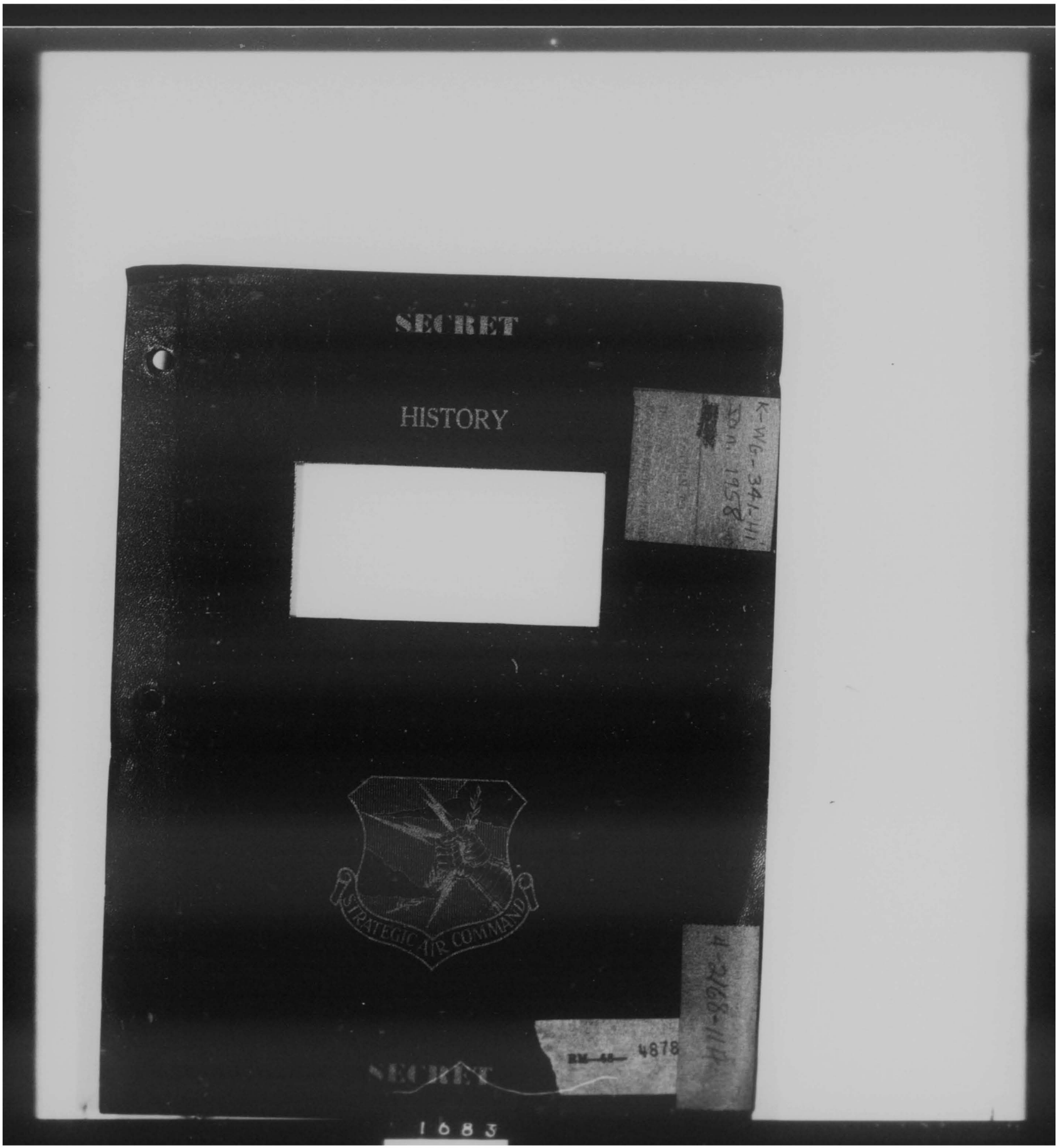


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SECRET

HISTORY OF THE

341st Bombardment Wing (M)

1-31 JANUARY 1958

(Unclassified Title)

Unit Assigned To The

Fifteenth Air Force, Strategic Air Command

Home Station:
Dyess Air Force Base, Abilene, Texas

This document was prepared by A/2C Donald H. Masters, Unit Historian, under the supervision of Captain James E. Reavley, 341st Director of Administrative Services. This history is classified SECRET under the provisions of paragraph 30b, AFR 205-1, 3 January 1957. This classification conforms to that of its appended supporting documents, which reveal the combat capability of this unit. (UNCLASSIFIED)

ANTHONY J. PERNA
Colonel, USAF
Commander

Checked and
approved by

James E. Reavley
JAMES E. REAVLEY
Captain, USAF
341st Director of Administrative Services

1823D

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RM-58- 4878
RCS-2810
11-3168-4

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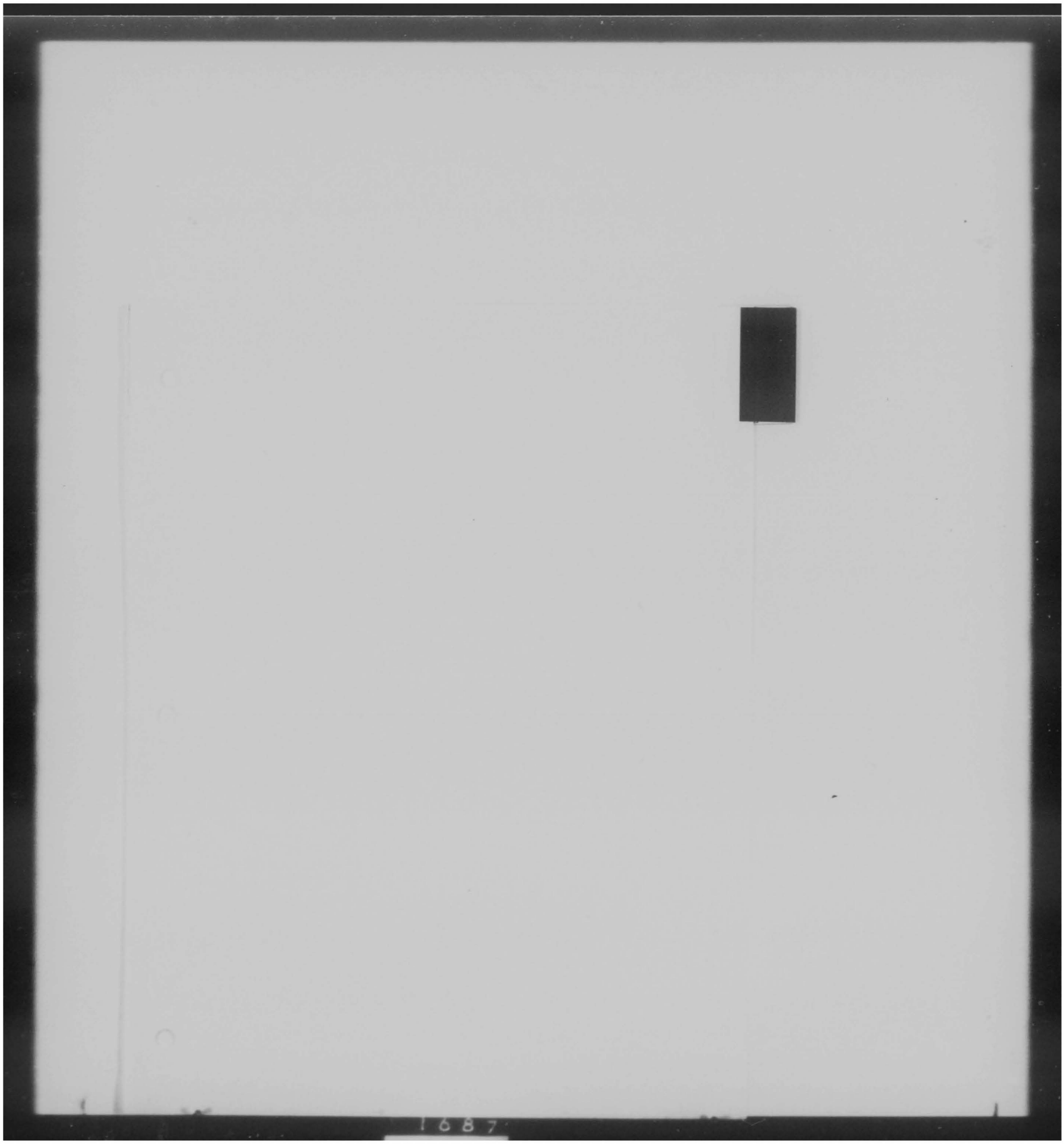


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CHAPTER I

MISSION AND ORGANIZATION

MISSION:

The mission of the 341st Bombardment Wing (Medium) remained the same during January 1958 as in previous months. This mission was to train to a state of combat readiness and effectively conduct long range reconnaisance and bombing tactics using either conventional or nuclear weapons. The Wing was also required to conduct effective air to air refueling operations, operate a mobility from advanced overseas bases, participate in domestic emergencies and perform special missions as directed by higher headquarters. [1] (UNCLASSIFIED)

ORGANIZATION:

The 341st Bombardment Wing, under the command of Colonel Anthony J. Perna, was a unit of the 819th Air Division of the Fifteenth Air Force, Strategic Air Command during the month of January. The organization was located at Andersen Air Force Base, Guam, Marianas Islands. The reason for the change of location was the fulfilment of a mission requirement to conduct operations from an advanced overseas base. The outline of the requirements during the operation appear in Chapter 3 of this history. (SECRET)

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1. 15AFR 20-14, 7 Oct 55. AF Organization for Conduct of Defense Department Program.

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The 341st Bombardment Wing was composed of three Bombardment Squadrons. The 10th Bombardment Squadron, the 12th Bombardment Squadron, and the 490th Bombardment Squadron. The 11th Air Refueling Squadron was attached to the wing during the early part of January. The refueling unit supported the wing until it left Dyess Air Force Base. Upon the wing arrival at Andersen Air Force Base a detachment of 5 aircraft of the 320th Air Refueling Squadron assumed the air refueling requirements. In direct support of the 341st Bombardment Wing were the 341st Field Maintenance Squadron; 341st Armament And Electronics Maintenance Squadron. Two other units of the wing are the 341st Tactical Hospital and a Headquarters Squadron Section.[2] (SECRET)

SECURITY:

There were no known subversive movements on Guam, however, two nationalist groups had been organized, both of which were reported to be strongly influenced by Filipino and persons of Filipino extraction. Available information, reference Communist activity on Guam was so meager as to preclude an assumption that indigenous elements contemplate or are capable of underspread subversive or sabatoge activity. There were no stockpiling of arms or munitions by subversive individuals. There was a remote possibility that unidentified subversive individuals may possess some arms and explosives. (SECRET)

Guam is considered to be potentially vunerable to incussions by trained saboteurs and other subversives since: (1) The island was

2. GO 58, HQ SAC, 8 AUG 55



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an important stop-over point for trans-Pacific air and sea carriers; (2) Filipino Communists could conceivably be infiltrated into the relatively large Filipino labor force; and (3) the coastline affords surreptrous entry to the island, the tropical undergrowth and rough terrain would provide adequate cover enroute to those facilities which would normally be considered prime sabotage targets. The potential seriousness of such possible incusions was mitigated, however, by the remote location of the island and existing security control measures affecting personnel. (SECRET)

PEACETIME FIRST:

The 341st Bombardment Wing had a "peacetime first, since its' activation of 1955," with the deployment of the wing to Andersen Air Force Base. It has never deployed its entire strength of personnel outside the continental limits of the United States. When the wing deployed to Andersen Air Force Base, two civilians from news media of Abilene, accompanied the wing for a two week period, for the purpose of reporting an unclassified account of the wings arrival at Andersen Air Force Base, Guam. (SECRET)

Mr Warren Burkett of the Abilene Reporter News and Mr. Leonard Johnson of Radio Stations KRBC and KWKC, boarded MATS support aircraft and flew to Andersen in advance of the main portion of the wing. Through the efforts of their media direct with Mr. Herschel C. Schenley of the Department of Defense Office of Information, these two correspondents were issued letters of accreditation in a matter of several days. At the

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same time the two men were given, without charge, a required series of innoculations by the Base Hospital and a local security check through the Base Provost Marshal. (CONFIDENTIAL)

Prior to their departure, Mr. Burkett and Mr. Johnson were given briefings by the Information Services officer, the commander of the 341st Bombardment Wing, and the 819th Air Division commander. Each man received an identical letter of instruction from the Division Commander. (CONFIDENTIAL) [3] [4]

In the letter to Mr. Burkett and Mr. Johnson, Colonel Sturdivant said, quote: "It is a pleasure to have you on the first extended overseas operation of the 341st Bombardment Wing. Within the limits of operational requirements and security, I am sure the wing personnel will give you all possible assistance. I am requesting the overseas Air Division Commander to accord you the same help. I know that between our mutual efforts only excellent results can be forthcoming for yourself and the Air Force," unquote. [5]

SAFETY:

Andersen Air Force Base, Guam, was surrounded by a coral reef which was quite sharp and treacherous. In order that the personnel of the island might enjoy the swimming facilities afforded by the Pacific Ocean, certain areas of the island had been designated as swimming areas. All personnel upon their arrival on the military bases of the island were cautioned, lectured and warned of the dangers involved outside the

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3. Invitational Travel Orders Number 1, dated 3 January 1958 (Exhibit #1)
4. Personal letter from 819th Air Division Commander, dated 3 January 1958, (Exhibit #2)
5. IBID



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authorized areas. The personnel of the 341st Bombardment Wing were no exceptions to this long standing rule of caution. The fatality list, of previous wings and Air Base Group personnel, was quite high, with persons disregarding the warnings. A member of one of the subordinate units, attached to the wing on the deployment, added himself to the list of statistics. (UNCLASSIFIED)

On January 19, 1958, A/3C John M. Moore, 19, assigned to the 819th Operations Squadron, 819th Air Base Group, Dyess Air Force Base, along with A/3C Jack D. Moore and A/3C Henry Wolff were walking along the beach after visiting several bars, when they decided to go swimming. Because of the roughness of the beach area the airmen did not remove their shoes. When airman John M. Moore disappeared in the waves, the other two airmen got out of the water and waited for him to appear again. When he did not reappear, the two airmen placed his clothes on a rock and returned to town. They returned to the area where they had left the clothes and found that he had not yet appeared. The two airmen then returned to the base and made no notification of the incident. The above description was given after a member of the Guam Civil Police Department identified Moore and Wolff as two of the three men he had seen on the beach. (UNCLASSIFIED)

An investigation of the incident was conducted and the findings were: A/3C John M. Moore was swimming in a dangerous "OFF LIMITS" area, and presumably drowned. The area he disappeared in had very



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dangerous swift currents running over a rough coral beach. As of this writing, airman Moore's body had not been recovered. (UNCLASSIFIED)[6]

Much to the regret and disregard to the repeated warnings, another person of the 31st Bombardment Wing added his name to the long list of previous fatalities. This drowning came days after the initial drowning. Despite repeated warnings and the thought of the previous fatality, three airmen disregarded the facts and proceeded to go swimming in another unauthorized beach area. (UNCLASSIFIED)

On the 29th of January 1958, A/2C James Wilson III, AF13560514, age: 20, of the 490th Bombardment Squadron, was wading in a pool of water at Lafae Point, Andersen Air Force Base, Guam, when he dove into the pool of water and was washed out into deeper water by a large wave. He was washed back into the ocean by another wave. Wilson struggled and called out and the current washed him into the open water. Witnesses stated that Wilson was limp and the waves were turning him over and over as he disappeared in the surf. (UNCLASSIFIED)

Once again the dangers of the swimming hazards that existed in the water surrounding the island were stressed at Commander's Calls.

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6. Information taken from AF Form 122, Ground Accident Report, dated 19 January 1958.



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PILOT OF THE MONTH:

Colonel Anthony J. Perna, commander of the 341st Bombardment Wing had been selected as "Pilot of the Month" in SAC. [7]

The colonel earned the singular honor, while he was commander of the 97th Bomb Wing at Biggs AFB, Texas, for the professional skill and initiative in saving another pilot and aircraft. Colonel Perna was flying a B-47 between Utah and New Mexico when he picked up an urgent radio conversation between the pilot of a T-33 jet trainer and the Grand Junction, Colorado radio.

The T-33 was enroute from San Francisco, California to Denver, Colorado but lost compass and all radio navigation. The aircraft was low on fuel and requested a steer to Denver. However, the Grand Junction, VOR station had no radar or direction finding equipment and could not fix its position. Colonel Perna hearing the conversation acted immediately, altered his course to the radio station and offered assistance. The B-47 commander spotted the T-33's contrail when the T-Bird flew away from the area and aided the T-33 back to the Grand Junction area by relaying instructions through the ground station. Colonel Perna changed course for Denver with the T-33 following his contrail. There the colonel arranged traffic clearance for the aircraft to land at Lowry AFB, Colorado.

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7. January 1958 "Combat Crew" magazine of the Strategic Air Command.

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"With mountainous terrain making a successful forced landing impossible," Combat Crew stated, " And with the T-33's fuel supply critical when the radio conversation was interupted, Colonel Perna's skill and judgement in meeting the situation undoubtedly saved the T-33 and its pilot. His prompt and professional action in the emergency decisively warrants his selection as "pilot of the month."

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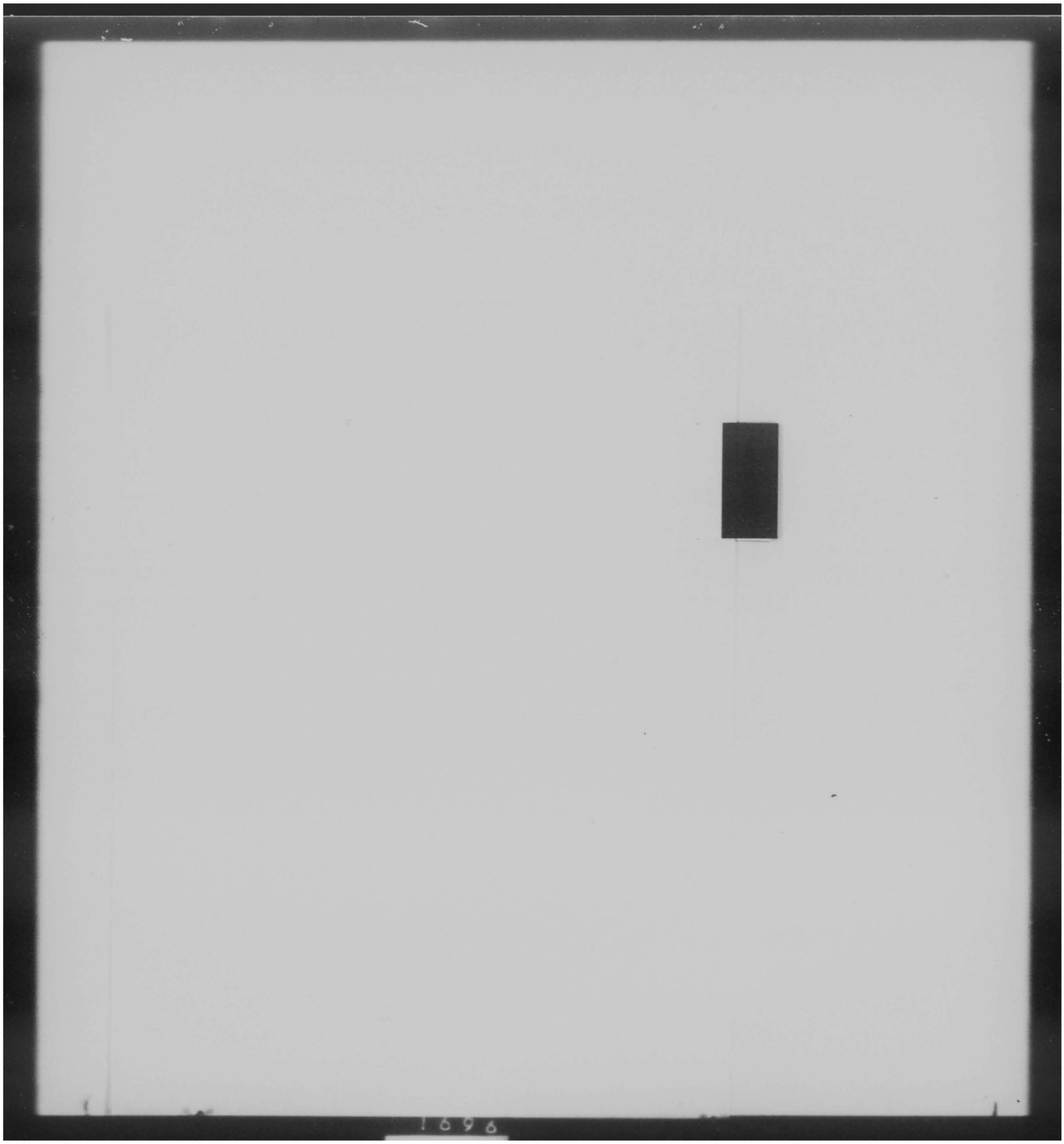


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CHAPTER II

PERSONNEL

PERSONNEL STRENGTHS:

The following was the strength of all Wing Squadrons as of 31 January 1958, reflecting changes in squadron strengths due to normal attrition rates:

| | OFFICERS | | AIRMEN | | CIVILIANS | |
|---|---|---|---|---|---|---|
| | AUTH | ASGD | AUTH | ASGD | AUTH | ASGD |
| | 61 | 61 | 142 | 155 | 4 | 3 |
| Wg Hq | | | | | | |
| 11AREFS | 102 | 117 | 193 | 192 | | |
| A & E | 10 | 11 | 323 | 334 | | |
| 10BS | 71 | 76 | 93 | 113 | | |
| 12BS | 71 | 75 | 93 | 114 | | |
| 490BS | 71 | 73 | 93 | 115 | | |
| PMS | 3 | 4 | 106 | 103 | | |
| FMS | 8 | 7 | 411 | 420 | 8 | 17 |
| TH | 25 | 23 | 82 | 66 | | |

COMBAT CREW RESOURCES:

The following was the numbers of combat-ready and non-combat ready crews assigned as of 31 January 1958:

| Squadron | Ready | Non-Ready | Lead |
|---|---|---|---|
| 10BS | 15 | 5 | 20 |
| 12BS | 14 | 5 | 19 |
| 490BS | 13 | 6 | 19 |
| 11AREFS | 26 | 5 | 31 |

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UNIT MANNING PROBLEM:

A message was received from CINCSAC, Number 9189, subject, 24 hour manning of unit Command Posts by officer personnel, and in reply to the requirement a message from the Commander, 341st Bomb Wing on January 23 was sent to the Commander, 819th Air Division, quote " An urgent requirement exists within the wing for additional qualified officers to man the newly authorized position referenced in above message.

This wing cannot fill subject vacancies from combat crew resources without adversely affecting the upgrading of crews vitally needed to reach our required E W P capability. Request that Captain Troy Morris, AO537994, presently TDY to the 819th Air Base Group, be returned to the 341st Bomb Wing and deployed without delay to perform the duties mentioned above. (CONFIDENTIAL), unquote."

In reply to the request Captain Morris arrived at the forward base and assumed his duties in the Control Room.

COMBAT CREW TRAINING:

On the 30th of January a message was received from the Commander, 15AF requesting that six crews from the bomb wing be sent to the 509th Bomb Wing, at Walker AFB, New Mexico, for a period of 70 days. [8] The Commander of the 341st was authorized to submit substitutes other than the numbered crews mentioned in the message. The Wing returned six crews on the first available aircraft around 31 January 1958. The



8. Confidential message DOTF 432, Subject: Non-Combat Ready Crew Training, dtd 30 January 1958. Exhibit #3



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following crews were selected: M-99; M-03; M-49; of the 10th Bomb Squadron, crew M-06, of the 12th Bomb Squadron and crews M-91; M-77, of the 490th Bomb Squadron. [9]

O J T:

The 341st Armament and Electronics Maintenance Squadron lead the wing in the month of January with 85 points on the Management Rating System with 95 men on OJT, and 95 of these eligible. Seven men were tested and 6 passed which when figured by percentage gave the squadron 85 points on the SACMRS. The 341st Field Maintenance Squadron placed 2nd in the wing with 75 points. 160 men were on OJT and all 160 were eligible. During the month 4 were tested and all four passed. The 341st Periodic Maintenance Squadron had 40 men on OJT and all 40 were eligible. Only 1 airman was tested and he passed giving the squadron the 75 points. The 341st Headquarters Squadron placed fourth on the wing's competitive ladder with 44 men on OJT, and 44 eligible, 4 airmen were tested and the 4 passed the required tests. The 11th Air Refueling Squadron had 32 men on OJT and 33 were eligible, giving the squadron a 97% effective. 2 airmen were tested and they both passed. The squadron had received only 66 points. The bomb squadrons assumed the lower portion of the competitive ladder in January. The reason for the low ratings was the lack of activity in the squadrons. The 10th Bomb Squadron was

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9. Message number 8-10210, 341DOT, dtd, 30 January 1958, Subject: Non-Combat Ready Crew Training, Exhibit EE.



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sixth with 52 men on OJT and 52 eligible. None were tested and the squadron only received 15 points. The 490th Bomb Squadron had 44 men on OJT and the 44 were eligible. None in this squadron were tested either. 15 points were earned by the squadron. The 12th Bomb Squadron came in eighth in the wing with 15 points also. 38 men were on OJT and all 38 were eligible. None in this squadron were tested. Last place went to the TAC Hospital which had 15 points. Three men were placed on OJT and only the 3 were eligible. None were tested. (UNCLASSIFIED)

The testing cycle during the month was hampered by the deployment and a TWX was forwarded to higher headquarters requesting permission to test out of cycle. [10] The permission was granted and testing was to be accomplished during February's testing cycle. [11]

AIRMAN MIRS:

Direct support of the wing in the required specialities was 75 persons short of 100% manned. [12]

The major shortages were:

| Field | AUTH | ASGD | SHORT |
|---|---|---|---|
| 30133B | 18 | 23 | 0 |
| 30153B | 15 | 12 | 3 |
| 30173 | 10 | 1 | 9 |
| 32130E | 24 | 2 | 0 |

10. TWX requesting permission to test out of cycle. Exhibit #5

11. TWX acknowledging permission requested. Exhibit #6

12. Information taken from SAC T-35 Report.



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| Field | AUTH | ASGD | SHORT |
|---|---|---|---|
| 32150E | 33 | 78 | 0 |
| 32170E | 17 | 12 | 5 |
| 32170B | 2 | 0 | 2 |
| 32170E | 3 | 2 | 1 |
| 32170D | 3 | 0 | 3 |
| 43131B | 28 | 11 | 17 |
| 43151B | 38 | 33 | 5 |
| 43171B | 33 | 28 | 5 |
| 47230 | 10 | 11 | |
| 47250 | 13 | 11 | 2 |
| 47270 | 5 | 3 | 2 |

The wing had improved on required specialities personnel and the increase and improvement, over the last quarter, was due to the upgrading of lower skill levels into areas of shortage. Additional improvement through OJT upgrading was limited by the field shortages. (CONFIDENTIAL)

Indirect support of the wing was 59 short of 100% manning. Minor shortages were:

| Field | AUTH | ASGD | SHORT |
|---|---|---|---|
| 27130 | | 1 | |
| 27150 | 9 | 1 | 8 |
| 27170 | 7 | 6 | 1 |
| 64131 | 25 | 8 | 6 |



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| Field 64151 | AUTH 31 | ASGD 42 | SHORT |
|---|---|---|---|
| 64173 | 9 | 9 | |
| 68131 | 3 | 2 | 1 |
| 68171 | 4 | 2 | 2 |
| 73230 | 14 | 4 | 5 |
| 73250 | 8 | 13 | |
| 73270 | 3 | 2 | 1 |



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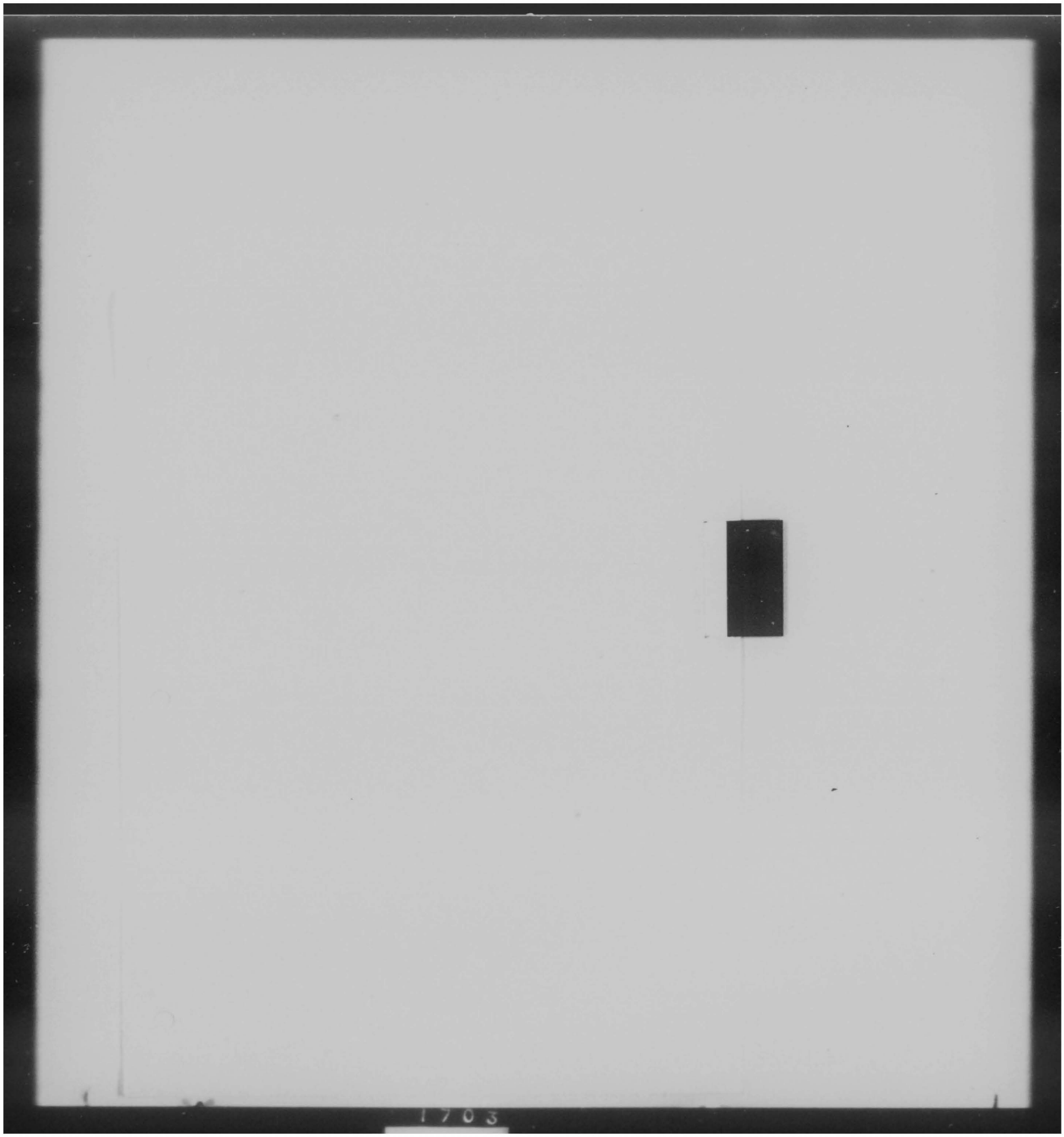



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CHAPTER THREE, III

OPERATIONS & TRAINING

GENERAL SITUATION:

The requirement existed for the 341st Bombardment Wing (M) to conduct a rotational deployment to Andersen AFB, Guam, M. I., for approximately 90 days temporary duty with the E hour 1 day, 1330Z 7 January 1958. This mission was to deploy 46 B-47 medium bombers to the forward base with respective crews, and necessary support personnel. (SECRET)

Support for the deployment was received by the Military Air Transport Service, Pacific Air Force, Airways and Air Communications Service, 3rd Weather Wing, 43rd Air Refueling Squadron, 819th Air Base Group, 4021st Tactical Hospital, 1996 AACS Squadron, Detachment 14, 9th Weather Squadron, and the 9th Air Refueling Squadron. These supporting units were required to render the support outlined in the 341st OPS ORD 76-57, dtd, 10 December 1957.[13] (SECRET)

Enroute staging was accomplished through Hickam AFB, T. H. The 46 aircraft of the wing were launched in cells of two aircraft each in four waves beginning on "X" day, 7 January 1957.[14] The two intervals between waves was 24 hours. The first aircraft departed Dyess on the 7th and landed at Andersen AFB, Guam, at 1246 local time, on the 9th of January 1958. Colonel Anthony J. Perna, Commander of the 341st Bomb Wing was the commander of the first aircraft to land on Andersen. Following Colonel Perna, 11 other

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13. OPS Order 76-57, BLOCKHOUSE, dtd 10 December 1957. Exhibit #7.

14. Aircrew flimsy BLOCKHOUSE. Exhibit #8

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planes landed on the 9th of January and by 1459, 12 January all aircraft were down on the ground. Colonel Ernest C. Eddy, Deputy Commander of the wing was the last pilot to land the aircraft of the wing. All aircraft arrived at Andersen AFB, Guam without incident. (SECRET) [15]

The following messages acknowledged the arrival of the aircraft at the forward base. First report, Wave I, ZIPPO 01-060, dtd 9 January 58; 2nd report, Wave I, ZIPPO, 01-062, dtd 9 January 58; first report, Wave II, ZIPPO, 01-076, dtd, 10 January 58; 2nd report, Wave II, ZIPPO, 01-077, dtd 10 January 58; last report, Wave II, ZIPPO, 01-078, dtd 10 January 58; first report, Wave III, ZIPPO 01-089, 11 January 58; 2nd report, Wave III, ZIPPO, 01-091, dtd 11 January 58; last report, Wave III, ZIPPO, 01-092, dtd 11 January 58; first report, Wave IV, ZIPPO, 01-099, dtd 12 January 58; 2nd report, Wave IV, ZIPPO, 01-101, dtd 12 January 58; last report Wave IV, ZIPPO, 01-013, dtd 12 January 58. (SECRET)

Congratulations:

The initial phase of the deployment which was to last 90 days, could be termed very successful. Major General Charles W. Schott, Commander of the 3rd Air Division, (SAC) to which the 3ulst Bomb Wing was attached for the deployment duration, commended all personnel of the wing, upon their arrival, on what he terms "the

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15. Message B-5000 D Subject: Opening of 3ulst Bomb Wing, Medium Command Post. Exhibit #9



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most proficient of all wings to date. " General Schott also said, quote: "The movement of an entire wing over such long distances, through unfamiliar bases and over strange routes is a job of considerable magnitude. Few people realize that many complicating factors and detailed problems that must be resolved to assure success. Security considerations make it inadvisable to go into detail, but the fact remains that unless every man does his job effectively there'll be a breakdown somewhere along the line. A successful deployment is pretty much a matter of team work and individual professionalism" unquote. [16] (Unclassified)

On the 13th of January, Major General Archie J. Old, Commander of the 15th Air Force under which the 341st Bomb wing receives its jurisdiction, said on a message indorsed by Colonel Frank P. Sturdivant, Commander of the 819th Air Division; Subject: BLOCKHOUSE, to Sturdivant from Old. I am extremely proud of the performance of your 341st Bombardment Wing during operation "BLOCKHOUSE". The professional manner in which this movement was accomplished attests to the effective leadership and careful planning by all concerned. Please convey my congratulations to the officers and airmen responsible for this fine showing" unquote. (UNCLASSIFIED)

Upon receipt of this message, Colonel Anthony J. Perna, Commander of the 341st Bombardment Wing added his personal congratulations to

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16. Comments by Gen Schott, taken from Tropic Topics, AAFB newspaper, dtd 17 Jan 58. Exhibit #10

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the officers and airmen of the wing by sending a personal letter, with General Old's congratulations, to the various organizations within the wing. Colonel Perna stated that the success which the wing enjoyed on this mission was to a large measure the result of your leadership, organization and performance. Please accept my congratulations and pass on in official communications my appreciation and congratulations to all officers, and men concerned. Unquote, Colonel Perna. [17] (Unclassified)

At the time of this writing, no information was available summarizing the operation in its entirity. Since the operation was conducted over a period of 90 days, final results were not able to be compiled. Final results and critique appear in March - 1958 history of the 341st Bombardment Wing.

After the full complement of the wing and its subordinate units were operational,

Practice Alert

A practice alert was initiated by Headquarters, 3rd Air Division on 26 January 1958, for the purpose of testing the E W P capability of the wing. Although the alert was only a "Walk through", in preparation of the no-notice U S C M anticipated in February 1958, the practice alert revealed the weak areas of the wing and the recommended corrective action. [18]

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17. Letter from Colonel Perna, Subject: Favorable Communication on operation BLOCKHOUSE, dtd 16 January 1958. Exhibit #11.

18. Practice Alert folder #A8-1295D, dtd 27 Jan 58. Exhibit #12

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At the initial phase of the alert the ground rules for the requirement of the wing were received by the 341st Commander. 10 aircraft were designated by the wing to be prepared in accordance with SAC Manual 55-7. Each aircraft was loaded with MK 36 MOD 1 war reserve weapon, ATO racks were installed on 3 of the 10 aircraft, but were not connected, chaff inserts were loaded on the 10 planes and training ammunition was loaded also. The wing accomplished pre-take off checks on loaded aircraft and all paper transactions were accomplished as for actual E W P loads. (SECRET)

The alert was to be terminated when queries revealed that essential elements understood E W P responsibility. The purpose of the alert was to exercise the 3rd Air Division Operations order 50-58 and Andersen SAC Task Force Operations Order 44-58 in a limited manner. In addition, the exercise was conducted to reacquaint all personnel with their duties under the 44 and 50 series operations orders. (SECRET)

Problem Areas:

At the sounding of the alert, seven aircraft were taxied and fuel, water alcohol trucks were diverted to the alert area to top off alert aircraft. The refueling of the alert aircraft was delayed for approximately 1 hour because the Fire Marshal requested additional grounding wires. No previous coordination had been made with the wing to supply additional grounding wire needed. The water alcohol trucks were not available until E x 3:00 at which time one truck was dispatched to the alert area only to be found empty when an attempt to service the

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aircraft was made. (SECRET)

The ten aircraft selected for build up received complete build up with the exception of water alcohol within the required time. Seven chaff loadings were late due to misunderstanding with the Motor Pool in regards to furnishing a forklift to the AMES. Camera loading was late on two of the aircraft. Sequence 12 and 16 due to failure of ADS personnel to permit A & E to load the cameras during weapons loading. The A & E monitor failed to insist upon camera loading team being permitted on aircraft and the camera loading team failed to notify personnel immediately upon refusal of entry onto aircraft. 3rd ADS personnel reported to aircraft prior to loading times and seven aircraft were loaded ahead of time. This interferred with the servicing of the aircraft, particularly LOX which cannot be serviced with power equipment on. As a result 5 aircraft were late on receiving LOX. Water alcohol servicing was completely unsatisfactory.

RECOMMENDATIONS:

POL section closely monitor the conditioned vehicles and notify the Chief of Maintenance when less than three W/A trucks and/or less than 12 Jet Fuel trucks are in commission. All personnel be briefed on the importance of adhering to operating procedures with specific attention to permitting maintenance and other build-up operations to continue during weapons loading. 3rd



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ADS to start loading at time designated by Job Control and Job Control where possible will permit ADS to load ahead of schedule after complete coordination with personnel concerned. (SECRET)

Summary:

The wlk-through proved to be very beneficial in that personnel responsible for the orderly implementation of the E W P were re-acquainted with their responsibilities and procedures. In addition, local problem areas that would require corrective action were brought to light. The timing of the walk-through, in relation to Operation "Rough Game",[19] ___ should be of immense help in insuring a smooth operation and accomplishment of the requirements outlined in Ops order 12-58. (UNCLASSIFIED)

Sorties:

During the month of January the 310st Bombardment Wing was scheduled to fly 280 sorties. Of these 280 sorties, 261 sorties were flown for a 93% effectiveness and 1856 hours. These hours were a new overall high for the wing and were attributed to the scheduling effectiveness, late take off rate, and deviations rate which were all in the outstanding category. The improvement brought about in those areas were a direct reflection on the successful deployment of wing to Andersen AFB, Guam. All take-offs from Dyess AFB, Texas were on time and all aircraft and crews transienting through Hickam AFB, T. H. on schedule. (SECRET)

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19. Rough Game, USCM, to be conducted [illegible]. SECRET



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January was the beginning of the new, SAC 51-26 training quarter which has been extended from a 3 month period to a 4 month period, due to a change in the regulations. Requirements creditable to SAC 51-26 accomplishments during the quarter; over 21 direct radar runs, 72 optional radar runs, 19 offset IIIA runs for a reliability of 95%. 33 fixed angle radar runs were made. Navigation accomplishments were as follows: 5 night celestials and 7 night celestial grids for a reliability factor of 100%. 12 day celestial grids were accomplished. The miscellaneous accomplishments were made as follows: 12 pilot proficiency flights, 5 weapons simulator missions, 16 gunnery missions and 13 BGM Big Snow runs. (SECRET)

Emergency War Plans OPS order:

The Plans Division was responsible for Annex "B" of the 819th Air Division OPS order 40-58; [20] ammendment number seven to this order was distributed 31 January 1958 and another amendment to bring the OPS ORD up to date IAW the latest 15th AF amendment is being prepared. An interim amendment covering critical timing information had been prepared and was forwarded by TCF SECRET priority message to all addresses, 1 FEB 1958. (SECRET)

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20. OPS Order 40-58, on file 819th ADiv, DAFB, Texas

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Security In Question:

During the deployment the Plans Division of the wing, question was raised as to the security of the building housing the War Plans. The building was constructed during World War II. It was a quonset hut type structure, open side surrounded by a 7 foot high wire fence. An armed guard was posted at the only entrance. The war plans were stored in a secure vault within the building and the storage facilities were considered at a minimum. The Plans Division recommended to the 3rd Air Division that a more secure building be provided for the Plans Division, to reduce the possibility of a compromise of our Emergency War Plans. (SECRET)

Ground Training:

Due to the deployment of this wing no ground training was conducted during the first half of January. Several training items were also not available at this station and prevented the completion of any training during the first quarter. The non-available items are as follows:

T-1A Gunnery trainer

T-3A Radar trainer (inoperative)

B-47 Flight Simulator

KC-97 Flight Simulator

Local survival exercise (no instructor assigned)

Handgun and small arms (no targets)

OQ Range

Altitude Chamber

B-47 FTD (not assigned)



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Of these items of training that were available, an average amount of training was completed during the remainder of January and it appeared that by continued use of the alert area for daily lectures on block training subjects and PT that a 100% completion could be assured. (UNCLASSIFIED)

During January, this wing completed 92 hours on the C-11 jet instrument trainer and the attached personnel of the 320th AREFS completed 12 hours on the P-2A and P-3A conventional instrument trainer. The T-3A radar trainer was not in operation at all during January because of a lack of parts. These figures represent utilization of 90% of all time scheduled. The following subject of block training and non-block training had been conducted and the completions are as indicated.

| Subject | No. Students Completed |
|---|---|
| Non Aircrew Block Training | 70 |
| Tactical Doctrine | 42 |
| Code & Blinker | 32 |
| Refresher CBR | 38 |
| Personal Equipment | 48 |
| ECM Seneral | 27 |
| Communications | 33 |
| Navigation | 9 |
| G. P. I. | 9 |
| Physical Conditioning | 289 hours |
| Combative Measures | 24 hours |

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All other accomplishments were outlined in Appendix VII to Annex B. [21] (UNCLASSIFIED)

Gunnery:

During the deployment period, no gunnery missions were accomplished. However, after the wing was in place at Andersen AFB, 34 gunnery missions were flown and an 81% fire out rate was experienced. This was a much lower rate than usual as compared to last quarters average overall figure of 93%. It was felt that some of the contributing factors were the deployment itself, new and different loading facets, and inclement weather which made removal and storage of the cannons mandatory in "hot lockers". It was also discovered that the 3rd Aviation Depot Squadron's belting machine was out of adjustment which accounted for several low fireouts because of broken links. (SECRET)

There were also a greater number than usual mechanical failures due to worn parts. The latter causes have been rectified. No T-1A Gunnery training was accomplished as there was no OQ range practice scheduled. Neither facility was available at the forward base. (UNCLASSIFIED)

Verbal agreement was made with the 96th Bomb Wing prior to the departure of the 341st Bomb Wing insuring the bulk of T-1A training upon redeployment. Extra spaces were to be made available for OQ range to insure annual combat crew training requirements. In lieu of the

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21. 341st Operations Order 450-58, dtd. 1 Jan 58. Exhibit #13



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above training, preliminary plans had been made with the 341st Armament & Electronics Squadron to establish a gunnery refresher and strange field proceedures course with practical factors demonstrated at the aircraft. (UNCLASSIFIED)

ECM:

For the first time since the activitation of the wing, a 100% ECM capability had been established. With the ECM capability came the responsibility for ECM items of SAC Regulation 51-26, begining 1 January 1958. Maximun ECM activity was planned for operation BLOCKHOUSE and each of the four waves of aircraft were scheduled for ECM penetration against radar of the Western ADIZ. ECM to be employed be each crew were Big Snow runs, Single Unit Dispensing of chaff (SUD), Little River Runs and maximum dispense out chaff runs. The accompliishments from an activity standpoint was mediocre. Computed on a basis of one of each type ECM run per crew scheduled, the effectiveness of the ECM accomplishments expressed in percent were as follows:

46% for Big Snow Runs;

65% for SUD of Chaff;

74% for Little River Runs;

56% for Max Chaff runs;

The Big Snow runs were cancelled on the last two waves in compliance with a directive from HQ 15 AF. This, plus weather restrictions accounted for low effectiveness for this activity.

INTELLIGENCE, CHIEF:

Various special projects were assigned to the Intelligence Division



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during the deployment period. Among these were: fabrication of sheet metal boxes for "Alert Force A" to secure their EWP folders and other classified information, and preparation of a VIP briefing and it's corresponding aids. One problem was encountered by the Wing Security Officer. Security forces of the 9th Bomb Wing, the wing the 3Hlst Bomb Wing replaced at Andersen AFB, deployed to the home base one week prior to the arrival of the 3Hlst security forces. This action imposed quite a number of inconviences on a few personnel of the force in that only a small number of men were available until the arrival of the entire force. The men were required to work twelve hours at a time without any compensation time off until the entire wing complement arrived. The state of security of the Category I elements left much to be desired but was soon corrected after all Dyess personnel had arrived and were assigned to reinforce the security of these elements. (SECRET)

Various visits were made to the 396lst Reconnaissance Technical Squadron at Marbo in order to secure the required coordination and support during the wings period of deployment. It was found that the facilities of the squadron were among the best in the Far East. All of the facilities were placed at the disposal of the wing's Intelligence division. A program of OJT cross training was started, and members of the division were trained in Photo Interpertation and Radar Prediction, being taught the latest proceedures on photo interpertation, the construction of radar plates, initial bomb damage assessment proceedures and photo scoring. It was believed that the program would enhance the



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Intelligence Division's capability for optimum performance in these particular career fields. (SECRET)

REFUELING:

During January the wing was scheduled to have 120 tanker refueling sorties. These sorties were scheduled to be fulfilled by the 11th Air Refueling Squadron, 43rd Air Refueling Squadron, 9th Air Refueling Squadron and the 320th Air Refueling Squadron. The refueling participation of these various squadrons was necessitated in the deployment of the wing to the forward base. Upon the arrival of the wing at the forward base all refueling activity was made possible in conjunction with the 320th Air Refueling Squadron. During January 114 sorties were effective. Sorties lost during the month were due to weather, maintenance and aircraft being diverted to participate in the search for a lost aircraft. (UNCLASSIFIED)

The 11th AREFS supported the wing prior to it's departure to Andersen AFB, then the 43rd and the 9th AREFS' supported the wing's aircraft while it was enroute to the forward base. The 320th AREFS was in place at Andersen AFB and was ready to supply the refueling responsibilities. Only five aircraft were in place with the 320th Refueling Squadron and refueling was held at a premimum. In order to obtain the maximum benefit from the limited number of tanker sorties available, two receiver aircraft were scheduled to work with each refueling aircraft. (UNCLASSIFIED)

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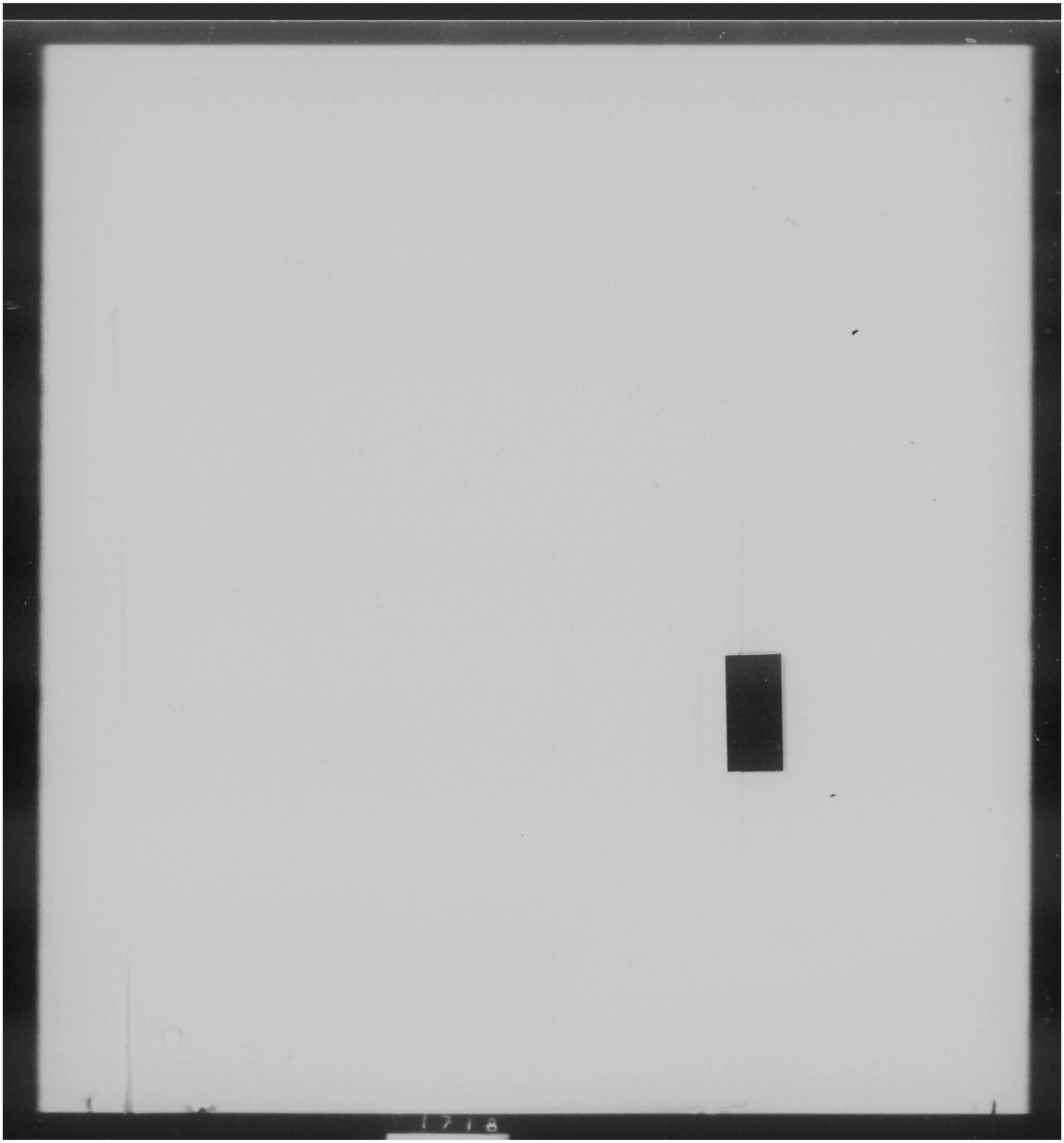



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CHAPTER IV

MATERIEL

LOGISTICS:

As a result of the wing's deployment, the materiel section was concerned with the requirements outlined in operations order 76-57, BLOCKHOUSE, during the early part of January. During the processing of personnel and their personal equipment several minor improvements were made that made processing much easier. Favorable comment was received by the 15AF Observation team in regards to the efficient processing. (UNCLASSIFIED)

During the deployment, the weather along the West Coast left much to be desired. No personnel were off loaded as a result of the weather, however, cargo was taken off several aircraft and kept at Travis AFB and Hickam AFB, until an aircraft could be obtained to transport the cargo. Approximately one full C-124 aircraft load of cargo was off loadedat Travis and Hickam AFB's by aircraft stopping at these points. Fog was another weather factor that imposed some more hardships on the deploying phases. Aircraft had to land at San Francisco International Airport and the passengers transported to Travis AFB, VIA busses then left Travis for the forward base. A total of 469,000 pounds of cargo were shipped and 1,429 personnel traveled VIA MAT's aircraft to Andersen AFB, the forward base. (SECRET)

When the aircraft arrived at Andersen AFB with personnel from the 341st Bomb Wing, personnel of the wing that the 341st was replacing, got on the aircraft to return to their home station. In the shuffle

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of personnel and cargo, nine mobility boxes of the 341st Wing were accidently loaded on the returning aircraft. This took place on January 16, 1958 and the boxes were sent to Mountain Home AFB, Idaho, home of the wing at Andersen AFB prior to the arrival of the 341st Bomb Wing. The mistake was then made known and the cargo shipped from Mountain Home to Andersen, but somewhere along the line it was misrouted by the commercial carrier and did not arrive until the 14th of February, 2 days short of one months delay on material. The material was able to be duplicated at Andersen so that it's loss did not impose a severe hardship on the people the boxes belonged to. Upon their arrival, the stock at Andersen was replentished. (SECRET)

SUPPLY:

The wing's supply officer, Major James B. Brown, and supporting personnel arrived at the forward base with the ADVON in order to take receipt of the material to be used by the wing upon it's arrival. Representatives of the 341st Bomb Wing and the 9th Bomb Wing conducted a joint inventory of all furniture and bedding on SEAWEED and M-1 accounts from Base Supply. (UNCLASSIFIED)

Project SPRUCE UP was implemented and all organizations submitted a weekly report on all improvement performed during the period covering 19 January thru 2 February. A total of 1,550 hours were expended by the wing personnel and 231½ hours by AIO personnel in the repair of buildings occupied by various organizations of the wing. Mail rooms



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were built, weapons rooms were constructed and general overall repair of the facilities and routine maintenance. (UNCLASSIFIED)

All furniture in each building was inventoried and tagged as to identity, and condition for the purpose of preparing custody reports to be signed by the occupant of the building and to record the condition of the furniture at the time of acceptance. (UNCLASSIFIED)

AIRCRAFT SUPPLY:

The supply situation of aircraft maintenance area was very good. The wing was required to keep the Fly Away Kits filled with critical items and these kits were sent along with the wing. In the event of a deployment a wing is required to operate out of these kits. Consequently any items of a critical nature were available and the aircraft's capability was at it's peak. While the wing was at Dyess these items could not have been readily obtained because of the priority on maintaining the fly away kits. In an interview with the Reports & Analysis officer of the Wing, the supply situation was stated to be at it's peak. (UNCLASSIFIED)



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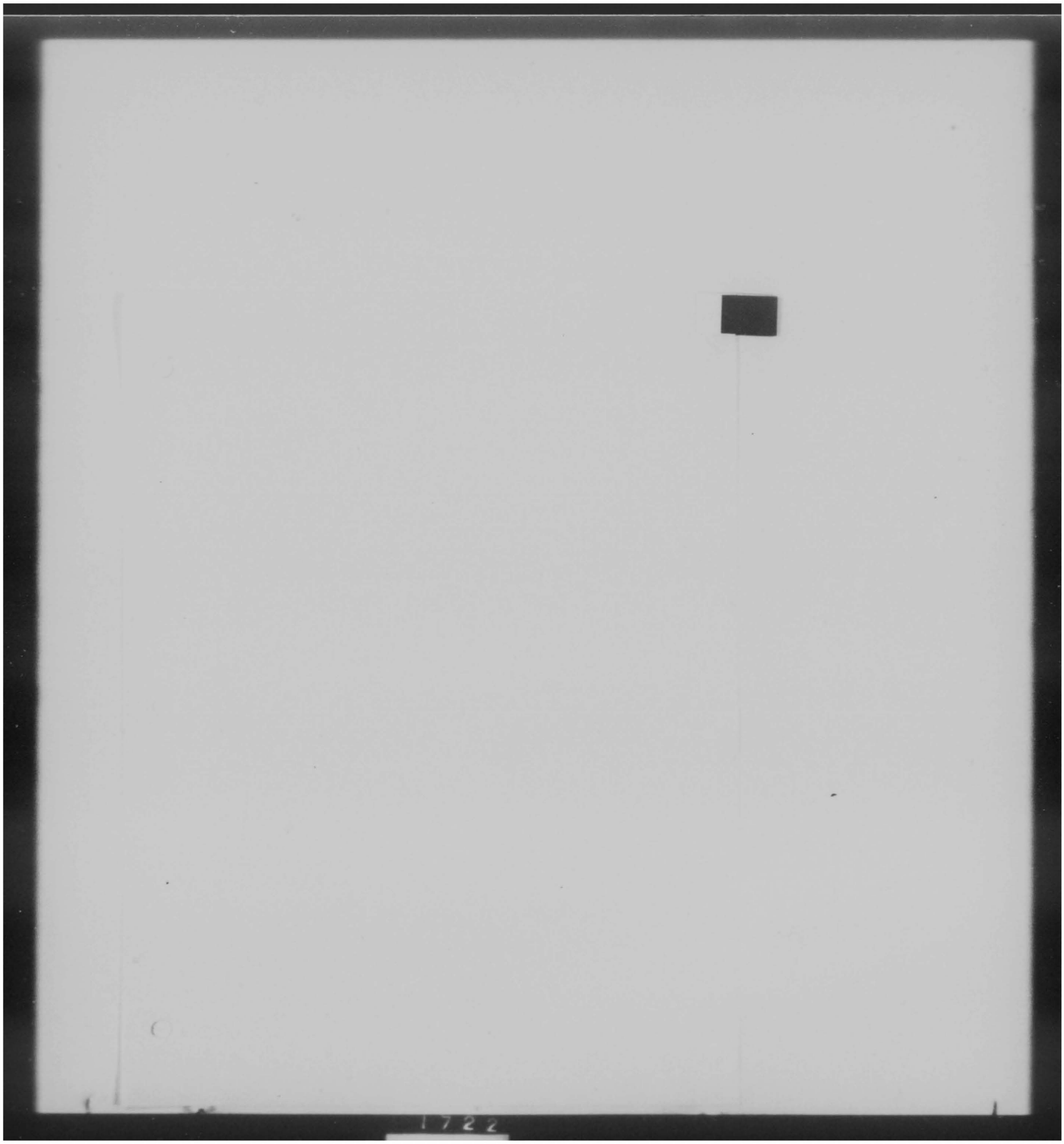

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HEADQUARTERS
819TH AIR DIVISION (SAC)
United States Air Force
Dyess Air Force Base, Texas

3 January 1958

SUBJECT: Invitational Travel Order No 1.

TO: MESSRS. WARREN BURKETT, Abilene Reporter News
LEONARD L. JOHNSON, Radio Station KWKC and KRBC-TV

The Secretary of the Air Force invites you to proceed on or about 5 January 1958 from Dyess Air Force Base, Texas to Andersen Air Force Base, Guam for approximately 14 days for the purpose of obtaining background information for the preparation of material on SAC operations for publication and use on Radio and TV. Authority is granted for the performance of the above travel by military aircraft. No per diem authorized. Expenses authorized by this order are chargeable to accounting number 5783400 067-2200 P458-02-03 841-652.

FOR THE COMMANDER:

DOUGLAS S. ADAMS
CAPT, USAF
Assistant Adjutant

A TRUE CERTIFIED COPY:

J E Reavley

JAMES E. REAVLEY
Captain, USAF
Director of Administrative Services



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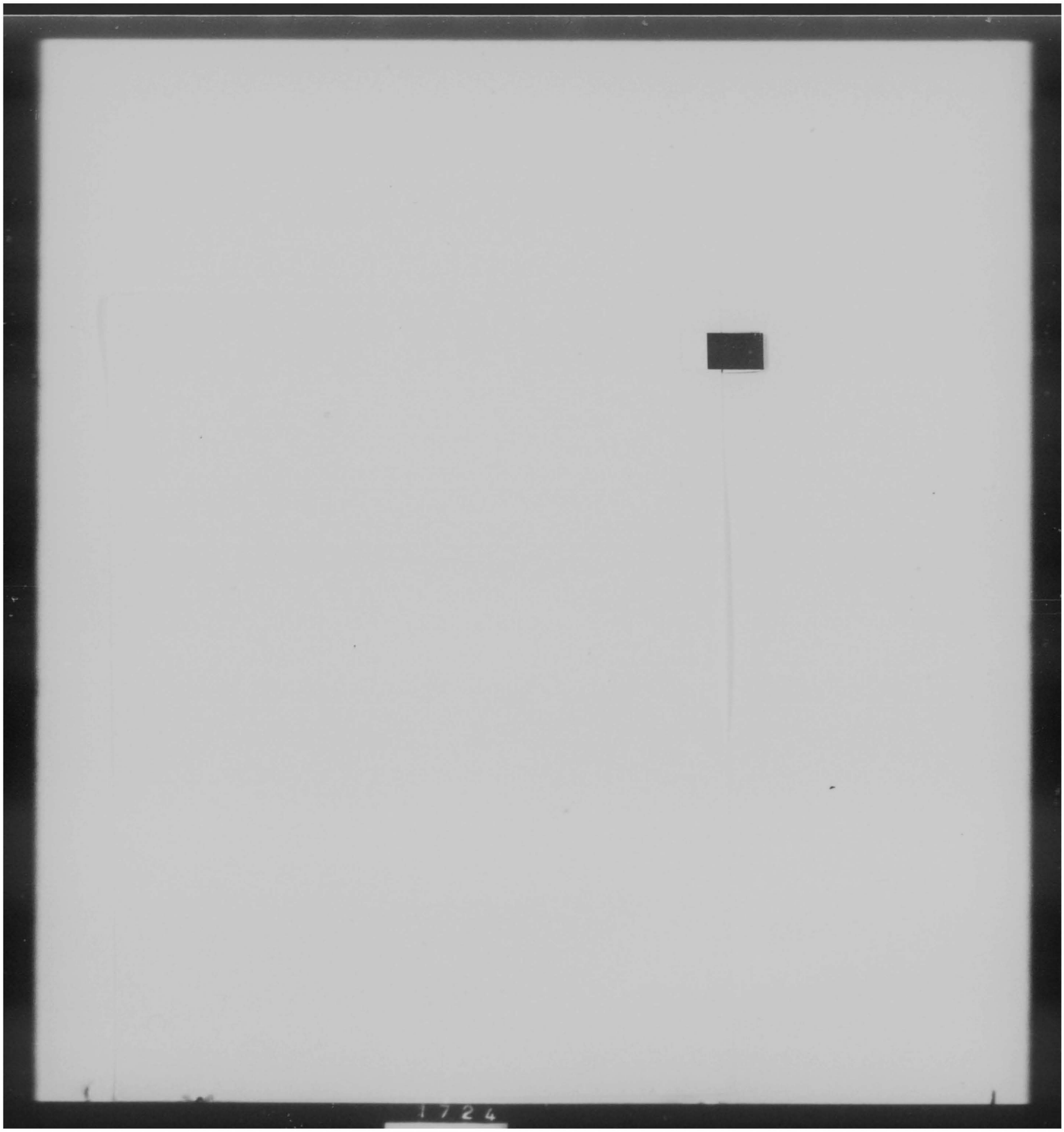


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3 January 1958

Mr. Warren Burkett
The Abilene Reporter News
Abilene, Texas

Dear Mr. Burkett:

In addition to the letter of accreditation which you have been issued as a correspondent to accompanying the impending overseas movement of the 341st Bomb Wing, this headquarters has received authority to publish invitational travel orders for your air lift between Dyess Air Force Base and the base of destination and return.

In excuting this assignment, you will, as a matter of course, be subject to military control from the time of your departure until return to Abilene. Air Force Regulation 190-9, dated 7 December 1951, prescribes your processing and responsibilities. It is requested you report to the Information Services Officer at Dyess AFB for briefing on this publication, along with these portions of SAC Manual 55-12 which relate to release of information on movement of units outside the continental limits of the United States.

Unclassified requirements of this manual are quoted:

"Units on extended temporary duty. The Information Services Officer of the home base of departing unit will make a release on the deployment approximately two weeks in advance of movement. This release will state that within the next 30 days the unit is scheduled to deploy outside the United States for temporary duty training. He will not reveal destination, length of TDY, or date of departure and return.

"The chief of information of the overseas air division or air command at the destination will make no release on the exercise. If queried, he may state that aircraft of the Air Force's Strategic Air Command are engaged in routine oversea training for an undetermined length of time. Answers to queries should not reveal unit designation, home station, length of TDY, or date of arrival or departure."

In connection with release of information on the 341st Wing movement, Headquarters Strategic Air Command has directed that all news story, television, radio and picture material be reviewed by the



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Information Services Officer at Dyess for clearence prior to public release. In this same connection, The Information Services Officer at the overseas base may be consulted in instances of doubt before material is sent to the United States.

The Information Services Officer at Dyess will:

1. Arrange for necessary immunization innoculations which will be established and furnished you without charge at the Base Hospital at Dyess.

2. Assist you in completion of the standard Government waiver of responsibility.

3. Arrange for your personal and baggage processing the day before departure.

You will be required to be at your aircraft two hours prior to takeoff on date of departure. Emergency procedures enroute will be briefed prior to departure and return. Personal equipment, as required, may be drawn on loan at destination. During your assignment, you will be under the authority of the commanders of the 341st Bomb Wing and the Air Division at the base of destination, each of whom, I am sure, will be glad to extend you every possible cooperation.

It is a pleasure to have you on this first extended overseas operation of the 341st Wing. Within the limits of operational requirements and security, I am sure Wing personnel will give you all possible assistance; I am requesting the overseas Air Division commander to accord you the same help. I know that between our mutual efforts only excellent results can be forthcoming for yourself and the Air Force.

Sincerely,

FRANK P. STURDIVANT
Colonel, USAF
Commander

A TRUE CERTIFIED COPY:

J E Reavley

JAMES E. REAVLEY
Captain, USAF
Director of Administrative Services



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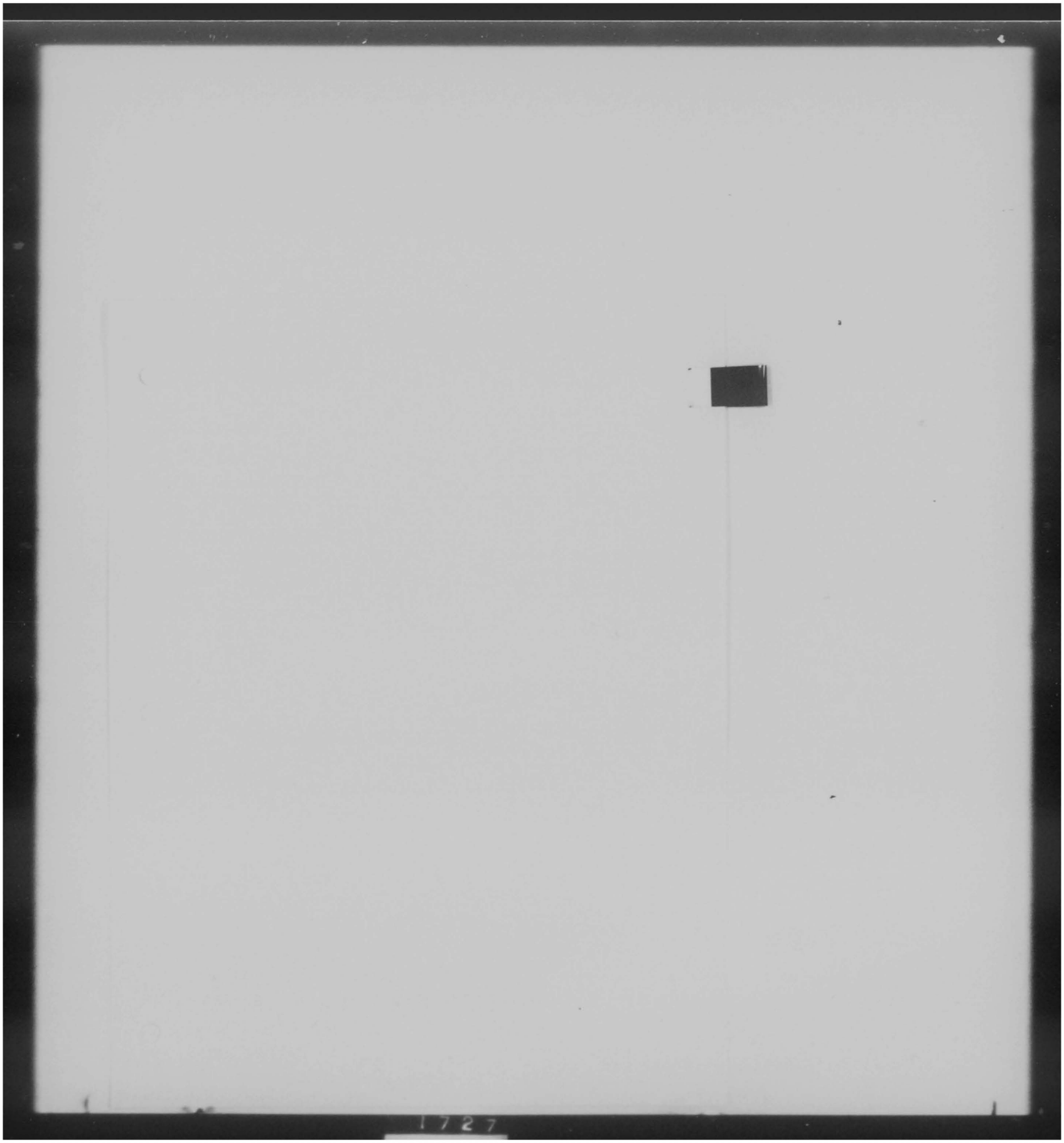



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CONFIDENTIAL

FM: COMAF 15 MARCH AFB, CALIF

TO: COMADIV 819DYESS AFB, TEXAS.

RJWFJG/COMBWG 341 ANDERSEN AFB, GUAM

CONFIDENTIAL/DOTF/432 SUBJECT: NON COMBAT READY CREW TRAINING. SIX CREWS FROM THE 341ST BOMB WING WILL BE RETURNED TO DYESS AFB AND FROM THERE WILL BE PLACED ON TDY WITH THE 509TH BOMB WING, WALKER AFB, FOR A PERIOD OF 70 DAYS. REPORTING DATE WILL BE ON OR ABOUT 10 FEB 1958. SUGGESTED CREWS ARE: N-03, R-93, N-34, BAUMGARDNER, N-35 WHITE, N-87 MANNING, N-91 OSMAN, AND N-99 HOHAN. COMMANDER, 341ST BOMB WING IS AUTHORIZED TO SUBSTITUTE THER NUMBER NON READY CREWS AND WILL ADVISE THIS HEADQUARTERS OF CREWS SELECTED. FOR 509TH BOMB WING: MAXIMUM NUMBER OF SORTIES WILL BE AFFORDED THESE CREWS. UPGRADE THEM TO COMBAT READY STATUS AS RAPIDLY AS POSSIBLE. THIS NON READY UPGRADING DOES NOT, REPEAT DOES NOT HAVE PRIORITY OVER OVVRC POP TRAINING.

30/0141Z/JAN RJTWPKN.

A TRUE CERTIFIED COPY:

JAMES E. REAVLEY
Captain, USAF
Director of Administrative Services

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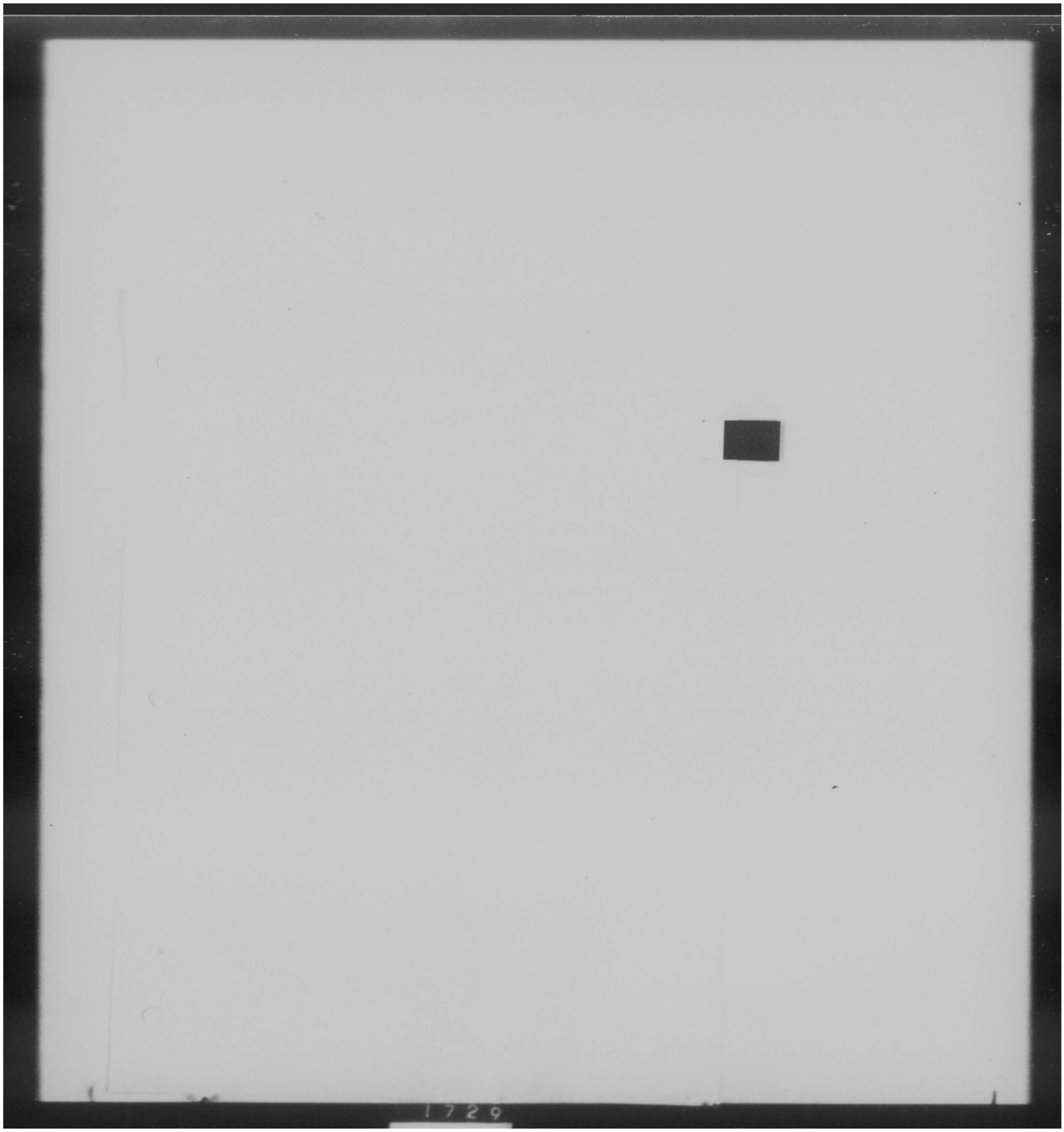



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PRIORITY
PRIORITY X AF 15AF DOTF 432
30 JAN 58 CONFID

COMPOMNG 341 ANDERSEN AFB, GUAM

COMAF 15 MARCH AFB, CALIF

INFO: COMADIV 3 ANDERSEN AFB, GUAM
COMADIV 819 DYESS AFB, TEXAS
COMADIV 47 WALKER AFB, N. MEX

/CONFIDENTIAL/FROM 341DOT 8-10210 . SUBJECT: NON-COMBAT READY CREW TRAINING. REFERENCE 15AF MESSAGE DOTF 432 DATED 30 JANUARY 1958. THIS MESSAGE IN THREE PARTS: PART I. THE 341ST BOMB WING WILL RETURN SIX CREWS TO DYESS AFB TO BE PLACED ON TDY WITH THE 509TH BOMB WING, WALKER AFB, FOR A PERIOD OF 70 DAYS. DESIGNATED CREWS WILL DEPART ANDERSEN ON THE FIRST AVAILABLE AIR TRANSPORTATION PROBABLY 31 JANUARY 58. ADDRESSEES WILL BE NOTIFIED OF DEPARTURE DATES. PART II. THE FOLLOWING CREWS HAVE BEEN SELECTED:

N-99 CAPT BERNARD J. MOHAN, A0705759 10TH BOMB SQUADRON
CAPT LUTHER A. WEBB, A01908783 10TH BOMB SQUADRON
1LT DAVID E. SUPPES, A03046136 10TH BOMB SQUADRON 30 JAN 1958

341DOT

CLAUDIUS E. BELK, LT. COL, USAF
62-1153 1 3

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| | | |
|---|---|---|
| N-03 | CAPT WARREN E. ROE, A0765087 | 10TH BOMB SQDN |
| | 1LT LORENS A. PERSSON A03049929 | 10TH BOMB SQDN |
| | 1LT WILLIAM M. NOFSINGER, A03046780 | 10TH BOMB SQDN |
| N-49 | CAPT THOMAS H. MYERS, A0837253 | 10TH BOMB SQDN |
| | 1LT PAUL A. NELSON, A03048043 | 10TH BOMB SQDN |
| | 1LT ROBERT L. ELLIOTT, A02210238 | 10TH BOMB SQDN |
| N-06 | CAPT WALTER J. PIERPONT, A0718927 | 12TH BOMB SQDN |
| | 1LT PAUL R. MUELLER, A03048905 | 12TH BOMB SQDN |
| | CAPT ELIOT B. CHARLES, A0667140 | 12TH BOMB SQDN |
| N-91 | CAPT EDWARD H. OSMAN, A0714152 | 490TH BOMB SQDN |
| | 1LT JOHN H. RENCHER, A03052460 | 490TH BOMB SQDN |
| | 1LT BILLY A. WORLEY, A03047442 | 490TH BOMB SQDN |
| N-87 | CAPT JACK E. MANNING, A02083665 | 490TH BOMB SQDN |
| | 1LT BRUCE A. JAMIESON, A03049808 | 490TH BOMB SQDN |
| | 1LT NICHOLAS P. KARRAS, A03065441 | 490TH BOMB SQDN |

PART III. FOR 15AF ATTN: COMBAT CREW RESOURCES. CREW N-06 WAS FORMED [redacted] 30 JANUARY IN ORDER TO TRAIN THE MOST QUALIFIED INDIVIDUALS. CREW N-34 A/C BAUMGARDNER WAS DISBANDED EFFECTED 30 JANUARY. SEPERATE MESSAGE TRANSMITTED YOUR HEADQUARTERS ON CREW CHANGES.

341DOT 2 2 JEM

A TRUE CERTIFIED COPY:

J E Reavley

JAMES E. REAVLEY
aptain, USAF
Director of Administrative Services

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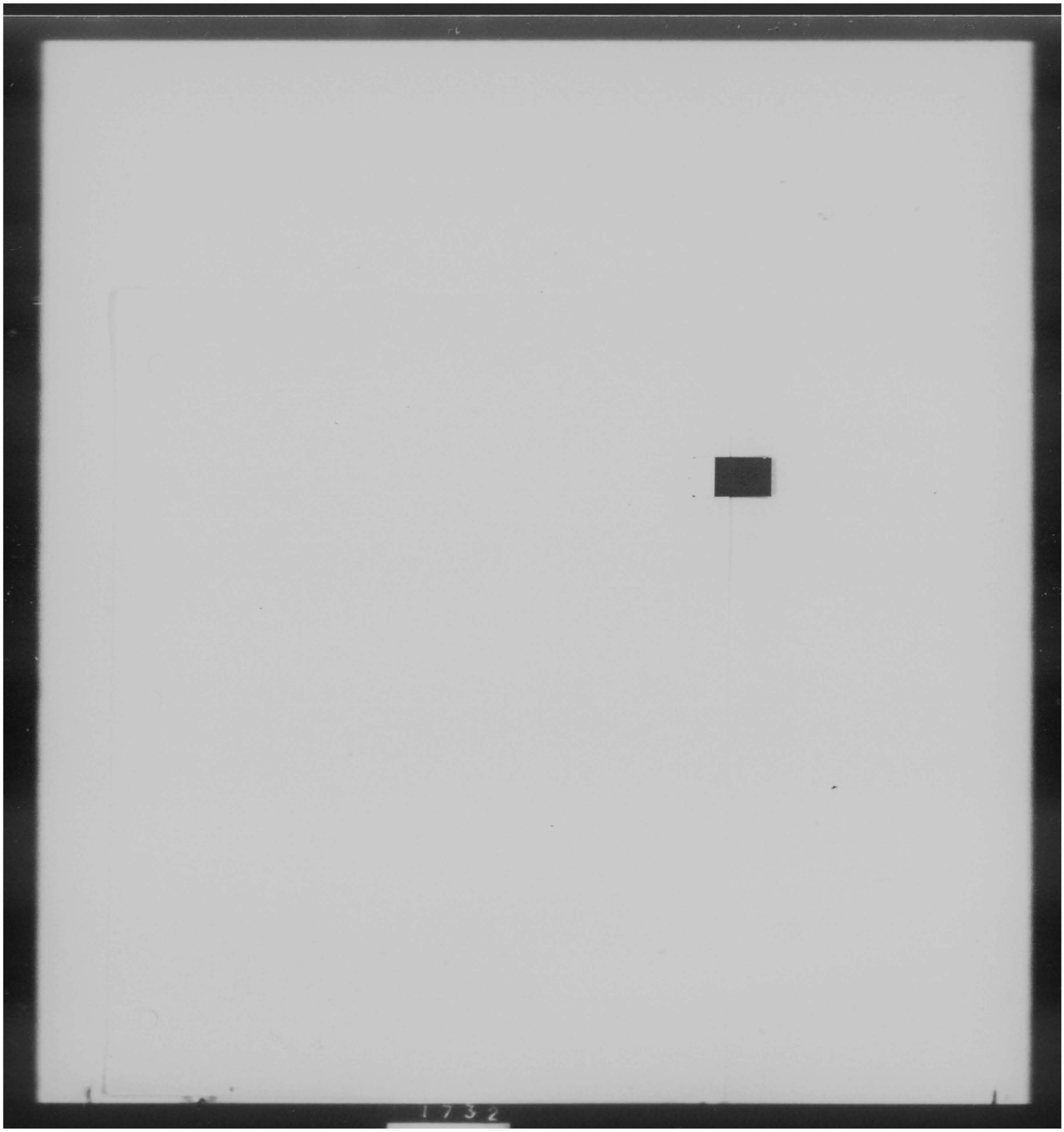



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JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

| | PRECEDENCE | TYPE MSG (Check) BOOK | MULTI | SINGLE | ACCOUNTING SYMBOL | ORIG. OR REFERS TO | CLASSIFICATION OF REFERENCE |
|---|---|---|---|---|---|---|---|
| ACTION | ROUTINE | | | X | USAF | ORIGINAL | |
| INFO | ROUTINE | | | | | | |

SPECIAL INSTRUCTIONS: ENCRYPT FOR TRANSMISSION ONLY

FROM: COMBOMWG 341, ANDERSEN AFB, GUAM, M.I.

TO: COMAF 15, MARCH AFB, CALIF.

INFO: COMAIRDIV 819, DYESS AFB, TEXAS

UNCLAS/EFTO/341P 8-5055D. SUBJECT: OFF SCHEDULE TESTING. IN ACCORDANCE WITH CHAPTER 13, PARAGRAPH 7D (7), AFM 35-8, 6 AUGUST 1956, REQUEST AUTHORITY TO TEST TWENTY AIRMEN PARTICIPATING IN SAC OPERATION (BLOCKHOUSE). AIRMEN MISSED JANUARY TESTING CYCLES IN ZI AND OVERSEAS AREA . IN THE EVENT TESTING NOT AUTHORIZED IN ACCORDANCE WITH ABOVE AUTHORITY REQUEST TESTING IN ACCORDANCE WITH CHAPTER 13, PARAGRAPH 7D, (4), AFM 35-8.

DATE: 23 TIME: 0630 MONTH: JAN YEAR: 58

SYMBOL: 341DP

SIGNATURE: J E Reavley

TYPED NAME AND TITLE (Signature, if required): PAUL C. KENDALL, LT. COL. USAF, DP

PHONE: 66-7175 PAGE NO. 1 OF PAGES 1

TYPED NAME AND TITLE: JAMES E. REAVLEY, Captain, USAF, Adjutant

SECURITY CLASSIFICATION: UNCLASSIFIED

WRIGHT-PATTERSON

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

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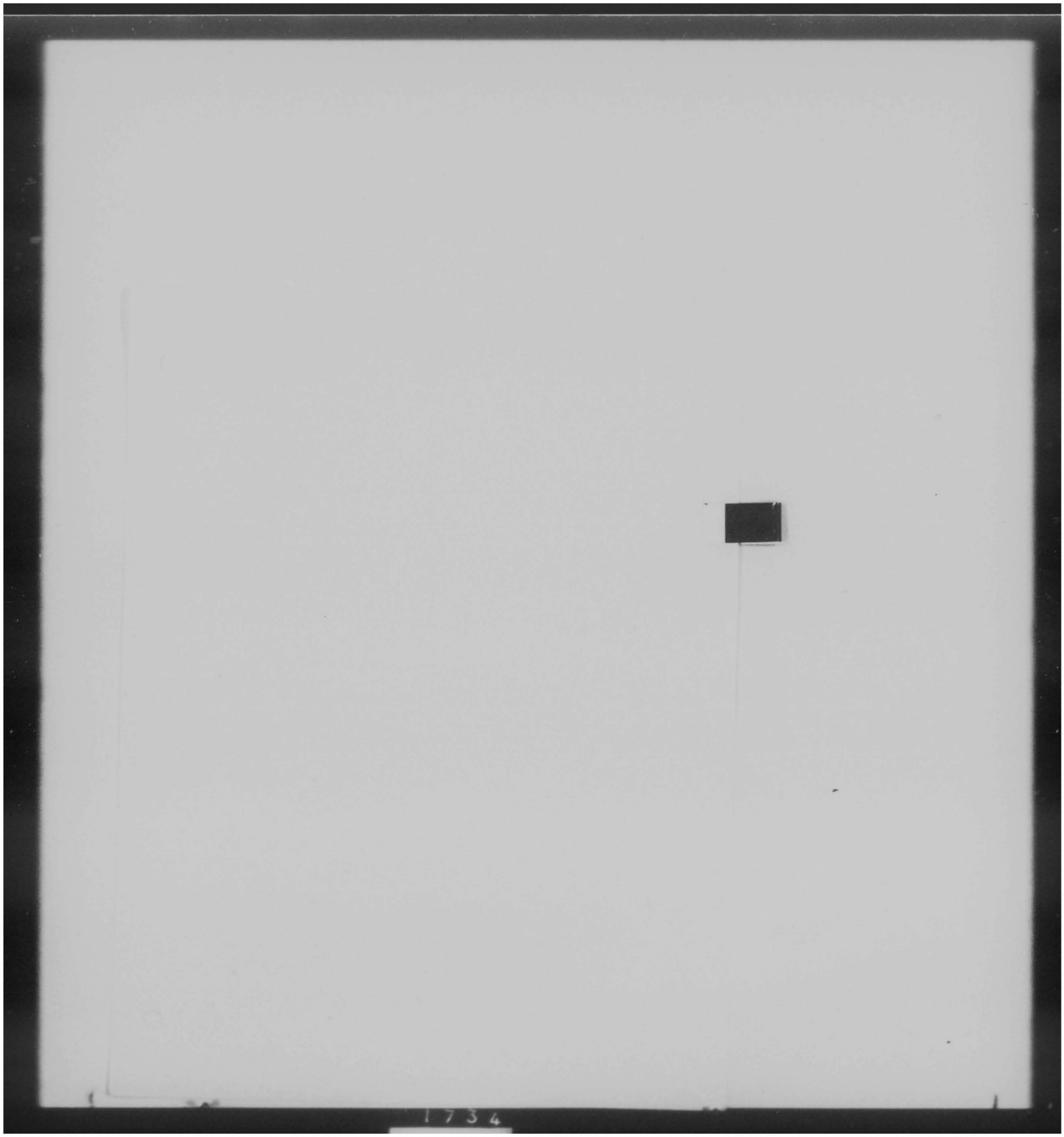


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FM OIC APTB DET 1 WADC

TO RJMPGB/COMDR 341 BOMBWG

INFO RJEDBR/CINCSAC

RJWPKN/COMDR 15 AF

RJWFJG/COMDR 819 ADV

RJMPGB/COMDR 3D AIR DIV

BT

UNCLAS FROM TSQ-R 283.

AUTHORITY IS GRANTED TO TEST OFF-SCHEDULE DURING FEBRUARY TESTING CYCLE TWENTY AIRMEN WHO NORMALLY WOULD HAVE BEEN TESTED DURING JANUARY 1958 TESTING CYCLE. REQUEST THIS MESSAGE BE CITED IN ITEM B OF TEST ROSTERS AS AUTHORITY FOR OFF-SCHEDULE TESTING. FOR CINCSAC ONLY: THIS ANSWERS YOUR DPMCC 17309.

BT

07/1630Z FEB RJEPQW

A TRUE CERTIFIED COPY:

J E Reavley

JAMES E. REAVLEY
Captain, USAF
Director of Administrative Services



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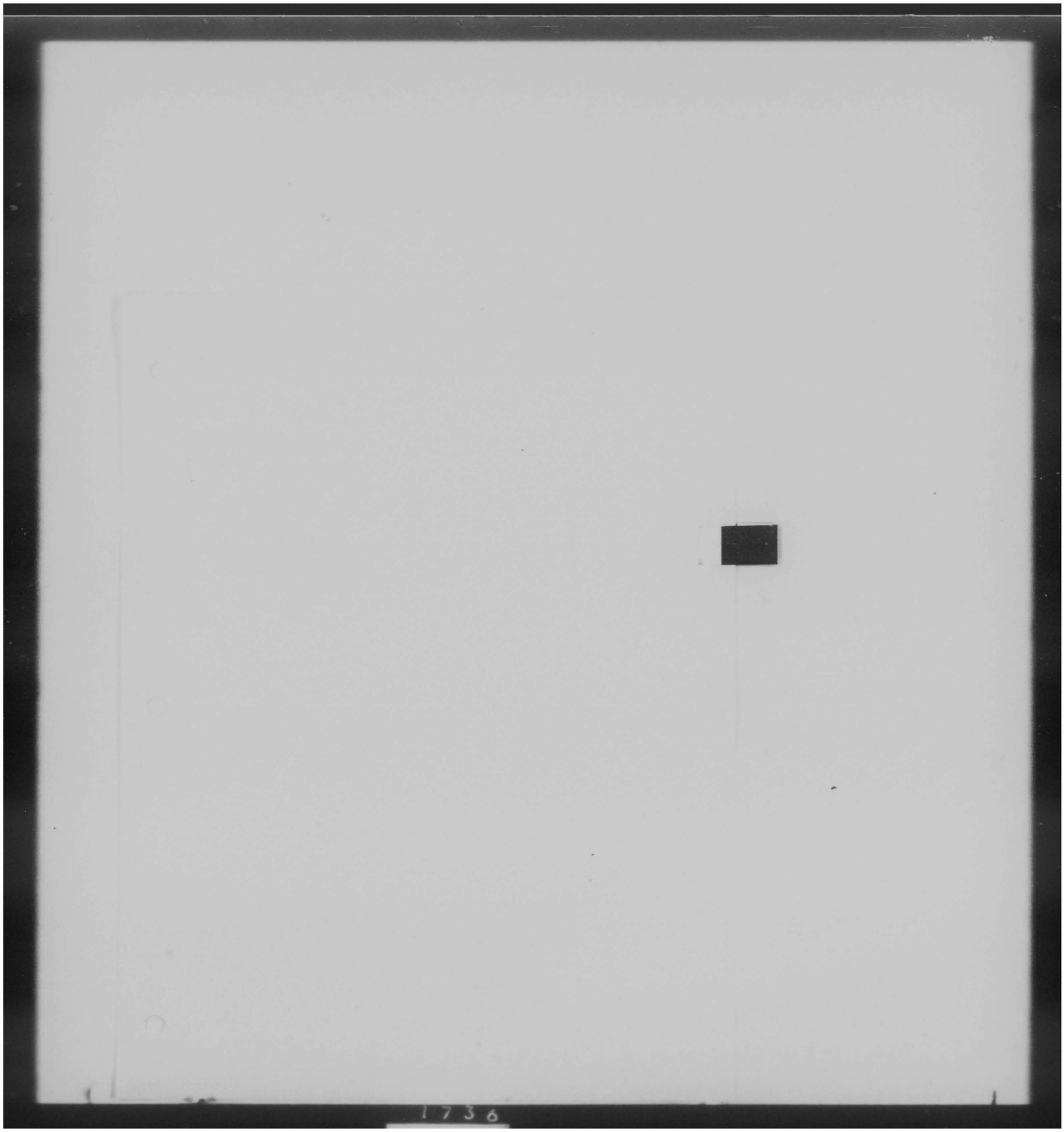


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Historian

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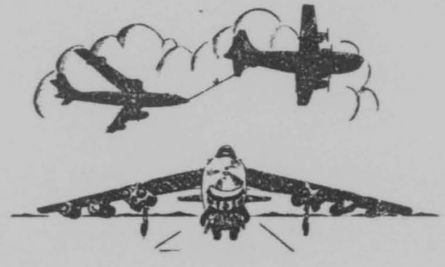
OF 11 COPIES

# 341ST BOMBARDMENT WING
# MEDIUM



OPERATIONS ORDER 76-57

# BLOCK HOUSE

SPECIAL HANDLING REQUIRED
NOT Rreleaseable TO FOREIGN NATIONALS

SECRET

A7-5451

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HEADQUARTERS
341ST BOMBARDMENT WING (M)
UNITED STATES AIR FORCE
Dyess Air Force Base, Texas

341DOT 10 December 1957

SUBJECT: (Unclassified) 341st Bombardment Wing Operations Order 76-57

TO: See Distribution

1. The attached Operations Order contains task support requirements, general instructions and concepts, and other date which will permit preparation and execution of subject Operations Order.

2. The unclassified nickname of this operation is "BLOCK HOUSE". (U)

3. Classified information contained herein will be disseminated on a need-to-know basis only. Policies outlined in Air Force Regulation 205-1 will apply. This information will not be released to foreign nationals. (C)

4. This document is classified SECRET in accordance with paragraph 30a(2), AFR 205-1, 3 January 1956.

FOR THE COMMANDER:

1 Incl:
341st BW OPS ORD 76-57

GEORGE M. LOCKHART
Colonel USAF
Director of Operations

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

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Annex "D" _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Administration and Logistics

Annex "E" _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Security

Annex "F" Emergency War Plan _ _ _ (Published under separate cover and classified TOP SECRET). Distribution limited.



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

OPERATIONS ORDER NUMBER: 76-57 Nickname "BLOCK HOUSE" is unclassified

CHARTS AND MAPS REFERENCES: See Appendix I, Annex "A" of the operations order

PARTICIPATING TASK ORGANIZATIONS:

| | |
|---|---|
| 10th Bombardment Squadron | Lt Col Samuel R. Smith |
| 12th Bombardment Squadron | Lt Col Raymond E. Hamlyn |
| 490th Bombardment Squadron | Lt Col Campbell Palfrey |
| 341st Field Maintenance Squadron | Lt Col Sherrill L. Powell |
| 341st A & E Maintenance Squadron | Lt Col Charles J. Stevens |
| 341st Periodic Maintenance Squadron | Lt Col L. H. Booth |
| 4021st Tactical Hospital Squadron | Lt Col Laurence R. Sutherland |
| 341st Headquarters Squadron | Lt Col Gregory Q. Stanley |

1. GENERAL SITUATION: The requirement exists for the 341st Bombardment Wing (M) to conduct a rotational deployment to Andersen Air Force Base, Guam for approximately 90 days TDY. "E" hour/day for this mission will be 1330Z 7 January 1958. (S)

a. Intelligence: Unless otherwise specified, chapter 1, paragraph 18 of SAC Manual 55-12. For further instructions see Annex "C" this operations order. (U)



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b. Friendly Forces:

(1) MATS:

(a) Provide airlift support for this operations order as required in Annex "D", Logistics. /C/

(2) FEAF

(a) Thru 7th AF; Provide base facilities at Hickam AFB in support of 341st Bombardment Wing (M) staging through that station /c/

(b) Wake Island may be employed as an emergency refueling stop for 341st Bombardment Wing B-47 aircraft during period of aircraft movement this operations order. (C)

(3) MATS, AAC AND FEAF:

(a) Provide on call search/rescue and normal communications support within applicable areas of aircraft movement. /U/

(b) Military flight service will not pass departure/ arrival messages by H/F circuiting for SAC Aircraft /U/

(4) 3rd Weather Wing:

(a) Provide weather data in support of aircraft movement for this mission. SAC Manual 105-1 will apply /U/

(5) 9th Air Refueling Squadron.

(a) Provide refueling support from Hickam AFB. /S/

(6) 43rd Air Refueling Squadron.

(a) Provide refueling support in modified "Indian Star" area for route from Dyess AFB to Hickam AFB. /S/



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(7) 819th Air Base Group:

(a) Provide necessary personnel and equipment in support of this mission. (U)

(b) Provide cargo aircraft and crews on standby from X minus six days until deployment from Dyess AFB is complete. (U)

(8) 4021st Tactical Hospital:

(a) Provide a flight surgeon to attend final crew briefings at the 11th Air Refueling Squadron briefing room. (U)

(9) 1996th AACS Squadron:

Provide necessary personnel and equipment, including GCA, in support of this mission. (U)

(10) Detach 14, 9th Weather Squadron:

(a) Provide necessary weather forecasts and briefings in support of this mission. (U)

(b) Provide a qualified weather officer as a part of the enroute control team at Hickam AFB. (C)

2. MISSION: The 341st Bombardment Wing will deploy 46 B-47 aircraft with respective crews and necessary support personnel to Andersen AFB, Guam, for approximately 90 days TDY. Enroute staging will be accomplished through Hickam AFB, T.H. (S)

3. TASKS FOR SUBORDINATE UNITS:

a. 10th Bombardment Squadron will:

(1) Provide necessary B-47 aircraft and crews to execute this mission as required by master schedule in Annex "A". (U)



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(2) Provide necessary personnel and equipment in support of this mission. (U)

b. 12th Bombardment Squadron will:

(1) Provide necessary B-47 acft and crews to execute this mission as required by master schedule in Annex "A". (U)

(2) Provide necessary personnel and equipment in support of this mission. (U)

c. 490th Bomb Squadron will:

(1) Provide necessary B-47 acft and crews to execute this mission as required by master schedule in Annex "A". (U)

(2) Provide necessary personnel and equipment in support of this mission. (U)

d. 341st Field Maintenance Squadron will:

(1) Provide necessary personnel and equipment in support of this mission to include enroute maintenance team at Hickam AFB. (U)

e. 341st A&E Maintenance Squadron will:

(1) Provide necessary personnel and equipment in support of this mission to include enroute maintenance team to Hickam AFB. (U)

f. Periodic Maintenance Squadron will:

(1) Provide necessary personnel and equipment in support of this mission to include enroute maintenance team to Hickam AFB. (U)

g. 341st Headquarters Squadron will:

(1) Provide necessary support as required.

3X. GENERAL INSTRUCTIONS:

a. Applicable portions of SAC Manual 55-12, and 15th AF supplement thereto, will apply except as modified herein and/or in subsequent operation directive hereto. (U)

b. A total of 46 B-47 aircraft will be launched in cells of two acft each in four waves beginning on "X" day, 7 January 1958. The time interval between waves will be 24 hours. See Annex "A" for complete schedule. (S)

Commander 15th Air Force will execute all tactical aircraft movement. (U)



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c. Planning Factors:

(1) Commander 3rd Air Division has authorization to utilize 341BW B-47 aircraft to meet loading requirements for 12th/3rdAD, however, the requirement to exercise Yokota and Kadena by 341 Bomb Wing has been deleted by 15AF secret message DOOC 6048, dated 30 November 57.(C)

(2) Bomb bay configuration for deploying B-47 unit will be in accordance with instructions contained in 15th Air Force message DOOPW 70494 (TOP SECRET), 25 Feb 1957. (U)

(3) B-47 aircraft will not be used as cargo carriers. Personal baggage will be limited to 600 pounds per aircraft. (U)

(4) The EWP responsibility will be assumed by the 341BW upon arrival of the first wave of 12 B-47 aircraft. Four (4) aircraft and crews will be integrated into alert force within 24 hours after arrival of first wave. Remaining five aircraft and crews will be integrated within 48 hours after arrival of first wave.

(5) B-47 aircraft operations in the Hickam area have caused adverse public reaction due to the necessity of overflying the city of Honolulu when maximum gross weight take offs are accomplished on runway 08. In order to alleviate this problem the B-47 aircraft will be limited to 175,000 pounds unstick weight for take off at Hickam AFB. (U)



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(6) B-47 aircraft taking off on runway 08 will execute a maximum climb after take offs and turn away from the city of Honolulu as soon as a safe flying speed is reached. (U)

(7) Commander 341BW will dispatch 2 copies of this operations order to HQ SAC and HQ 15AF to arrive not later than 28 December 1957. (U)

(8) 341BW will assume operational control of the control team at Andersen upon arrival of second wave aircraft. (C)

(9) 341BW will provide a weather scout for second, third, fourth wave aircraft in event weather is marginal in Guam air refueling area. (C)

(10) 341BW will compute fuel decision points based on 90% worst winds. (C)

(11) B-47 aircraft commanders will remain with their aircraft until guards are in place during ground operation. Security forces will be furnished by enroute base facilities. (C)

(12) B-47 weather minimums for enroute staging base; destination and alternates will be in accordance with SAC Manual 55-12. (C)

(13) Air refueling will be in accordance with Annex "A". (C)

(14) B-47 departure times will be adjusted according to latest forecast winds in order to make good pre-determined rendezvous times. (C)



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(15) Upon landing at enroute bases, each B-47 crew will service their aircraft.

(16) No B-47 crew member will leave Hickam AFB without specific permission of the task force commander. (U)

(17) Flight plan will be submitted to ARTC in accordance with SAC Regulation 55-3, utilizing category III. (U)

(18) Combat reports for deployment phase: Report in accordance with paragraph 6a(1), SAC Manual 55-8, and SAC Manual 55-8M, October 1955, as amended. Negative reports are not required. (C)

(a) Reports for distribution "A": M-2, M-9, M-10, M-15, M-17, M-20, and M-36.

(b) Reports for distribution "B": M-11, M-19, M-21 and M-27.

(19) The communication folder containing reporting instructions, classification of reports, transmission precedences, addresses and printed forms will be issued to the aircraft commanders at briefing for use if aircraft land at other than briefed destination.

(20) Air Traffic Control:

(a) Chapter 1, paragraph 9, SAC Manual 55-12, January 1957, will apply. (U)



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(b) Air traffic control procedures will be in accordance with SAC message DOOPF 28840, 6 April 1957. (U)

(c) Flight plans will be submitted to Ft. Worth Air Route Traffic Control Center and Central Altitude Reservation Facility using category 3 in accordance with SAC Regulation 55-3. (U)

(d) Aircraft will fly briefed constant altitude and airspeeds for all enroute cruise legs. Climb and descent points will be in accordance with the route flight plans containedin Annex "A". (U)

(21) Aircraft Performance Instructions:

(a) This deployment will be flown under maximum cruise control conditions. Purpose of this requirement is to evaluate range loss introduced by the installation of B-47 external tanks. (U)

(b) Results of aircraft performance will be reported in conjunction with the final mission report. Individual aircraft will be scored in accordance with SAC Manual 50-3 and reported on SAC Form 29, 15 June 1956. (U)

(22) SAC Manuals 55-5, 55-10 and 100-1 apply except as modified herein for the refueling operation between Hickam AFB and Andersen AFB. (C)

(23) Public information: Provisions of Chapter 1, paragraph 20(f) of SAC Manual 55-12, January 1957, will apply. (U)

(24) Flying Safety:



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(a) Principles of flying safety will be emphasized in all phases of this deployment. (U)

(b) Routes will be planned to insure terrain clearance of 2,000 feet within 25 miles of course, except during take-off and landing. (U)

(c) Aircraft will avoid all danger areas except those specifically cleared for this mission. (U)

(d) Particular emphasis will be placed on briefing aircrews regarding fuel minimums for landing. (S)

(e) Squadron commanders will monitor all phases of mission preparation to insure an adequate rest period is provided for all crews prior to departure, in accordance with SAC Regulation 62-19. (U)

(f) Commanders will brief all crews on GCA and IFR procedures for alternate and emergency bases. All instrument approaches, practice or actual, will be monitored by airborne radar. In addition, all aircraft commanders will accomplish a practice let-down on March AFB, Hickam AFB, Wake, and Andersen AFB in the synthetic instrument trainer prior to deployment. (S)

(g) Aircraft commanders will have 1/125,000 scale chart for Hickam AFB and Andersen AFB available in the cockpit and will review general terrain features and airfield location in relation thereto, prior to initiating approach and/or departure.



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In event 1/125,000 scale chart is not published for enroute stop or destinations, the next smaller scale aeronautical chart published will be used. Planned approach and departure will be annotated on these charts by crew members during mission. (C)

(h) Each aircrew flimsy will contain a let-down chart for the penetration procedure on the Honolulu VOR, and Andersen VOR.

(25) Control:

(a) Control teams will be provided for Dyess AFB, Hickam AFB, and Andersen AFB. Airlift requirements for these control teams are outlined in Annex "D", Logistics. (C)

(b) A senior control tower officer will be in place at Dyess AFB, Hickam AFB and Andersen AFB during departure and arrival period of B-47 aircraft as required by SAC Regulations 62-8 and 62-17. (C)

(c) ADVON and enroute teams will be airlifted in accordance with Annex "D". (C)

(d) Lt/Col C.S. Lowell is designated the SAC Controller at Hickam AFB. (C)

(26) Timing:

(a) Cell assignments to each wave are specified in Annex "A". (U)

(b) B-47 aircraft will take off with a one and one-half minute interval between aircraft in each cell. (U)

(27) Routes and fuel loadings are as specified in Annex "A".



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(28) Task Force Composition:

(a) Officers to be contacted during conduct of this mission: (C)

| | |
|---|---|
| Dyess Air Force Base | |
| Team Chief | Col. G. M. Lockhart |
| Senior Controller | Lt. Col. C. E. Belk |
| Tower Officer | Maj. D. F. Reynolds |
| Control Room Officer | Capt. R. R. Chisholm |
| Hickam Air Force Base | |
| Team Chief | Lt. Col. C. L. Lowell |
| Senior Controller | Maj. T. Daffern |
| Tower Officer | Maj. P. S. Skartvedt |
| Control Room Officer | Maj. C. L. Conn |
| Andersen Air Force Base | |
| Team Chief | Col. C. E. Peeler |
| Senior Controller | Maj. J. D. Douglas |
| Tower Officer | Maj. H. L. Foor |
| Control Room Officer | Capt. S Jackson |

(b) Senior officer to be contacted in regard this operation is Lt/Col Claudius E. Belk, AFSN 1416, Chief of Training Division.

4. ADMINISTRATION AND LOGISTICS.

a. Personnel and administrative matters are contained in Annex "D". (U)

b. Logistics matters are contained in Annex "D". (U)



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5. COMMAND AND COMMUNICATIONS.

a. Command: Normal. (U)

b. Communications matters are contained in Annex "B". (U)

ANTHONY J. PERNA
Colonel USAF
Commander

ANNEXES:

Annex "A" - Air Operations
Appendix 1 - Route Picture
Appendix 2 - Flow Chart
Appendix 3 - Flight Plans
Appendix 4 - Control Information
Appendix 5 - Reports
Appendix 6 - Weather
Appendix 7 - Air Refueling
Appendix 8 - ECM
Annex "B" - Communications
Annex "C" - Intelligence
Annex "D" - Administration and Logistics
Annex "E" - Security
Annex "F" - EWP (Published under separate cover and classified TOP SECRET) Distribution limited.

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OFFICIAL:

GEORGE M. LOCKHART
Colonel, USAF
Director of Operations



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ANNEX A



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

AIR OPERATIONS



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

AIR OPERATIONS

1. The take-off and refueling timing schedules for the 46 B-47 departing Dyess AFB for deployment to Guam are given in the following tables:

a. Dyess AFB to Hickam AFT:

WAVE I

| CELL | A/C | ACFT NO. | CALL SIGN | T.O. TIME | ETA ABUNDANCE ROMEO | ARRIVE HICKAM |
|---|---|---|---|---|---|---|
| ORANGE LEAD | Warner | 5228 | 20 | 1330 | 7/1455 | 2315 |
| #2 | Dauteuil | 5234 | 19 | 1331½ | | 2316½ |
| GREY LEAD | Ritter | 2374 | 49 | 1350 | 7/1515 | 2335 |
| #2 | Barrett | 2387 | 40 | 1351½ | | 2336½ |
| PINK LEAD | Ware | 2097 | 84 | 1410 | 7/1535 | 2355 |
| #2 | Griffis | 2044 | 80 | 1411½ | | 2356½ |
| WHITE LEAD | Jennings | 2376 | 48 | 1430 | 7/1555 | 0015 |
| #2 | Donaldson | 2386 | 47 | 1431½ | | 0016½ |
| BLACK LEAD | DeSomer | 2093 | 83 | 1450 | 7/1615 | 0035 |
| #2 | Dumont | 2034 | 75 | 1451½ | | 0036½ |
| CHERRY LEAD | Pendergast | 2269 | 15 | 1510 | 7/1635 | 0055 |
| #2 | Flowers | 2309 | 12 | 1511½ | | 0056½ |



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WAVE II

| CELL | A/C | ACFT NO. | CALL SIGN | T.O. TIME | ETA ABUND-ANCE ROMEO | ARRIVE HICKAM |
|---|---|---|---|---|---|---|
| SCARLET LEAD | Smith(1) | 2076 | 79 | 1330 | 8/1455 | 2315 |
| #2 | Monge | 2077 | 82 | 1331½ | | 2316½ |
| IVORY LEAD | Graves | 5249 | 23 | 1350 | 8/1515 | 2335 |
| #2 | Tidwell | 2027 | 70 | 1351½ | | 2336½ |
| CREAM LEAD | Ballard(1) | 2079 | 50 | 1410 | 8/1535 | 2355 |
| #2 | VanGaasbeck | 2037 | 44 | 1411½ | | 2356½ |
| TAN LEAD | Podbesek(1) | 2266 | 14 | 1430 | 8/1555 | 0015 |
| #2 | Platner | 5805 | 18 | 1431½ | | 0016½ |
| BROWN LEAD | Youngmark | 2388 | 54 | 1450 | 8/1615 | 0035 |
| #2 | Creahan | 7070 | 53 | 1451½ | | 0036½ |
| PURPLE LEAD | Hopwood(1) | 2035 | 73 | 1510 | 8/1635 | 0055 |
| #2 | Boyd | 2100 | 85 | 1511½ | | 0056½ |

(1) Indicates Spares Wave I

WAVE III

| | | | | | | |
|---|---|---|---|---|---|---|
| ROSE LEAD | Payton | 2157 | 45 | 1330 | 9/1455 | 2315 |
| #2 | Rozell | 2061 | 55 | 1331½ | | 2316½ |
| PEACH LEAD | Elzey(2) | 2032 | 72 | 1350 | 9/1515 | 2335 |
| #2 | Warren | 2043 | 81 | 1351½ | | 2336½ |
| RUST LEAD | Ligon(2) | 7375 | 24 | 1410 | 9/1535 | 2355 |
| #2 | Fraser | 2254 | 17 | 1411½ | | 2356½ |
| GOLD LEAD | Welling | 2033 | 74 | 1430 | 9/1555 | 0015 |
| #2 | Frey | 2038 | 76 | 1431½ | | 0016½ |
| OLIVE LEAD | Hammond(2) | 5233 | 21 | 1450 | 9/1615 | 0035 |
| #2 | Hull | 2222 | 13 | 1451½ | | 0036½ |
| CHROME LEAD | Long, W.E.(2) | 2291 | 46 | 1510 | 9/1635 | 0055 |
| #2 | Long, W.D. | 2031 | 43 | 1511½ | | 0056½ |

(2) Indicates Spares Wave II

WAVE IV

| | | | | | | |
|---|---|---|---|---|---|---|
| BLUE LEAD | Brechel | 2210 | 10 | 1330 | 10/1455 | 2315 |
| #2 | McKnight | 2278 | 16 | 1331½ | | 2316½ |
| RED LEAD | Hall (3) | 2385 | 41 | 1350 | 10/1515 | 2335 |
| #2 | Grossart | 2092 | 52 | 1351½ | | 2336½ |
| YELLOW LEAD | Guzowski (3) | 2041 | 77 | 1410 | 10/1535 | 2355 |
| #2 | Yon | 2073 | 78 | 1411½ | | 2356½ |
| SILVER LEAD | Weeks (3) | 2249 | 42 | 1430 | 10/1555 | 0015 |
| #2 | Krueger | 5227 | 51 | 1431½ | | 0016½ |
| GREEN LEAD | Routh(3) | 2218 | 11 | 1450 | 10/1615 | 0035 |
| #2 | McClarnon | 2030 | 71 | 1451½ | | 0036½ |

(3) Indicates Spares Wave III



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b. Hickam AFB to Andersen AFB:

WAVE I

| CELL | A/C | ACFT NO. | CALL SIGN | T.O. TIME | ETA FOOTHILL YANKEE | ARRIVE ANDERSEN |
|---|---|---|---|---|---|---|
| ORANGE LEAD | | | 20 | 1800 | | 0330 |
| #2 | | | 19 | 1801½ | 8/1812 | 0331½ |
| GREY LEAD | | | 49 | 1820 | | 0350 |
| #2 | | | 40 | 1821½ | 8/1832 | 0351½ |
| PINK LEAD | | | 84 | 1840 | | 0410 |
| #2 | | | 80 | 1841½ | 8/1852 | 0411½ |
| WHITE LEAD | | | 48 | 1900 | | 0430 |
| #2 | | | 47 | 1901½ | 8/1912 | 0431½ |
| BLACK LEAD | | | 83 | 1920 | | 1450 |
| #2 | | | 75 | 1921½ | 8/1932 | 1451½ |
| CHERRY LEAD | | | 15 | 1940 | | 1510 |
| #2 | | | 12 | 1941½ | 8/1952 | 1511½ |

WAVE II

| | | | | | | |
|---|---|---|---|---|---|---|
| SCARLET LEAD | | | 79 | 1800 | | 0330 |
| #2 | | | 82 | 1801½ | 9/1812 | 0331½ |
| IVORY LEAD | | | 23 | 1820 | | 0350 |
| #2 | | | 70 | 1821½ | 9/1832 | 0351½ |
| CREAM LEAD | | | 50 | 1840 | | 0410 |
| #2 | | | 44 | 1841½ | 9/1852 | 0411½ |
| TAN LEAD | | | 14 | 1900 | | 0430 |
| #2 | | | 18 | 1901½ | 9/1912 | 0431½ |
| BROWN LEAD | | | 54 | 1920 | | 1450 |
| #2 | | | 53 | 1921½ | 9/1932 | 1451½ |
| PURPLE LEAD | | | 73 | 1940 | | 1510 |
| #2 | | | 85 | 1941½ | 9/1952 | 1511½ |

WAVE III

| | | | | | | |
|---|---|---|---|---|---|---|
| ROSE LEAD | | | 45 | 1800 | | 0330 |
| #2 | | | 55 | 1801½ | 10/1812 | 0331½ |
| PEACH LEAD | | | 72 | 1820 | | 0350 |
| #2 | | | 81 | 1821½ | 10/1832 | 0351½ |
| RUST LEAD | | | 24 | 1840 | | 0410 |
| #2 | | | 17 | 1841½ | 10/1852 | 0411½ |
| GOLD LEAD | | | 74 | 1900 | | 0430 |
| #2 | | | 76 | 1901½ | 10/1912 | 0431½ |
| OLIVE LEAD | | | 21 | 1920 | | 1450 |
| #2 | | | 13 | 1921½ | 10/1932 | 1451½ |
| CHROME LEAD | | | 46 | 1940 | | 1510 |
| #2 | | | 43 | 1941½ | 10/1952 | 1511½ |



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WAVE IV

| CELL | A/C | ACFT NO. | CALL SIGN | T.O. TIME | ETA FOOTHILL YANKEE | ARRIVE ANDERSEN |
|---|---|---|---|---|---|---|
| BLUE LEAD | | | 10 | 1800 | 11/1812 | 0330 |
| #2 | | | 16 | 1801½ | | 0331½ |
| RED LEAD | | | 41 | 1820 | 11/1832 | 0350 |
| #2 | | | 52 | 1821½ | | 0351½ |
| YELLOW LEAD | | | 77 | 1840 | 11/1852 | 0410 |
| #2 | | | 78 | 1841½ | | 0411½ |
| SILVER LEAD | | | 42 | 1900 | 11/1912 | 0430 |
| #2 | | | 51 | 1901½ | | 0431½ |
| GREEN LEAD | | | 11 | 1920 | 11/1932 | 1450 |
| #2 | | | 71 | 1921½ | | 1451½ |



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"BLOCK HOUSE" WAVE I

DYESS AFB TO HICKAM AFB X DAY 7 JANUARY 1958

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | WAVE I C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ORANGE LEAD | Warner | 5228 | 20 | 1000 | 1030 | 1300 | 1310 | 1330 | | | |
| #2 | Dauteuil | 5234 | 19 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | 7/1455 | 256.0 | ANN |
| GREY LEAD | Ritter | 2374 | 49 | 1020 | 1050 | 1320 | 1330 | 1350 | | | |
| #2 | Barrett | 2387 | 40 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | 7/1515 | 266.2 | BETTY |
| PINK LEAD | Ware | 2097 | 84 | 1040 | 1110 | 1340 | 1350 | 1410 | | | |
| #2 | Griffis | 2044 | 80 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | 7/1535 | 279.8 | CORA |
| WHITE LEAD | Jennings | 2375 | 48 | 1100 | 1130 | 1400 | 1410 | 1430 | | | |
| #2 | Donaldson | 2386 | 47 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | 7/1555 | 256.0 | ANN |
| BLACK LEAD | D'Somer | 2093 | 83 | 1120 | 1150 | 1420 | 1420 | 1450 | | | |
| #2 | Dumont | 2034 | 75 | 1120 | 1150 | 1421½ | 1421½ | 1451½ | 7/1615 | 266.2 | BETTY |
| CHERRY LEAD | Pendergast | 2269 | 15 | 1140 | 1210 | 1440 | 1450 | 1510 | | | |
| #2 | Flowers | 2309 | 12 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | 7/1635 | 279.8 | CORA |

HICKAM AFB TO ANDERSEN AFB X DAY + 1 8 January 58

| | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|
| ORANGE LEAD | 20 | 1430 | 1500 | 1730 | 1740 | 1800 | | |
| #2 | 19 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | 8/1812 | 276.4 ANN |
| GREY LEAD | 49 | 1450 | 1520 | 1750 | 1800 | 1820 | | |
| #2 | 40 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | 8/1832 | 283.8 BETTY |
| PINK LEAD | 84 | 1510 | 1540 | 1810 | 1820 | 1840 | | |
| #2 | 80 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | 8/1852 | 289.0 CORA |
| WHITE LEAD | 48 | 1530 | 1600 | 1830 | 1840 | 1900 | | |
| #2 | 47 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | 8/1912 | 276.4 ANN |
| BLACK LEAD | 83 | 1550 | 1620 | 1850 | 1900 | 1920 | | |
| #2 | 75 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | 8/1932 | 283.8 BETTY |
| CHERRY LEAD | 15 | 1610 | 1640 | 1910 | 1920 | 1940 | | |
| #2 | 12 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | 8/1952 | 289.0 CORA |

All times ZULU _____ Dyess Local +6 hours = GCT
Hickam Local + 10 hours = GCT

SECRET

341ST OPS ORD 76-57
10 December 1957



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SECRET

"BLOCK HOUSE" WAVE II

DYESS AFB TO HICKAM AFB X DAY + 1 8 JANUARY 58

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | Smith (1) | 2076 | 79 | 1000 | 1030 | 1300 | 1310 | 1330 | 8/1455 | 256.0 | ANN |
| #2 | Monge | 2077 | 82 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| IVORY LEAD | Graves | 5249 | 23 | 1020 | 1050 | 1320 | 1330 | 1350 | 8/1515 | 266.2 | BETTY |
| #2 | Tidwell | 2027 | 70 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| CREAM LEAD | Ballard (1) | 2079 | 50 | 1040 | 1110 | 1340 | 1350 | 1410 | 8/1535 | 279.8 | CORA |
| #2 | VanGaasbeck | 2037 | 44 | 1040 | 1110 | 1341½ | 1350½ | 1411½ | | | |
| TAN LEAD | Podbesek(1) | 2266 | 14 | 1100 | 1130 | 1400 | 1410 | 1430 | 8/1555 | 256.0 | ANN |
| #2 | Platner | 5805 | 18 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| BROWN LEAD | Youngmark | 2388 | 54 | 1120 | 1150 | 1420 | 1430 | 1450 | 8/1615 | 266.2 | BETTY |
| #2 | Creahan | 7070 | 53 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | | | |
| PURPLE LEAD | Hopwood (1) | 2035 | 73 | 1140 | 1210 | 1440 | 1450 | 1510 | 8/1635 | 279.8 | CORA |
| #2 | Boyd | 2100 | 85 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY+2 9 JANUARY 1958

| | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | | 79 | 1430 | 1500 | 1730 | 1740 | 1800 | 9/1812 | 276.4 | ANN |
| #2 | | 82 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | | |
| IVORY LEAD | | 23 | 1450 | 1520 | 1750 | 1800 | 1820 | 9/1832 | 283.8 | BETTY |
| #2 | | 70 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| CREAM LEAD | | 50 | 1510 | 1540 | 1810 | 1820 | 1840 | 9/1852 | 289.0 | CORA |
| #2 | | 44 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| TAN LEAD | | 14 | 1530 | 1600 | 1830 | 1840 | 1900 | 9/1912 | 276.4 | ANN |
| #2 | | 18 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| BROWN LEAD | | 54 | 1550 | 1620 | 1850 | 1900 | 1920 | 9/1932 | 283.8 | BETTY |
| #2 | | 53 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | | |
| PURPLE LEAD | | 73 | 1610 | 1640 | 1910 | 1920 | 1940 | 9/1952 | 289.0 | CORA |
| #2 | | 85 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | | | |

(1) Indicates Spares Wave I

ALL TIMES - ZULU

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"BLOCK HOUSE" WAVE III

DYESS AFB TO HICKAM AFB X DAY+2 9 JANUARY 1958

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | Payton | 2157 | 45 | 1000 | 1030 | 1300 | 1310 | 1330 | 9/1455 | 256.0 | ANN |
| #2 | Rozell | 2061 | 55 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| PEACH LEAD | Elzey(2) | 2032 | 72 | 1020 | 1050 | 1320 | 1330 | 1350 | 9/1515 | 266.2 | BETTY |
| #2 | Warren | 2043 | 81 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| RUST LEAD | Ligon (2) | 2375 | 24 | 1040 | 1110 | 1340 | 1350 | 1410 | 9/1535 | 279.8 | CORA |
| #2 | Fraser | 2254 | 17 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | | | |
| GOLD LEAD | Welling | 2033 | 74 | 1100 | 1130 | 1400 | 1410 | 1430 | 9/1555 | 256.0 | ANN |
| #2 | Frey | 2038 | 76 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| OLIVE LEAD | Hammond (2) | 2233 | 21 | 1120 | 1150 | 1420 | 1430 | 1450 | 9/1615 | 266.2 | BETTY |
| #2 | Hull | 2222 | 13 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | | | |
| CHROME LEAD | Long, W.E.(2) | 2291 | 46 | 1140 | 1210 | 1440 | 1450 | 1510 | 9/1635 | 279.8 | CORA |
| #2 | Long, W.D. | 2031 | 43 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY + 3 10 JANUARY 1958

| | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | | 45 | 1430 | 1500 | 1730 | 1740 | 1800 | 10/1812 276.4 | ANN |
| #2 | | 55 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | |
| PEACH LEAD | | 72 | 1450 | 1520 | 1750 | 1800 | 1820 | 10/1832 283.8 | BETTY |
| #2 | | 81 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | |
| RUST LEAD | | 24 | 1510 | 1540 | 1810 | 1820 | 1840 | 10/1852 289.0 | CORA |
| #2 | | 17 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | |
| GOLD LEAD | | 74 | 1530 | 1600 | 1830 | 1840 | 1900 | 10/1912 276.4 | ANN |
| #2 | | 76 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | |
| OLIVE LEAD | | 21 | 1550 | 1620 | 1850 | 1900 | 1920 | 10/1932 283.8 | BETTY |
| #2 | | 13 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | |
| CHROME LEAD | | 46 | 1610 | 1640 | 1910 | 1920 | 1940 | 10/1952 289.0 | CORA |
| #2 | | 43 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | | |

(2) Indicates spares Wave II

ALL TIMES - ZULU



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"BLOCK HOUSE" WAVE IV

DYESS AFB TO HICKAM AFB X DAY+3 10 JANUARY 1958

| CELL | A/C | ACFT NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | Brechel | 2210 | 10 | 1000 | 1030 | 1300 | 1310 | 1330 | 10/1455 | 256.0 | ANN |
| #2 | McKnight | 2278 | 16 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| RED LEAD | Hall(3) | 2385 | 41 | 1020 | 1050 | 1320 | 1330 | 1350 | 10/2515 | 266.2 | BETTY |
| #2 | Grossart | 2092 | 52 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| YELLOW LEAD | Guzowski(3) | 2041 | 77 | 1040 | 1110 | 1340 | 1350 | 1410 | 10/3535 | 279.8 | CORA |
| #2 | Yon | 2073 | 78 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | | | |
| SILVER LEAD | Weeks (3) | 2289 | 42 | 1100 | 1130 | 1400 | 1410 | 1430 | 10/1555 | 256.0 | ANN |
| #2 | Krueger | 5227 | 51 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| GREEN LEAD | Routh (3) | 2218 | 11 | 1120 | 1150 | 1420 | 1430 | 1450 | 10/1615 | 266.2 | BETTY |
| #2 | McClarnon | 2030 | 71 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY+4 11 JANUARY 1958

| | | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | | 10 | 1430 | 1500 | 1730 | 1740 | 1800 | 11/1812 | 296.4 | ANN |
| #2 | | 16 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | | |
| RED LEAD | | 41 | 1450 | 1520 | 1750 | 1800 | 1820 | 11/1832 | 283.8 | BETTY |
| #2 | | 52 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| YELLOW LEAD | | 77 | 1510 | 1540 | 1810 | 1820 | 1840 | 11/1852 | 289.0 | CORA |
| #2 | | 78 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| SILVER LEAD | | 42 | 1530 | 1600 | 1830 | 1840 | 1900 | 11/1912 | 296.4 | ANN |
| #2 | | 51 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| GREEN LEAD | | 11 | 1550 | 1620 | 1850 | 1900 | 1920 | 11/1932 | 283.8 | BETTY |
| #2 | | 71 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | | |

(3) Indicates Spares Wave III

ALL TIMES - ZULU

311ST OPS ORD 76-57
10 December 1957

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

ROUTE PICTURE



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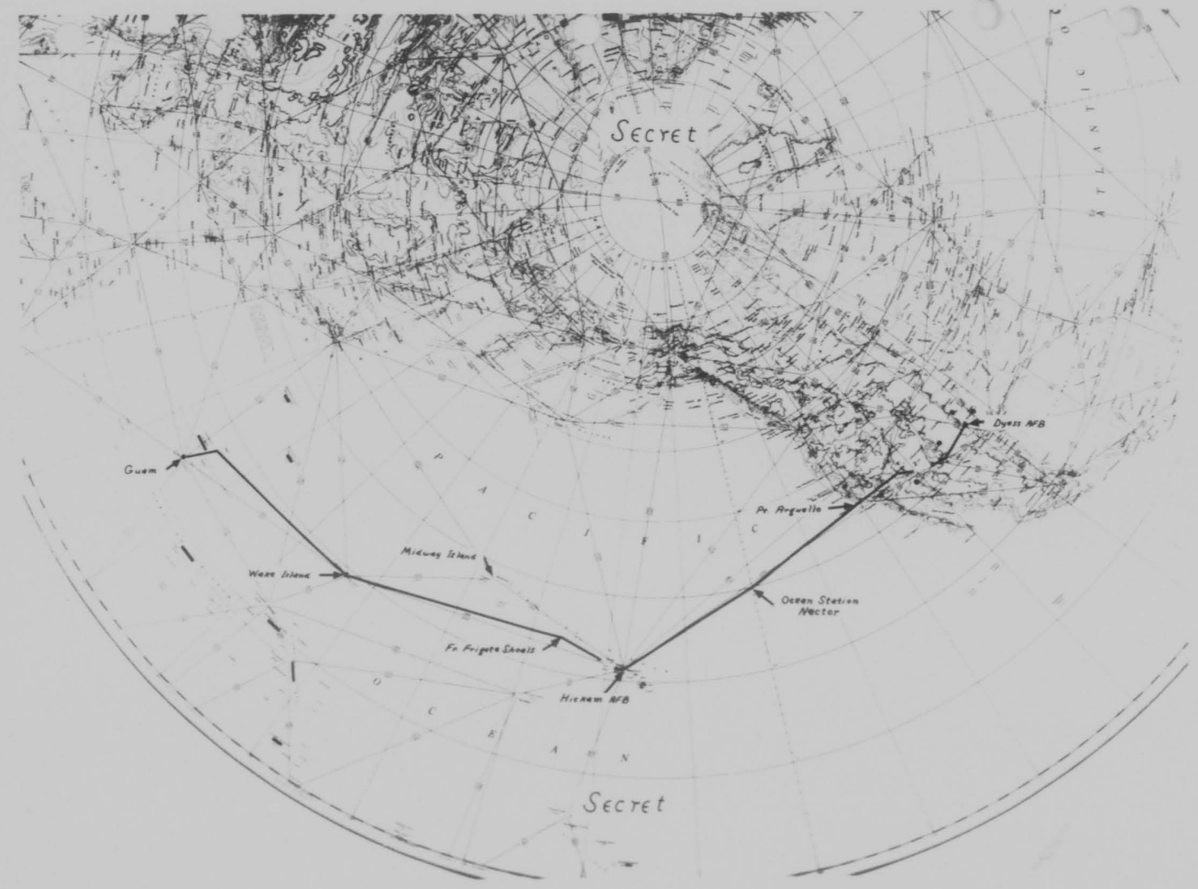




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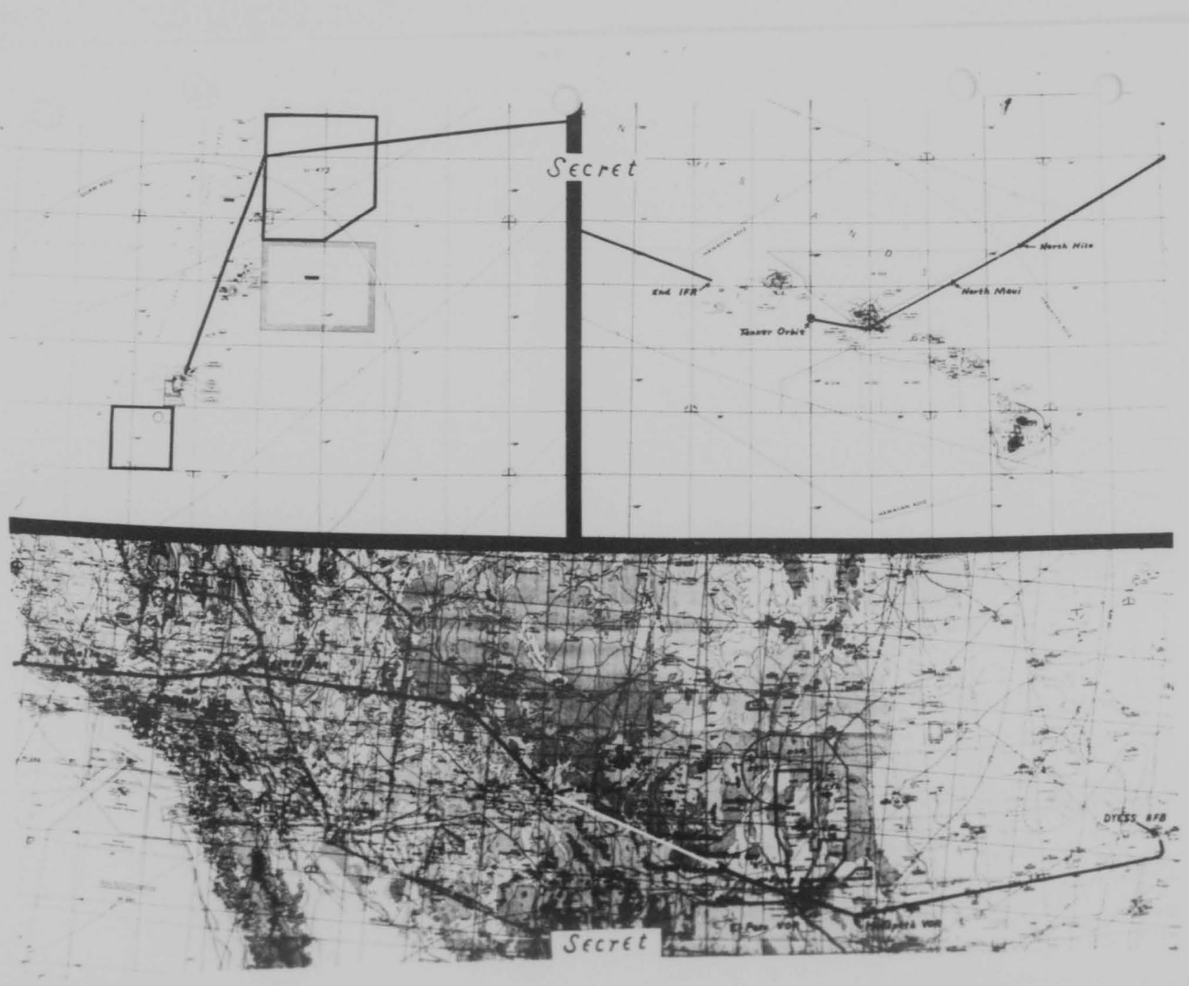




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HQ 3ULST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX II

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

FLOW CHART



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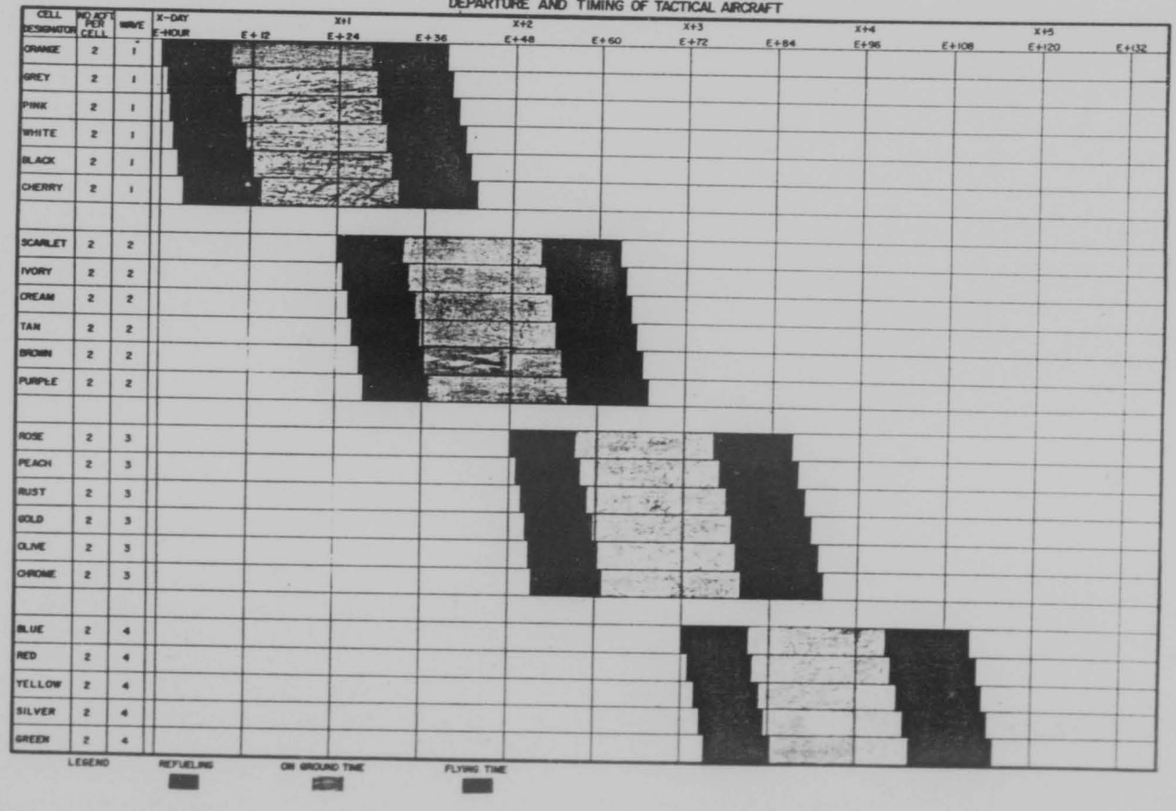
SECRET

# 341st BOMBARDMENT WING (M)

## BLO HOUSE

### DEPARTURE AND TIMING OF TACTICAL AIRCRAFT



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX III

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

FLIGHT PLANS



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX III

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

FLIGHT PLANS

1. Planning factors used in computation of flight plans: (U)

Refueling 280/32

1st Leg 90% worst -88K

2nd Leg 90% worst -65K

Timing - 1st Leg -32K; 2nd Leg -39K

| DYESS AFB TAKE-OFF FACTORS | HICKAM AFB TAKE-OFF FACTORS |
|---|---|
| Press Alt 2,000' | Press Alt 220' |
| Temperature 80°F | Temperature 80°F |
| Crit Fld Length 10,800' | Crit Fld Length 8,350' |
| Take-off distance 9400' | Take-off distance 7300' |

2. Critical wind component information was derived from the 90% worst wind factor.

Refueling 265/12

1st Leg 90% worst -60K MEAN -40K

2nd Leg 90% worst -30K MEAN -13K



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## MISSION FLIGHT PLAN

O. O. AND NICKNAME: Block House | UNIT: 341 Bwg | TYPE ACFT: B-47 | WAVE: I, II, III, IV | CELL CALL SIGN:

REMARKS

| | POUNDS |
|---|---|
| ACFT BASIC | 82870 |
| CREW | 1170 |
| OIL | 410 |
| ATO | |
| RACK | |
| EXT TANKS WEIGHT (Empty) | 1560 |
| MISCELLANEOUS | 1040 |
| CHAFF | 1270 |
| OPERATING | 88320 |

| | |
|---|---|
| AM | 21950 |
| FM | 18750 |
| F. Aux | 6720 |
| A. Aux | 7800 |
| CM | 17980 |
| BB | 11050 |
| EXT | 21690 |
| TOTAL FUEL | 105940 |

| | POUNDS |
|---|---|
| BOMBS | |
| AMMO | 440 |
| WATER AUG | 5300 |
| STATIC | 200 000 |
| START ENGINES AND TAXI FUEL ALLOWANCE | 3000 |
| TAKE-OFF GROSS | 197 000 |

NR FULL ATO REQUIRED | NR EMPTY ATO REQUIRED | ATO FIRING SPEED

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2000 | 13,500 | 52°F |

CRITICAL FIELD LENGTH: 10,800 | CRITICAL AIR TEMP: 80°F

| TAKE-OFF DISTANCE | TAKE-OFF SPEED |
|---|---|
| 9400 | 162 K |

CRITICAL WIND COMPONENT

| 1ST LEG | 2ND LEG | 3D LEG |
|---|---|---|
| | | |

### PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN UPWND −32 | TEMP / ALT | IAS / MACH | T. A. S. | 90% G. S. −88 | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DYESS AFB | | | | | | | | | | | | | | | 102940 | 197000 |
| | SOUTH ROUTE | | | | | | | | | | | 09 | 03 | 9 | | 2050 | 7350 |
| A | TAKE OFF & Acceleration | | | | | | :03 | | | | | 09 | 03 | 9 | | 100890 | 189650 |
| B | LEVEL OFF 31-51N 102-48W | CL | 264 | | | -11 | 28½ :31½ | 28.0 | | 390 | 302 | 170 179 | 54 :37 | 204 213 | | 11200 89690 | 11200 178450 |
| C | Hondo PETH 31-34N VOR 105-25W | CR | 264 | | | -11 | 20½ :52 | 28.0 | | 430 | 342 | 135 314 | 23½ 1:00½ | 170 383 | | 5200 84490 | 5200 173250 |
| D | START DESCENT 32-06N 107-15W | CR | 289 | | | -12 | 14 1:06 | 28.0 | | 430 | 342 | 95 409 | 16½ 1:17 | 108 491 | | 3200 81290 | 3200 170050 |
| E | LEVEL OFF 32-28N 108-15W | DG$_S$ | 294 | | | -13 | 08½ 1:14½ | 15.0 | | 460 | 428 | 60 469 | 08½ 1:25½ | 67 558 | | 900 80390 | 900 169150 |
| F | REND 32-44N 108-58W | REND | 294 | | | -13½ | 11 1:25½ | 15.0 | | 250 | 218 | 40 509 | 11 1:36½ | 49 607 | | 2030 78360 | 2030 167120 |
| G | END IFR 33-24N 110-47W | IFR | 294 | | | -13½ | 27½ 1:53 | 15.0 | 205 225 | 250 | 218 | 100 609 | 27½ 2:04 | 124 731 | | 6700 71660 | 6700 160420 |
| | | | | | | | | | | | | | | | | 38000 109660 | 38000 198420 |
| H | ON LOAD | | | | | | | | | | | | | | | | |
| I | ACCELERATION | | 312 | | | | 02 1:55 | 15.0 | 225 310 | | | 8 617 | :02 2:06 | 8 739 | | 700 108960 | 700 197720 |
| J | LEVEL OFF 34-42N PRESCOTT VOR 112-30W | CL | 312 | | | -14 | 18 2:13 | 27.0 | | 390 | 358 | 108 725 | 1:18 2:24 | 121 860 | | 5870 103090 | 5870 191850 |
| K | DAGGETT VOR 34-53N 116-43W | CR | 273 | | | -15 | 32 2:05 | 27.0 | | 430 | 342 | 210 435 | :37 3:01 | 264 1124 | | 8580 94510 | 8580 183270 |
| L | PALMDALE VOR 34-42N 118-00W | CR | 259 | | | -15 | 10 2:55 | 28.0 | | 430 | 342 | 64 999 | 11 3:12 | 80 1204 | | 2520 91990 | 2520 180750 |
| M | POINT ARGUELLO 34-35N 120-38W | CR | 268 | | | -16 | 20 3:15 | 28.0 | | 430 | 342 | 132 1131 | 23 3 35 | 166 1370 | | 5150 86840 | 5150 175600 |

* DYESS AFB TO POINT ARGUELLO – BB WIND FACTOR

SAC FORM 15 APR 56 1a FC: 2720 — Air Force - SAC, Offutt O-1049(56)

1771

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## MISSION FLIGHT PLAN CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | MEAN / CUMULATIVE | TEMP / ALT | IAS / MACH | T. A. S. | 90% G.S. -65* | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | POINT ARGUELLO | | | | | | | | | | | | | | | 86 840 | 175 600 |
| N | OPAN Sta. 30-00N NOVEMBER 140-00W | CC | 255 | 2 | | -16 | 2:39 / 5:52 | 28.0 | | 430 | 365 | 1023 / 2154 | 2:48 / 6:23 | 1204 / 2574 | | 32500 / 54340 | 32500 / 143 100 |
| O | No. Hilo Intersection 22-38N 155-25W | CC | 342 | | | -13 | 2:25 / 8:17 | 33.0 | | 430 | 365 | 948 / 3102 | 2:36 / 8:59 | 1118 / 3692 | | 24800 / 29540 | 24800 / 118 300 |
| P | No MAUI Intersection 22-02N 156-35W | CR | 241 | | | -12 | 11 / 8:28 | 37.0 | | 430 | 365 | 74 / 3176 | 12 / 9:11 | 85 / 3777 | | 1740 / 27800 | 1740 / 116560 |
| Q | HONOLULU VOR | CR | 243 | | | -12 | 14 / 8:42 | 37.0 | | 430 | 365 | 92 / 3268 | 15 / 9:26 | 106 / 3883 | | 2140 / 25660 | 2140 / 114420 |
| | DES. - LAND | | | | | | 20 / 9:02 | | | | | | 20 / 9:46 | | | 3000 / 22660 | 3000 / 111420 |
| | NORTH TAKE OFF | | | | | | | | | | | | | | | | |
| A | T.O & ACC | | | | | | | | | | | 9 | 03 | | | | |
| B | LEVEL 32-10N OFF 102-56W | CR | 257 | | | -11 | | 28.0 | | 390 | 358 | 170 / 179 | 34 / :37 | | | | |
| C | Hudspeth 31-94N VOR 105-25W | CR | 257 | | | -11 | | 28.0 | | 430 | 342 | 133 / 312 | 23 / 1:00 | | | | |

SAC FORM 18 APR 64 1b FC: 2720

* POINT ARGUELLO TO HICKAM - .65 WIND FACTOR

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



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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | Block House | 341 Bwg | D-47 | I II III IV | | |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82870 | AM | 15000 | BOMBS | | | |
| CREW | 1170 | FM | 15000 | AMMO | 440 | | |
| OIL | 410 | F. Aux | 6720 | WATER AUG | 5300 | | |
| ATO | | A. Aux | 7800 | STATIC | 184300 | NR FULL ATO REQUIRED | |
| RACK | | CM | 15000 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 9030 | START ENGINES AND TAXI FUEL ALLOWANCE | 4000 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 1040 | EXT | 21690 | | | | |
| CHAFF | 1270 | TOTAL FUEL | 90240 | TAKE-OFF GROSS | 180300 | ATO FIRING SPEED | |
| OPERATING | 88320 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT 220 | LENGTH 13100 | AIR TEMP 80°F |
| CRITICAL FIELD LENGTH 8350' | | CRITICAL AIR TEMP 120°F |
| TAKE-OFF DISTANCE 7300 | | TAKE-OFF SPEED 154K |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |

PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | MEAN WIND TIME | TEMP / ALT | IAS / MACH | T. A. S. | 90% G. S. * | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PREO FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | 86240 | 180300 |
| A | TAKE OFF & ACCELERATION | | | | | | 03 | | | | | 10 | 03 | | | 2050 | 7350 |
| | | | | | | | | | | | | 10 | 03 | 10 | | 84190 | 172950 |
| B | LEVEL OFF 21-30N & REND 159-00W | CL | 278 | | | -11 | 08 / :11 | 15.0 | | 390 | 375 | 50 / 60 | 08 / :11 | 52 / 62 | | 4400 / 79790 | 4400 / 168550 |
| C | END 22-05N AREF 160-40W | CR | 289 | | | -11 | 25 / :36 | 15.0 | 205 / 225 | 250 | 240 | 100 / 160 | :25 / :36 | 105 / 167 | | 7400 / 72390 | 7400 / 161150 |
| D | ON LOAD | | | | | | | | | | | | | | | 40000 / 112390 | 40000 / 201150 |
| E | ACCELERATION | Acc | 289 | | | | 02 / :38 | 15.0 | 225 / 310 | | | 8 / 168 | 02 / :38 | 8 / 175 | | 700 / 111690 | 700 / 200450 |
| F | LEVEL OFF 22-35N 162-09W | CL | 289 | | | -11 | 13 / :51 | 26.4 | | 390 | 355 | 81 / 249 | 14 / :52 | 92 / 267 | | 5300 / 106390 | 5300 / 195150 |
| G | FRENCH FRIGATE SHOALS 23-52N 166-15W | CR | 289 | | | -11 | 37 / 1:28 | 26.4 | | 430 | 370 | 238 / 487 | 38½ / 1:30½ | 275 / 542 | | 9200 / 97190 | 9200 / 185950 |
| H | 22-05N 180-00W | CR | 262 | | | -10½ | 1:58 / 3:26 | 27.6 | | 430 | 370 | 766 / 1253 | 2:04½ / 3:35 | 890 / 1432 | | 26900 / 70290 | 26900 / 159050 |
| I | WAKE ISLAND 19-17N 166-39E | CR | 258 | | | -8 | 1:59 / 5:25 | 31.0 | | 430 | 370 | 770 / 2023 | 2:05 / 5:40 | 893 / 2325 | | 22800 / 47490 | 22800 / 136250 |
| J | 18-25N 156-00E | CR | 265 | | | -5 | 1:28 / 6:53 | 34.0 | | 430 | 400 | 609 / 2632 | 1:31 / 7:11 | 650 / 2975 | | 14500 / 32990 | 14500 / 121750 |
| K | 17-00N 146-00E | CR | 262 | | | -1 | 1:24 / 8:17 | 36.6 | | 430 | 400 | 582 / 3214 | 1:27½ / 8:38½ | 625 / 3600 | | 12450 / 20540 | 12450 / 109300 |
| L | GUAM VOR 13-32N 144-50E | CR | 197 | | | -1 | 32½ / 8:49½ | 37.0 | | 430 | 400 | 225 / 3439 | 33½ / 9:12 | 239 / 3839 | | 4000 / 16540 | 4000 / 105300 |
| M | Des - LAND | | | | | | 20 / 9:09½ | | | | | | 20 / 9:32 | | | 3000 / 13540 | 3000 / 102300 |

SAC FORM 15 APR 56 1a FC: 2720

* HICKAM TO WAKE - 60 WIND FACTOR
WAKE TO GUAM - 30 WIND FACTOR

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

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX IV

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

CONTROL INFORMATION



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX IV

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

CONTROL INFORMATION

1. Detailed take-off data for tactical aircraft is attached.

2. Alternate Airfields.

a. Emergency alternates:

| | |
|---|---|
| March Air Force Base | Wake Island |
| Castle Air Force Base | Johnson Island Air Force Base |
| Midway NAS | Kwajalein " |

b. Destination alternates and fuel reserve:

| | |
|---|---|
| General Lyman, Hilo | 22,010 # |
| Kaneohe Bay, MCAS | 25,060 # |
| Kahului, Maui | 23,920 # |
| W. Tinian | ~~10,540 #~~ 14,200 # |

3. Computed fuel reserves over each alternate, considering diversion to alternate from cruising altitude over planned descent point (*), and diversion to alternates after descent and specified time at refueling altitude (**).



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| | | * | ** |
|---|---|---|---|
| a. | B-47 - Dyess to Hickam: | | |
| | Castle | 60,000 | 54,160 |
| | March | 67,790 | 61,940 |
| | Dyess | 69,800 lbs | 53,160 |
| b. | B-47 Hickam to Andersen: | | |
| | Johnson | 55,740 | 52,240 |
| | Wake | 22,740 | 18,740 |
| | Midway NAS | 44,240 | 40,890 |



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TAKE-OFF CONDITIONS
HEAVIEST TACTICAL AIRCRAFT

| | DYESS AFB TO HICKAM |
|---|---|
| TYPE AIRCRAFT | B-47E |
| TAKE-OFF GROSS WEIGHT | 197,000# |
| RUNWAY AVAILABLE | 13,500' |
| PRESSURE ALTITUDE | 2,000' |
| OUTSIDE AIR TEMPERATURE (°F) | 52°F |
| CRITICAL FIELD LENGTH | 10,800' |
| TAKE-OFF DISTANCE | 9,400' |
| TAKE-OFF SPEED | 162K |
| EMERGENCY REFUSAL DISTANCE | 6,000' |
| DECISION POINT | 4,000 Ft. SP 107K |
| EMERGENCY BEST FLARE | 175K |
| CENTER OF GRAVITY & MAC | 30.0% |
| TRIM | 3°ND |



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TAKE-OFF CONDITIONS
HEAVIEST TACTICAL AIRCRAFT

| | HICKAM TO ANDERSEN<br>B-47E |
|---|---|
| TYPE AIRCRAFT | |
| TAKE-OFF GROSS WEIGHT | 180,300# |
| RUNWAY AVAILABLE | 13,100' |
| PRESSURE ALTITUDE | 220' |
| OUTSIDE AIR TEMPERATURE (°F) | 80°F |
| CRITICAL FIELD LENGTH | 8,350' |
| TAKE-OFF DISTANCE | 7,300' |
| TAKE-OFF SPEED | 154K |
| EMERGENCY REFUSAL DISTANCE | 5,000' Wet |
| DECISION POINT | 3,000' SP 94K |
| EMERGENCY BEST FLARE | 167K |
| CENTER OF GRAVITY & MAC | 30.5% |
| TRIM | 4°ND |



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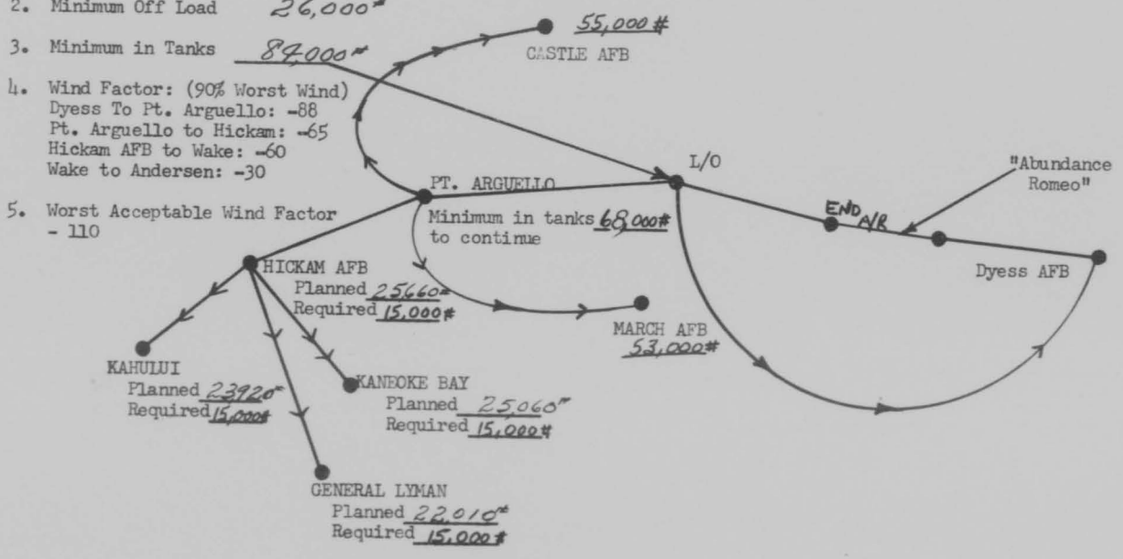
341ST BOMBARDMENT WING
"BLOCK HOUSE"

FUEL DECISION CHART

1. Scheduled Off Load 38,000#
2. Minimum Off Load 26,000#
3. Minimum in Tanks 87,000#
4. Wind Factor: (90% Worst Wind)
   Dyess To Pt. Arguello: -88
   Pt. Arguello to Hickam: -65
   Hickam AFB to Wake: -60
   Wake to Andersen: -30
5. Worst Acceptable Wind Factor
   - 110

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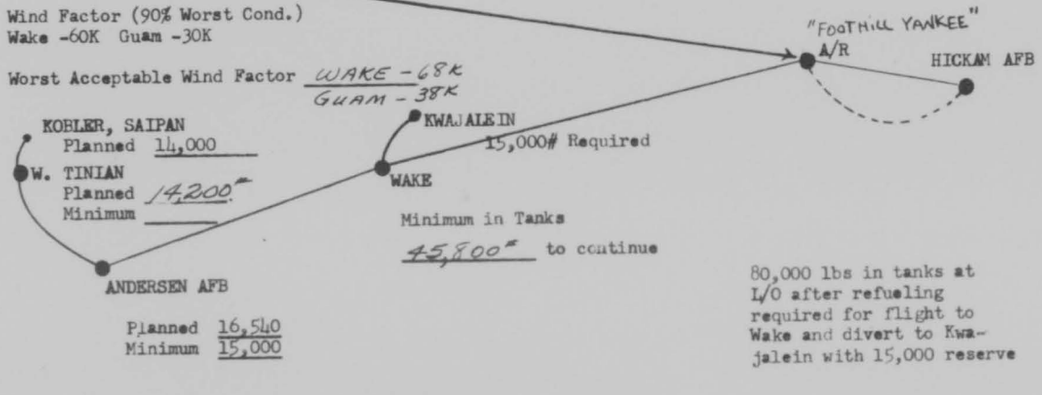
S. RET

341ST BOMBARDMENT WING, MEDIUM
BLOCK HOUSE

FUEL DECISION CHART

1. Scheduled Off Load 40,000#
2. Minimum Off Load 38,400#
3. Minimum in Tanks 40,000#
4. Wind Factor (90% Worst Cond.)
   Wake -60K Guam -30K
5. Worst Acceptable Wind Factor WAKE -68K / GUAM -38K




80,000 lbs in tanks at L/O after refueling required for flight to Wake and divert to Kwajalein with 15,000 reserve

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX VI

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

WEATHER





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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX VI
ANNEX "A"
WEATHER

1. GENERAL: Weather support for this operation will be provided in accordance with the provisions of SAC Manual 105-1 and Air Weather Service Regulation 55-34.

2. TASK ORGANIZATION: Detachment 14, 9th Weather Squadron.

3. SUPPORTING ORGANIZATIONS:

a. Offutt Weather Central, Offutt AFB, Nebraska.

b. 1st Weather Wing, Hickam AFB, Hawaii.

c. 7th Weather Group, Elmendorf AFB, Alaska.

d. March Forecast Center, March AFB, California.

4. PREPARATION AND DISPATCH OF FORECASTS:

a. Deployments.

(1) Detachment 14, 9th Weather Squadron, Dyess AFB, Texas will provide the entire route forecast to point of first intended landing, with the exception of any refueling area forecasts. Refueling area forecasts, if required, will be provided by the weather detachment serving the tanker task force or squadron. Forecast assistance will be requested in accordance with the provisions of paragraph 1 above.

(2) First Weather Wing will provide assistance to the deploying Wing Weather Officer (WWO) at Hickam AFB in support of deploying aircraft departing that base.

b. Redeployments.



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(1) 1st Weather Wing will provide assistance to the WWO as required for the portion of the route(s) and any refueling areas west of 170 degrees east longitude.

(2) In addition, 1st Weather Wing will provide assistance for that protion of the route west of the West Coast of the United States for all aircraft departing Hickam AFB.

(3) March Forecast Center will provide forecasts for the portion of the route east of the West Coast of the United States through appropriate weather detachment at the base of departure.

c. Offutt Weather Center will distribute the OWC grid prognostic forecast for the required period to all participating units as listed in each forthcoming Operations Directive.

d. All forecasts for these operations will be addressed to:

(1) Offutt Weather Central, Offutt AFB, Nebraska

(2) March Forecast Center, March AFB, California

(3) Tokyo Weather Central, APO 925, San Francisco, California

(4) Detachment 2, 15th Weather Squadron, Andersen AFB, Guam

(5) Detachment 3, 57th Weather Reconnaissance Squadron, Hickam AFB, Hawaii.

(6) 9th Weather Squadron Detachments for deploying units.

5. WEATHER SCOUTS: The staff weather officer providing the air refueling forecasts will assure that all weather scout reports are distributed to interested agencies as rapidly as possible.

6. DEPLOYMENT OF WING WEATHER OFFICERS: Detachment 14, 9th Weather Squadron will deploy two WWO's to Andersen AFB, Guam. Not later than 15 days prior to deployment the commander of detachment 14 will forward the name, rank and security status of the deploying personnel to:



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(1) Commander, 9th Weather Squadron

(2) Commander, 3rd Weather Wing

(3) Commander, 1st Weather Wing

(4) Commander, 7th Weather Group

(5) Commander, Detachment 2, 15th Weather Squadron, (for personnel deploying to Andersen AFB).

APP VI, ANNEX "A"
34lST OPS ORD 76-57
10 December 1957

Effective 1330Z
7 January 1958

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX VII

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

AIR REFUELING



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HEADQUARTERS 341ST BOMBARDMENT WING, (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX 7

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

AIR REFUELING

1. Enroute Refueling: Will be conducted in accordance with SAC Manuals 55-10 and 100-1, Alaska/Pacific. (U)

2. Leaders only will operate rendezvous equipment. Second aircraft will stand by on assigned settings and will operate equipment upon direction of leader. (U)

3. Air Refueling:

a. ZI area supported by 43AREFS from Davis Monthan AFB, Arizona. The refueling will be accomplished on a modified "Abundance Romeo"route. Alternate refueling area is "Abundance Sierra".

(1) Orbit point is Deming, New Mexico, 32° 16'N, 107° 46'W.

(2) Rendezvous point is 32° 44'N, 108° 58'W.

(3) Refueling track is 294° true.

(4) End air refueling at Globe, Arizona 32° 24'n, 110° 47'W.(C)

b. Refueling Plan:



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| CELL | #ACFT | C/R PLAN ZI ALPHA | OFF LOAD | RENDZ ETA |
|---|---|---|---|---|
| | | WAVE I | | |
| ORANGE | 2 | ANN | 38,000# | 7/1455 |
| GREY | 2 | BETTY | " | 7/1515 |
| PINK | 2 | CORA | " | 7/1535 |
| WHITE | 2 | ANN | " | 7/1555 |
| BLACK | 2 | BETTY | " | 7/1615 |
| CHERRY | 2 | CORA | " | 7/1635 |
| | | WAVE II | | |
| SCARLET | 2 | ANN | 38,000# | 8/1455 |
| IVORY | 2 | BETTY | " | 8/1515 |
| CREAM | 2 | CORA | " | 8/1535 |
| TAN | 2 | ANN | " | 8/1555 |
| BROWN | 2 | BETTY | " | 8/1615 |
| PURPLE | 2 | CORA | " | 8/1635 |
| | | WAVE III | | |
| ROSE | 2 | ANN | 38,000# | 9/1455 |
| PEACH | 2 | BETTY | " | 9/1515 |
| RUST | 2 | CORA | " | 9/1535 |
| GOLD | 2 | ANN | " | 9/1555 |
| OLIVE | 2 | BETTY | " | 9/1615 |
| CHROME | 2 | CORA | " | 9/1635 |

341BW OPS ORD 76-57
10 December 1957

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b. (cont'd)

WAVE IV

| CELL | # ACFT | C/R PLAN ZI ALPHA | OFF LOAD | RENDZ ETA |
|---|---|---|---|---|
| BLUE | 2 | ANN | 38,000# | 10/1455 |
| RED | 2 | BETTY | " | 10/1515 |
| YELLOW | 2 | CORA | " | 10/1535 |
| SILVER | 2 | ANN | " | 10/1555 |
| GREEN | 2 | BETTY | " | 10/1615 |

c. Hickam area supported by 9th AREFS in 'Foot Hill Yankee' area

Orbit point and key rendezvous point
Primary 21-30N 159-00W Track 289 True

d. Refueling Plan:

WAVE I

| CELL | # ACFT | ALASKA/PACIFIC C/R PLAN | OFF LOAD | RENDZ ETA |
|---|---|---|---|---|
| ORANGE | 2 | ANN | 40,000# | 8/1812 |
| GREY | 2 | BETTY | " | 8/1832 |
| PINK | 2 | CORA | " | 8/1852 |
| WHITE | 2 | ANN | " | 8/1912 |
| BLACK | 2 | BETTY | " | 8/1932 |
| CHERRY | 2 | CORA | " | 8/1952 |

WAVE II

| | | | | |
|---|---|---|---|---|
| SCARLET | 2 | ANN | 40,000# | 9/1812 |
| IVORY | 2 | BETTY | " | 9/1832 |
| CREAM | 2 | CORA | " | 9/1852 |
| TAN | 2 | ANN | " | 9/1912 |
| BROWN | 2 | BETTY | " | 9/1932 |
| PURPLE | 2 | CORA | " | 9/1952 |



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d. (cont'd)

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WAVE III

| CELL | # ACFT | C/R PLAN ALASKA/PACIFIC | OFF LOAD | RENDZ ETA |
|---|---|---|---|---|
| ROSE | 2 | ANN | 40,000# | 10/1812 |
| PEACH | 2 | BETTY | 40,000# | 10/1832 |
| RUST | 2 | CORA | " | 10/1852 |
| GOLD | 2 | ANN | " | 10/1912 |
| OLIVE | 2 | BETTY | " | 10/1932 |
| CHROME | 2 | CORA | " | 10/1952 |
| WAVE IV | | | | |
| BLUE | 2 | ANN | 40,000# | 11/1812 |
| RED | 2 | BETTY | " | 11/1832 |
| YELLOW | 2 | CORA | " | 11/1852 |
| SILVER | 2 | ANN | " | 11/1912 |
| GREEN | 2 | BETTY | " | 11/1932 |

4. Strip Alert Tankers: Strip alert tankers will be in place at March AFB, Hickam AFB, and Andersen AFB.

5. The 43rd Air Refueling Squadron will furnish the 341st Bombardment Wing with a master schedule for refueling in the "Abundance Romeo" area on or before X-3. Following information is

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requested. Cell color code, aircraft commander's name, aircraft number, tactical call sign, take-off time, orbit point, and ETA at orbit point. Communications/rendezvous is furnished for each cell in Annex "A" of this operations order.

6. Refuelings in "Abundance Romeo" from Dyess to Hickam and from Hickam to Andersen will be conducted at a base altitude of 15,000'. If refueling is necessary in the "Abundance Sierra" area the orbit point will be Wilcox, Arizona, the rendezvous point at 32 36N, 111 05W, on a track of 289 degrees, with end refueling at 33 08N, 112 58W.



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AIR FORCE - HQ 15AF, MARCH 7984

Tab

1

2

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX VIII

TO

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 76-57

ECM



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

APPENDIX VIII

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

ECM

1. GENERAL: ECM will be exercised to maximum extent commensurate with equipment capability.

2. AIRCRAFT LOADING: Aircraft will be loaded as prescribed by SAC Form 99, 3ADIV OPS ORD with following exceptions:

a. Chaff:

(1) Chaff inserts containing combat chaff will be loaded into right hoppers of first 40 aircraft. As many bundles of RR-19 as operationally possible will be loaded on top of inserts. Four cartons of RR-19 will be loaded in right hoppers of remaining aircraft. Tapes of the training chaff will be threaded in stripper.

(2) Three cartons of RR-19 training chaff will be loaded in left hopper of all aircraft. One half (½) carton of RR-39 A/L will be loaded on top of the RR-19 and tapes threaded so that when supply of RR-39 is exhausted the RR-19 will follow through stripper.

(3) Chaff counters will be set to reflect training chaff loaded.



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b. Sweep Jammers:

(1) Operational Alt-6B system loading will follow SAC Form 99 as far as availability of operational systems permit. Remaining aircraft configurations will be loaded with Alt-7 systems as indicated by this form.

(2) Alt-6B systems will be set to sweep from 2700-3100 mcs. at 20 mcs/sec.

c. Block 26, DD Form 781-2 will reflect the exact chaff and equipment loading. Operational systems will be noted.

3. TACTICS:

a. An ECM penetration of the 27AIRDIV (DEF) will be accomplished utilizing the following ECM:

(1) Single unit dispensing (SUD) of chaff using Position F of right dispenser.

(2) Alt-6B systems.

(3) Self protection dispensing (SPD) of chaff using Pos B of left dispenser.

b. Remaining training chaff in both hoppers will be dispensed using Pos B of the control boxes for a Big Photo Delta after coasting out.

c. Specific starting and stopping points for ECM activity will be designated by coordinates in each crew flimsy.



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HQ 31ST BOMBARDMENT WING (M)
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10 December 1957

ANNEX "B"

TO

OPERATIONS ORDER

NUMBER 76-57

COMMUNICATIONS



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HEADQUARTERS 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NUMBER 76-57

COMMUNICATIONS

1. General: Communications in general will be in accordance with appropriate instructions contained in SAC Manuals 55-8 series, 55-12, 100-1, SAC CEI, ACP's, and Aeronautical Information Publications for the areas being flown. /U/

2. Recall: Recall or diversion of aircraft will be accomplished on HF through the following primary control stations en route: McClellan, Hickam, Midway, Wake and Guam. /C/

a. Recall words and their meaning follow: /C/

| | |
|---|---|
| "ABUNDANCE" | All BLOCK HOUSE acft return to point of departure. |
| "ABUNDANCE ALFA" | 9BW acft return to point of departure. |
| "ABUNDANCE BRAVO | 320 AREFS acft return to point of departure. |
| "ABUNDANCE CHARLIE | 341BW acft return to point of departure. |
| "ABUNDANCE DELTA | 9AREFS acft return to point of departure. |

b. To divert aircraft to a base other than the point of departure, a recall word from the list above will be followed by an additional phonetic from the list below: /C/



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| | | | |
|---|---|---|---|
| INDIA | Dyess | QUEBEC | Hickam |
| JULIET | Mountain Home | ROMEO | Andersen |
| KILO | Fairchild | SIERRA | Elmendorf |
| LIMA | Castle | TANGO | Eielson |
| MIKE | Travis | UNIFORM | King Salmon |
| NOVEMBER | March | VICTOR | Midway |
| OSCAR | Davis Monthan | WHISKEY | Kadena |
| PAPA | Biggs | ZULU | Wake |

c. Aircraft diversion messages for a base other than those listed above will either be given in the clear or encoded from the KAC-1, Joint Operations Code, depending on security requirements. (C)

d. Unless security is paramount, recall will be affected by use of ROGER broadcast method, meaning that receipt and acknowledgement from the aircraft is required. In all such broadcasts double authentication will be made. If security is paramount or "MINIMIZE" is in effect, recall be accomplished by the FOXTROT method of broadcasting; meaning receipt and acknowledgement is not required and radio silence is mandatory. It is imperative for crews to check the message authenticator for accuracy prior to proceeding as directed in FOXTROT messages. (C)

e. The collective call sign "SKYKING" will be used in all FOXTROT ground to air messages and means "All SAC aircraft copy". (C)



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f. To effectively accomplish recall, SAC Monitor Procedure ALFA must be complied with, implicitly. (See paragraph 6j for frequencies and time.) /U/

3. Position Reporting: For purposes of position reporting, the lead aircraft of each cell is designated as primary control aircraft. The deputy will assume reporting responsibilities in the event the primary control aircraft experiences UHF difficulties. /U/

a. CAA reporting will be normal from Dyess to the California coast-out point. Aircraft aborting prior to coast-out will obtain a new CAA clearance. /U/

b. ICAO reporting is not required unless: Within UHF range of a ground station or; positive visual or electronic contact with other aircraft in the formation is lost or; aircraft deviate from the planned route by 20 NM or one hour. When any of the conditions described exist, HF silence may be broken and required reports transmitted to one of the primary USAF HF control stations listed in paragraph 2 above with instructions to pass to the appropriate Oceanic Control Center as well as "GARTER SNAKE RED" and "JACKRABBIT RED". /C/

c. Special attention will be given to penetration procedures for the Western, Hawaiin, and Guam ADIZ's as outlined in appropriate Supplementary Flight Information Documents. /U/

d. While flying in ICAO areas (FIR's), altimeter setting will be 29.92. In other areas, mean sea level settings will be used. /U



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e. Aircraft call signs for position reports will consist of aircraft tactical call, mission nickname, and cell designator plus position in the cell, such as, "SPIRAL ONE ZERO BLOCK HOUSE GREEN ONE". Aborting aircraft on an individual flight plan will merely use the aircraft tactical call. /U/

4. Intra-cell Reporting: Intra-cell reporting will be conducted on UHF assigned primary to the control aircraft once each hour giving: Identification, position, altitude and time. Between these hourly reports an "Operations Normal" report will be made. If the required reports are not received by the lead aircraft within plus or minus one minute of the time specified by the cell leader and visual or electronic contact has been lost, lead commander will initiate call-up first on UHF inter-plane frequency, then on UHF Guard, 243.0 megacycles, then on 121.5 mcs using radio set URC-4, and lastly on HF. The HF frequency to be used will be the frequency designated as monitor for the aircraft of concern. After all efforts to establish contact with the aircraft failing to report have failed, Seach and Rescue facilities will be alerted. Search and Rscue facilities and procedures are listed in appropriate Supplementary Flight Informations Documents, and ACP 135. /U/

5. Call signs:

a. The call signs of enroute SAC control rooms, EW/GCI sites and Search and Rescue facilities will be contained in crew flimsies. The call sign "SKYBIRD" means any SAC control room. /C/



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b. The call signs of en route nav-aids are as listed in appropriate Radio Facility Charts. /U/

c. Unit call signs and SACADS of SAC organizations participating in and directly connected with efforts of this division are: /C/

| UNIT | CALL SIGN | SACAD |
|---|---|---|
| 341BW | SPIRAL | JACKRABBIT RED |
| 9BW | UPKEEP | GLOWWORM BLUE |
| 15AF | ROVERBOY | BLACKFIELF RED |
| 3AD | LANCER | GARTER SNAKE RED |
| 320AREFS | WHITEFISH | |
| 9AREFS | YOUNGBOY | |

6. Frequencies:

a. SAC control rooms in the ZI operate on the SAC common, 311.0 or 321.0 mcs. The 3rd Air Division control room, "LANCER CONTROL" operates on 303.0 megacycles. /C/

b. During pre-flight of aircraft at Dyess the UHF refueling primary frequency will be placed in channel 7 and the back-up frequency placed in channel 8. Channel 9 will contain the weather scout frequency. HF channel 16 will be rechannelized to the International Distress frequency 8364 kilocycles. /U/

c. After departing the Pacific ADIZ and prior to reaching 135 degrees west all aircraft will rechannelize UHF to the frequency shown and for the purpose listed: /C/



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| CHANNEL | FREQUENCY (mcs) | PURPOSE |
|---|---|---|
| 7 | 345.4 | Bomber Common (Pri) |
| 8 | 351.8 | Bomber Common (Sec) |
| 9 | 340.2 | SAC Fighter/Bomber (Pri) |
| 10 | 278.4 | EW/GCI |
| 11 | 303.0 | LANCER CONTROL (3AD) |
| 12 | 383.8 | SAC Fighter/Bomber (Sec) |
| 16 | 270.6 | Navy GCA |

Alternate channels and frequencies:

| | | |
|---|---|---|
| 7 | 263.0 | CAA Terminal Traffic |
| 8 | 348.6 | " " " |

d. During pre-flight at Hickam, channels 9 and 12 will be set on required refueling frequencies. As soon after refueling and level-off as is possible, these channels will again be re-channelized in accordance with paragraph 6c above. /U/

e. Inter-plane frequency assignments: From Dyess to departure point of Pacific ADIZ: /U/

| CELL | UHF CHANNEL/FREQUENCY |
|---|---|
| 1st & 4th of each wave | 11/311.0 |
| 2nd & 5th of each wave | 12/321.0 |
| 3rd and 6th of each wave | 16/235.1 |

EXCEPTION: During refuelings and 300 NM prior to arriving at refueling rendezvous point, the refueling primary will be used for inter-plane communications. /U/



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g. Upon penetration of the Guam ADIZ all cells will monitor channel 11/303.0 mcs, the 3rs Air Division control frequency. /C/

h. HF backup for UHF inter-plane is channel 6/5710.5 kilocycles or, channel 7/4724.5 (secondary). /U/

i. The use of HF will be limited to distress, ICAO reporting as outlined in paragraph 3b above, UHF failure on both the ARC-27 (airborne UHF transceiver) and URC-4 (Survival VHF/UHF radio) and a limited emergency as would be the case if aircraft in cell did not make required intra-cell report and contact could not be established in any other manner. Maximum use of cross-band operations will be made. /U/

j. HF monitor (SAC Monitor Procedure "ALFA") will be established during the times: /C/

:05 to :08

:25 to :18

:25 to :28

:45 to :48 minutes after each hour

Channel 7, 4724.5 kcs, will be monitored by the lead aircraft of each cell. The number 2 aircraft will monitor channel 18, 11228.0 kcs.

7. Identification, Recognition, and Authentication:

a. Identification (IFF) will be in accordance with SAC Regulation 55-23. It will be turned on from takeoff to landing by the lead aircraft in cell and all individual aircraft. Other aircraft in formation will be on "Standby". During ECM, IFF will be in "Standby" unless directed otherwise by the controlling EW/GCI station. /C/



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AIR FORCE - HQ 15AF, MARCH 1943

ANNEX

A

B

C



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SECRET

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

ANNEX "C"

TO

OPERATIONS ORDER

NUMBER 76-57

INTELLIGENCE



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ANNEX C TO OPS ORDER
NUMBER 76-57

HEADQUARTERS
341ST BOMBARDMENT WING, M
Dyess Air Force Base, Texas
10 December 1957

INTELLIGENCE

1. INTELLIGENCE SUMMARY: Reference SAC BIPG Sections I and II, Volume I and related intelligence information.

a. General Situation: Due to the international situation, the 341st Bombardment Wing must achieve a unit mobility capability by conducting training operations and maintaining an EWP capability at a forward area base for approximately a 90-day period of TDY.

b. Enemy Forces: Reference Sections II and IV, SAC BIPG, Volume I, 1 March 1956, as amended; SAC Intelligence Brief No. 250, as amended, and current issues of SAC Consolidated Orders of Battle (AOB, ROB, FOB).

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information (EEI):

(1) Reference paragraph 2, Section VII, Volume I, SAC BIPG; Intelligence Collection Instructions (ICI), Headquarters, USAF; Fifteenth Air Force Intelligence Collection Plan (ICP); and AF Regulation 200-2.

(2) Specific: EEI for this mission is information on any sightings of unusual or unidentified air or surface vessels or other objects; or any unexplained air or surface activity.

b. Means of Obtaining Information:

(1) Interpretation of any visual or radar photography obtained of such sightings.

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(2) Interrogation of combat crews.

(3) Aircraft logs.

c. Means of Reporting Information: Reference SAC manuals of the 55-8 series and CIRVIS. In all cases where EEI are not transmitted in accordance with instructions contained in SAC Manual 55-8 and existing regulations, they will be forwarded on AF Form 112, as directed in Intelligence Collection Instructions (ICI) USAF, and 15th Air Force Intelligence Collection Plan (ICP), 1 May 1957, as amended.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

(1) The following navigational charts may be used: JN-44; NF8, 12; WAC-627; Local Aeronautical Chart of Honolulu (Scale 1:125,000); A.C. 731D1 (Scale 1:250,000) and others as desired.

(2) The following target materials will be supplied: CMF's and TPF's for 819th 50-58 EWP Targets; CMF's for rotational targets; and other materials as desired. Reference Chapter I, Section III, paragraph 18c, SAC Manual 55-12.

(a) Combat Mission Folders: Combat mission folders will be prepared and deployed as follows:

1. Folders for primary and secondary 819th 50-58 EWP targets and primary and secondary rotation assignment targets will be deployed in the possession of assigned EWP crews.

2. All CMF's deployed by combat crews will be double wrapped in plain paper and sealed in such a manner that it can be readily determined if there has been any tampering of the package enroute to the rotation base.



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3. A receipt will be prepared for the Aircraft Commander's signature showing the amount of CMF's in the package and their numbers. File copies of the CMF check lists will be retained by the Targets Section of Wing Intelligence with the A/C's receipt for proper determination of contents on CMF's.

4. Each Aircraft Commander is responsible for the security of the Combat Mission Folders and for the emergency destruction thereof; if necessary.

5. CMF's will be collected and safeguarded by intelligence personnel during the crew rest period at Hickam AFB, while enroute to Andersen AFB, and returned to crews prior to their departures.

6. Upon arrival at Andersen AFB, Guam, the Aircraft Commander will turn the CMF's in to the Wing Intelligence Section, with the seal unbroken.

(b) Target Planning Folders: One TPF covering each target or target complex under the 819th Air Division 50-58 EWP will be deployed with the Wing Intelligence Division.

b. Evasion and Escape:

(1) Survival procedures taught at the advanced survival school are applicable for this exercise.

(2) Crews will be briefed on conduct in the event of forced landings in friendly or neutral countries in accordance with SAC Regulation 200-8. Reference Chapter I, Section III, paragraph 18e, SAC Manual 55-12.

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(3) E&E kits will be distributed to crew members in accordance with the provisions of 341st Bombardment Wing Intelligence SOP 200-2-7, and collected from crew members upon their arrival at Andersen AFB, Guam, by personnel from the Wing Intelligence Section.

c. Advance Party:

(1) Selected members of the 341st Bombardment Wing Intelligence Division will accompany the advance party on airlift support aircraft to Andersen AFB, Guam, in accordance with Chapter I, Section III, paragraph 11d(4), SAC Manual 55-12.

(2) These personnel will make detailed preparations for receipt of the incoming unit.

d. Measures for Handling of Captured Documents, Equipment, Material and for Interrogation of Prisoners: Reference Section VI, Volume I, SAC HIPG.

e. Debriefing: Intelligence personnel will participate in debriefing and crew interrogation upon their arrival at Andersen AFB, Guam.



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AIR BASE GROUP LOGISTICS RECAP SHEET

UNIT: 341 BOMB WI | AIR FORCE: 15TH | HOME BASE: DYESS AIR FORCE BASE, TEXAS | PAGE NR: 1 | OF: 4 | AGES

| ANNEX | UNIT 1 | ACFT GEN TIME 2 | AIRCRAFT NR 3 | AIRCRAFT TYPE 4 | FUEL AVGAS 5 | FUEL JP-4 6 | OIL 1100 7 | OIL KRY 8 | AMMO 50 CAL 9 | AMMO 20 MM 10 | CHAFF RR-44 11 | CHAFF RR-39 12 | OXYGEN GAS 13 | OXYGEN LIQ 14 | ALCH. MIX H2O 15 | ALCH. MIX ADI 16 | ATO 17 | DEVICE FLUID 18 | RATIONS 19 | BILLETS 20 | PAX 21 | CARGO 22 | FILM 23 | REF OPS PLAN/ORDER 24 | REMARKS 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D | M01 | 29/1600 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 366 | | 61 | 1.0 | | | Ref cel 5-13, NATS will carry max service from previous station. Any service required will be minimum. Tactical acft will be serviced on landing from previous flight. |
| | M02 | 04/0310 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M03 | 04/0910 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M04 | 05/1010 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 228 | | 38 | 7.0 | | | |
| | M05 | 05/1330 | 1 | R7V | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| | M06 | 05/1610 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 228 | | 38 | 7.0 | | | |
| | M07 | 06/0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 120 | | 20 | 8.2 | | | |
| | M08 | 06/1030 | 1 | R7V | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| | M09 | 06/1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 120 | | 20 | 8.2 | | | |
| I | M010 | 06/1730 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M11 | 06/2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M12 | 07/0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 120 | | 20 | 8.2 | | | |
| | B-1 B-2 | 07/0530 | 2 | B-47 | | | | | | | 14 | | | 10 | 144 | 56 | | | 16 | | | | | | First 40 B-47 have 3½ ctns RR-19 ½ ctn RR-39 (Ref Cel 11,12) |
| | B-3 B-4 | 07/0550 | 2 | B-47 | | | | | | | | | | | | | | | | | | | | | |
| | B-5 B-6 | 07/0610 | 2 | B-47 | | | | | | | | | | | | | | | | | | | | | |
| | B-7 B-8 | 07/0630 | 2 | B-47 | | | | | | | | 6 | | | | | | | | | | | | | |
| | B-9 B-10 | 07/0650 | 2 | B-47 | | | | | | | | | | | | | | | | | | | | | |
| | B-11 B-12 | 07/0710 | 2 | B-47 | | | | | | | | | | | | | | | | | | | | | |
| | M-13 | 07/1030 | 1 | R7V | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| | M14 | 07/1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 120 | | 20 | 8.2 | | | |

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AIR BASE GROUP LOGISTICS RECAP SHEET

UNIT: 341ST BOMB WING | FORCE: 15TH | HOME BASE: DYESS AIR FORCE BASE, TEXAS | PAGE NO. 2 | DATE 4

| UNIT | ACFT GEN TIME | AIRCRAFT NR | AIRCRAFT TYPE | FUEL AVGAS | FUEL JP-4 | OIL 1100 | OIL MIL-L-6082 | AMMO .50 CAL | AMMO 20 MM | CHAFF RR-44 | CHAFF RR-39 | OXYGEN GAS | OXYGEN LIQ | ALCH. MIX $H_2O$ | ALCH. MIX AOI | ATO | DEICE FLUID | RATIONS | SPL-LOTS | PAX | CARGO | F&W | REF OPS PLAN/ORDER | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| K15 | 07/1730 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| K16 | 07/2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| K17 | 08/0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| B-13 B-14 | 08/0530 | 2 | B-47 | | | | | | | 14 | | | 10 | 144 | 56 | | | | | | | | | |
| B-15 B-16 | 08/0550 | 2 | B-47 | | | | | | | ↓ | | | ↓ | ↓ | ↓ | | | | | | | | | |
| B-17 B-18 | 08/0610 | 2 | B-47 | | | | | | | ↓ | | | ↓ | ↓ | ↓ | | | | | | | | | |
| B-19 B-20 | 08/0630 | 2 | B-47 | | | | | | | ↓ | 6 | | ↓ | ↓ | ↓ | | | | | | | | | |
| B-21 B-22 | 08/0650 | 2 | B-47 | | | | | | | ↓ | ↓ | | ↓ | ↓ | ↓ | | | | | | | | | |
| B-23 B-24 | 08/0710 | 2 | B-47 | | | | | | | ↓ | ↓ | | ↓ | ↓ | ↓ | | | | | | | | | |
| K18 | 08/1030 | 1 | RTF | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| K19 | 08/1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| K20 | 08/2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| K21 | 09/0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| B-25 B-26 | 09/0530 | 2 | B-47 | | | | | | | 14 | | | 10 | 144 | 56 | | | 16 | | | | | | |
| B-27 B-28 | 09/0550 | 2 | B-47 | | | | | | | ↓ | | | ↓ | ↓ | ↓ | | | ↓ | | | | | | |
| B-29 B-30 | 09/0610 | 2 | B-47 | | | | | | | ↓ | | | ↓ | ↓ | ↓ | | | ↓ | | | | | | |
| B-31 B-32 | 09/0630 | 2 | B-47 | | | | | | | ↓ | 6 | | ↓ | ↓ | ↓ | | | ↓ | | | | | | |
| B-33 B-34 | 09/0650 | 2 | B-47 | | | | | | | ↓ | ↓ | | ↓ | ↓ | ↓ | | | ↓ | | | | | | |
| B-35 B-36 | 09/0710 | 2 | B-47 | | | | | | | ↓ | ↓ | | ↓ | ↓ | ↓ | | | ↓ | | | | | | |
| K22 | 09/1030 | 1 | RTF | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |

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| AIR BASE GROUP LOGISTICS RECAP SHEET | UNIT: 341ST BOMB WING | AIR FORCE: 15TH | HOME BASE: DYESS AIR FORCE BASE, TEXAS | PAGE NR: 3 | PAGES: 4 |
|---|---|---|---|---|---|

| LINE NO. | UNIT 1 | ACFT GEN TIME 2 | AIRCRAFT NR 3 | AIRCRAFT TYPE 4 | FUEL AVGAS 5 | FUEL JP-4 6 | OIL 1100 7 | OIL 100 W 10 W 8 | AMMO 50 CAL 9 | AMMO 20 MM 10 | CHAFF RR-44 11 | CHAFF RR-39 12 | OXYGEN GAS 13 | OXYGEN LIQ 14 | ALCH. MIX $H_2O$ 15 | ALCH. MIX ADI 16 | ATO 17 | DEHCE FLUID 18 | RATIONS 19 | BILLETS 20 | PAX 21 | CARGO 22 | FILM 23 | REF OPS PLAN/ORDER 24 | REMARKS 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M23 | 09/ 1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| | M24 | 09/ 2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M25 | 10/ 0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | | | | |
| | B-37 B-38 | 10/ 0530 | 2 | B-47 | | | | | | | 14 | | | 10 | 72 | 28 | | | | | | | | | |
| | B-39 B-40 | 10/ 0550 | 2 | B-47 | | | | | | | | 6 | | | 72 | 28 | | | | | | | | | |
| ANNEX D | B-41 B-42 | 10/ 0610 | 2 | B-47 | | | | | | | 7 HR-19 | ½ | | | 72 | 28 | | | | | | | | | |
| | B-43 B-44 | 10/ 0630 | 2 | B-47 | | | | | | | | | | | 72 | 28 | | | | | | | | | |
| | B-45 B-46 | 10/ 0650 | 2 | B-47 | | | | | | | | | | | 72 | 28 | | | | | | | | | |
| | M26 | 10/ 0940 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| APPENDIX 1 | M27 | 10/ 1030 | 1 | R7V | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| | M28 | 10/ 1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| | M29 | 10/ 2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| TAB | M30 | 11/ 0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| | M31 | 11/ 0940 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| EFFECTIVE DATE | M32 | 11/ 1030 | 1 | R7V | | | | | | | | | 10 | | 50 | 50 | | | 420 | | 70 | - | | | |
| | M33 | 11/ 1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| | M34 | 11/ 2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| AMENDMENT | M35 | 12/ 0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| | M36 | 12/ 0940 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| | M37 | 12/ 1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |

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## AIR BASE GROUP LOGISTICS RECAP SHEET

UNIT: 341 BOMB WING | AIR FORCE: 15TH | HOME BASE: DYESS AIR FORCE BASE, TEXAS | PAGE NR 4 | PAGES 4

ANNEX D | APPENDIX 1

| UNIT 1 | ACFT GEN TIME 2 | AIRCRAFT NR 3 | AIRCRAFT TYPE 4 | FUEL AVGAS 5 | FUEL JP-4 6 | OIL 1100 7 | OIL 1010 8 | AMMO 50 CAL 9 | AMMO 20 MM 10 | CHAFF RR-44 11 | CHAFF RR-39 12 | OXYGEN GAS 13 | OXYGEN LIQ 14 | ALCH. MIX $H_2O$ 15 | ALCH. MIX ADI 16 | ATO 17 | DEICER FLUID 18 | RATIONS 19 | BILLETS 20 | PAX 21 | CARGO 22 | FILM 23 | REF OPS PLAN/ORDER 24 | REMARKS 25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M38 | 12/2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |
| M39 | 13/0330 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| M40 | 13/1530 | 1 | C-97 | | | | | | | | | 10 | | 50 | 50 | | | 360 | | 60 | - | | | |
| M41 | 13/2140 | 1 | C-124 | | | | | | | | | 20 | | 50 | 50 | | | 12 | | 2 | 12.5 | | | |

NOTE: ALL TIMES ARE LOCAL

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AIR FORCE - HQ 15AF, MARCH 1945

ANNEX

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
10 December 1957

ANNEX "E"

TO

OPERATIONS ORDER

NUMBER 76-57

SECURITY



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SECRET

ANNEX E TO OPR ORDER
NUMBER 76-57

HEADQUARTERS
341ST BOMBARDMENT WING, M
Dyess Air Force Base, Texas
10 December 1957
1330Z

ANNEX "E"

SECURITY

Maps: See Intelligence Annex & Basic Operations Order

Task Organizations: (See basic order)

1. GENERAL SITUATION:

a. GUAM:

(1) GENERAL - There are no known subversive movements on Guam; however two nationalist groups have been organized recently, both of which are reported to be strongly influenced by Filipinos and persons of Filipino extraction. One group, known as the "Sons and Daughters of Guam", includes among its stated objectives the "preservation of Guamanian culture." The other nationalist group "LEJ", has allegedly been organized among Guam's high school students. The name of this organization is reported to stand for life, equality and justice, but the specific objectives of this group have not yet been determined. Available information reference Communist activity on Guam is so meager as to preclude an assumption that indigenous elements contemplate or are capable of widespread subversive or sabotage activity. No subversive schools or training courses have been observed on any of the Marianas Islands. No sabotage of USAF installations or equipment has been detected. No stockpiling of arms or ammunition by subversive elements has been reported. Investigation of occasional thefts of explosives indicates that material was stolen for illegal fishing purposes. There is a remote possibility that unidentified



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subversive individuals may possess some arms and explosives. (S)

(2) CAPABILITIES - Guam is considered to be potentially vulnerable to incursions by trained saboteurs and other subversives since: (1) The island is an important stop-over point for trans-Pacific air and sea carriers; (2) Filipino Communists could conceivably be infiltrated into the relatively large Filipino labor force; and (3) the coastline affords surreptious entry to the island, the tropical undergrowth and rough terrain would provide adequate cover enroute to those facilities which would normally be considered prime sabotage targets. The potential seriousness of such possible incursions is mitigated, however, by the remote location of the island and existing security control measures affecting personnel. (S)



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2. MISSION: To cope with threats or conditions beyond the normal day-to-day security measures adopted by the subordinate units while enroute to or operating our of forward areas. (U)

3. TASKS FOR SUBORDINATE UNITS:

a. On receipt of this operations order, each subordinate commander will:

(1) Monitor the development of internal procedures for reporting actual or suspected acts of sabotage and the procedures for the reinforcement of the unit's internal security SOP. (U)

(2) Insure compliance with applicable portions of 341st Bomb Wing Regulation 205-2, dated 12 April 1957. (U)

(3) Insure compliance with SAC Regulation 205-5, as amended and supplemented. (U)

(4) Insure the prompt reporting to the local Central Security Control Commander in SAC bases or the Base Provost Marshal in other than SAC bases enroute or in forward operating bases, of any suspected acts of actual or simulated sabotage. (U)

(5) Tactical Squadron Commanders will insure compliance with the provisions of CONFIDENTIAL SAC Regulation 200-8, subject: Forced Landing Procedures in Foreign Countries, dated 1 December 1956. (U)

3. GENERAL INSTRUCTIONS:

a. Unit security officers will monitor unit security procedures during the movement to and from forward areas as outlined in 341st Bomb Wing Regulation 205-2. (U)

b. Central Security Control personnel and materiel requirements



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for deployment will be as currently outlined in SAC Manual 400-1, as amended. (U)

c. Security operations at forward SAC bases will be conducted as follows:

(1) The Central Security Control elements deploying with the 341st Bomb Wing (as outlined in SAC Manual 400-1) to SAC bases will be integrated with the station's Central Security Control Force. Deployed Central Security Control personnel will normally be employed to secure Category I elements of the 341st Bomb Wing. These security personnel will be under the operational control of the CSC Commander of the host base. (U)

(2) Deployed personnel from the 341st Bomb Wing who normally maintain the fly-away kits, target folders and other Category I and II elements (except tactical aircraft) will be responsible for controlling the access thereto, and for the internal security of these elements. (U)

(3) The security of tactical aircraft will be the responsibility primarily of the squadron commander possessing them, as assisted and augmented by Central Security Control Forces during normal duty hours, and at such other times as 341st Bomb Wing personnel are on duty with, or in the vicinity of, such priority elements. Security of tactical aircraft during other than duty hours will be the responsibility of the Central Security Control personnel. (U)

(4) The host base will be responsible for:

(a) Overall security of tactical aircraft during other than normal duty hours and area patrol of the parking ramp during normal



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duty hours. (U)

(b) Area security for other Category I and II elements. (U)

(c) All other internal security (air base defense, passive defense) and law enforcement functions. (U)

(d) Forwarding to higher headquarters of all "seven high" reports. (U)

(e) Radio equipped vehicles will be utilized by Central Security Control Forces to provide close-in protection of priority elements on a 24-hour a day basis. (U)

(f) Appropriate SOP's at SAC bases will clearly outline and fix definite security responsibilities. (U)

(5) Security operations at other than SAC bases will be conducted as follows:

(a) The Central Security Control Forces deployed with the 341st Bomb Wing to other than SAC bases (as outlined by SAC Manual 400-1, as amended) will be attached to the host station's air police complement; however, 341st Bomb Wing deployed Central Security Forces personnel will be employed only to secure Category I and II elements possessed by the deploying wing. (U)

(b) Personnel from the 341st Bomb Wing who are normally responsible for the maintenance of the fly-away kits, target folders and other Category II elements are responsible for controlling the access thereto and for the internal security of these elements during normal duty hours. (U)



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(c) The security of tactical aircraft will be the responsibility of using organizations during normal duty hours and at such other times as these organizations are required to have their own personnel on duty with, or in the immediate vicinity of, such priority elements. Area patrol will be provided by the deployed Central Security Control Forces. The security of tactical aircraft during all other periods will be the responsibility of the deployed Central Security Control Forces. (U)

(6) Requirements for access to 341st Bomb Wing Category I and II elements will be as prescribed by the Senior SAC Commander present at other than SAC bases. (U)

4. ADMINISTRATIVE AND LOGISTICAL:

a. Subordinate units having additional requirements for security procedures will forward a written request to: Director of Operations, 341st Bomb Wing, ATTENTION: Wing Security Officer. (U)

b. One duly appointed and cleared officer courier from the Director of Intelligence, 341st Bomb Wing, will be in place at Hickam AFB, Honolulu, T.H. prior to the arrival of the first B-47 crew. He will receive, store and properly safeguard all classified material entrusted to the crews and other personnel while these remain at Hickam AFB. A large Mosler safe is available in Room 101, 3rd Floor of Base Operations Building for this purpose. This courier officer will remain at Hickam until the last combat crew departs that bases. (U)



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c. Classified matter being transported to the deployment base will normally be loaded in the first phase support aircraft, except for that information of a classified nature carried by the combat crews. (U)

d. Combat Mission Folders for primary assignments in the 50-58 operations order, both ZI and deployment commitments will be issued to the crews prior to departure from Dyess AFB. Reference Chapter I, Section 3, paragraph 18d(2) of SAC Manual 55-12. (U)

(1) A special customs inspection exemption certificate will be placed on a tag or stamped on the package issued to each individual aircraft commander (B-47 Combat Ready Crews) as required by Air Force Regulation 205-1, as amended and supplemented. (U)

(2) A receipt will be prepared by the Chief, Intelligence Division for the aircraft commander's signature showing the number of individual CMF's in the package, the CMF log number, the contents and classification of each piece of material in each. The original copy of the CMF contents checklist will be issued with the folder and the carbon copy retained by the Chief, Intelligence Division for proper determination of contents of CMF's upon arrival at forward base. (U)

(3) A customs inspection exemption letter will be presented to the aircraft commander at the time of issuance of CMF's. This letter will further identify each aircraft commander as "Top Secret Courier" in accordance with Air Force Regulation 205-1. (U)

(4) Each aircraft commander is responsible for the proper safeguarding of CMF's and for the emergency destruction thereof, when deemed necessary, in accordance with paragraph 23b, AF Regulation 205-1. (U)



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e. All personnel will carry with them, their SAC Form 138, Geneva Convention Card and DD Form 2AF, where applicable. (U)

f. One Top Secret courier officer will be appointed by the Wing Adjutant for each phase of deployment. All classified material destined for deployment in the hands of the various organizations (except CMF's) will be properly transferred to this courier prior to processing for aerial embarkation. (U)

g. Personnel requiring access to the flight line or other restricted areas at other than SAC bases will follow the same procedures employed at home base. SAC Form 138 (Restricted Area Badge) will normally be used as the authority to gain access to those areas to which the individual has been previously authorized access. (U)

h. Upon arrival at the forward base of deployment, duly cleared personnel from Target Intelligence and Mission Support will report to each tactical squadron area to pick up all CMF's and other classified information in the hands of the crews. The Intelligence Division Building is hereby designated as the only secure storage area for this type of information at the forward area. (U)

i. Classified information presently stored in squadron areas not required to be taken to forward areas will be turned in to the Wing Adjutant, Intelligence or Plans Divisions, as applicable, for safekeeping during the period of deployment. (U)

j. Public information releases will be in accordance with paragraph 19c of SAC Manual 55-12. (U)

5. COMMAND AND COMMUNICATIONS:

a. The Wing Control Room is designated as the command post for



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all reports pertaining to wing security matters. (U)

b. The Wing Security Officer will be located in the Wing Intelligence Building. (U)

c. Land line communications will be utilized between Central Security Control and the Wing Command Post. (U)

d. The command post of the 3960th Air Base Group is located in building T-135, Telephones 62-1292 and 62-2101. (U)



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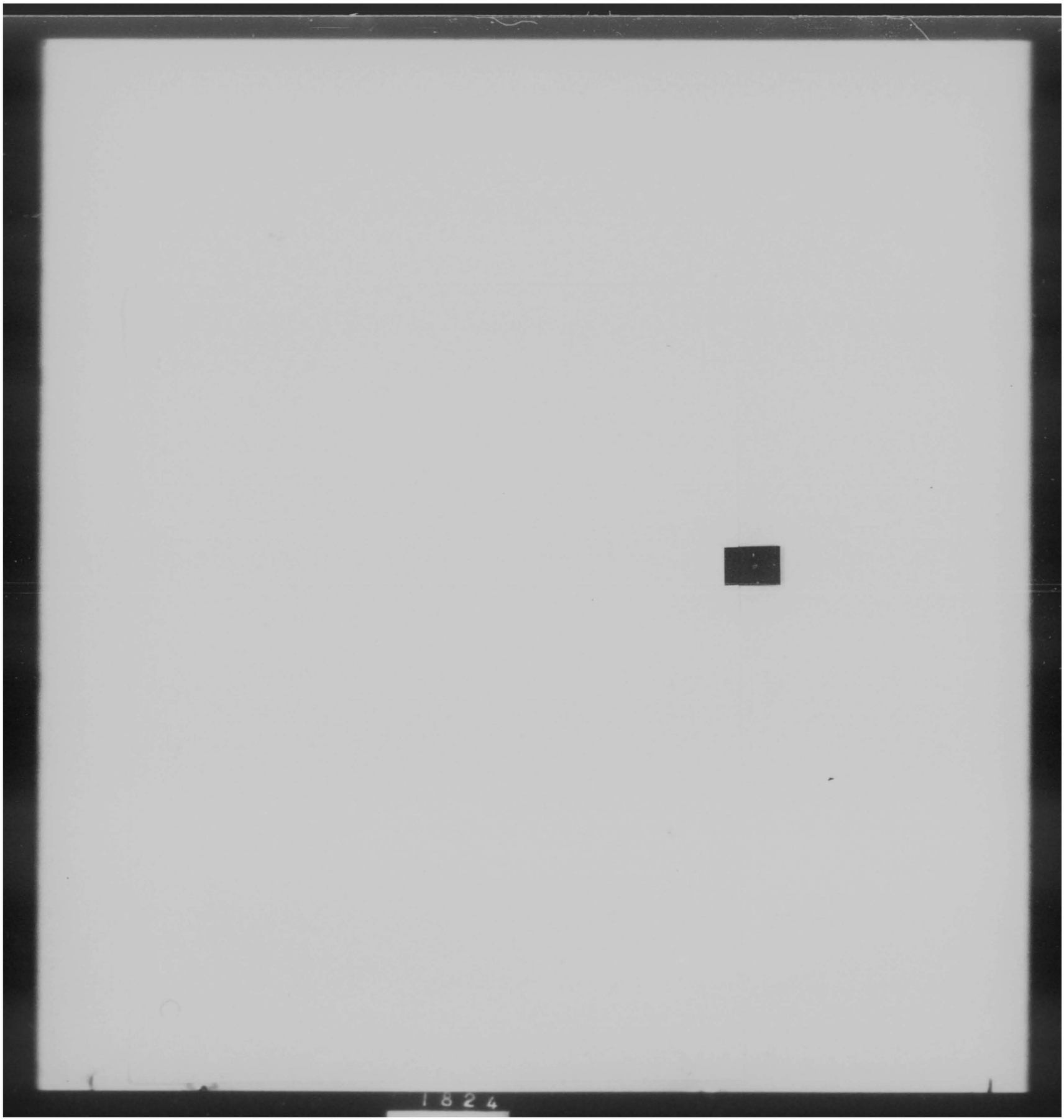


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secret

HEADQUARTERS 341ST
BOMBARDMENT WING
DYESS AFB, TEXAS

# BLOCK HOUSE

## — AIRCREW FLIMSY —

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"BLOCK HOUSE" WAVE II

DYESS AFB TO HICKAM AFB X DAY + 1 8 JANUARY 58

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | Smith (1) | 2076 | 79 | 1000 | 1030 | 1300 | 1310 | 1330 | 8/1455 | 256.0 | ANN |
| #2 | Monge | 2077 | 82 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| IVORY LEAD | Graves | 5249 | 23 | 1020 | 1050 | 1320 | 1330 | 1350 | 8/1515 | 266.2 | BETTY |
| #2 | Tidwell | 2027 | 70 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| CREAM LEAD | Ballard (1) | 2079 | 50 | 1040 | 1110 | 1340 | 1350 | 1410 | 8/1535 | 279.8 | CORA |
| #2 | VanGaasbeck | 2037 | 44 | 1040 | 1110 | 1341½ | 1350½ | 1411½ | | | |
| TAN LEAD | Podbesek (1) | 2266 | 14 | 1100 | 1130 | 1400 | 1410 | 1430 | 8/1555 | 256.0 | ANN |
| #2 | Platner | 5805 | 18 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| BROWN LEAD | Youngmark | 2388 | 54 | 1120 | 1150 | 1420 | 1430 | 1450 | 8/1615 | 266.2 | BETTY |
| #2 | Creahan | 7070 | 53 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | | | |
| PURPLE LEAD | Hopwood (1) | 2035 | 73 | 1140 | 1210 | 1440 | 1450 | 1510 | 8/1635 | 279.8 | CORA |
| #2 | Poyd | 2100 | 85 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY+2 9 JANUARY 1958 — C/R PLAN PACIFIC/ALASKA

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | | | 79 | 1430 | 1500 | 1730 | 1740 | 1800 | 9/1812 | 276.4 | ANN |
| #2 | | | 82 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | | |
| IVORY LEAD | | | 23 | 1450 | 1520 | 1750 | 1800 | 1820 | 9/1832 | 283.8 | BETTY |
| #2 | | | 70 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| CREAM LEAD | | | 50 | 1510 | 1540 | 1810 | 1820 | 1840 | 9/1852 | 289.0 | CORA |
| #2 | | | 44 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| TAN LEAD | | | 14 | 1530 | 1600 | 1830 | 1840 | 1900 | 9/1912 | 276.4 | ANN |
| #2 | | | 18 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| BROWN LEAD | | | 54 | 1550 | 1620 | 1850 | 1900 | 1920 | 9/1932 | 283.8 | BETTY |
| #2 | | | 53 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | | |
| PURPLE LEAD | | | 73 | 1610 | 1640 | 1910 | 1920 | 1940 | 9/1952 | 289.0 | CORA |
| #2 | | | 85 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | | | |

(1) Indicates Spares Wave I

ALL TIMES - ZULU

3411ST OPS ORD 76-57
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"BLOCK HOUSE" WAVE I

DYESS AFB TO HICKAM AFB X DAY 7 JANUARY 1958

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | WAVE C/R PI ZI ALI |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ORANGE LEAD | Warner | 5228 | 20 | 1000 | 1030 | 1300 | 1310 | 1330 | 7/1455 | 256.0 | ANN |
| #2 | Dauteuil | 5234 | 19 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| GREY LEAD | Ritter | 2374 | 49 | 1020 | 1050 | 1320 | 1330 | 1350 | 7/1515 | 266.2 | BET |
| #2 | Barrett | 2387 | 40 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| PINK LEAD | Ware | 2097 | 84 | 1040 | 1110 | 1340 | 1350 | 1410 | 7/1535 | 279.8 | CORA |
| #2 | Griffis | 2044 | 80 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | | | |
| WHITE LEAD | Jennings | 2376 | 48 | 1100 | 1130 | 1400 | 1410 | 1430 | 7/1555 | 256.0 | ANN |
| #2 | Donaldson | 2386 | 47 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| BLACK LEAD | DeSomer | 2093 | 83 | 1120 | 1150 | 1420 | 1420 | 1450 | 7/1615 | 266.2 | BET |
| #2 | Dumont | 2034 | 75 | 1120 | 1150 | 1421½ | 1421½ | 1451½ | | | |
| CHERRY LEAD | Pendergast | 2269 | 15 | 1140 | 1210 | 1440 | 1450 | 1510 | 7/1635 | 279.8 | CORA |
| #2 | Flowers | 2309 | 12 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY + 1 8 January 58

| | | | | | | | | | C/R PI PACIFIC/AI |
|---|---|---|---|---|---|---|---|---|---|
| ORANGE LEAD | 20 | 1430 | 1500 | 1730 | 1740 | 1800 | 8/1812 | 276.4 | ANN |
| #2 | 19 | 1430 | 1500 | 1731½ | 1741½ | 1803½ | | | |
| GREY LEAD | 49 | 1450 | 1520 | 1750 | 1800 | 1820 | 8/183? | 283.8 | BET |
| #2 | 40 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| PINK LEAD | 84 | 1510 | 1540 | 1810 | 1820 | 1840 | 8/1852 | 289.0 | CORA |
| #2 | 80 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| WHITE LEAD | 48 | 1530 | 1600 | 1830 | 1840 | 1900 | 8/1912 | 276.4 | ANN |
| #2 | 47 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| BLACK LEAD | 83 | 1550 | 1620 | 1850 | 1900 | 1920 | 8/1932 | 283.8 | BET |
| #2 | 75 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | | |
| CHERRY LEAD | 15 | 1610 | 1640 | 1910 | 1920 | 1940 | 8/1952 | 289.0 | CORA |
| #2 | 12 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | | | |

All times ZULU _____ Dyess Local +6 hours = GCT
Hickam Local + 10 hours = GCT

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10 December 1957



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"BLOCK HOUSE" WAVE IV

DYESS AFB TO HICKAM AFB X DAY+3 10 JANUARY 1958

| CELL | A/C | ACFT NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | Brechel | 2210 | 10 | 1000 | 1030 | 1300 | 1310 | 1330 | | | |
| #2 | McKnight | 2278 | 16 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | 10/1450 | 256.0 | ANN |
| RED LEAD | Hall(3) | 2385 | 41 | 1020 | 1050 | 1320 | 1330 | 1350 | | | |
| #2 | Grossart | 2092 | 52 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | 10/2515 | 266.2 | BETTY |
| YELLOW LEAD | Guzowski(3) | 2041 | 77 | 1040 | 1110 | 1340 | 1350 | 1410 | | | |
| #2 | Yon | 2073 | 78 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | 10/3535 | 379.8 | CORA |
| SILVER LEAD | Weeks (3) | 2209 | 42 | 1100 | 1130 | 1400 | 1410 | 1430 | | | |
| #2 | Kramer | 5237 | 51 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | 10/1555 | 256.0 | ANN |
| GREEN LEAD | Rouin (3) | 2258 | 11 | 1120 | 1150 | 1420 | 1430 | 1450 | | | |
| #2 | McClarmon | 2030 | 71 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | 10/3615 | 266.2 | BETTY |

HICKAM AFB TO ANDERSEN AFB X DAY+4 11 JANUARY 1958

| | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | 10 | 1450 | 1500 | 1730 | 1740 | 1800 | | | |
| #2 | 16 | 1450 | 1500 | 1731½ | 1741½ | 1801½ | 11/1813 | 296.4 | ANN |
| RED LEAD | 41 | 1450 | 1520 | 1750 | 1800 | 1820 | | | |
| #2 | 52 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | 11/1832 | 283.8 | BETTY |
| YELLOW LEAD | 77 | 1510 | 1540 | 1810 | 1820 | 1840 | | | |
| #2 | 78 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | 11/1852 | 289.0 | CORA |
| SILVER LEAD | 42 | 1530 | 1600 | 1830 | 1840 | 1900 | | | |
| #2 | 51 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | 11/1912 | 296.4 | ANN |
| GREEN LEAD | 11 | 1550 | 1620 | 1850 | 1900 | 1920 | | | |
| #2 | 71 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | 11/1932 | 283.8 | BETTY |

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(3) Indicates Spares Wave III

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"BLOCK HOUSE" WAVE III

DYESS AFB TO HICKAM AFB X DAY+2 9 JANUARY 1958

| CELL | A/C | AC NO. | CALL SIGN | WX BRIEF | STA TIME | START | TAXI | T.O. | RENDZ REFUEL | C/R FREQ | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | Payton | 2157 | 45 | 1000 | 1030 | 1300 | 1310 | 1330 | 9/1455 | 256.0 | ANN |
| #2 | Rosell | 2061 | 55 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| PEACH LEAD | Elsey(2) | 2032 | 72 | 1020 | 1050 | 1320 | 1330 | 1350 | 9/1515 | 266.2 | BETTY |
| #2 | Warren | 2043 | 81 | 1020 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| RUST LEAD | Ligon (2) | 2375 | 24 | 1040 | 1110 | 1340 | 1350 | 1410 | 9/1535 | 279.8 | CORA |
| #2 | Fraser | 2254 | 17 | 1040 | 1110 | 1341½ | 1351½ | 1411½ | | | |
| GOLD LEAD | Welling | 2033 | 74 | 1100 | 1130 | 1400 | 1410 | 1430 | 9/1555 | 256.0 | ANN |
| #2 | Frey | 2038 | 76 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| OLIVE LEAD | Hammond (2) | 5233 | 21 | 1120 | 1150 | 1420 | 1430 | 1450 | 9/1615 | 266.2 | BETTY |
| #2 | Hull | 2222 | 13 | 1120 | 1150 | 1421½ | 1431½ | 1451½ | | | |
| CHROME LEAD | Long, W.E.(2) | 2291 | 46 | 1140 | 1210 | 1440 | 1450 | 1510 | 9/1635 | 279.8 | CORA |
| #2 | Long, W.D. | 2031 | 43 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | | | |

HICKAM AFB TO ANDERSEN AFB X DAY + 3 10 JANUARY 1958

| | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | 45 | 1430 | 1500 | 1730 | 1740 | 1800 | 10/1812 | 276.4 | ANN |
| #2 | 55 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | | |
| PEACH LEAD | 72 | 1450 | 1520 | 1750 | 1800 | 1820 | 10/1832 | 283.8 | BETTY |
| #2 | 81 | 1450 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| RUST LEAD | 24 | 1510 | 1540 | 1810 | 1820 | 1840 | 10/1852 | 289.0 | CORA |
| #2 | 17 | 1510 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| GOLD LEAD | 74 | 1530 | 1600 | 1830 | 1840 | 1900 | 10/1912 | 276.4 | ANN |
| #2 | 76 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| OLIVE LEAD | 21 | 1550 | 1620 | 1850 | 1900 | 1920 | 10/1932 | 283.8 | BETTY |
| #2 | 13 | 1550 | 1620 | 1851½ | 1901½ | 1921½ | | | |
| CHROME LEAD | 46 | 1610 | 1640 | 1910 | 1920 | 1940 | 10/1952 | 289.0 | CORA |
| #2 | 43 | 1610 | 1640 | 1911½ | 1921½ | 1941½ | | | |

(2) Indicates spares Wave II

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HEADQUARTERS
31ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas

"BLOCK HOUSE" CREW FLIMSY
DEPLOYMENT

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| D | | Air Refueling and Fuel Decision Points |
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## 341ST BOMB WING TAIL NUMBER - CALL SIGNS

### 10th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-210 | 10 | 51-5805 | 18 |
| 52-218 | 11 | 51-5234 | 19 |
| 52-309 | 12 | 51-5228 | 20 |
| 52-222 | 13 | 51-5233 | 21 |
| 52-266 | 14 | 51-5249 | 23 |
| 52-269 | 15 | 51-7375 | 24 |
| 52-278 | 16 | 52-027 | 70 |
| 52-254 | 17 | | |

### 12th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 51-2387 | 40 | 51-2376 | 48 |
| 51-2385 | 41 | 51-2374 | 49 |
| 52-249 | 42 | 52-079 | 50 |
| 52-031 | 43 | 51-5227 | 51 |
| 52-037 | 44 | 52-092 | 52 |
| 52-157 | 45 | 51-7070 | 53 |
| 52-291 | 46 | 51-2388 | 54 |
| 51-2386 | 47 | 52-061 | 55 |

### 490th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-030 | 71 | 52-034 | 75 |
| 52-032 | 72 | 52-036 | 76 |
| 52-035 | 73 | 52-041 | 77 |
| 52-033 | 74 | 52-073 | 78 |
| 52-076 | 79 | 52-093 | 83 |
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| 52-077 | 82 | | |



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"BLOCK HOUSE"
TOURAIDE

A. TOURAIDE FOR FLIGHT FROM DYESS AFB TO HICKAM AFB:

1. Wx briefing _____(3+30 prior to T.O.) 11th ARS.

1a. Station time 3+00 prior to take-off.

2. Call Spiral control on completion of pre-flight giving status of aircraft, or if a delay is anticipated at any time call Spiral for further instructions.

3. Each cell will be at the "ready to start" portion of the check list 45 minutes prior to its scheduled T.O. Aircraft will monitor channel #2 during this period.

4. Cell leaders will obtain instructions on channel #2 30 minutes prior to T.O.

5. START ENGINES _____(T.O. -30)

TAXI _____(T.O. -20)

TAKE OFF _____

a. 1½ minutes between aircraft.

b. 20 minutes between cells.

c. All take offs with water.

d. Monitor channel #2 during taxi and take off.

e. NOTE: This fuel loading places the CG at approx _____% Mac which necessitates utilization of the procedures as outlined on page 7-7 of the dash one. Start engines and taxi on the aft main tank. Caution: Place fuel panel in normal configuration prior to T.O. utilizing a figure of _____# for start and taxi will bring the CG forward to approx _____ Mac.

6. After take off switch to channel #12 and check in with cell leader. The leader will call Spiral Control giving the number of aircraft airborne and their status.

7. Three minutes after start of take off roll turn on course to Hudspeth VOR.

7a. Interplane Frequencies: 1st and 4th cell of each wave use channel 11/311.0, 2nd and 5th cell of each wave use channel 12/321.0, 3rd and 6th cell of each wave use channel 16/235.1.

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8. All aircraft check APN-76 with A&E rendezvous on channel #16.

a. Turn APN-76 to standby after check.

9. Cell leader will climb to a base altitude of _____feet.

10. If cell is not formed upon reaching altitude each aircraft will assume the speed altitude listed below until cell join up is effected. Check in with the leader when in position. #2 aircraft will fly loose visual formation unless wx conditions exist at which time route cell formation will be assumed.

| | APP MACH | ALT |
|---|---|---|
| Cell Lead | .72 | |
| #2 | .78 | _____ |
| | | _____ |

11. Abeam Midland, Texas VOR 114.8

a. Position report to Midland Radio — Alt_____

Position_____nm Midland, Tex — ETA Hudspeth Tex VOR
Time_____ — NRP El Paso Center

12. HUDSPETH, TEXAS VOR 115.0

a. Position report to El Paso Center — Alt_____

Position Hudspeth VOR — ETA Refuel Descent Pt.
Time_____ — NRP Prescott, Ariz VOR

b. Switch to initial tanker contact Freq._____mcs.

c. Contact Tanker Leader (call sign)_____.

Give ETA to Rend Point_____.

Descent Range_____nm, form LAS_____; tanker orbit, Deming, New Mexico.

13. Echelon formation 60 degrees right for refueling formation, set altitude to 29.92.

14. Start Descent 24 nm SW Las Cruces, New Mexico.

15. Contact tankers, move in for refueling on formation leaders signal and on load 38,000 lbs.

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16. Refueling formating speed 205 knots, end 225 knots.

17. End A/R at Globe, Ariz. Accellerate and climb on course to Prescott, Ariz. VOR. Cell leader clear thru Phoenix RBS area.

18. PRESCOTT, ARIZ. VOR 114.1

a. Position report to Prescott Radio Alt _____

Position Prescott VOR
Time _____

ETA Daggett, Calif VOR
NRP Palmdale, Calif VOR

b. Estimated time to penetrate Western ADIZ at a point 34-45N 113-37W.

c. All aircraft required to have minimum 84,000 lbs to continue mission.

19. DAGGETT, CALIF. VOR 113.2

a. Position report to Daggett Radio Alt _____

Position Daggett VOR
Time _____

ETA Palmdale VOR
NRP Penetration Pacific ADIZ, 34-32N 120-55W

b. Cell leader clear thru Los Angeles RBS area.

20. Palmdale, Calif VOR 112.2

a. Position report to Los Angeles Center Alt _____

Position Palmdale VOR
Time _____

ETA Pacific ADIZ
NRP Ocean Station November

21. Pacific ADIZ 34-32N 120-55W

a. Position report to Los Angeles Center Alt _____

Penetrating Pacific ADIZ
Time _____

ETA Ocean Station November
NRP 30' prior to Penetration Hawaiin ADIZ 22-34N 155-35W

SECRET

A7589

4

SECT C

1834

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22. All aircraft are required to penetrate the Hawaiin ADIZ thru the North Hilo Intersection, 22-38N 155-25W. The ETA to the ADIZ will be transmitted to Hawaiian ARTC 30 minutes prior to penetration.

23. 30 minutes prior to Hawaiin ADIZ

a. Position report to Honolulu ARTC Center Alt_____

Position _____N _____W ETA Hawaiin ADIZ
Time_____ NRP Honolulu VOR

24. Hawaiin ADIZ

a. Position report to Honolulu ARTC Center Alt_____

Position _____N_____W ETA Honolulu VOR
Time_____ Destination Hickam AFB

25. Land at Honolulu International and taxi to Hickam AFB.

B. TOURAIDE FOR FLIGHT FROM HICKAM AFB TO ANDERSEN AFB.

1. Wx briefing_____(3+30 prior to T.O.) Hickam Base Ops.

2. Call Hickam tower on completion of pre-flight giving status of aircraft, or if a delay is anticipated.

3. Each cell will standby at the "ready to start engines" portion of the checklist 45" prior to its scheduled T.O. Aircraft will monitor channel #2 during this period.

4. Cell leaders will obtain instructions on channel #2 thirty minutes prior to T.O.

5. In the event T.O. at Honolulu International is to the west, aircraft will start engines and taxi 10" earlier than scheduled times. Standby time for spares will be adjusted accordingly.

6. START ENGINES: _____(T.O -30)

TAXI _____(T.O -20)

NOTE: Use normal fuel panel settings for taxi

TAKE OFF _____

A75B9

SECRET

6

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~~7. Note: For East coast off only: When aircraft is definitely~~ under control after T.O., turn to a M.H. of 130°. Do not retract flaps until turn to heading has been completed. Do Not over fly city of Honolulu or Waikiki beach except in emergency.

a. 1½ minutes between aircraft.

b. 20 minutes between cells.

c. All take offs with water.

d. Monitor channel #2 during taxi and take off.

8. After takeoff switch to channel #12 and check in with cell leader.

9. Both aircraft in cell will turn APN-76 on T_____ R_____.

a. Inform Honolulu ARTC Center that tanker will make position reports while refueling.

10. Switch to initial tanker contact freq _____mcs.

a. Contact Tanker Leader (call sign) _____.

b. Give ETA to Rend Point _____.

c. Set Altitude to 29.92.

11. Cell leader will climb to refueling base altitude of 15,000 feet.

12. Echelon formation 60 degrees right for refueling.

13. Contact tankers, move in on formation leaders signal and on load 40,000 lbs.

14. Refueling formation speed 205 knots, end 225 knots.

15. End A/R, accellerate and climb on course to French Frigate Shoals Island.

16. Wake Island VOR 112.5

a. Position report to Wake App Control Alt_____

Position Wake Island ETA Penetration Guam ADIZ 16-44N 145-55E

NRP 30 prior Penetration

b. Fuel Decision: Aircraft must have minimum of _____lbs. to continue mission.

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SECT C

A1-5M



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17. 30" Prior to entering Guam ADIZ

a. Position report to Guam Center

Position _____N _____E
Time_____

Alt_____

ETA Guam ADIZ
NRP Guam Center

18. Guam ADIZ

a. Position report to Guam Center

Position 16-44N 145-55E
Time_____

Alt_____

ETA Andersen VOR
Destination Andersen AFB

SECRET

A7-5819

7

SECT C

1837

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SECRET

REFUELING INFORMATION
(PRIMARY ROUTE)

I. Dyess to Hickam: Abundance Romeo Area

| | |
|---|---|
| Refueling IP | Hudspeth, Texas VOR |
| Tanker Orbit | Deming, New Mexico |
| Orbit Altitude | 15,500' (Base) |
| Refueling Altitude | 15,000' (Base) |
| Refueling Track | 294° |
| Rendezvous Point | 32°-44'N 108°-58'W |
| End Air Refueling | Globe, Arizona |
| C/R Plan | _____ |
| Tanker Call Sign | (  ) Leader |

(ALTERNATE ROUTE)

II. Dyess to Hickam: Abundance Sierra Area

| | |
|---|---|
| Refueling IP | Salt Flat, Texas VOR |
| Tanker Orbit | Wilcox, Arizona |
| Orbit Altitude | 15,500' (Base) |
| Refueling Altitude | 15,000' (Base) |
| Refueling Track | 289° |
| Rendezvous Point | 32°-36'N 111° -05'W |
| End Air Refueling | 33°-08'N 112°-58'W |
| C/R Plan | _____ |
| Tanker Call Sign | (  ) Leader |

SECRET

A7-3819

SECTION D

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SECRET

PRIMARY ROUTE

III. Hickam to Andersen: Foot Hill Yankee Area

| | |
|---|---|
| Refueling IP | Hickam AFB |
| Tanker Orbit | 21°-30'N 159°00'W |
| Orbit Altitude | 15,500' (Base) |
| Refueling Altitude | 15,000' (Base) |
| Refueling Track | 289° |
| Rendezvous Poiny | Same as Orbit Point |
| End Air Refueling | 22°-05'N 160°-40'W |
| C/R Plan | _____ |
| Tanker Call Sign | (  ) Leader |

SECTION D

SECRET

A7-589

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SECRET

TAKE-OFF CONDITIONS
HEAVIEST TACTICAL AIRCRAFT

| | DYESS AFB TO HICKAM |
|---|---|
| TYPE AIRCRAFT | B-47E |
| TAKE-OFF GROSS WEIGHT | 197,000# |
| RUNWAY AVAILABLE | 13,500' |
| PRESSURE ALTITUDE | 2,000' |
| OUTSIDE AIR TEMPERATURE (°F) | 52°F |
| CRITICAL FIELD LENGTH | 10,800' |
| TAKE-OFF DISTANCE | 9,400' |
| TAKE-OFF SPEED | 162K |
| EMERGENCY REFUSAL DISTANCE | 6,000' |
| DECISION POINT | 4,000 Ft. SP 107K |
| EMERGENCY BEST FLARE | 175K |
| CENTER OF GRAVITY & MAC | 30.0% |
| TRIM | 3°ND |



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SECRET

TAKE-OFF CONDITIONS
HEAVIEST TACTICAL AIRCRAFT

| | HICKAM TO ANDERSEN |
|---|---|
| | B-47E |
| TYPE AIRCRAFT | |
| TAKE-OFF GROSS WEIGHT | 180,300# |
| RUNWAY AVAILABLE | 13,100' |
| PRESSURE ALTITUDE | 220' |
| OUTSIDE AIR TEMPERATURE (°F) | 80°F |
| CRITICAL FIELD LENGTH | 8,350' |
| TAKE-OFF DISTANCE | 7,300' |
| TAKE-OFF SPEED | 154K |
| EMERGENCY REFUSAL DISTANCE | 5,000' Wet |
| DECISION POINT | 3,000' SP 94K |
| EMERGENCY BEST FLARE | 167K |
| CENTER OF GRAVITY & MAC | 30.5% |
| TRIM | 4°ND |



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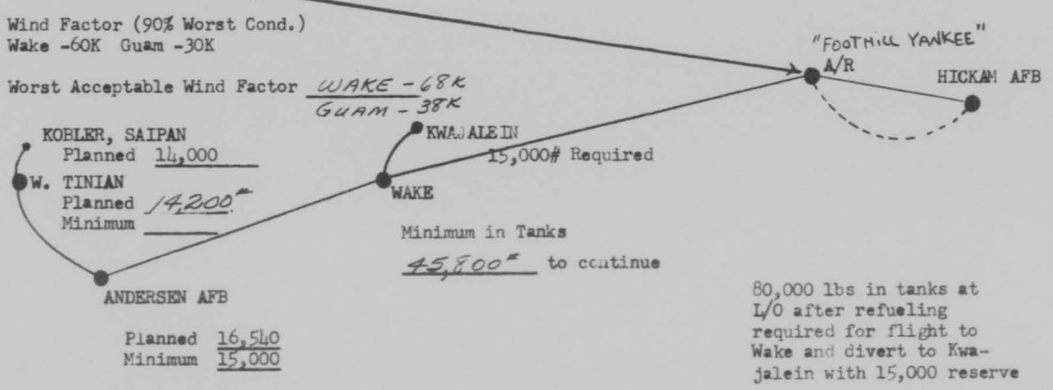
S RET

341ST BOMBARDMENT WING, MEDIUM
BLOCK HOUSE

FUEL DECISION CHART

1. Scheduled Off Load 40,000#
2. Minimum Off Load 38,400#
3. Minimum in Tanks 40,108,800#
4. Wind Factor (90% Worst Cond.)
   Wake -60K Guam -30K
5. Worst Acceptable Wind Factor WAKE - 68K / GUAM - 38K




80,000 lbs in tanks at L/O after refueling required for flight to Wake and divert to Kwajalein with 15,000 reserve

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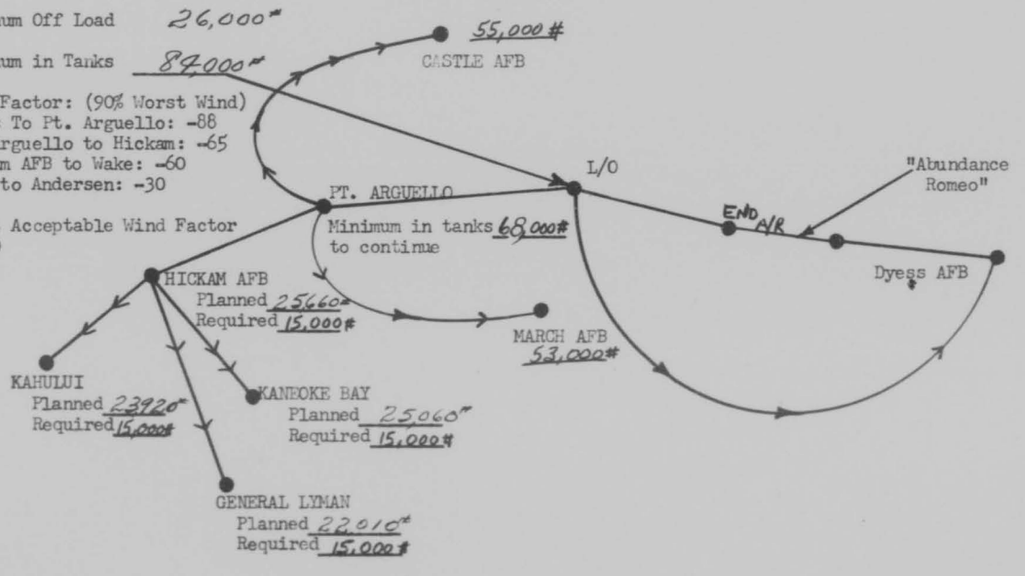
3141ST BOMBARDMENT WING
"BLOCK HOUSE"

FUEL DECISION CHART

1. Scheduled Off Load 38,000#
2. Minimum Off Load 26,000#
3. Minimum in Tanks 84,000#
4. Wind Factor: (90% Worst Wind)
   Dyess To Pt. Arguello: -88
   Pt. Arguello to Hickam: -65
   Hickam AFB to Wake: -60
   Wake to Andersen: -30
5. Worst Acceptable Wind Factor
   - 110



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START DESCENT FUEL TANK CONFIGURATION

| | Fwd M | C+R M | Aft M | B-Bay | Fwd Aux | Aft Aux | Ext |
|---|---|---|---|---|---|---|---|
| 1st AR | 14000 | 14000 | 14000 | 11050 | Full | Full | Full |
| 2nd AR | 12500 | 12500 | 12500 | 10030 | Full | Full | Full |

TAKE OFF DYESS - Taxi, using fuel from aft main tank only.
Change to normal fuel panel setting for take off.

TAKE OFF HICKAM - Use normal fuel panel setting to end of AR, then as required.
After L/O transfer fuel from external tanks first.

BOTH REFUELINGS - Refuel into the three (3) mains and bomb bay tanks simultaneously.



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PLANNING FACTORS

1. Planning factors used in computation of flight plans: (U)

Refueling 280/32

1st Leg 90% worst -88K

2nd Leg 90% worst -65K

Timing 1 1st Leg -32K; 2nd Leg -39K

| DYESS AFB TAKEOFF FACTORS | HICKAM AFB TAKEOFF FACTORS |
|---|---|
| Press Alt 2,000' | Press Alt 220' |
| Temperature 80°F | Temperature 80°F |
| Critical Field Length 10,800' | Critical Field Lenght 8,350' |
| Take-off distance 9,400' | Take-off distance 7,300' |

2. Critical wind component information was derived from the 90% worst wind factor.

Refueling 265/12

1st Leg 90% worst -60 mean -40K

2nd Leg 90% worst -30 mean -13K

A7-5819

SECRET

SECT F

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## MISSION FLIGHT PLAN

O. O. AND NICKNAME: BLOCK HOUSE | UNIT: 341 BWG | TYPE ACFT: B-47 | WAVE: I, II, III, IV | CELL CALL SIGN:

REMARKS

| | POUNDS |
|---|---|
| ACFT BASIC | 82870 |
| CREW | 1170 |
| OIL | 410 |
| ATO | |
| RACK | |
| EXT TANKS WEIGHT (Empty) | 1560 |
| MISCELLANEOUS | 1040 |
| CHAFF | 1270 |
| OPERATING | 88320 |

| | |
|---|---|
| AM | 21950 |
| FM | 18750 |
| F Aux | 6120 |
| A Aux | 7800 |
| CM | 17980 |
| BB | 11050 |
| Ext | 21690 |
| TOTAL FUEL | 105940 |

| | POUNDS |
|---|---|
| BOMBS | |
| AMMO | 440 |
| WATER AUG | 5300 |
| STATIC | 200,000 |
| START ENGINES AND TAXI FUEL ALLOWANCE | 3000 |
| TAKE-OFF GROSS | 197,000 |

NR FULL ATO REQUIRED
NR EMPTY ATO REQUIRED
ATO FIRING SPEED

RUNWAY

| PRESSURE ALT | LENGTH | AIR TEMP |
|---|---|---|
| 2000 | 13500 | 52° F |

CRITICAL FIELD LENGTH: 10800 | CRITICAL AIR TEMP: 80° F

TAKE-OFF DISTANCE: 9400 | TAKE-OFF SPEED: 162 K

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

### PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DYESS AFB | | | | | | | | | | | 9 | | | | 102940 | 197000 |
| A | TAKE OFF & ACCELERATION | | | | | | | | | | | 9 | | | | 2050 | 7350 |
| | LEVEL OFF | | | | | | | | | | | 170 | | | | 100890 | 189650 |
| B | 31-51N 102-48W | CL | 264 | | | -11 | | 28.0 | | 390 | | 179 | | | | 11200 | 11200 |
| | HUDSPETH VOR | | | | | | | | | | | 135 | | | | 89690 | 178450 |
| C | 31-34N 105-25W | CR | 264 | | | -11 | | 28.0 | | 430 | | 314 | | | | 5200 | 5200 |
| | START DESCENT | | | | | | | | | | | 95 | | | | 84490 | 173250 |
| D | 32-06N 107-15W | CR | 289 | | | -12 | | 28.0 | | 430 | | 409 | | | | 3200 | 3200 |
| | LEVEL OFF | | | | | | | | | | | 60 | | | | 81290 | 170050 |
| E | 32-28N 108-15W | DES | 294 | | | -13 | | 15.0 | | 460 | | 469 | | | | 900 | 900 |
| | RENDEZVOUS | | | | | | | | | | | 40 | | | | 80390 | 169150 |
| F | 32-44N 108-58W | REND | 294 | | | -13½ | | 15.0 | | 250 | | 509 | | | | 2030 | 2030 |
| | END AR | | | | | | | | 205 | | | 100 | | | | 78360 | 167120 |
| G | 33-24N 110-47W | IFR | 294 | | | -13½ | | 15.0 | 225 | 250 | | 609 | | | | 6700 | 6700 |
| H | ON LOAD | | | | | | | | | | | | | | | 71660 | 160420 |
| | | | | | | | | | 225 | | | 8 | | | | 38000 | 38000 |
| I | ACCELERATION | ACC | 312 | | | -14 | | 15.0 | 310 | VAR | | 617 | | | | 109660 | 198420 |
| | L.O. PRESCOTT VOR | | | | | | | | | | | 108 | | | | 700 | 700 |
| J | 34-42N 112-30W | CL | 312 | | | -14 | | 27.0 | | 390 | | 725 | | | | 108960 | 197720 |
| | DAGGETT VOR | | | | | | | | | | | 210 | | | | 5870 | 5870 |
| K | 34-53N 116-43W | CR | 273 | | | -15 | | 27.0 | | 430 | | 935 | | | | 103090 | 191850 |
| | PALMDALE VOR | | | | | | | | | | | 64 | | | | 8580 | 8580 |
| L | 34-42N 118-00W | CR | 259 | | | -15 | | 28.0 | | 430 | | 999 | | | | 94510 | 183270 |
| | POINT ARGUELLO | | | | | | | | | | | 132 | | | | 2520 | 2520 |
| M | 34-35N 120-38W | CR | 268 | | | -16 | | 28.0 | | 430 | | 1131 | | | | 91990 | 180750 |
| | | | | | | | | | | | | 1023 | | | | 5150 | 5150 |
| N | 30-00N 140-00W | CC | 255 | | | -16 | | 28.0 | | 430 | | 2154 | | | | 86840 | 175600 |
| | | | | | | | | | | | | | | | | 32500 | 32500 |
| | | | | | | | | | | | | | | | | 54340 | 143100 |

Air Force - SAC, Offutt OI-1049(SE)

SAC FORM 16 APR 55 16 PC: 2720

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## MISSION FLIGHT PLA. CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 30-00N 140-00W | | | | | | | | | | | | | | | 54340 | 143100 |
| | NO. HILO INTERSECTION | | | | | | | | | | | 948 | | | | 24800 | 24800 |
| D | 22-38N 155-25W | CC | 242 | | | -13 | | 33.0 | | 430 | | 3102 | | | | 25540 | 118300 |
| | NO MAUI INTERSECTION | | | | | | | | | | | 74 | | | | 1740 | 1740 |
| P | 22-02N 156-35N | CR | 241 | | | -12 | | 37.0 | | 430 | | 3176 | | | | 27800 | 116560 |
| | | | | | | | | | | | | 92 | | | | 2140 | 2140 |
| Q | HONOLULU VOR | CR | 243 | | | -12 | | 37.0 | | 430 | | 3268 | | | | 25660 | 114420 |
| | QCA & LAND | | | | | | | | | | | | | | | 3000 | 3000 |
| | HICKAM AFB | | | | | | | | | | | | | | | 22660 | 111420 |
| | NORTH TAKE OFF | | | | | | | | | | | 9 | | | | | |
| A | & ACCELERATION | | | | | | | | | | | 9 | | | | | |
| | LEVEL OFF | | | | | | | | | | | 170 | | | | | |
| B | 32-10N 102-56W | CL | 257 | | | -11 | | 28.0 | | 390 | | 179 | | | | | |
| | HUDSPETH VOR | | | | | | | | | | | 133 | | | | | |
| C | 31-34N 105-25W | CR | 257 | | | -11 | | 28.0 | | 430 | | 312 | | | | | |
| | ALTERNATE BASES — HAWAII | | | | | | | | | | | | | | | | |
| | GENERAL LYMAN | | | | | | | | | | | 189 | | | | 3650 | |
| | 19-44N 155-03W | CR | 120 | | | -12 | | 37.0 | | 430 | | | | | | | |
| | KANEOHE BAY MACS | | | | | | | | | | | 12 | | | | 600 | |
| | 21-28N 157-45W | CR | 056 | | | -12 | | 37.0 | | 430 | | | | | | | |
| | KAHULI | | | | | | | | | | | 87 | | | | 1740 | |
| | 20-55N 156-26W | CR | 106 | | | -12 | | 37.0 | | 430 | | | | | | | |
| | EMERGENCY LANDING BASES — GUAM | | | | | | | | | | | | | | | | |
| | KOBLER SAIPAN | | | | | | | | | | | 103 | | | | 1780 | |
| | 15-08N 145-43E | CR | 026 | | | -1 | | 37.0 | | 430 | | | | | | | |
| | WEST TINIAN | | | | | | | | | | | 94 | | | | 1650 | |
| | 15-01N 145-36E | CR | 026 | | | -1 | | 37.0 | | 430 | | | | | | | |

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Air Force-SAC, Offutt O-1030(56)



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**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| BLOCK HOUSE | 341 B. Wg | B-47 | | | |

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

REMARKS: RUNWAY — PRESSURE ALT | LENGTH | ...R TEMP; CRITICAL FIELD LENGTH | CRITICAL AIR TEMP; TAKE-OFF DISTANCE | TAKE-OFF SPEED; CRITICAL WIND COMPONENT — 1ST LEG | 2ND LEG | 3D LEG

**PRE-FLIGHT PLAN**

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | TAKE OFF & Accelerate | Acc | | | | | | | | | | 9 / 9 | :03 / :03 | | | | |
| B | LEVEL 31-55N OFF 102-48W | CL | 266 | | | -11 | | 28.0 | | 390 | | 170 / 179 | | | | | |
| C | SALT FLAT 31-44N VOR 105-06W | CR | 266 | | | -11 | | 28.0 | | 430 | | 120 / 299 | | | | | |
| D | START DESCENT 32-02N 109-13W | CR | 275 | | | -13 | | 28.0 | | 430 | | 214 / 513 | | | | | |
| E | LEVEL OFF 32-24N 110-20W | DES | 289 | | | -13 | | 15.0 | | 460 | | 60 / 573 | | | | | |
| F | RENDEVOUS 32-36N 111-05W | REND | 289 | | | -13 | | 15.0 | | 250 | | 40 / 613 | | | | | |
| G | END AREF 33-08N 112-58W | IFR | 289 | | | 14 | | 15.0 | | 250 | | 100 / 713 | | | | | |
| H | ON LOAD | | | | | | | | | | | | | | | | |
| I | ACCELERATION | Acc | 289 | | | -14 | | 15.0 | | | | 8 / 721 | :02 | | | | |
| J | LEVEL 33-42N OFF 115-11W | CL | 289 | | | -15 | | 27.0 | | 390 | | 107 / 828 | | | | | |
| K | PALMDALE 34-42N VOR 118-00W | CR | 293 | | | -15 | | 27.0 | | 430 | | 151 / 979 | | | | | |
| * | PICK UP LINE M ON PRIMARY Route | | | | | | | | | | | | | | | | |

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Air Force-SAC, Offutt O-1045(56)

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1850

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| MISSION FLIGHT PLAN | O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|---|
| | BLOCK HOUSE | 341 BWG | B-47 | I, II, III, IV | | |

| | POUNDS | | | | POUNDS | | |
|---|---|---|---|---|---|---|---|
| ACFT BASIC | 82870 | AM | 15000 | BOMBS | | | |
| CREW | 1170 | FM | 15000 | AMMO | 440 | | |
| OIL | 410 | F Aux | 6720 | WATER AUG | 5300 | | |
| ATO | | A Aux | 7800 | STATIC | 184300 | NR FULL ATO REQUIRED | |
| RACK | | CM | 15000 | | | | |
| EXT TANKS WEIGHT (Empty) | 1560 | BB | 9030 | START ENGINES AND TAXI FUEL ALLOWANCE | 4000 | NR EMPTY ATO REQUIRED | |
| MISCELLANEOUS | 1040 | EXT | 21690 | | | | |
| CHAFF | 1270 | TOTAL FUEL | 90240 | TAKE-OFF GROSS | 180300 | ATO FIRING SPEED | |
| OPERATING | 88320 | | | | | | |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT 220 | LENGTH 13100 | AIR TEMP 80°F |
| CRITICAL FIELD LENGTH 8350 | | CRITICAL AIR TEMP 120°F |
| TAKE-OFF DISTANCE 7300 | | TAKE-OFF SPEED 154 K |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG | 2ND LEG | 3D LEG |

PRE-FLIGHT PLAN

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FLIGHT PLAN: PRED FUEL REMAINING | FUEL FLIGHT PLAN: GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HICKAM AFB | | | | | | | | | | | | | | | 86240 | 180300 |
| | TAKE OFF & | | | | | | | | | | | 10 | | | | 2050 | 7350 |
| A | ACCELERATION | | | | | | | | | | | 10 | | | | 84190 | 172950 |
| | LEVEL OFF & REND | | | | | | | | | | | 50 | | | | 4400 | 4400 |
| B | 21-30N 159-00W | CL | 278 | | | -11 | | 15.0 | | 390 | | 60 | | | | 79790 | 168550 |
| | END IFR | | | | | | | | 205 | | | 100 | | | | 7400 | 7400 |
| C | 22-05N 160-40W | CR | 289 | | | -11 | | 15.0 | 225 | 250 | | 160 | | | | 72390 | 161150 |
| | | | | | | | | | | | | | | | | 40000 | 40000 |
| D | ON LOAD | | | | | | | | | | | | | | | 112390 | 201150 |
| | | | | | | | | | | | | 8 | | | | 700 | 700 |
| E | ACCELERATION | Acc | | | | | | 15.0 | | | | 168 | | | | 111690 | 200450 |
| | | | | | | | | | | | | 81 | | | | 5300 | 5300 |
| F | LEVEL OFF 22-35N 162-09W | CL | 289 | | | -11 | | | | 390 | | 249 | | | | 106390 | 195150 |
| | FRENCH FRIGATE SHOALS | | | | | | | | | | | 238 | | | | 9200 | 9200 |
| G | 23-52N 166-15W | CR | 289 | | | -11 | | | | 430 | | 487 | | | | 97190 | 185950 |
| | | | | | | | | | | | | 766 | | | | 26900 | 26900 |
| H | 22-05N 180-00W | CR | 262 | | | -10½ | | | | 430 | | 1253 | | | | 70290 | 159050 |
| | WAKE ISLAND | | | | | | | | | | | 770 | | | | 22800 | 22800 |
| I | 19-17N 166-39E | CR | 258 | | | -8 | | | | 430 | | 2023 | | | | 47490 | 136250 |
| | | | | | | | | | | | | 609 | | | | 14500 | 14500 |
| J | 18-25N 156-00E | CR | 265 | | | -5 | | | | 430 | | 2632 | | | | 32990 | 121750 |
| | | | | | | | | | | | | 582 | | | | 12450 | 12450 |
| K | 17-00N 146-00E | CR | 262 | | | -1 | | | | 430 | | 3214 | | | | 20540 | 109300 |
| | GUAM VOR | | | | | | | | | | | 225 | | | | 4000 | 4000 |
| L | 13-32N 144-50E | CR | 197 | | | -1 | | | | 430 | | 3439 | | | | 16540 | 105300 |
| | | | | | | | | | | | | | | | | 3000 | 3000 |
| | GCA & LAND | | | | | | | | | | | | | | | 13540 | 102300 |

SAC FORM 18 APR 56 1a FC 2720

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



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BLOCK HOUSE PRIMARY ROUTE

ALL CELLS

DYESS AFB TO HICKAM AFB

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :32 | :32 | (level off) 18W Midland, Tex | - - - |
| 27-29 | :20 | :52 | Hudspeth, Tex VOR | Turn Point |
| 27-29 | :14 | 1:06 | 24SW Las Cruces N. Mexico | Start Descent |
| 15-17 | :09 | 1:15 | 17S Silver City N. Mexico | Level Off |
| 15-17 | :40 | 1:55 | Globe, Arizona | Start Climb |
| 27-29 | :18 | 2:13 | Prescott, Arizona VOR | Level Off |
| 27-29 | :32 | 2:45 | Daggett, California VOR | T.P. & Climb |
| 28-30 | :10 | 2:55 | Palmdale, Calif VOR | Turn Point |
| 28-30 | :20 | 3:15 | Pt. Arguello, Calif | T.P.&Cl. Cruise |
| 28-30 | 1:18 | 4:33 | 32-34N 130-30W | Start Climb |
| 30-32 | 1:19 | 5:52 | Ocean Sta November 30-00N 140-00W | T.P.+Start Climb |
| 32-34 | :48 | 6:40 | 27-40N 145-21W | Climb |
| 34-36 | :48 | 7:28 | 25-12N 150-30W | Climb |
| 36-38 | :49 | 8:17 | N. Hilo Intersection 22-38N 155-25W | Turn Point |
| 36-38 | :11 | 8:28 | N. Maui Instersection 22-02N 156-35W | |
| 36-38 | :14 | 8:42 | Honolulu VOR | Let Down |
| DS&LAND | :20 | 9:02 | Honolulu International Airport | Destination |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| CLIMB | :32 | :32 | (level off) 18W Midland, Tex | - - - |
| 27-29 | :17 | :49 | Salt Flat, Texas VOR | Turn Point |
| 27-29 | :32 | 1:21 | 32E Cochise, Arizona VOR | Start Descent |
| 15-17 | :09 | 1:30 | 32NE Tucson, Arizona | Level Off |
| 15-17 | :40 | 2:10 | 24NW Gila Bend, Arizona VOR | Start Climb |
| 27-29 | :18 | 2:28 | 21NW Blythe, California VOR | Level Off |
| 27-29 | :26 | 2:54 | Palmdale, California VOR | T.P. and Climb |

BLOCK HOUSE PRIMARY ROUTE

ALL CELLS

HICKAM AFB TO ANDERSEN AFB

| ALT | TIME | ACC TIME | TO | ITEM |
|---|---|---|---|---|
| CLIMB | :11 | :11 | (level off) 21-30N 159-00W | Turn Point |
| 15-17 | :27 | :38 | 22-08N 160-47W | Start Climb |
| 26-28 | :13 | :51 | (level off) 22-35N 162-09W | Level Off |
| 26-28 | :37 | 1:28 | French Frigate Shoals Island | T.P.& Cl. Cruise |
| 27-29 | 1:19 | 2:47 | 22-48N 175-25W | Climb |
| 29-31 | 1:19 | 4:06 | 21-16N 175-35E | Climb |
| 31-33 | 1:19 | 5:25 | Wake Island | T.P.+Climb |
| 33-35 | 1:28 | 6:53 | 18-25N 156-00E | T.P.+Climb |
| 35-37 | 1:24 | 8:17 | 17-00N 146-00E | T.P. & Climb |
| 36-38 | :03 | 8:20 | Guam ADIZ 16-43N 145-51E | |
| 36-38 | :30 | 8:50 | Andersen VOR | Start Descent |
| DS&LAND | :20 | 9:10 | Andersen AFB | Destination |

SECTION G

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COMMUNICATIONS FLIMSY

RECALL WORDS:

| | |
|---|---|
| "ABUNDANCE" | All acft return to point of departure |
| "ABUNDANCE ALFA" | 9BW " " " " " " |
| "ABUNDANCE BRAVO" | 320ARS " " " " " |
| "ABUNDANCE CHARLIE" | 341BW " " " " " " |
| "ABUNDANCE DELTA" | 9ARS " " " " " " |

To divert aircraft to a base other than the point of departure, the above recall words will be suffixed with phonetics from the list below:

| | | | |
|---|---|---|---|
| INDIA | Dyess | QUEBEC | Hickam |
| JULIET | Mountain Home | ROBER | Andersen |
| KILO | Fairchild | SIERRA | Elmendorf |
| LIMA | Castle | TANGO | Eilson |
| MIKE | Travis | UNIFORM | King Salmon |
| NOVEMBER | March | VICTOR | Midway |
| OSCAR | Davis Monthan | WHISKEY | Kadena |
| PAPA | Biggs | ZULU | Wake |

CALL SIGNS:

| | |
|---|---|
| "SKYKING" | All SAC acft copy |
| "SKYBIRD" | Any SAC Control Room (Channels 11 or 12) |
| "STAR GAZER" | Any EW/GCI Site. (Channel 10 or Guard) |
| "LANCER CONTROL" | 3AD Control Room (Channel 11/303.0 mcs) |
| "SPIRAL CONTROL" | 341BW Control Room (Channel 12/321.0 mcs) |
| "WATERTOWN" | EW/GCI Guam (Channel 10/278.4) |

(For additional EW/GCI sites refer to Attachment 3, Gen. Com. Flimsy)

POSITION REPORTING:

ZI- Normal
PAC - ICAO reporting required ONLY when:

1. UHF contact can be made.
2. Visual or Electronic contact with buddy acft is lost.
3. Deviation from route by 20 NM or 1 hour.

INTRA-CELL REPORTING:

Hourly Reports - Identification, position, altitude and time.
Half Hourly Reports - "OPERATIONS NORMAL"

SACADS: (Address for tactical reports made enroute)

| | |
|---|---|
| 341BW | "JACKRABBIT RED" |
| 3AD | "GARTER SNAME RED" |
| 15AF | "BACKFIELD RED" |

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SECTION H



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INTRA-CELL FREQUENCIES:

| ZI to Hickam: | | From Hickam to Destination: |
|---|---|---|
| 1st & 4th Cell | 11/311.0 | 7/345.4 |
| 2nd & 5th " | 12/321.0 | 8/351.8 |
| 3rd & 6th " | 16/235.1 | 11/303.0 |

All aircraft just prior to entering Guam ADIZ: Channel 10/278.4
HF Backup - 6/5710.5 (Pri) 7/4724.5 (Sec)

CHANNELIZATION:

Pre-flight at Dyess:

| | | |
|---|---|---|
| UHF Channel | 7/ | Refueling Primary |
| | 8/ | Refueling Backup |
| | 9/ | Wx Scout |
| | / | |
| HF Channel | 16/8364 | INTERNATIONAL DISTRESS FREQUENCY |

Pre-flight at Hickam:

| | | |
|---|---|---|
| UHF Channel | 7/345.4 | Bomber Common Primary |
| | 8/351.8 | Bomber Common Secondary |
| | 9/ | Refueling Primary |
| | 10/278.4 | "WATERTOWN" GCI (Guam) |
| | 11/303.0 | "LANCER CONTROL" (3AD) |
| | 12/ | Refueling Backup |
| | 16/270.6 | Navy GCA |

Alternate frequencies for use in Pacific:

| | |
|---|---|
| 340.2 | SAC Fighter/Bomber Primary |
| 383.6 | SAC Fighter/Bomber Secondary |
| 263.0 | Terminal Traffic |
| 348.6 | " " |

CONTROL STATIONS ENROUTE: (See HF USAF AIR/GROUND STATIONS FLIP CARD)

McClellan
Hickam
Midway (USN)
Wake (CAA) (See Facility Chart for Frequencies)
Guam

FREQUENCY MONITOR RESPONSIBILITIES:

HF: Channel 6/5710.5 Primary
7/4724.5 Secondary

UHF: Guard/243.0 All acft at all times, and appropriate Intra-plane

VHF: 121.5 On OMNI continuously over water.

IFF: MODE 2 Lead aircraft and individual aircraft.
"STANDBY" Other aircraft in cell.

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SECTION H

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ECM SECTION TO FLIMSY

1. Remember to use ECM check list during preflight. Check for the following items:

a. First 40 aircraft will have one chaff insert in right hopper, with approximately 20 bundles of RR-19 on top of inserts.

b. Remaining aircraft will have four cartons of RR-19 in right hopper.

c. Three cartons of RR-19 in left hopper with 1/2 carton of RR-39 on top of RR-19 in all aircraft.

d. Chaff counters settings.

e. Alt-6B or Alt-7 in each ATO compartment. The Alt-6 systems loaded will be operational.

2. At western ADIZ the following ECM will be employed:

a. Single unit dispensing of chaff from right hopper utilizing position F of lower control box.

b. Alt-6B equipment on (weather at least 5000x5).

c. Self protection dispensing of chaff from left hopper utilizing position B of upper control box as needed to break fighter lock ons.

3. This ECM penetration will be continued to coast out point at which time all equipment will be turned off. Both chaff dispensers will be turn on to accomplish a maximum dispense out of remaining chaff.

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SECTION I

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## EMERGENCY LANDING FIELDS

| | |
|---|---|
| Biggs AFB | 13,500' |
| Davis Monthan AFB | 13,500' |
| March AFB | 13,300' |
| Castle AFB | 11,800' |
| Barber's Point | 8,400' |
| Kaneohe Bay MCAS | 7,700' |
| Kahului | 7,000' |
| Midway N.S. | 7,900' |
| Wake | 7,000' |
| Kwajalein N.S. | 6,700' |
| W. Tinian | 8,500' |
| Kobler, Saipan | 7,300' |

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NAVIGATORS FLIMSY

1. Air Refueling:

First refueling area: Start descent 24 N.M. South West Las Cruces, New Mexico, 52 N.M. South East of the tanker orbit point (Deming, New Mex) to be at refueling altitude (15,000') 28 N.M. North West of Deming, New Mexico.

2. Navigation:

a. Dyess - Pt. Arguello, California

(1) Upon departing Dyess AFB Radar Navigation will be utilized to navigate to the refueling area and to effect a rendezvous with the tankers.

(2) At the completion of air refueling radar navigation will be used to navigate to Pt. Arguello. On reaching Pt. Arguello the bomb/nav counters will be set, a wind run accomplished, and a coast out fix obtained.

b. Pt. Arguello - Hickam

(1) After departing the coast, sun line and pressure pattern will be the primary means of navigation. The sun will give a speed line and pressure pattern will give a course line. As Hickam is approached the sun lines will approach course line LOP's.

(2) Computer solution for PLOPS

| | | |
|---|---|---|
| outer scale | D2-D1 | ETAS |
| | +150 | 200K |
| inner scale | +27 | 36 |
| | ZN | "K" |

(3) When D2-D1, is plus, plot plop to the left of the air position and parallel to effective air path.

c. Hickam - Wake - Guam

(1) Sun lines of position and pressure pattern will be the primary means of navigation between French Frigate Shoals and Wake Island.

(2) When passing French Frigate Shoals a wind run will be made, the counters set, and a precision fix obtained.

(3) Upon reaching Wake Island for Termination of the first leg of the flight to Guam a wind run will be accomplished, counters corrected and a departure fix obtained for the final leg to Guam.

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(4) Primary means of navigation from Wake Island to Guam will be sun line lops only. Pressure pattern is not reliable below 20°N.

(5) In the event the navigator cannot determine his course after departing Wake Island or feels his course is unreliable he should alter course to the right to intersect the island chain North of Guam and accomplish a land fall into Anderson AFB. (AF Manual 51-40, volume two, page 109).

3. Metro winds will be given for specific bands of longitude along the route.

SAC Regulation 50-8 Accomplishments:

Each Navigator will accomplish the following:

1. Three day celestial legs (Pt. Arguello-Hickam, French Frigate Shoals-Wake, Wake-Guam)

2. Two pressure pattern legs in conjunction with two of the day celestial legs.

3. Two airborne radar approaches. (These will be accomplished as a follow-through to the AC's let down).

4. One radar rendezvous (APN-12/76) - LEADER ONLY

Information:

Wind runs on long breaking white caps using the optics is possible with an accurate wind resulting if care is exercised in accomplishing this type wind run.

A white cap that is just about to break should be selected, optical cross hairs positioned, go to track and memory point. When the light comes on displace cross hairs to the white cap, to to memory point out and position optical cross hairs on another white cap about to break and repeat this procedure. Obtaining a wind by this method necessitates taking several short winds in order to obtain an accurate wind.



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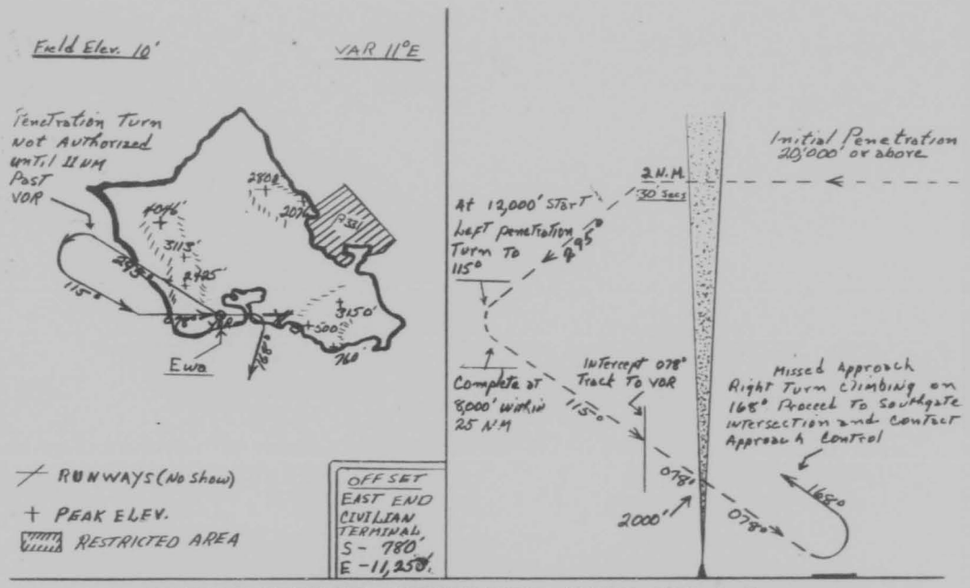


RADAR APPROACH TO HICKAM AFB - HONOLULU INT'N'L AIRPORT, OAHU, T. H.

CAUTION: This is an EMERGENCY PROCEDURE ONLY. To be used only in case of emergency, to monitor standard jet penetration, or to be practiced under VFR conditions only.

1. Initiate penetration from position of Honolulu OMNI, located at east edge of Ewa airfield, one mile inland, midway between entrance to Pearl Harbor and Barbers Point.
2. Approach this position on W or NW heading at 2OM. Gear Down. Set ATF to 15 sec. Trail 3500'. Zero wind dials. Set lat/long counters on Honolulu airfield. Place track-in Nav Switch "ON" if desired.
3. When over position of Omni station turn to 295° MH, and start gear-down descent, 4000'/min, to 12,000'MSL. Maximum IAS in descent - 290K.
4. Upon reaching 12,000' and not less than 11NM outbound from VOR start turn to the LEFT to 115°. Complete at 8,000' within 25NM.
5. Level off at 3500' extend flaps, reduce airspeed to best flare +30K IAS.
6. Maintain 3500 to coast line, cross coast line 1.8NM North of Barbers Point.
7. At coast line start descent to cross Ewa at 2000'MSL. Maintain 078°.
8. As soon as possible place cross hairs on west end of long runway, switch to bomb, continue to synchronize. Use offset on east end of Civilian Terminal if possible.
9. At 120 sec. TG, (over Ewa), start descent, 600'/min, to cross field at 500'MSL.
10. Alter heading as necessary or have pilot to fly PDI so as to maintain approach course of 078° mag down centerline of runway. Keep pilot advised to ranges.
11. At zero TG, if not contact, turn sharply right to 180° MH, climb to 1000'MSL, and plan new approach to Hickam or Barbers Point NAS.
12. Caution: Avoid overshooting because 2 nm beyond east end of runway terrain starts sharp rise to elevation of 3150'.

SECTION K

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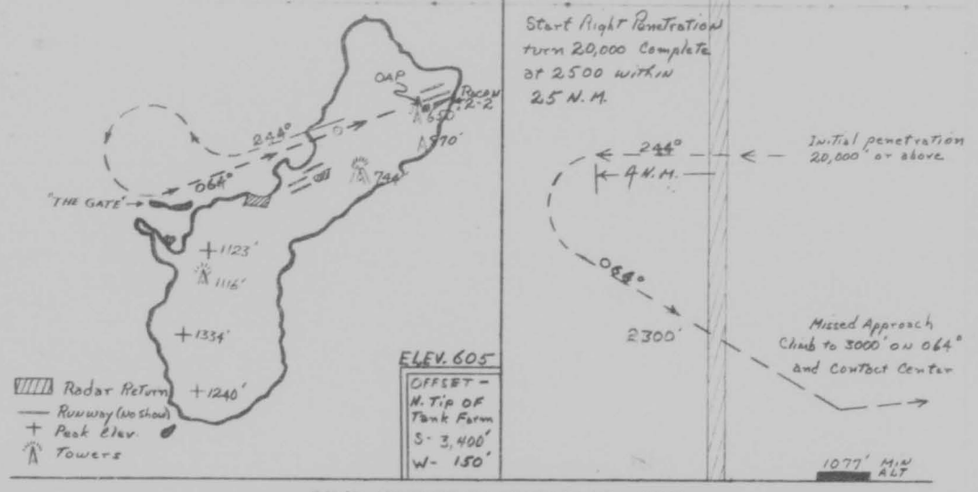


RADAR APPROACH TO ANDERSON AFB, GUAM

CAUTION: This is an EMERGENCY PROCEDURE ONLY. To be used only in case of emergency, to monitor standard jet penetration, or to be practiced under VFR conditions only.

1. Initiate penetration from position of Guam VOR.
2. Approach this position on a westerly heading at 20M Gear Down. Set ATF to 15 sec trail in accordance with TO 1B-47E-1. Zero wind dials set Lat/Long counters on NE tip of Guam. Place Track-in-Now switch "ON" if desired.
3. When over the position of the VOR turn to a MH of 244°. One minute past the station start a 90°-270° turn to the right and descent to 10,000' MSL, (or ½ of initial altitude of greater than 20,000'). Maximum IAS in descent - 290 knots.
4. Upon reaching 10,000' roll out on 064° M.H. and slow descent to 3,000'/min down to 2000' MSL.
5. Level off at 2000', extend flaps, reduce airspeed to best flare + 30K IAS.
6. Maneuver aircraft to pass over breakwater at north edge of Apra Harbor, the is "The Gate" Maintain 2000' and 064° M.H.
7. As soon as possible place x-hairs on west end of runway at Anderson, switch to Bomb, continue to synchronize. Use offset on tank form directly south of runway.
8. At 120 sec TG start descent 600'/min to 1077', minimum altitude.
9. Alter heading as necessary, or have pilot ADF the PDI so as to maintain an approach course of 064° M.H. down centerline of the runway. Keep the aircraft commander advised of ranges.
10. At zero TG, if not contact, climb straight ahead, 064° M.H. to 3000' and plan new approach.

NOTE: References: Pilots Handbook Jet Far East.
Guam I., Marianas Islands, Anderson AFB
JAL - 2147 - VOR - 1 11 Sept 1957



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# POSITION REPORTING SYSTEM

## POSITION REPORTING GRID SYSTEM FOR NORTH ATLANTIC WEATHER OBSERVATION STATION VESSELS

Radio Beacon Transmissions: — The two-letter beacon identification assigned to each station is in addition to the 4YA, 4YB, 4YC, etc., callsigns, which are still applicable for CW communications. Vessels of the North Atlantic, which are operated by the United States of America, have a collective call, NMMZ, which may be used if the call of the nearest vessel is unknown, or to call American manned vessels simultaneously. Vessels serving ocean weather observation stations are also assigned a four-letter call sign which is used by the vessel en route to and from the station.

Radar Fixes: — Ocean weather observation station vessels will, upon request, pass radar fixes to aircraft within range. Fixes, when obtained, will be passed to aircraft in term of bearing and distance (in nautical miles) from vessel's grid position. Where possible, track made good and ground speed of aircraft will also be supplied, in which case it will immediately follow radar range and bearing. The following standard form will be used in passing radar information to aircraft radar plot.

At 1817 GMT your position range 18.25 NMS bearing 070 true from repeat from ocean station CHARLIE on India Mike, ground speed 220 knots course over ground 260 true.

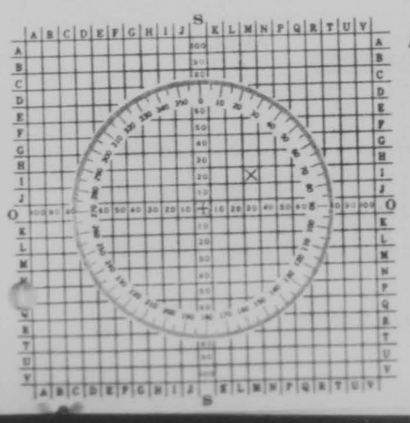
## USE OF GRID

, initial contact has been made with vessel, its present position (co-ordinates) should be requested. Position of all vessels will be given in relation to the grid as noted on this page and will be indicated by beacon transmission divided into the following components:

A. Identification (two letters).

B. Position group (two letters).

Center of grid is geographic location of station. Lines are ten nautical miles apart.




C. Twenty-second dash (not transmitted when the beacon is of the modulated continuous-carrier type).

(1) Ocean station vessels shall maintain whenever practicable a position within the center square of grid.

(2) This grid may be applied to all stations. Considering center of cross-hatched square as published position of ocean station.

(3) Use center of squares for all computations.

(4) Maximum error under this system: 7 nautical miles; average probable error: 4 nautical miles.

Using ocean station vessel 4YA as an example, beacon transmission would therefore be:

A. Ship in center square of grid YA OS (20-second dash or continuous carrier) YA OS_____ sequence repeated for five minutes, interpreted to mean that ship is in center of grid (within cross-hatched square) use position 62 00N, 33 00W for position of ocean station vessel.

B. Ship out of center square but still on station grid:
YA IM (20-second dash or continuous carrier) YA IM_____sequence repeated for five minutes, interpreted to mean that ship is off station, and that ship's navigation places her in grid square IM (Note: read latitude (up) first, longitude (across) second). By using straight edge, extended to compass rose, through center of cross-hatched square and center of square IM it is determined that ocean station vessel bears 56 degrees true from published position. Using dividers, measure distance between center of above-mentioned squares, then read distance along any line (sides of small square are ten nautical miles). It can then be determined that the new position of ship is 37 nautical miles from center of cross-hatched square. Therefore, from above computations, it is determined that ship bears 56 degrees true, 37 nautical miles from 62 00N, 33 00W.

C. Ship within limits of grid, position uncertain:
If ship cannot determine her position within a probable error of 10 miles, scheduled beacon service will be maintained, but call sign YA ZZ, YC ZZ, etc., will be used.

D. Ship off station grid, proceeding on distress mission.
No scheduled beacon service will be maintained in order not to cause interference with other radio communications channels. Special request beacon service will be furnished to search planes for purpose of aiding search or effecting rendezvous. Call sign YA ZZ, YC ZZ, etc., will be used and beacon will transmit for five mins. only unless a new request is made. To avoid beacon interference these requests should be kept to a minimum.

NOTE: See International Procedures Chart, pages 120-121 for graphic presentation of Ocean Station Vessels.

Ocean Station November 30° 00' N
140° 00' W





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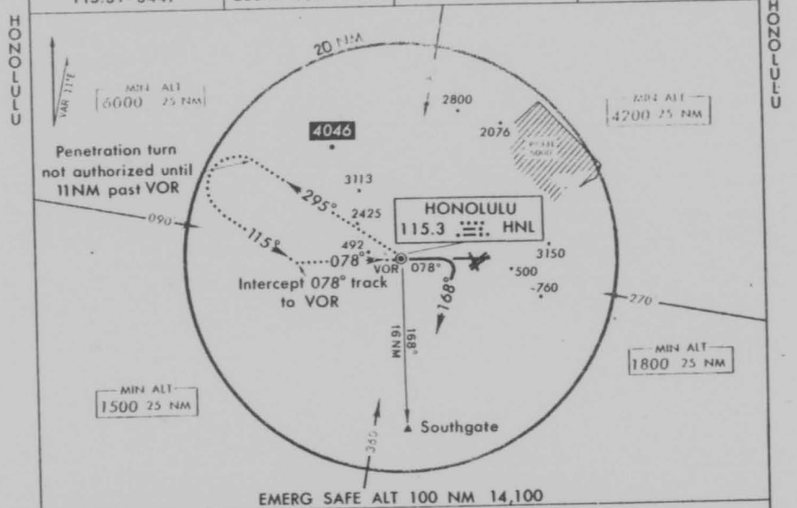
INST APCH PRO(USAF)

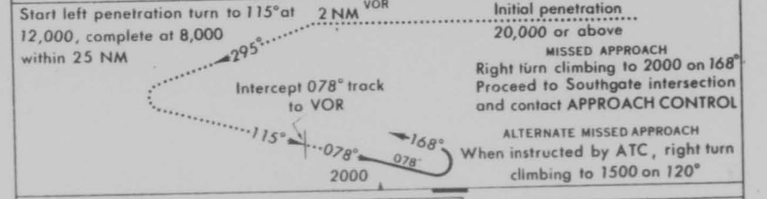
| HONOLULU APPROACH | HONOLULU RADIO | HONOLULU TOWER | ASR AVAILABLE |
|---|---|---|---|
| 269.0-311.8-126.18<br>115.3T-344T | 115.3 HNL<br>255.4-135.9-135.0T | 257.8-118.1 | CALL<br>HONOLULU RADAR |

HONOLULU




HONOLULU

EMERG SAFE ALT 100 NM 14,100



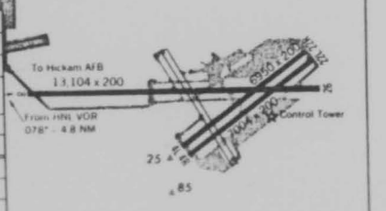

MINIMA

FIELD ELEV 10

| | DAY | | NIGHT | |
|---|---|---|---|---|
| | MIN ALT | CEIL-VIS | MIN ALT | CEIL-VIS |
| Straight-in | 500 | 500-1 | 500 | 500-1 |
| Circling | 500 | 500-1½ | 500 | 500-2 |

Time/Distance Facility to Missed Approach
078° 4.8 NM

| KNOTS | 120 | 140 | 160 | 180 | 200 | 220 |
|---|---|---|---|---|---|---|
| MIN: SEC | 2:24 | 2:03 | 1:48 | 1:36 | 1:26 | 1:19 |
| MPH | 140 | 160 | 180 | 200 | 220 | 240 |
| MIN: SEC | 2:21 | 2:04 | 1.50 | 1:39 | 1:30 | 1:23 |




JAL-754-VOR
60

21°20' N 157°56' W

HONOLULU, OAHU, T. H.

HONOLULU INT'L AERODROME

1862

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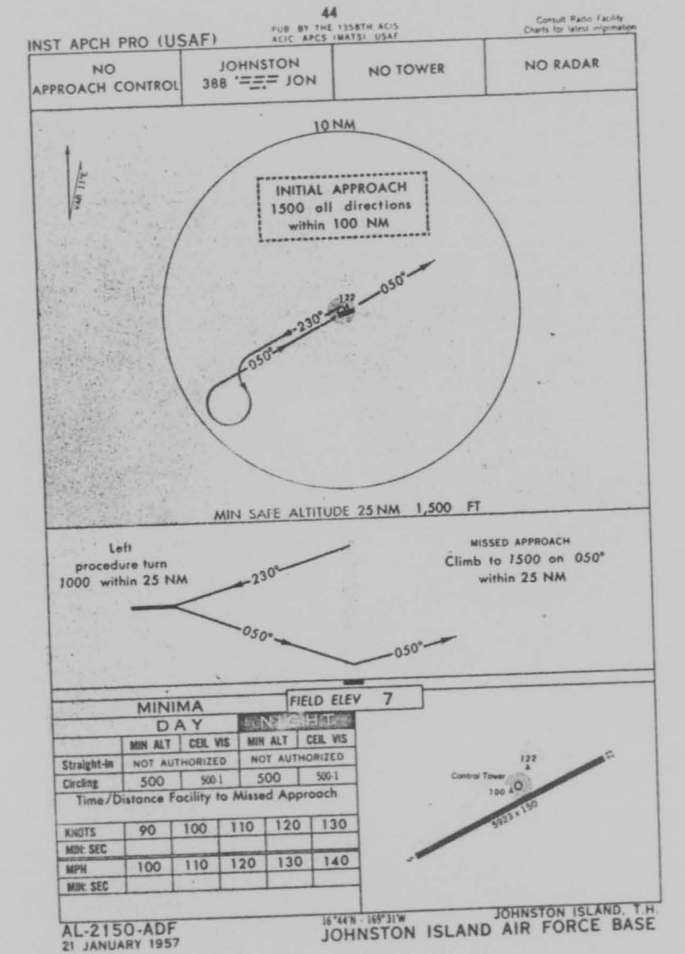


1863

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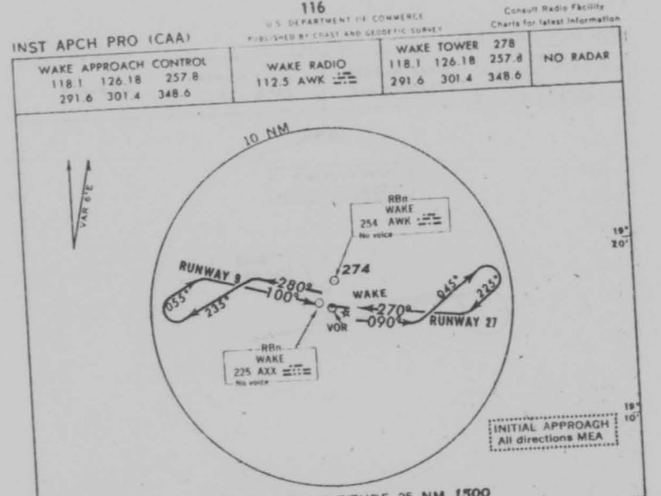
116

U.S. DEPARTMENT OF COMMERCE
PUBLISHED BY COAST AND GEODETIC SURVEY

Consult Radio Facility Charts for latest information

INST APCH PRO (CAA)

| WAKE APPROACH CONTROL | WAKE RADIO | WAKE TOWER | NO RADAR |
|---|---|---|---|
| 118.1 126.18 257.8<br>291.6 301.4 348.6 | 112.5 AWK | 278<br>118.1 126.18 257.8<br>291.6 301.4 348.6 | |




RUNWAY 9 — 166°30'
PROCEDURE TURN
South side of 280° course
1000 within 10 miles
VOR
280°
100°
100°
500

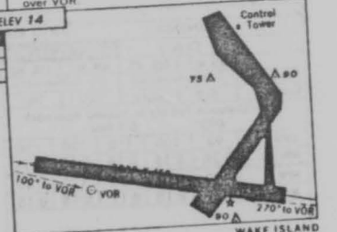
MISSED APPROACH
CLIMB TO 1500 ON RADIAL 100 WITHIN 20 MILES, if not contact authorized minimums over VOR

RUNWAY 27 — 166°40' — 166°30'
VOR
PROCEDURE TURN
North side of 090° course
1000 within 10 miles
090°
270°
270°
500

MISSED APPROACH
CLIMB TO 1500 ON RADIAL 270 WITHIN 20 MILES, if not contact authorized minimums over VOR

FIELD ELEV 14

| MINIMA | DAY | | NIGHT | |
|---|---|---|---|---|
| | MIN ALT | CEIL VIS | MIN ALT | CEIL VIS |
| STRAIGHT-IN | 514 | 500-1½ | 514 | 500-1½ |
| CIRCLING | 514 | 500-1½ | 514 | 500-1½ |




AL-2162-VOR
17 DEC 1956

19°17'N - 166°39'E

WAKE ISLAND
WAKE AIRPORT

1864

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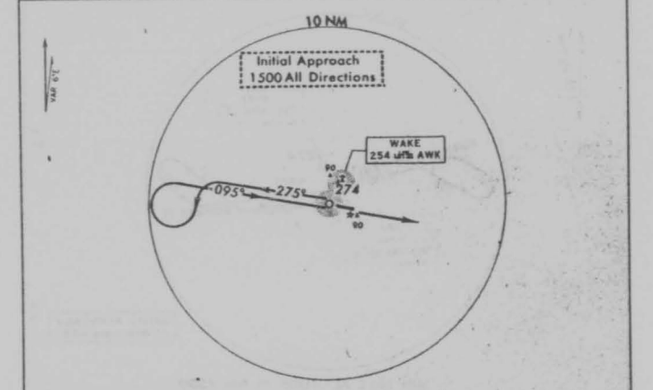
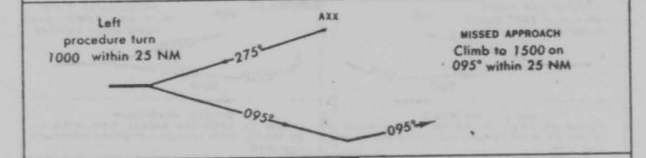
INST APCH PRO(CAA) PUB BY THE 1358TH ACIS ACIC APCS (MATS) USAF Consult Radio Facility Charts for latest information

| WAKE APPROACH CONTROL 301.4 - 291.6 126.18 - 118.1 | WAKE MARKER 225 AXX | WAKE TOWER 257.8 - 126.18 | NO RADAR |
|---|---|---|---|




MIN SAFE ALTITUDE 25 NM 1,500 FT



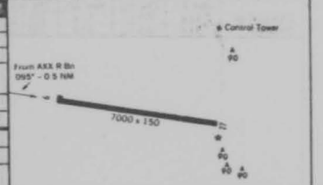

FIELD ELEV 12

MINIMA

| | DAY | | NIGHT | |
|---|---|---|---|---|
| | MIN ALT | CEIL VIS | MIN ALT | CEIL VIS |
| Straight-in | NOT AUTHORIZED | | NOT AUTHORIZED | |
| Circling | 512 | 500 1½ | 612 | 600 2 |

Time/Distance Facility to Missed Approach 095° 0.5 NM

| | | | | | |
|---|---|---|---|---|---|
| KNOTS | 90 | 100 | 110 | 120 | 130 |
| MIN: SEC | 0:20 | 0:18 | 0:16 | 0:15 | 0:14 |
| MPH | 100 | 110 | 120 | 130 | 140 |
| MIN: SEC | 0:21 | 0:19 | 0:17 | 0:16 | 0:15 |




AL-2162-ADF-2
1 AUGUST 1957

19°17'N - 166°39'E

115

WAKE ISLAND
WAKE AERODROME

1865

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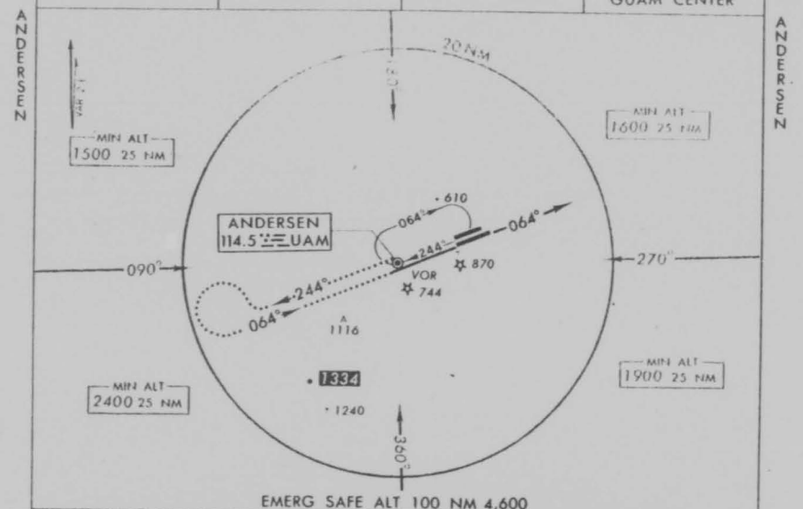
46

INST APCH PRO (USAF)

| GUAM CENTER 255.4-137.88 | ANDERSEN 114.5 UAM | ANDERSEN TOWER 236.6-126.18 | GCA AVAILABLE CALL GUAM CENTER |
|---|---|---|---|




EMERG SAFE ALT 100 NM 4,600

Start right penetration turn at 20,000 4 NM from VOR, complete at 2500 within 25 NM

4 NM VOR

Initial penetration 20,000 or above

244°

MISSED APPROACH
Climb to 3000 on 064° and contact GUAM CENTER

GCA on request at 2500

064°

2300

064° 064°

If VFR maintain 2500 to coastline

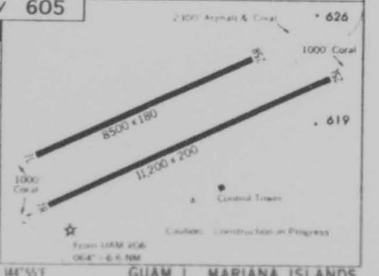
MINIMA

FIELD ELEV 605

| | DAY | | NIGHT | |
|---|---|---|---|---|
| | MIN ALT | CEIL-VIS | MIN ALT | CEIL-VIS |
| Straight-in | 1100 | 500 1 | 1100 | 500 2 |
| Circling | 1100 | 500 1 | 1100 | 500 2 |

Time/Distance Facility to Missed Approach 064° 6.6 NM

| KNOTS | 120 | 140 | 160 | 180 | 200 | 220 |
|---|---|---|---|---|---|---|
| MIN:SEC | 3:18 | 2:50 | 2:28 | 2:12 | 1:59 | 1:48 |
| MPH | 140 | 160 | 180 | 200 | 220 | 240 |
| MIN:SEC | 3:15 | 2:51 | 2:32 | 2:17 | 2:04 | 1:54 |




JAL-2147-VOR-1

13°35'N 144°55'E

GUAM I., MARIANA ISLANDS

46

ANDERSEN AIR FORCE BASE

1866

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## GENERAL INSTRUCTIONS

I. Emergency Air Fields: First priority, SAC Bases; second priority, suitable military base; third priority, sutable civil base.

Alternate Airfields Enroute: Biggs AFB, Davis Monthan AFB, March AFB, Castle AFB, Barber's Point, Kaneohe Bay MCAS, Kahului, Midway N.S., Wake, Kwajalein, W. Tinian, Kobler, Saipan.

II. Weather Minimums:

1. ZI - AFR 60-16 or local minimums whichever is higher.

2. Pacific Bases - Not less than 1500 feet ceiling and 3 miles visibility, with an alternate airfield minimum of 3000 feet ceiling and 3 miles visibility.

III. Aircraft Spare Procedures:

1. Four aircraft are designated as taxi spares for each of the 1st ,2nd and 3rd wave departures.

2. On the 4th wave the 2nd cell will spare the 1st cell, the 3rd cell the 2nd cell, the 4th cell the 3rd cell, and the 5th cell the 4th cell.

3. All spare aircraft of the 1st three waves will be prepared to start engines and taxi with the 1st cell departing on the day they are spares. Spare aircraft will start engines and taxi when advised by the tower controller.

4. Spare aircraft of the 4th wave will be prepared to start engines and taxi with the preceding cell upon notification by the Tower Controller.

5. In addition to the "Hot" spares as outlined each tactical squadron will prepare one "Cold" spare for the 7, 8, and 9th of January departures.

IV. Danger Areas Close to Routes in ZI:

R-209, R-211, R-344, R-279, R-276. No danger areas are overflown.

Pacific Areas:

1. Pacific ADIZ 34-33N 120-55W
2. Hawaii ADIZ Enter 22-33N 155-34W
   Exit 22-12N 161-00W
3. Guam ADIZ 15-43N 145-54E

SECTION M SECRET A7-5819



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
UNITED STATES AIR FORCE
Dyess Air Force Base, Texas

341DOT 28 December 1957

SUBJECT: (Unclassified) Ammendment One to 341st Bomb Wing "Block House" Air Crew Flimsy

TO: See Distribution, Basic Air Crew Flimsy

1. Inclosure one is Ammendment One to 341st Bomb Wing Block House Air Crew Flimsy. Superceded pages will be removed from basic flimsy and replaced by ammended pages. (U)

2. This ammendment brings up to date the take-off and refueling timing schedules, touraide common, refueling information, control information and fuel decision charts.

3. This document is classified SECRET in accordance with AFR 205-1.

GEORGE M. LOCKHART, Colonel
Director of Operations



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SECRET

"BLOCK HOU__ WAVE I

DYESS AFB TO HICKAM AFB X DAY 7 JANUARY 1958

| CELL | A/C | ACFT | CALL | WX HR | STA TIME | START | TAXI | T.O. | REND REFUEL | C/R FREQ | WAVE I C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ORANGE LEAD | Perna/Pendergast | 2269 | 15 | 1000 | 1030 | 1300 | 1310 | 1330 | | | |
| #2 | Dauteuil | 5234 | 19 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | 7/1455 | 256.0 | ANN |
| GREY LEAD | Ritter | 2374 | 49 | 1000 | 1050 | 1320 | 1330 | 1350 | | | |
| #2 | Barrett | 5254 | E41 | 1000 | 1050 | 1321½ | 1331½ | 1351½ | 7/1515 | 266.2 | BETTY |
| PINK LEAD | Ware | 2097 | 84 | 1000 | 1110 | 1340 | 1350 | 1410 | | | |
| #2 | Guzowski | 2041 | 77 | 1000 | 1110 | 1341½ | 1351½ | 1411½ | 7/1535 | 279.8 | CORA |
| WHITE LEAD | Jennings | 2608 | E48 | 1100 | 1130 | 1400 | 1410 | 1430 | | | |
| #2 | Donaldson | 2510 | E39 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | 7/1555 | 256.0 | ANN |
| BLACK LEAD | DeSomer | 2093 | 83 | 1100 | 1150 | 1420 | 1430 | 1450 | | | |
| #2 | Dumont | 2034 | 75 | 1100 | 1150 | 1421½ | 1431½ | 1451½ | 7/1615 | 266.2 | BETTY |
| CHERRY LEAD | Warner | 5228 | 20 | 1140 | 1210 | 1440 | 1450 | 1510 | | | |
| #2 | Flowers | 2309 | 12 | 1140 | 1210 | 1441½ | 1451½ | 1511½ | 7/1635 | 279.8 | CORA |
| GREEN LEAD | Routh | 2218 | 11 | 1140 | 1230 | 1500 | 1510 | 1530 | | | |
| #2 | McClarnon | 1827 | E36 | 1140 | 1230 | 1501½ | 1511½ | 1531½ | 7/1655 | 256.0 | ANN |
| | HICKAM AFB TO ANDERSEN AFB | | | | X DAY + 1 | 8 JANUARY 1958 | | | | | PACIFIC-ALASKA |
| ORANGE LEAD | | | 15 | 1430 | 1500 | 1730 | 1740 | 1800 | | | |
| #2 | | | 19 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | 8/1844 | 276.4 | ANN |
| GREY LEAD | | | 49 | 1430 | 1520 | 1750 | 1800 | 1820 | | | |
| #2 | | | E41 | 1430 | 1520 | 1751½ | 1801½ | 1821½ | 8/1904 | 283.8 | BETTY |
| PINK LEAD | | | 84 | 1430 | 1540 | 1810 | 1820 | 1840 | | | |
| #2 | | | 77 | 1430 | 1540 | 1811½ | 1821½ | 1841½ | 8/1924 | 289.0 | CORA |
| WHITE LEAD | | | E48 | 1530 | 1600 | 1830 | 1840 | 1900 | | | |
| #2 | | | E39 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | 8/1944 | 276.4 | ANN |
| BLACK LEAD | | | 83 | 1530 | 1620 | 1850 | 1900 | 1920 | | | |
| #2 | | | 75 | 1530 | 1620 | 1851½ | 1901½ | 1921½ | 8/2004 | 283.8 | BETTY |
| CHERRY LEAD | | | 20 | 1530 | 1640 | 1910 | 1920 | 1940 | | | |
| #2 | | | 12 | 1530 | 1640 | 1911½ | 1921½ | 1941½ | 8/2024 | 289.0 | CORA |

E - INDICATES CALL SIGN EYELASH

All times ZULU - - - - - - - - Dyess Local +6 hours = GCT
Hickam Local + 10 hours = GCT

SECRET

341ST OPS ORD 76-57
10 December 1957



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SECRET

BLOCK HOUSE" WAVE II

DYESS AFB TO HICKAM AFB X DAY + 1 8 JANUARY 1958

| CELL | A/C | ACFT | CALL | WX BR | STA TIME | START | TAXI | T.O. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | Smith (1) | 2076 | 79 | 1000 | 1030 | 1300 | 1310 | 1330 | | | |
| #2 | Monge | 2077 | 82 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | 8/1455 | 256.0 | ANN |
| IVORY LEAD | Graves | 5249 | 23 | 1000 | 1050 | 1320 | 1330 | 1350 | | | |
| #2 | Tidwell | 2442 | E42 | 1000 | 1050 | 1321½ | 1331½ | 1351½ | 8/1515 | 266.2 | BETTY |
| CREAM LEAD | Ballard (1) | 2079 | 50 | 1000 | 1110 | 1340 | 1350 | 1410 | | | |
| #2 | VanGaasbeek | 2037 | 44 | 1000 | 1110 | 1341½ | 1351½ | 1411½ | 8/1535 | 279.8 | CORA |
| TAN LEAD | Podbesek (1) | 2266 | 14 | 1100 | 1130 | 1400 | 1410 | 1430 | | | |
| #2 | Platner | 5805 | 18 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | 8/1555 | 256.0 | ANN |
| BROWN LEAD | Youngmark | 2388 | 54 | 1100 | 1150 | 1420 | 1430 | 1450 | | | |
| #2 | Creahan | 7070 | 53 | 1100 | 1150 | 1421½ | 1431½ | 1451½ | 8/1615 | 266.2 | BETTY |
| PURPLE LEAD | Hopwood (1) | 2035 | 73 | 1100 | 1210 | 1440 | 1450 | 1510 | | | |
| #2 | Boyd | 2100 | 85 | 1100 | 1210 | 1441½ | 1451½ | 1511½ | 8/1635 | 279.8 | CORA |

HICKAM AFB TO ANDERSEN AFB X DAY +2 9 JANUARY 1958 C/R PLAN PACIFIC-ALASKA

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SCARLET LEAD | 79 | 1430 | 1500 | 1730 | 1740 | 1800 | | | | |
| #2 | 82 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | 9/1844 | 276.4 | ANN | |
| IVORY LEAD | 23 | 1430 | 1520 | 1750 | 1800 | 1820 | | | | |
| #2 | E42 | 1430 | 1520 | 1751½ | 1801½ | 1821½ | 9/1904 | 283.8 | BETTY | |
| CREAM LEAD | 50 | 1430 | 1540 | 1810 | 1820 | 1840 | | | | |
| #2 | 44 | 1430 | 1540 | 1811½ | 1821½ | 1841½ | 9/1924 | 289.0 | CORA | |
| TAN LEAD | 14 | 1530 | 1600 | 1830 | 1840 | 1900 | | | | |
| #2 | 18 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | 9/1944 | 276.4 | ANN | |
| BROWN LEAD | 54 | 1530 | 1620 | 1850 | 1900 | 1920 | | | | |
| #2 | 53 | 1530 | 1620 | 1851½ | 1901½ | 1921½ | 9/2004 | 283.8 | BETTY | |
| PURPLE LEAD | 73 | 1530 | 1640 | 1910 | 1920 | 1940 | | | | |
| #2 | 85 | 1530 | 1640 | 1911½ | 1921½ | 1941½ | 9/2024 | 289.0 | CORA | |

ALL TIMES - ZULU

341ST OPS ORD 76-57
10 December 1957

(1) Indicates Spares Wave I

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SECRET

"BLOCK HOUSE" WAVE III

DYESS AFB TO HICKAM AFB X DAY+2 9 JANUARY 1958

| CELL | A/C | ACFT | CALL | WX RR | STA TIME | START | TAXI | T.O. | REFUEL RENDZ. | C/R FREQ. | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | Payton | 2157 | 45 | 1000 | 1030 | 1300 | 1310 | 1330 | | | |
| #2 | Rozell | 2249 | 42 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | 9/1455 | 256.0 | ANN |
| PEACH LEAD | Elzey (2) | 2095 | E52 | 1000 | 1050 | 1320 | 1330 | 1350 | | | |
| #2 | Warren | 2043 | 81 | 1000 | 1050 | 1321½ | 1331½ | 1351½ | 9/1515 | 266.2 | BETTY |
| RUST LEAD | Ligon (2) | 1851 | E54 | 1000 | 1110 | 1340 | 1350 | 1410 | | | |
| #2 | Fraser | 2254 | 17 | 1000 | 1110 | 1341½ | 1351½ | 1411½ | 9/1535 | 279.8 | CORA |
| GOLD LEAD | Welling | 5232 | E30 | 1100 | 1130 | 1400 | 1410 | 1430 | | | |
| #2 | Frey | 2444 | E27 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | 9/1555 | 256.0 | ANN |
| OLIVE LEAD | Hammond (2) | 5233 | 21 | 1100 | 1150 | 1420 | 1430 | 1450 | | | |
| #2 | Hull | 2222 | 13 | 1100 | 1150 | 1421½ | 1431½ | 1451½ | 9/1615 | 266.2 | BETTY |
| CHROME LEAD | Long, W.E.(2) | 2291 | 46 | 1100 | 1210 | 1440 | 1450 | 1510 | | | |
| #2 | Long, W.D. | 2618 | E49 | 1100 | 1210 | 1441½ | 1451½ | 1511½ | 9/1635 | 279.8 | CORA |

HICKAM AFB TO ANDERSEN AFB X DAY +3 10 JANUARY 1958

| | | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|---|
| ROSE LEAD | | 45 | 1430 | 1500 | 1730 | 1740 | 1800 | | | |
| #2 | | 42 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | 10/1844 | 276.4 | ANN |
| PEACH LEAD | | E52 | 1430 | 1520 | 1750 | 1800 | 1820 | | | |
| #2 | | 81 | 1430 | 1520 | 1751½ | 1801½ | 1821½ | 10/1904 | 283.8 | BETTY |
| RUST LEAD | | E54 | 1430 | 1540 | 1810 | 1820 | 1840 | | | |
| #2 | | 17 | 1430 | 1540 | 1811½ | 1821½ | 1841½ | 10/1924 | 289.0 | CORA |
| GOLD LEAD | | E30 | 1530 | 1600 | 1830 | 1840 | 1900 | | | |
| #2 | | E27 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | 10/1944 | 276.4 | ANN |
| OLIVE LEAD | | 21 | 1530 | 1620 | 1850 | 1900 | 1920 | | | |
| #2 | | 13 | 1530 | 1620 | 1851½ | 1901½ | 1921½ | 10/2004 | 283.8 | BETTY |
| CHROME LEAD | | 46 | 1530 | 1640 | 1910 | 1920 | 1940 | | | |
| #2 | | E49 | 1530 | 1640 | 1911½ | 1921½ | 1941½ | 10/2024 | 289.0 | CORA |

E - INDICATES CALL SIGN EYELASH

(2) Indicates Spares Wave II

All Times ZULU - - - - - - - - - -Dyess Local +6 hours = GCT
Hickam Local +10 hours = GCT

SECRET

341ST OPS ORD 76-57
10 December 1957



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"BLOCK HOLE" WAVE IV

DYESS AFB TO HICKAM AFB X DAY+3 10 JANUARY 1958

| CELL | A/C | ACFT | CALL | WX BR | STA TIME | START | TAXI | T.O. | REND REFUEL | C/R FREQ. | C/R PLAN ZI ALPHA |
|---|---|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | Brechel (3) | 2210 | 10 | 1000 | 1030 | 1300 | 1310 | 1330 | 10/1455 | 256.0 | ANN |
| #2 | McKnight | 2278 | 16 | 1000 | 1030 | 1301½ | 1311½ | 1331½ | | | |
| RED LEAD | Hall (3) | 2385 | 41 | 1000 | 1050 | 1320 | 1330 | 1350 | 10/1515 | 266.2 | BETTY |
| #2 | Grossart | 2092 | 52 | 1000 | 1050 | 1321½ | 1331½ | 1351½ | | | |
| YELLOW LEAD | Griffis (3) | 2044 | 80 | 1000 | 1110 | 1340 | 1350 | 1410 | 10/1535 | 279.8 | CORA |
| #2 | Yon | 2073 | 78 | 1000 | 1110 | 1341½ | 1351½ | 1411½ | | | |
| SILVER LEAD | Weeks (3) | 2061 | 55 | 1100 | 1130 | 1400 | 1410 | 1430 | 10/1555 | 256.0 | ANN |
| #2 | Krueger | 5227 | 51 | 1100 | 1130 | 1401½ | 1411½ | 1431½ | | | |
| #3 | Col. Eddy | 2773 | 99 | 1100 | 1130 | 1403 | 1413 | 1433 | 10/1555 | 256.0 | ANN |

HICKAM AFB TO ANDERSEN AFB X DAY +4 11 JANUARY 1958

| | | | | | | | | | C/R PLAN PACIFIC/ALASKA |
|---|---|---|---|---|---|---|---|---|---|
| BLUE LEAD | | 10 | 1430 | 1500 | 1730 | 1740 | 1800 | 11/1844 | 296.4 | ANN |
| #2 | | 16 | 1430 | 1500 | 1731½ | 1741½ | 1801½ | | | |
| RED LEAD | | 41 | 1430 | 1520 | 1750 | 1800 | 1820 | 11/1904 | 283.8 | BETTY |
| #2 | | 52 | 1430 | 1520 | 1751½ | 1801½ | 1821½ | | | |
| YELLOW LEAD | | 80 | 1430 | 1540 | 1810 | 1820 | 1840 | 11/1924 | 289.0 | CORA |
| #2 | | 78 | 1430 | 1540 | 1811½ | 1821½ | 1841½ | | | |
| SILVER LEAD | | 55 | 1530 | 1600 | 1830 | 1840 | 1900 | 11/1944 | 296.4 | ANN |
| #2 | | 51 | 1530 | 1600 | 1831½ | 1841½ | 1901½ | | | |
| #3 | | 99 | 1530 | 1600 | 1833 | 1843 | 1903 | 11/1944 | 296.4 | ANN |
| GREEN LEAD | ROUTH | 11 | 1530 | 1620 | 1850 | 1900 | 1920 | 11/2004 | 283.8 | BETTY |
| #2 | McCLANAHAN | 71 | 1530 | 1620 | 1851½ | 1901½ | 1921½ | | | |

(3) Indicates Spares Wave III

ALL TIMES ZULU

341ST OPS ORD 76-57
10 December 1957

1872

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SECRET

## 341ST BOMB WING TAIL NUMBER - CALL SIGNS

### 10th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-210 | 10 | 51-5805 | 18 |
| 52-218 | 11 | 51-5234 | 19 |
| 52-309 | 12 | 51-5228 | 20 |
| 52-222 | 13 | 51-5233 | 21 |
| 52-266 | 14 | 51-5249 | 23 |
| 52-269 | 15 | 53-1851 | Eyelash 54 |
| 52-278 | 16 | 52-442 | Eyelash 42 |
| 52-254 | 17 | | |

### 12th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 51-5254 | Eyelash 41 | 52-608 | Eyelash 48 |
| 51-2385 | 41 | 51-2374 | 49 |
| 52-249 | 42 | 52-079 | 50 |
| 52-618 | Eyelash 49 | 51-5227 | 51 |
| 52-037 | 44 | 52-092 | 52 |
| 52-157 | 45 | 51-7070 | 53 |
| 52-291 | 46 | 51-2388 | 54 |
| 52-510 | Eyelash 39 | 52-061 | 55 |

### 490th Bomb Squadron

| Aircraft Number | Call Sign | Aircraft Number | Call Sign |
|---|---|---|---|
| 52-1827 | Eyelash 36 | 52-034 | 75 |
| 53-2095 | Eyelash 52 | 52-444 | Eyelash 27 |
| 52-035 | 73 | 52-041 | 77 |
| 51-5232 | Eyelash 30 | 52-073 | 78 |
| 52-076 | 79 | 52-093 | 83 |
| 52-044 | 80 | 52-097 | 84 |
| 52-043 | 81 | 52-100 | 85 |
| 52-077 | 82 | 52-773 | 99 |

ALL CALL SIGNS NOT PRECEDED by EYELASH WERE A SPIRAL PREF



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"BLOCK HOUSE"
TOURAIDE

A. TOURAIDE FOR FLIGHT FROM DYESS AFB TO HICKAM AFB:

1. Wx briefing_____ (As listed in Flimsy) 11th ARS

1a. Station time 3+00 prior to take-off.

2. Call Spiral control on completion of pre-flight giving status of aircraft, or if a delay is anticipated at any time call Spiral for further instructions.

3. Each cell will be at the "ready to start" portion of the check list 45 minutes prior to its scheduled T.O. Aircraft will monitor channel #2 during this period.

4. Cell leaders will obtain instructions on channel #2 30 minutes prior to T.O.

5. START ENGINES _____(T.O. -30)

TAXI _____(T.O. -20)

TAKE OFF _____

a. 1½ minutes between aircraft.

b. 20 minutes between cells.

c. All take offs with water.

d. Monitor channel #2 during taxi and take-off.

e. NOTE: This fuel loading places the CG at approx_____% Mac which necessitates utilization of the procedures as outlined on page 7-7 of the dash one. Start engines and taxi on the aft main tank. Caution: Place fuel panel in normal configuration prior to T.O. utilizing a figure of _____# for start and taxi will bring the CG forward to approx_____ _____Mac.

6. After take off switch to channel #12 and check in with cell leader. The leader will call Spiral Control giving the number of aircraft airborne and their status.

7. Three minutes after start of take off roll turn on course to Big Spring, Tex VOR.

7a. Interplane frequencies: 1st and 4th cell of each wave use channel 11/311.0, 2nd and 5th cell of each wave use channel 12/321.0, 3rd and 6th cell of each wave use channel 16/235.1, 7th cell use 11/311.0



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8. All aircraft check APN-76 with A&E rendezvous on channel #16.

a. Turn APN-76 to standby after check.

9. Cell leader will climb to a base altitude of _____ feet.

10. If cell is not formed upon reaching altitude each aircraft will assume the speed altitude listed below until cell join up is effected. Check in with the leader when in position. #2 aircraft will fly loose visual formation unless wx conditions exist at which time route cell formation will be assumed.

| | APP MACH | ALT |
|---|---|---|
| Cell Lead | .72 | _____ |
| #2 | .78 | _____ |

10a. Cross Big Spring VOR at 22,000 feet - IMPORTANT !!

11. Abeam Midland, Texas VOR 114.8

a. Position report to Midland Radio — Alt _____

Position _____nm Midland, Texas — ETA Hudspeth, Tex VOR
Time _____ — NRP El Paso Center

12. Hudspeth, Texas VOR 115.0

a. Position report to El Paso Center — Alt _____

Position Hudspeth VOR — ETA Refuel Descent Pt
Time _____ — NRP Prescott, Ariz

b. Switch to initial tanker contact freq._____mcs.

c. Contact Tanker Leader (call sign)_____.

Give ETA to Rend Point_____.

Descent Range_____nm, form IAS 205K; _____tanker orbit, Deming, New Mexico.

13. Echelon formation 60 degrees right for refueling formation, set altitude to 29.92.

14. Start Descent 24nm SW Las Cruces, New Mexico.

15. Contact tankers move in for refueling on formation leaders signal and on load 38,000 lbs.



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16. Refueling formating speed 205 knots, end 225 knots.

17. End A/R at Globe, Ariz. Accelerate and climb on course to Prescott, Ariz. VOR. Cell leader clear thru Phoenix RBS area.

18. Prescott, Ariz. VOR 114.1

a. Position report to Prescott Radio Alt _____

Position Prescott VOR
Time _____

ETA Daggett, Calif VOR
NRP Palmdale, Calif VOR

b. Estimated time to penetrate Western ADIZ at a point 34-45N 113-37W.

c. All aircraft required to have minimum 84,000 lbs. to continue mission, at Prescott, Arizona.

19. Daggett, Calif. VOR 113.2

a. Position report to Daggett Radio Alt _____

Position Daggett VOR
Time _____

ETA Palmdale VOR
NRP Penetration Pacific ADIZ, 34-32N 120-55W

b. Cell leader clear thru Los Angles RBS area.

20. Palmdale, Calif VOR 112.2

a. Position report to Los Angeles Center Alt _____

Position Palmdale VOR
Time _____

ETA Pacific ADIZ
NRP Ocean Station November

21. Pacific ADIZ 34-32N 120-55W

a. Position report to Los Angeles Center Alt _____

Penetrating Pacific ADIZ
Time _____

ETA Ocean Station November
NRP 30 Prior to Penetration Hawaiian ADIZ 22-34N 155-35W



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7. Note: For East take-off only: When aircraft is definitely under control after T.O., turn to a M.H. of 130°. Do not retract flaps until turn to heading has been completed. Do not over fly city of Honolulu or Waikiki beach except in emergency.

a. 1½ minutes between aircraft.

b. 20 minutes between cells.

c. All take-offs with water.

d. Monitor channel #2 during taxi and take-off.

8. After take-off switch to channel #12 and check in with cell leader.

9. Both aircraft in cell will turn APN-76 on T_____ R_____.

a. Inform Honolulu ARTC Center that tanker will make position reports while refueling.

10. Switch to initial tanker contact freq. _____mcs.

a. Contact Tanker Leader (call sign) _____.

b. Give ETA to Rend Point _____.

c. Set altimeter to 29.92.

11. Cell leader will climb to altitude of 20,000 feet.

12. Echelon formation 60 degrees right for refueling.

13. Contact tankers, move in on formation leaders signal and on load 38,000 lbs.

14. Refueling formation speed 205 knots, and 225 knots.

15. End A/R, Accelerate and climb on course to French Frigate Shoals Island. Fuel minimum departing French Frigate Shoals is 95,000#.

16. Wake Island VOR 112.5

a. Position report to Wake App Control. Alt_____

Position Wake Island

ETA Penetration Guam
ADIZ 16-44N 145-55E

NRP 30 prior penetration

b. Fuel Decision: Aircraft must have minimum of 46,000 lbs. to continue mission as planned or 44,200# direct Wake to Guam.



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PRIMARY ROUTE

III. Hickam to Andersen: Foot Hill Yankee Area

| | |
|---|---|
| Refueling IP | Hickam AFB |
| Tanker Orbit | 22-05 N 160-40 W |
| Orbit Altitude | 15,500' (Base) |
| Refueling Altitude | 15,000' (Base) |
| Refueling Track | 289° TRUE |
| Rendezvous Point | 22-28 N 161-51 W |
| End Air Refueling | 23° 02'N 163° 32'W |
| C/R Plan | _____ |
| Tanker Call Sign | _____ |



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TAKE-OFF CONDITIONS
HEAVIEST TACTICAL AIRCRAFT
HICKAM TO ANDERSEN

| | |
|---|---|
| TYPE AIRCRAFT | B-47E |
| ST. TAKE-OFF GROSS WEIGHT | 190,000 |
| RUNWAY AVAILABLE | 13,100 |
| PRESSURE ALTITUDE | 220 |
| OUTSIDE AIR TEMPERATURE (F) | 80°F |
| CRITICAL FIELD LENGTH | 9,600 |
| TAKE-OFF DISTANCE | 8,250 |
| TAKE-OFF SPEED | 159K |
| EMERGENCY REFUSAL DISTANCE | 6,000' |
| DECISION POINT | 4,000' Spd 106K |
| EMERGENCY BEST FLARE | 172K |
| CENTER OF GRAVITY & MAC | 27.1% |
| TRIM | 1.7°ND |

341ST OPS ORD 76-57
10 December 1957

A7-5451



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341ST BOMBARDMENT WING
BLC HOUSE

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FUEL DECISION CHART
DYESS TO HICKAM

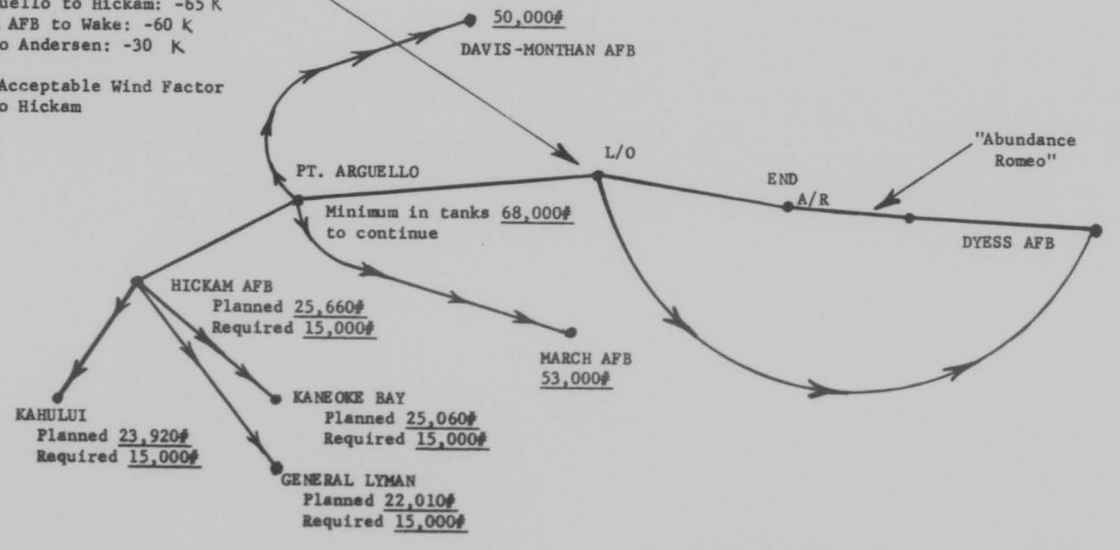
Scheduled Off Load 38,000#

Minimum Off Load 26,000#

Minimum in Tanks 84,000#

Wind Factor: (90% Worst Wind)
Dyess to Pt. Arguello: -88 K
Pt Arguello to Hickam: -65 K
Hickam AFB to Wake: -60 K
Wake to Andersen: -30 K

Worst Acceptable Wind Factor
-110K to Hickam

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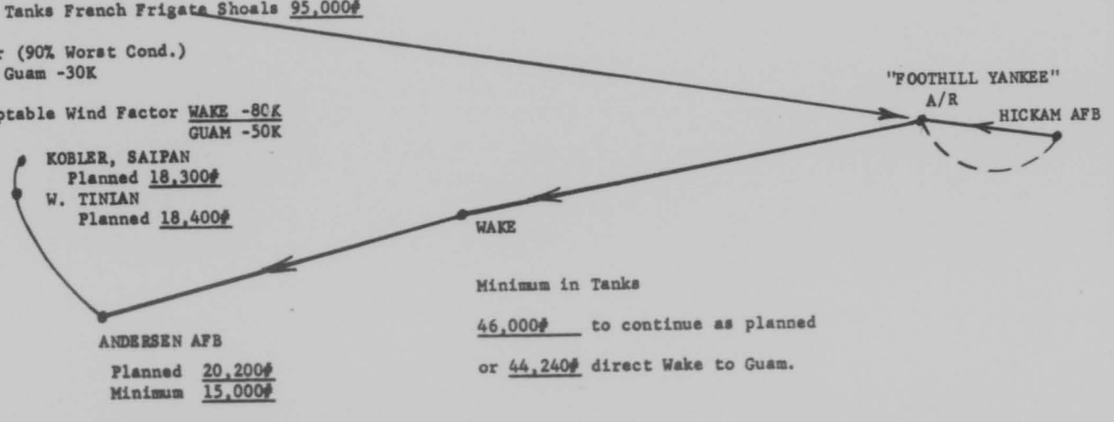
341ST BOMBARDMENT WING, MEDIUM
B[illegible] HOUSE

FUEL DECISION CHART

HICKAM TO GUAM

1. Scheduled Off Load 38,000#
2. Minimum Off Load 30,000#
3. Minimum in Tanks French Frigate Shoals 95,000#
4. Wind Factor (90% Worst Cond.)
   Wake -60K Guam -30K
5. Worst Acceptable Wind Factor WAKE -80K
   GUAM -50K




Minimum in Tanks

46,000# to continue as planned

or 44,240# direct Wake to Guam.

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START DESCENT FUEL TANK CONFIGURATION

| | Fwd M | CTR M | Aft M | B-Bay | Fwd Aux | Aft Aux | Ext |
|---|---|---|---|---|---|---|---|
| 1st AR | 14000 | 14000 | 14000 | 11050 | Full | Full | Full |
| 2nd AR | 12500 | 12500 | 12500 | 9000 | Full | Full | Full |

TAKE-OFF FROM DYESS - Taxi, using fuel from aft main tank only.
Change to normal fuel panel setting for take off.

TAKE-OFF FROM HICKAM - Use normal fuel panel setting to end of AR, then as required.
After L/O transfer fuel from external tanks first.

BOTH REFUELINGS - Refuel into the three (3) mains and bomb bay tanks simultaneously.

SECTION D A7-5819

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PLANNING FACTORS

1. Planning factors used in computation of flight plans: (U)

Refueling 280/32

1st Leg 90% worst -88K

2nd Leg 90% worst -65K

Timing 1st leg -32K; 2nd Leg -39K

| DYESS AFB TAKEOFF FACTORS | HICKAM AFB TAKEOFF FACTORS |
|---|---|
| Press Alt 2,000' | Press Alt 220' |
| Temperature 52°F | Temperature 80°F |
| Critical Field Length 10,800 | Critical Field Length 9600 |
| Take-off distance 9,400' | Take-off distance 8250 |

2. Critical wind component information was derived from the 90% worst wind factor.

Refueling 265/12

1st Leg 90% worst -60 mean -40K

2nd Leg 90% worst -30 mean -13K

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Secret

**MISSION FLIGHT PLAN**

| O. O. AND NICKNAME | UNIT | TYPE ACFT | WAVE | CELL CALL SIGN | REMARKS |
|---|---|---|---|---|---|
| BLOCK HOUSE | 341 BWg | B-47 | ALL WAVES | | CL @ 98% RPM FUEL WT 6.4 #PE ALL |

| | POUNDS |
|---|---|
| ACFT BASIC | 82870 |
| CREW | 1170 |
| OIL | 410 |
| ATO | |
| RACK | |
| EXT TANKS WEIGHT (Empty) | 1560 |
| MISCELLANEOUS | 1040 |
| CHAFF | 1270 |
| OPERATING | 88320 |

| | |
|---|---|
| AM | 18000 |
| FM | 18750 |
| F Aux | 6720 |
| A Aux | 7800 |
| CM | 17980 |
| EXT | 21690 |
| BRAY | 9000 |
| TOTAL FUEL | 99940 |

| | POUNDS | |
|---|---|---|
| BOMBS | | |
| AMMO | 440 | |
| WATER AUG | 5300 | |
| STATIC | 194000 | NR FULL ATO REQUIRED |
| START ENGINES AND TAXI FUEL ALLOWANCE | 4000 | NR EMPTY ATO REQUIRED |
| TAKE-OFF GROSS | 199000 | ATO FIRING SPEED |

| RUNWAY | | |
|---|---|---|
| PRESSURE ALT | LENGTH | AIR TEMP |
| 220 | 13100 | 80°F |
| CRITICAL FIELD LENGTH 9600' | | CRITICAL AIR TEMP |
| TAKE-OFF DISTANCE 8250 | TAKE-OFF SPEED 159 Kt | |
| CRITICAL WIND COMPONENT | | |
| 1ST LEG -80K | 2ND LEG -50K | 3D LEG |

**PRE-FLIGHT PLAN**

| | FROM / ROUTE | FLT COND | T. C. | WIND D/V / DRIFT | T. H. | VAR | M. H. | TEMP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS ACC GND DIS | TIME ACC TIME | AIR DIS ACC AIR DIS | ETA | FUEL FLIGHT PLAN PRED FUEL REMAINING | FUEL FLIGHT PLAN GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HICKAM AFB | | | | | | | | | | | | | | | 95940 | 190000 |
| A | TAKE OFF & ACCELERATION | | | | | | | | | | | 9 | 03 | | | 2050 | 7350 |
| B | LEVEL 21-32N OFF 159-05W | CL | 289 | | | -11 | | 20.0↗ | 310 IAS | 390 | | 9 | 03 | | | 93890 | 182650 |
| C | START 22-10N DESCENT 160-54W | CR | 289 | | | -11 | | 20.0 | .69 | 430 | | 70 | | | | 5750 | 5750 |
| D | LEVEL 22-15N OFF 161-10W | DES | 289 | | | -11 | | 15.0↘ | | 460 | | 79 | | | | 88140 | 176900 |
| E | REND-EVOUS 22-28N 161-51W | REND | 289 | | | -11 | | 15.0 | | 250 | | 107 | | | | 3630 | 3630 |
| F | END AREF 23-02N 163-32W | IFR | 289 | | | -11 | | 15.0 | 205 225 | 250 | | 186 | | | | 84510 | 173270 |
| | ON LOAD | | | | | | | | | | | 15 | | | | 200 | 200 |
| G | ACCELERATION | | 289 | | | -11 | | 15.0 | | | | 201 | | | | 84310 | 173070 |
| H | LEVEL 23-30N OFF 165-06W | CL | 289 | | | -11 | | 26.0↗ | | 390 | | 40 | | | | 2030 | 2030 |
| I | FRENCH FRIGATE SHOALS 166-15W | CR | 289 | | | -11 | | 26.0 | | 430 | | 241 | | | | 82280 | 171040 |
| J | 22-05N 180-00W | CC | 262 | | | -10½ | | 27.0 | | 430 | | 100 | | | | 7140 | 7140 |
| K | WAKE ISLAND 19-17N 166-39E | CC | 258 | | | -8 | | 30.0 | | 430 | | 341 | | | | 75140 | 163900 |
| L | 18-25N 156-00E | CC | 265 | | | -5 | | 33.0 | | 430 | | | | | | 38000 | 38000 |
| M | 17-00N 146-00E | CC | 262 | | | -1 | | 35.4 | | 430 | | 8 | :02 | | | 113140 | 201900 |
| | | | | | | | | | | | | 349 | | | | 700 | 700 |
| | | | | | | | | | | | | 83 | | | | 112440 | 201200 |
| | | | | | | | | | | | | 432 | | | | 5300 | 5300 |
| | | | | | | | | | | | | 67 | | | | 107104 | 195900 |
| | | | | | | | | | | | | 499 | | | | 2700 | 2700 |
| | | | | | | | | | | | | 766 | | | | 104440 | 193200 |
| | | | | | | | | | | | | 1265 | | | | 27500 | 27500 |
| | | | | | | | | | | | | 770 | | | | 76940 | 165700 |
| | | | | | | | | | | | | 2035 | | | | 23800 | 23800 |
| | | | | | | | | | | | | 609 | | | | 53140 | 141900 |
| | | | | | | | | | | | | 2644 | | | | 15140 | 15140 |
| | | | | | | | | | | | | 582 | | | | 38000 | 126760 |
| | | | | | | | | | | | | 3226 | | | | 13200 | 13200 |
| | | | | | | | | | | | | | | | | 24800 | 113560 |

SAC FORM 18 APR 56 18 FC: 2720

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Air Force-SAC, Offutt 0-1049(56)



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MISSION FLIGHT PLAN – CONTINUATION SHEET

| | FROM / ROUTE | FLT COND | T.C. | WIND D/V / DRIFT | T.H. | VAR | M.H. | MP / ALT | IAS / MACH | T. A. S. | G. S. | GND DIS / ACC GND DIS | TIME / ACC TIME | AIR DIS / ACC AIR DIS | ETA | FUEL FL / PRED FUEL REMAINING | PLAN / GROSS WT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 17-00 N 146-00E | | | | | | | | | | | | | | | 24800 | 113560 |
| N | GUAM 13-32N VOR 144-50E | CR | 197 | | | -1 | | 37.0 | | 430 | | 225 / 3451 | :20 | | | 4600 / 20200 | 4600 / 108960 |
| O | DES – LAND | | | | | | | | | | | | | | | 3000 / 17200 | 3000 / 105960 |
| | | | | | | | | | | | | | MINIMUM FUEL TO FLY DIRECT FROM WAKE TO GUAM | | | | |
| | WAKE DIRECT TO GUAM | | | | | | | | | | | | | | | | |
| K | WAKE ISLAND 16-52N 156-00E | CC | | | | -5 | | 33.0 | | 430 | | 2035 / 627 | | | | 44240 / 14800 | 133000 / 14800 |
| L | | | | | | | | | | | | 2662 / 678 | | | | 29440 / 14200 | 118200 / 14200 |
| M | GUAM 13-32N VOR 144-50E | CC | | | | -2 | | 37.0 | | 430 | | 3340 | | | | 15240 | 104000 |
| | EMERGENCY LANDING BASES – GUAM | | | | | | | | | | | | | | | | |
| O | KOBLER 15-08N SAIPAN 145-43E | CR | 026 | | | -1 | | 37.0 | | 430 | | 103 | | | | 1900 | 1900 |
| O | WEST 15-01N TINIAN 145-36E | CR | 026 | | | -1 | | 37.0 | | 430 | | 94 | | | | 1760 | 1760 |

MIN. FUEL ON BRD AT FRENCH FRIGATE SHOALS – 95,000#
TO FLY PLANNED ROUTE AND ARRIVE OVER VOR WITH 15,000# RESERVE

MIN FUEL TRANSFER – 30,000#
2160# SAVED BY FLYING DIRECT WAKE TO GUAM
MAX HEAD WIND COMPONENT HICKAM TO WAKE 80 KT } 38000# TRANFER
" " " " WAKE TO GUAM 50 KT

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SAC FORM 15 APR 56 1b FC: 2720

Air Force-SAC, Offset O-1050(M)

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BLOCK HOUSE PRIMARY ROUTE

ALL CELLS

DYESS AFB TO HICKAM AFB

| ALT | | TO | | ITEM |
|---|---|---|---|---|
| | | | Big Spring, Texas VOR | Cross Big Spring VOR@22,000' |
| CLIMB | :17 | :17 | (Level Off) 18W Midland, Tex | - - - - - - - |
| CLIMB | :32 | :32 | Hudspeth, Texas VOR | Turn Point |
| 27-29 | :20 | :52 | 24SW Las Cruces N. Mexico | Start Descent |
| 27-29 | :14 | 1:06 | 17S Silver City N. Mexico | Level Off |
| 15-17 | :09 | 1:15 | Globe, Arizona | Start Climb |
| 15-17 | :40 | 1:55 | Prescott, Arizona VOR | Level Off |
| 27-29 | :18 | 2:13 | Daggett, Calif VOR | T.P. & Climb |
| 27-29 | :32 | 2:45 | Palmdale, Calif VOR | Turn Point |
| 28-30 | :10 | 2:55 | Pt. Auquello, Calif | T.P. & Climb Cruise |
| 28-30 | :20 | 3:15 | 32-34N 130-30W | Start Climb |
| 28-30 | 1:18 | 4:33 | Ocean Sta November 30-00N 140-00W | T.P. & Start Climb |
| 30-32 | 1:19 | 5:52 | 27-40N 145-21W | Climb |
| 32-34 | :48 | 6:40 | 25-12N 150-30W | Climb |
| 34-36 | :48 | 7:28 | N. Hilo Intersection 22-38N 155-25W | Turn Point |
| 36-38 | :49 | 8:17 | N. Maui Intersection 22-02N 156-35W | — — — |
| 36-38 | :11 | 8:28 | Honolulu VOR | Let Down |
| 36-38 | :14 | 8:42 | Honolulu International Airport | Destination |
| DS&LAND | :20 | 9:02 | | |

ALTERNATE REFUELING ROUTE

| | | | | |
|---|---|---|---|---|
| | | | (Level Off) 18W Midland, Texas | - - - - - - - |
| CLIMB | :32 | :32 | Salt Flat, Texas VOR | Turn Point |
| 27-29 | :17 | :49 | 32E Cochise, Arizona VOR | Start Descent |
| 27-29 | :32 | 1:21 | 32NE Tucson, Arizona | Level Off |
| 15-17 | :09 | 1:30 | 24NW Gila Bend, Arizona VOR | Start Climb |
| 15-17 | :40 | 2:10 | 21NW Blythe, California VOR | Level Off |
| 27-29 | :18 | 2:28 | Palmdale, California VOR | T.P. and Climb |
| 27-29 | :26 | 2:54 | | |

BLOCK HOUSE PRIMARY ROUTE

ALL CELLS

HICKAM AFB TO ANDERSEN AFB

| ALT | | TO | | ITEM |
|---|---|---|---|---|
| | | | (Level Off) 21-32N 159-05W | Level Off |
| CLIMB | :15 | :15 | 22-10N 160-54W | Start Descent |
| 20-22 | :17 | :32 | (Level Off) 22-15N 161-10W | Level Off |
| DESCENT | :02 | :34 | 23-02N 163-40W | Start Climb |
| 15-17 | :36 | 1:10 | (Level Off)23-30N 165-06W | Level Off |
| CLIMB | :13 | 1:23 | French Frigate Shoals Island | T.P.&Cl. Cruise |
| 26-28 | :10 | 1:33 | 22-48N 175-25W | Climb |
| 27-29 | 1:19 | 2:52 | 21-16N 175-35E | Climb |
| 29-31 | 1:19 | 4:11 | Wake Island | T.P.& Climb |
| -33 | 1:19 | 5:30 | 18-25N 156-00E | T.P.& Climb |
| 33-35 | 1:28 | 6:58 | 17-00N 146-00E | T.P.& Climb |
| 35-37 | 1:24 | 8:22 | Guam ADIZ 16-43N 145-54E | — — — |
| 36-38 | :03 | 8:25 | Andersen VOR | Start Descent |
| 36-38 | :30 | 8:55 | Andersen AFB | Destination |
| DS&LAND | :20 | 9:15 | | |



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ECM SECTION TO FLIMSY

1. Remember to use ECM check list during preflight. Check for the following items:

a. First 40 aircraft will have one chaff insert in right hopper, with approximately 20 bundles of RR-19 on top of inserts.

b. Remaining aircraft will carry three cartons of boxed RR-20 in right hopper, with approximately 20 bundles of RR-19 on top of the RR-20.

c. Three cartons of RR-19 in left hopper with 1/2 carton of RR-39 on top of RR-19 in all aircraft.

d. Chaff counters settings.

e. Alt-6B or Alt-7 in each ATO compartment. The Alt-6 systems loaded will be operational.

2. At western ADIZ the following ECM will be employed:

a. Single unit dispensing of chaff from right hopper utilizing position F of lower control box.

b. Alt-6B equipment on (weather at least 5000x5).

c. Self protection dispensing of chaff from left hopper utilizing position B of upper control box as needed to break fighter lock ons.

3. This ECM penetration will be continued to coast out point at which time all equipment will be turned off.

4. 150 miles from coast out point a maximum dispense out of chaff will be accomplished using left hopper only.

SECTION I

A7-5819

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EMERGENCY

FACILITIES

AND

SURVIVAL

PROCEDURES

"BLOCK HOUSE"

1-11 2-3



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DF STATIONS

UNITED STATES

| | | |
|---|---|---|
| 1. | BIGGS AFB, TEX. | UHF: 305.4-243.0 |
| 2. | DAVIS-MONTHAN AFB, ARIZ. | UHF: 305.4-243.0 |
| 3. | WILLIAMS AFB, ARIZ. | UHF: 305.4-243.0 |
| 4. | MARCH AFB, CALIF. | UHF: 305.4-327.4-275.8-236.6-243.0 |
| 5. | CASTLE AFB, CALIF. | UHF: 305.4-243.0 |
| 6. | TRAVIS AFB, CALIF. | UHF: 305.4-243.0 |

HAWAII

| | | |
|---|---|---|
| 1. | BARBERS PT, T.H. | UHF: 225-400MC |
| 2. | HICKAM AFB, T.H. | UHF: 243.0-305.4 |

OTHER ISLANDS

| | | |
|---|---|---|
| 1. | KWAJALEIN | UHF: 225-400MC |
| 2. | MIDWAY, N.S. | UHF: 225-400MC |
| 3. | AGANA NAS, GUAM | UHF: 233.8-233.6-243.0 |
| 4. | ANDERSON NAS, GUAM | UHF: 236.6-243.0-305.4 |

OCEAN STATIONS

| | | |
|---|---|---|
| 1. | OCEAN STATION NOVEMBER | HF: 250-1500kcs |
| 2. | OCEAN STATION VICTOR | HF: 250-1500kcs |

PROCEDURES

1. PILOT CALLS DF STATION.
2. DF STATION ACKNOWLEDGES.
3. PILOT REPLIES WITH CALL SIGN AND DEPRESSES TONE BUTTON (IF AVAILABLE) OR MIKE BUTTON, FOR 10 SECONDS, FOLLOWED BY AIRCRAFT CALL SIGN.
4. DF STATION REPLIES WITH COURSE TO STATION - ZERO WINDS.



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5. PILOT ACKNOWLEDGES.

RADAR (ADC)

| LOCATION | CALL SIGN |
|---|---|
| AMARILLO, TEX. | "GINGER" |
| SWEETWATER, TEX. | "FAT CHANCE" |
| WINSLOW, ARIZ. | "ADMIRATION" |
| KINGMAN, ARIZ. | "REGISTER" |
| LAS VEGAS, NEV. | "HAMMER" |
| MT. LAGUNA, CALIF. | "ANDERSON" |
| GUAM | "WATERTOWN" |
| HAWAII | UNKNOWN - CONTACT ON 364.2 |

PROCEDURES

1. REQUEST ASSISTANCE FROM ADC FROM ANY CAA RANGE SYSTEM OR CALL "RADAR CONTROL" ON 243.0 USING DISTRESS CALLS "MAYDAY" OR "PAN".

2. INFORMATION AVAILABLE:

   A. TRACK & GROUND SPEED (KNOTS)

   B. POSITION IN LAT. OR LONG. OR GEOREF OR BY HEARING AND DISTANCE FROM KNOWN POINT.

   C. VECTOR TO NEAREST AIRDROME.

   D. POSITION OF HEAVY CLOUDS.

3. IFF SHOULD BE TURNED TO "EMERGENCY".

4. WITH RECEIVER ONLY:

   A. TUNE TO 121.5 or 243.0 MC

   B. FLY RIGHT HAND TRIANGULAR PATTERN WITH 1 MINUTE LEGS AND ½ STAND. RATE TURNS. COMPLETE TWO PATTERNS BEFORE RESUMING COURSE. INSTRUCTIONS WILL BE GIVEN.

5. WITH NO RECEIVER:

   A. FLY LEFT HAND PATTERN AS ABOVE.

   B. RESCUE AIRCRAFT WILL BE DISPATCHED.





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C. CONTINUE ON COURSE - YOU WILL BE TRACKED.

OCEAN STATIONS

1. FACILITIES FOR SEARCH AND RESCUE:

A. METEOROLOGICAL INFORMATION

B. DF BEARINGS.

C. BEACON TRANSMISSIONS

D. RADAR PLOTTING

E. RELAYING OF INFORMATION — PROCEDURE: CONTACT OCEAN STATION AND TRANSMIT MESSAGE

F. ALERTING OF SEARCH & RESCUE FACILITIES

G. LAYING FLARE PATH OR DIRECTING SEARCH LIGHTS.

H. ADVISING OF OTHER PLANES OR SHIPS IN THE AREA

I. SMOOTHING OF SEA

J. ACTUAL SEARCH & RESCUE OR DIRECTION THEREOF

2. LOCATIONS:

A. STATION "NOVEMBER" AT 30° 00'N 140°00W: CALL "OCEAN STATION NOVEMBER" ON VOICE 243.0, 3023.5; CALL "4YN" ON CW 500-8364.

B. STATION "VICTOR" AT 34° 00'N 164° 00'E: CALL "OCEAN STATION VICTOR" ON VOICE 243.0, 3023.5; CALL "4YV" ON CW 500,8364.

AIR RESCUE FACILITIES

LOCATIONS OF AIR RESCUE FACILITIES:

1. HAMILTON AFB, CALIF.

2. NAS, SAN DIEGO, CALIF.

3. NAS, MOFFET FIELD, CALIF.

4. NAS, ALAMEDA, CALIF.

5. CGAS, SAN DIEGO, CALIF.





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6. CGAS, SAN FRANCISCO, CALIF.
7. HICKAM AFB, T. H.
8. NAS, BARBER'S POINT, T.H.
9. NAVSTA, MIDWAY ISLAND
10. JOHNSTON ISLAND AFB
11. NAVSTA KWAJALEIN
12. ANDERSON AFB, GUAM
13. NAS, AGANA, GUAM
14. WAKE ISLAND

PROCEDURES FOR DISTRESSED AIRCRAFT:

1. TURN IFF TO EMERGENCY
2. CONTACT ANY MILITARY OR CIVILIAN RADIO FACILITY
3. REQUEST INTERCEPT OR ESCORT IF REQUIRED AND GIVE POSITION, TIME, HEADING, TRUE AIR SPEED, ALTITUDE, NATURE OF EMERGENCY, PILOT'S INTENTIONS.
4. MAINTAIN RADIO CONTACT WITH GROUND STATION, STANDBY ON VHF OR UHF EMERGENCY FREQS UNTIL RESCUE AIRCRAFT IS CONTACTED.
5. UPON REQUEST FROM RESCUE AIRCRAFT TRANSMIT A UHF OR VHF TONE ON FREQ SPECIFIED BY RESCUE AIRCRAFT.
6. TUNE RADIO COMPASS TO 514 OR 526 KCS AS REQUESTED AND RELAY RECEIVED BEARINGS TO RESCUE AIRCRAFT.
7. MAINTAIN LOOKOUT FOR SIGNALS OR RESCUE AIRCRAFT.
8. IF DITCHING, BAILING OUT, OR CRASH LANDING, SCREW DOWN KEY.

PROCEDURES FOR AIRCRAFT WITNESSING ANY DISTRESS INVOLVING OTHER AIRCRAFT:

1. KEEP DISTRESSED AIRCRAFT IN SIGHT.





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2. TURN IFF TO EMERGENCY.

3. NOTIFY SAR OR RADIO CONTROL, GIVING THE FOLLOWING:

   A. TYPE OF AIRCRAFT

   B. LOCATION BY GEOGRAPHICAL POINT OR BEARING & DISTANCE

   C. TIME OF ACCIDENT

   D. PERSONNEL INVOLVED OR SIGHTED

   E. THEIR CONDITION

   F. OTHER PERTINENT INFORMATION

4. MARK LOCATION WITH DRIFT SIGNALS OR DYE MARKER

5. DROP RESCUE OR SURVIVAL EQUIPMENT IF AVAILABLE

6. FURNISH HOMINGS FOR RESCUE AIRCRAFT OR SURFACE VESSELS ON UHF, VHF OR HF FREQS.

7. IF AT SEA, ATTEMPT TO COMMUNICATE WITH SURFACE VESSELS IN VICINITY AND ADVISE THEM OF DISTRESS, USING 500 KC'S.

8. REMAIN AT SCENE AS LONG AS ENDURANCE PERMITS.

9. AFTER LANDING, MAKE COMPLETE REPORT TO NEAREST AF, NAVY, CIVIL OR OTHER FACILITY.





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EMERGENCY AIR FIELDS

| FIELD | LENGTH | SURFACE | NIGHT & WEATHER FACILITIES | FUEL |
|---|---|---|---|---|
| BIGGS AFB, TEX. | 13,500 | HARD | YES | YES |
| DAVIS-MONTHAN AFB, ARIZ. | 13,600 | HARD | YES | YES |
| MARCH AFB, CALIF. | 13,300 | HARD | YES | YES |
| CASTLE AFB, CALIF. | 11,800 | HARD | YES | YES |
| TRAVIS AFB, CALIF. | 11,000 | HARD | YES | YES |
| BARBER'S PT NAS, T.H. | 8,400 | HARD | YES | YES |
| JOHNSTON ISLAND AFB | 5,900 | HARD | YES | YES |
| MIDWAY NAS | 7,900 | HARD | YES | NO |
| WAKE | 7,000 | HARD | YES | YES |
| AGANA NAS | 8,000 | HARD | YES | YES |
| KWAJALEIN NAS | 6,700 | HARD | NO | NO |
| NORTH TINIAN | 8,500 | HARD | NO | NO |
| KOBLER (SAIPAN) | 7,300 | HARD | NO | NO |
| WEST TINIAN | 8,500 | HARD | | |





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SURVIVAL ON THE OCEAN

CREWS FORCED TO BAIL OUT OVER THE PACIFIC ON THE DEPLOYMENT ROUTE TO THE ROTATIONAL BASE WILL FIND THEMSELVES IN A MUCH MORE FAVORABLE SURVIVAL SITUATION THAN ON THE IRON BAR CROSSING.

WINTER WEATHER IN THE CENTRAL PACIFIC IS CONTROLLED BY A HIGH PRESSURE AREA WHICH MAKES FOR GOOD AIR OPERATIONS. AVERAGE AIR TEMPERATURES ARE BETWEEN 70° and 80°, WITH WATER TEMPERATURES RANGING FROM 68° ON THE CALIFORNIA-HAWAII LEG AND 80° BETWEEN HAWAII AND GUAM. IN THESE TEMPERATURES, BODY HEAT LOSS WILL BE BALANCED BY BODY HEAT PRODUCTION, AND CREWMEMBERS EVEN WITHOUT A LIFE RAFT CAN LAST A MINIMUM OF 12 HOURS. WEATHER SHOULD BE VERY GOOD IN ALL AREAS, WITH ONLY A LOW HAZE AFFECTING VISIBILITY. ONLY 15% OF THE OCEAN AREA OVERFLOWN ON BLOCKHOUSE HAS WAVES OVER 5 FEET HIGH IN THE WINTER AND WINDS ARE LIGHT TO MODERATE FROM THE NORTHEAST.

IF IT IS NECESSARY TO ABANDON THE AIRCRAFT, CREWMEMBERS SHOULD BAIL OUT AT LOWER ALTITUDES TO MINIMIZE PARACHUTE OPENING SHOCK. DURING DESCENT, THE RED TAB ON THE RIGHT HAND SIDE OF THE ONE-MAN LIFE RAFT KIT SHOULD BE PULLED TO INFLATE THE RAFT. CHEST STRAPS MUST BE LOOSENED BEFORE INFLATING THE MAE WEST. ONLY ONE SIDE OF THE VEST NEED BE INFLATED: THIS WILL PROVIDE SUFFICIENT BUOYANCY AND AT THE SAME TIME NOT RESTRICT MOVEMENT IN THE WATER. DO NOT ATTEMPT TO GET FREE OF THE PARACHUTE HARNESS UNTIL IN THE WATER, BECAUSE HEIGHT IS VERY DIFFICULT TO JUDGE OVER WATER.

IF POSSIBLE, IT IS PREFERABLE TO DITCH THE AIRCRAFT AND BE ABLE TO GET AT ADDITIONAL EQUIPMENT NOT PACKAGED FOR BAIL-OUT SUCH AS THE R-1 EXPOSURE SUIT AND THE 6-MAN LIFE RAFT.

AFTER CLIMBING INTO THE RAFT, BAIL OUT ANY WATER FROM THE BOTTOM AND TIE DOWN ALL EQUIPMENT TO PREVENT LOSS IN A CAPSIZING. THE EXPOSURE PROB-



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LEM IN THE PACIFIC WILL NOT BE FROM WIND AND COLD, BUT FROM THE SUN. EXPOSURE TO THE SUN INCREASES THIRST AND REDUCES THE BODY'S WATER CONTENT. RIG UP THE SPRAY SHIELD FOR PROTECTION FROM THE SUN AND COVER ALL EXPOSED SKIN AREAS: KEEP SLEEVES ROLLED DOWN AND SOCKS PULLED UP OVER TROUSERS, AND WEAR A HAT AND SUNGLASSES AT ALL TIMES. IN ROUGH WEATHER PUT OUT A MAKESHIFT SEA ANCHOR MADE OF THE RAFT CASE OR A ROLL OF CLOTHING TO PREVENT CAPSIZING.

WATER SUPPLY WILL BE LIMITED TO THE AMOUNT THAT CAN BE PRODUCED USING THE DE-SALTING TABLETS AND WHAT CAN BE COLLECTED FROM CHANCE RAIN SHOWERS. ALLOW VENTILATION OF AIR UNDER THE SUNSHADE OF THE RAFT AND DAMPEN YOUR CLOTHES DURING THE HOTTEST PART OF THE DAY. IF NO WATER IS ON HAND DO NOT EAT. BE PREPARED AT ALL TIMES TO COLLECT RAINWATER IN A TARPAULIN AND AT NIGHT TURN UP THE EDGES TO COLLECT DEW. THE SURVIVAL RATIONS IN THE MD-1 KIT SHOULD LAST AT LEAST ONE WEEK, BUT THE FISHING KIT IS AVAILABLE TO CATCH SEAFOOD AS A SUPPLEMENTARY DIET. FISH WILL BE ATTRACTED BY THE SHADOW OF THE RAFT ON THE WATER AND AT NIGHT A FLASHLIGHT CAN BE USED AS AN ATTRACTION. CLEAN AND CUT ALL FISH IMMEDIATELY AND EAT THEM BEFORE THEY SPOIL. AVOID FISH WITH SUNKEN EYES, FLABBY SKIN OR FLESH THAT STAYS DENTED WHEN PRESSED.

THE GREATEST ANIMAL HAZARD TO A DOWNED CREWMEMBER IN THE PACIFIC IS THE SHARK. IN THE WATERS OVERFLOWN ON BLOCK HOUSE, THE BLUE SHARK, HAMMERHEAD AND TIGER SHARK ARE COMMON. AVOID ATTRACTING OR ANNOYING SHARKS - THEY ARE PRIMARILY SCAVENGERS, CONSTANTLY ON THE MOVE AND WILL LOSE INTEREST IN A HUMAN IF NOT ATTRACTED. IF A SHARK DOES MAKE AN ATTACK, TRY FEINTING TOWARD HIM TO SCARE HIM AWAY. AS A LAST RESORT, KICK OR STIFF-ARM A SHARK TO PUSH HIM AWAY, OR STAB HIM IN THE GILLS OR EYE WITH YOUR KNIFE.





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## SURVIVAL ON TROPICAL ISLANDS

ON THE WESTERNMOST PORTION OF THE BLOCK HOUSE DEPLOYMENT ROUTE, THE MARSHALL AND CAROLINE ISLAND GROUPS LIE SEVERAL HUNDRED MILES TO THE SOUTH, BUT IT IS POSSIBLE THAT CREWMEMBERS MIGHT BAIL OUT OVER OR NEAR SOME TROPICAL ISLAND.

THE PRESENCE OF SOME ISLAND OR ATOLL MAY BE INDICATED BY A FIXED CUMULUS CLOUD IN A CLEAR SKY HOVERING OVER AN ISLAND, THE FLIGHT OF BIRDS TOWARD LAND AT DUSK, OR A CHANGE IN WATER COLOR FROM DARK TO LIGHT. IF YOU DECIDE TO SWIM ASHORE, WEAR YOUR SHOES AND AT LEAST ONE THICKNESS OF CLOTHING FOR PROTECTION AGAINST CORAL REEFS. SWIM FORWARD ON THE CRESTS OF INCOMING WAVES, THEN ASSUME A SITTING POSITION WITH FEET FORWARD TO CUSHION A BLOW AGAINST SOME HIDDEN ROCK. THE ONE-MAN RAFT CAN BE USED FOR RAFTING ASHORE WITH CONSIDERABLE SAFETY. USE THE SEA ANCHOR OR PADDLE TO KEEP THE RAFT FACING FORWARD. AS THE RAFT NEARS THE BEACH, RIDE IN ON THE CREST OF A LARGE WAVE.

IT IS PREFERABLE TO CONSTRUCT ANY SHELTERS ON THE BEACH AT THE EDGE OF THE JUNGLE WHERE MOSQUITOS WILL BE LESS IN NUMBER AND BREEZES MORE PREVALENT. A GOOD RAIN SHELTER CAN BE MADE BY COVERING AN A-TYPE FRAMEWORK WITH A THICKNESS OF PALM OR OTHER BROAD LEAVES. FIREWOOD WILL BE PLENTIFUL AND GREEN LEAVES THROWN ON A FIRE MAKE A SMUDGE THAT WILL KEEP OFF MOSQUITOS. DESPITE HEAT AND HUMIDITY, KEEP CLOTHES ON TO PREVENT MALARIA-CARRYING MOSQUITOS AND OTHER PESTS FROM BITING YOU AND PROTECT YOUR SKIN AGAINST INFECTIONS CAUSED BY SCRATCHES FROM THORNS AND SHARP GRASSES. WATER FROM TROPICAL STREAMS, POOLS, SPRINGS AND SWAMPS IS SAFE TO DRINK ONLY AFTER IT HAS BEEN PURIFIED. YOU CAN ALSO GET WATER FROM SOME PLANTS SUCH AS A GREEN, UNRIPE





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COCONUT OR AERIAL VINES. CORAL WEBS, ALONG BEACHES OR EXTENDING OUT INTO DEEPER WATER AS REEFS, PROVIDE THE GREATEST AMOUNT OF SURVIVAL FOOD. FISH, CRABS, LOBSTERS, CRAYFISH, SEA URCHINS AND SMALL OCTUPI CAN BE POKED OUT OF HOLES OR CREVICES. BEWARE OF THE POISONOUS FISH IN LAGOONS WHICH ARE DISTINGUISHED BY ROUND OR BOX-LIKE BODIES WITH HARD SHELL-LIKE SKINS COVERED WITH BONY PLATES OR SPINES. TROPICAL FOOD PLANTS ARE NORMALLY ABUNDANT SUCH AS THE COCONUT, BANANAS, CITRUS FRUITS, BAMBOO SHOOTS, SWEET POTATOES, MANGOES AND CABBAGE PALMS. IF YOU SUSPECT THAT THERE ARE ANY NATIVES ON THE ISLAND, LET THEM CONTACT YOU FIRST: SHOW FRIENDLINESS, DON'T ACT SCARED AND DON'T DISPLAY A WEAPON.

FOR COMMUNICATIONS WITH NEARBY AIRCRAFT OR PASSING SHIPS, USE THE URC-4 RADIO, REMEMBERING THAT UHF RANGES ARE TWICE AS GREAT AS VHF. A HOMING TONE CAN BE SENT OUT BY DEPRESSING THE TRANSMIT AND TONE BUTTONS AND LOCKING THEM WITH THE SLIDING LOCK-BAR.

MORE DETAILED INFORMATION ON TROPICAL PLANS AND FISH IS IN THE SURVIVAL MANUAL (AFM 64-5) WHICH IS PART OF THE MD-1 SURVIVAL KIT. CREWMEMBERS SHOULD REALIZE THAT THE MD-1 IS A GLOBAL, RATHER THAN STRICTLY TROPICAL, SURVIVAL KIT AND ARE ADVISED TO CARRY PERSONAL SURVIVAL ITEMS SUCH AS SUN BURN OIL AND INSECT REPELLENT.





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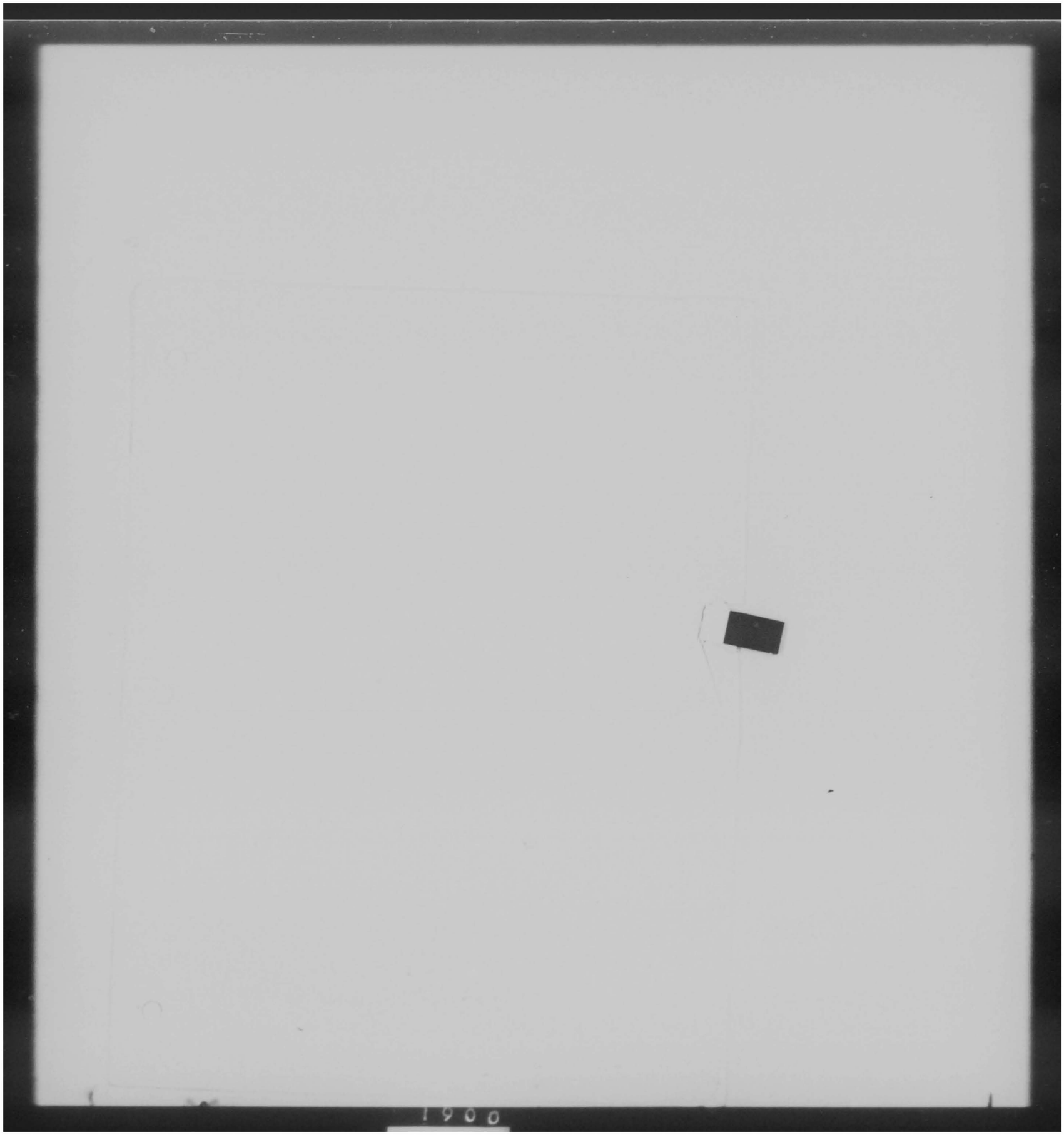


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JOINT MESSAGEFORM

SECURITY CLASSIFICATION: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

| PRECEDENCE | | TYPE MSG (Check) | | | ACCOUNTING SYMBOL | ORIG. OR REFERS TO | CLASSIFICATION OF REFERENCE |
|---|---|---|---|---|---|---|---|
| | | BOOK | MULTI | SINGLE | | | |
| ACTION | PRIORITY | | | | | | |
| INFO | PRIORITY | | | X | USAF | ORIGINAL | |

FROM:
COMBOMWG 341, ANDERSEN AFB, GUAM, M.I.

SPECIAL INSTRUCTIONS

TO:
COMAF 15,MARCH AFB, CALIF

INFO: CINCSAC, OFFUTT, AFB, OMAHA, NEBRASKA
COMDR, OCANA, TINKER AFB, OKLAHOMA
COMADIV 819, DYESS AFB, TEXAS
COMADIV 3, ANDERSEN AFB, GUAM (COURIER)

ENCRYPT FOR TRANSMISSION ONLY.

UNCLAS/EFTO/341C 8-5000D . SUBJECT: OPENING OF THE 341ST BOMBARDMENT WING, MEDIUM, COMMAND POST. ATTN: ADJR. THE 341ST BOMBARDMENT WING, MEDIUM, COMMAND POST WILL BE OFFICIALLY OPENED AT 0100Z, 11 JANUARY 1958.

| DATE | TIME |
|---|---|
| 12 | 0200 |
| MONTH | YEAR |
| JAN | 1958 |

SYMBOL: 341C

TYPED NAME AND TITLE (Signature, if required): ANTHONY J. PERNA, COLONEL, USAF

PHONE: 62-2223 | PAGE NR.: 1 | NR. OF PAGES: 1

SECURITY CLASSIFICATION: UNCLASSIFIED

SIGNATURE

TYPED (or stamped) NAME AND TITLE:
JAMES E. REAVLEY
Captain, USAF
Adjutant

DD FORM 1 MAY 50 173 REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED

1901

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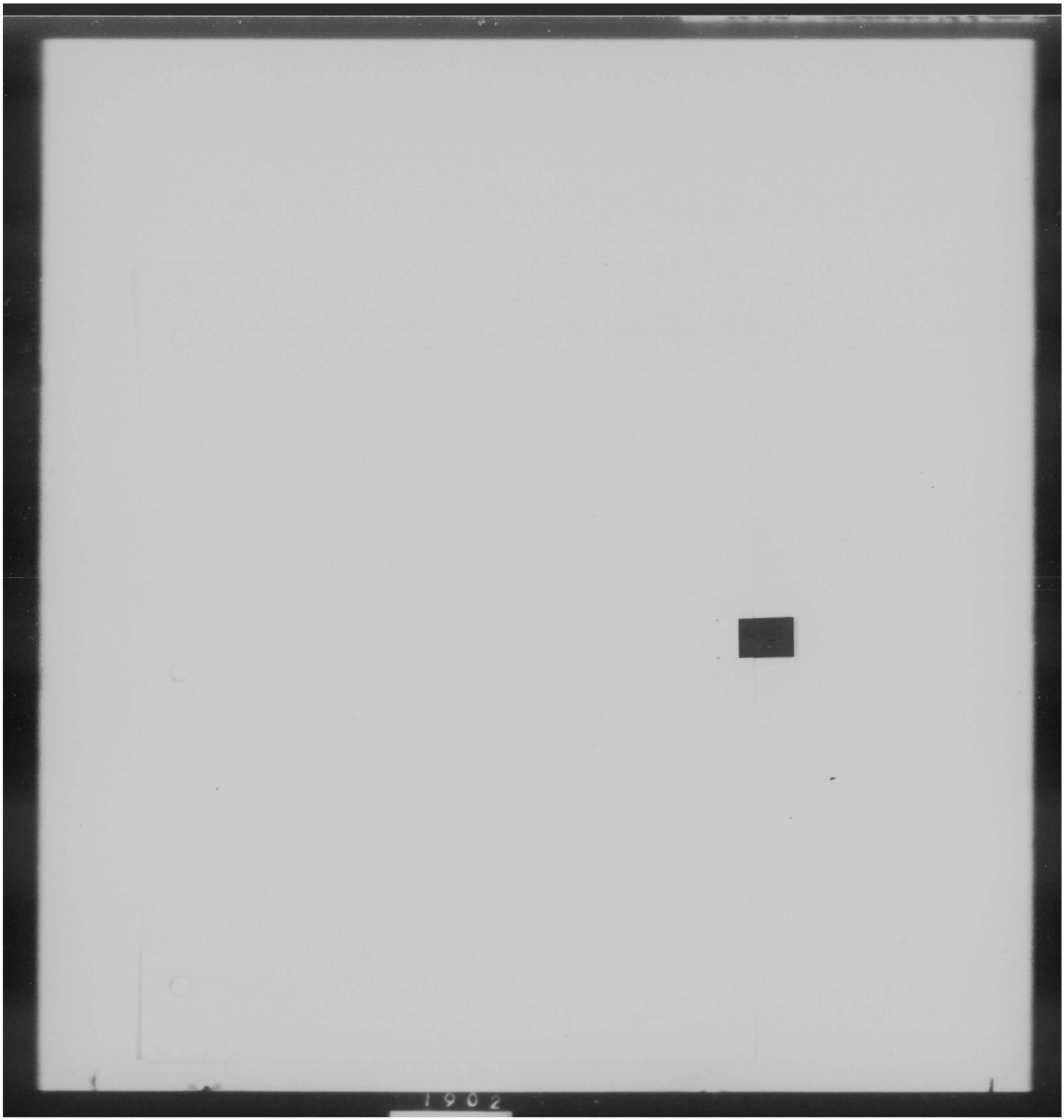


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# New Bomb Wing Arrives At Andersen AFB

Deployment of the new rotational wing from it's stateside base was completed this week with what Major General Charles W. Schott, commander 3rd Air Division (SAC), considers the most proficient of all wings to date.

Colonel Anthony J. Perna, wing commander, and all the officers and men of the rotational wing were commended by General Schott on the manner in which they carried out the operation, and were told that the families along with the people of the hometown should share with the wing, their pride in a job well done.

In pointing out that the manning of this outpost of American global air power is a hilghly important part of our national defense effort. General Schott said, "The movement of an entire combat wing over such long distances, through unfamiliar bases and over strange routes is a job of considerable magnitude. Few people realize the many complicating factors and detailed problems that must be resolved to assure success. Security considerations make it inadvisable to go into detail, but the fact remains that unless every man does his job effectively there'll be a breakdown somewhere along the line. A successful deployment is pretty much a matter of team-work and individual professionalism."

**Hail And Farewell**

**GREETINGS WERE IN ORDER on the change of rotational wings at Andersen last week as Col. Anthony J. Perna, left, commander of the incoming unit is met by Col. Thomas G. Netcher, center, deputy commander, 3rd Air Division, and Col. Robert V. DeShazo, commander of the outgoing wing. Col. Perna's wing made the massive deployment from its stateside base in one of the smoothest moves ever recorded according to operations officials.**

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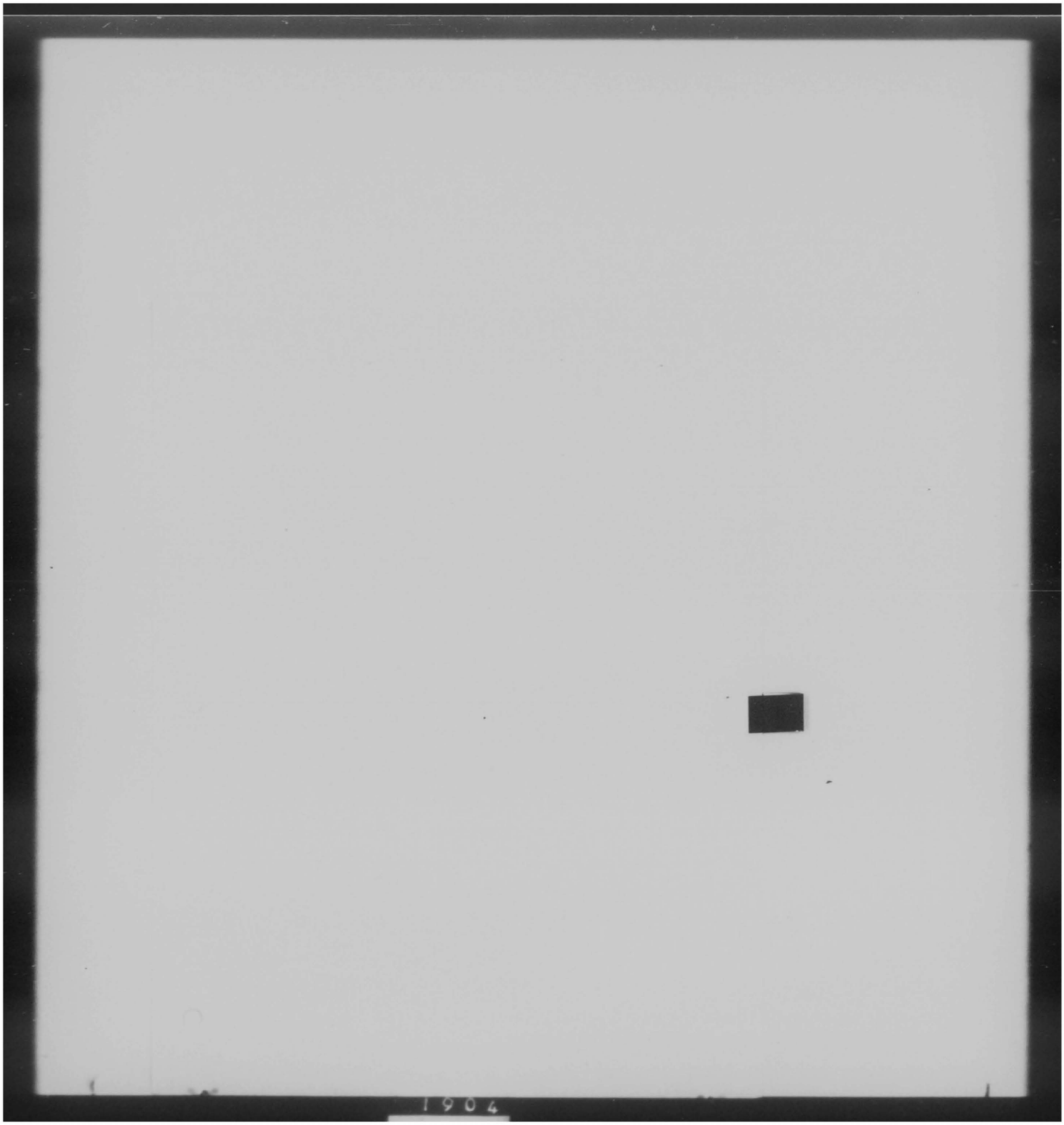


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HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM (SAC)
United States Air Force
APO 334, San Francisco, California

341C 16 January 1958

SUBJECT: Favorable Communication on Operation Blockhouse.

TO:

1. The following message was received from Major General Old, Commander 15th Air Force on 13 January 1958. Quote:

"SUBJECT: "BLOCKHOUSE". TO STURDIVANT FROM OLD. I AM EXTREMELY PROUD OF THE PERFORMANCE OF YOUR 341ST BOMBARDMENT WING DURING OPERATION "BLOCKHOUSE". THE PROFESSIONAL MANNER IN WHICH THIS MOVE WAS ACCOMPLISHED ATTESTS TO THE EFFECTIVE LEADERSHIP AND CAREFUL PLANNING BY ALL CONCERNED. PLEASE CONVEY MY CONGRATULATIONS TO THE OFFICERS AND AIRMEN RESPONSIBLE FOR THIS FINE SHOWING".

Unquote.

2. The success which the Wing enjoyed on this mission was to a large measure the result of your leadership, organization and performance.

3. Please accept my congratulations and pass on in official communications my appreciation and congratulations to all officers and men concerned.

ANTHONY J. PERNA
Colonel, USAF
Commander

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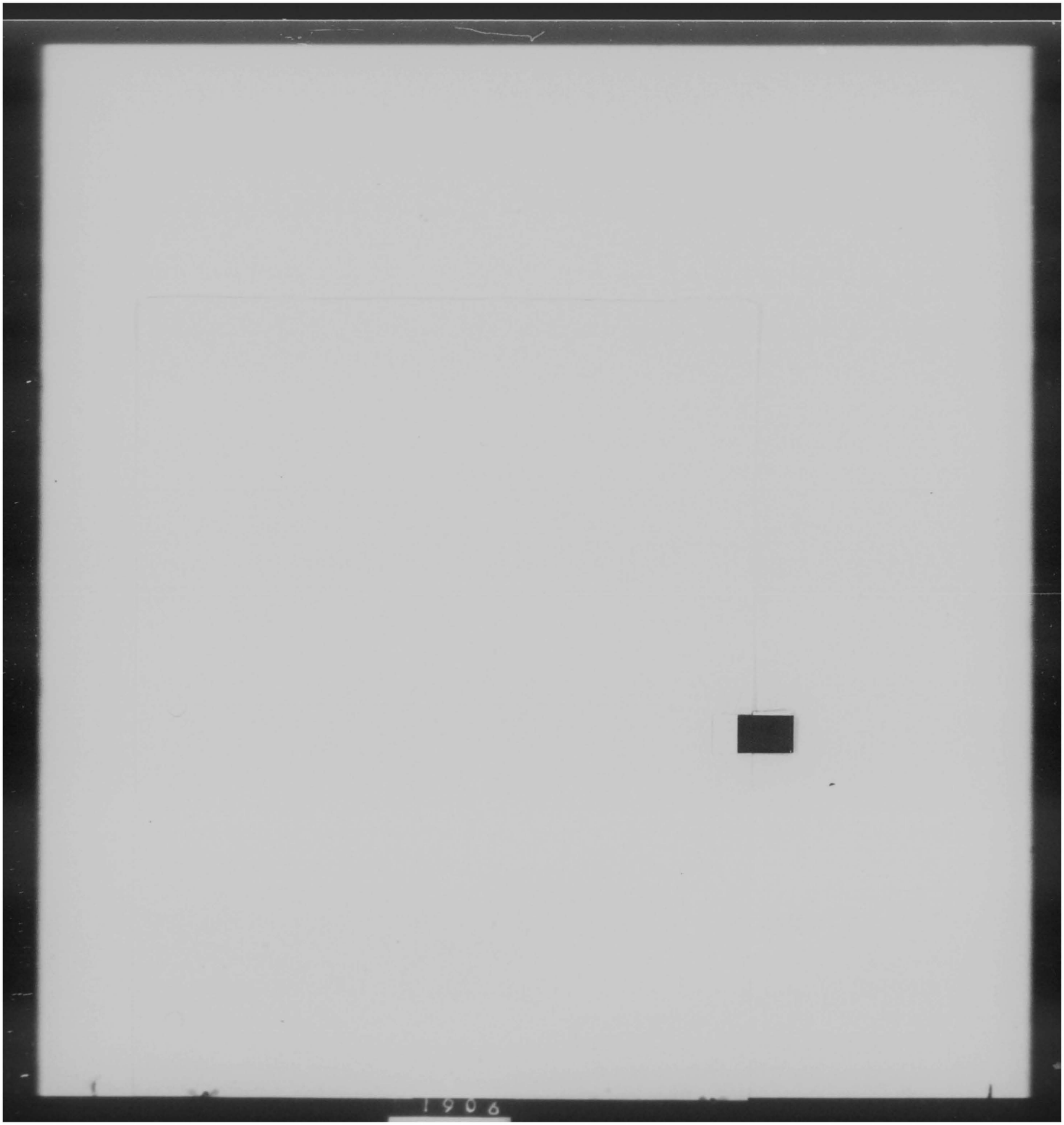


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SECRET

# 341st BOMBARDMENT WING (M)

# PRACTICE ALERT

27 JAN 58

COL. A.J. PERNA
COMMANDER

COPY 19 OF 25 COPIES

AB-12950

SECRET

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SECRET

HEADQUARTERS
341ST BOMBARDMENT WING, MEDIUM
APO 334, San Francisco, California

341C 31 January 1958

SUBJECT: Practice Alert, 27 January 1958.

TO: See Distribution

1. The inclosed 341st Bombardment Wing Report of the Practice Alert of 27 January 1958, is forwarded for information or action as required.

2. When Inclosure number 1 is withdrawn or not attached this correspondence may be downgraded to unclassified.

FOR THE COMMANDER:

James E Reavely

JAMES E REAVELY
Captain, USAF
Adjutant

1 Incl:
Report of Alert

DISTRIBUTION:

Comdr 3d AD - 3 cys
Comdr 819th AD - 1 cy
Comdr 341BW - 1 cy
Dep Comdr 341BW - 1 cy
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Comdr 3960st ABG - 5 cys
341DM - 3 cys
341st Hist - 4 cys
Comdr 10 BS - 1 cy
Comdr 12 BS - 1 cy
Comdr 490 BS - 1 cy

SECRET

AF-1295D

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SECRET

341ST BOMBARDMENT WING - PRACTICE ALERT
(WALK-THRU)

27 January 1958
262200Z E-Hour

1. A practice alert (walk-thru) was initiated by Headquarters, 3rd Air Division on 26 January 1958 at 2200Z. The E-hour established was 262200Z.

2. The ground rules governing this exercise were forwarded to the Commander, 341st Bombardment Wing from the Commander, 3rd Air Division.

a. The following actions were directed:

(1) Activate Andersen SAC Task Force.

(2) Conduct preparation phase of 341st Bomb Wing Emergency War Plan. Nine alert aircraft and crews will conduct "Coca" exercise.

(3) Aircraft loading instructions:

(a) 341st Bomb Wing will designate 10 aircraft in commission and in MK 36 MOD 1 configuration to be prepared IAW aircraft generation rates contained in SAC Manual 55-7.

(b) 10 MK 36 MOD 1 war reserve weapons will be loaded.

(c) Necessary pre and post load checks will be accomplished with the following exceptions - safing clips will not be removed and capsules will not be installed.

(d) 341st Bomb Wing will accomplish pre-takeoff checks on loaded weapons.

(e) Paper transactions will be accomplished as for actual EWP loads.

(f) Weapons will be loaded and off-loaded by 3 ADS.

(g) ATO racks will be installed on three (3) aircraft as designated by 341st Bomb Wing. 20 ATO bottles will be installed on each aircraft. Igniters will not be installed nor will ATO firing circuitry be connected.

(h) Loaded serviceable chaff inserts will be installed, no dispensing will be accomplished. ECM jamming equipment will be loaded in accordance with EWP configuration. Frequencies will be simulated.

(i) Training ammunition will be loaded, however, torquing will be simulated.

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(j) Weapon loadings will be accomplished as soon as possible without jeopardizing safety.

(4) During alert, 3rd Air Division Command Post may be moved to Marbe to exercise alternate Headquarters facilities.

(5) Normal flying training may continue.

(6) Kadena Task Force augmentation personnel, Itazuke, Misawa Control Teams will be assembled, head count made by AFSC and then dismissed. No actual deployment is involved.

(7) Times of each event will be reported to 3rd Air Division Command Post.

(8) Tenant organization participations is not required except as directed by Andersen Task Force Commander, in accordance with existing directives.

(9) Civilian employees and contractor activities will not be affected, except as directed by Andersen Task Force Commander pursuant to existing agreements.

(10) 3960th Air Base Group will inform government of Guam and C.D. Agencies, 3rd Air Division will inform COMNAVMARIANAS.

(11) Major Lake, this Headquarters, is designated chief observer and will control, brief and critique observers assigned to check task force operations.

(12) Narrative reports will be forwarded not later than E+7 days by 341st Bomb Wing, 3960th Air Base Group, 3rd ADS (through 3960th Air Base Group) and 3961st Reconnaissance Technical Squadron. Reports will cover discrepancies and recommended actions.

(13) This alert does not involve dependents.

(14) Alert will be terminated when queries reveal that essential elements understand EWP responsibilities.

b. The purpose of the alert was to exercise 3rd Air Division Operations Order 50-58 and Andersen SAC Task Force Operations Order 44-58 in a limited manner. In addition, the exercise was conducted to reacquaint all personnel with their duties under the 44 and 50 series operations orders.

3. The composition of the Andersen SAC Task Force at the time of the alert initiation was as follows:



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| | |
|---|---|
| Task Force Commander (Acting) | Col E. C. Eddy |
| Deputy Task Force Commander | Col C. F. Fredericks |
| 341st Bomb Wing Commander (Acting) | Col G. M. Lockhart |
| 341st Bomb Wing Director of Operations | Lt Col C. L. Lowell |

4. The alert was initiated by 3rd Air Division Control at 0800 hours local by actuating the base siren. Confirming 3rd Air Division ZIPPO 01-172 was received at 262201Z. The following actions were initiated during the period of the alert exercise:

a. The "Coca" alert for the Alert Force, directed in the ground rules, was initiated at 262200Z (0800K) with the following results.

| SEQUENCE # | ACFT COMDR | CALL SIGN | RDY TO START ENG | RDY TO TAXI | RDY TO TAKE OFF |
|---|---|---|---|---|---|
| 1 | Pendergast | B-12 | 2202 | 2208 | 2230 |
| 2 | Ballard | B-46 | 04 | 09 | 31 |
| 3 | Elzey | V-30 | 04 | 07 | 32 |
| 4 | Frey | B-78 | 02 | 07 | 33 |
| 5 | Gressart | B-53 | 03 | 09 | * |
| 6 | Hull | B-21 | 03 | 07 | * |
| 7 | Hall | V-49 | 03 | 07 | 35 |
| 8 | Welling | B-18 | 04 | 09 | 36 |
| 9 | Reuth | B-13 | 04 | 09 | 37 |

* Limited to "Brave" test due to weight restriction for taxi of aircraft.

b. The Control Team was activated immediately and was in place at 262203Z.

c. The Task Force Commander assembled key personnel at the Command Post and disseminated ground rules and special instructions at 262210Z.

d. The B-47 aircraft build up schedule was commenced immediately upon receipt of the alert notification. The progress of the build up is as follows:

| SEQ NBR | ACFT NBR | LOX | W/A | WPN | CHAFF | ECM | ATO | AMMO | FUEL | CAM | PRE FLT | GEN T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1:30 | 4:30 | 4:00 | 2:30 | 4:00 | 3:00 | 3:00 | — | 3:30 | 6:00 | 6:00 |
| 10 | 1851 | 2:00* | ** | 1:50 | 2:00 | 2:30 | *** | 2:30 | 1:00 | 2:20 | 5:35 | 5:45 |
| | | 1:30 | 4:30 | 4:00 | 2:30 | 4:00 | 3:00 | 3:00 | — | 3:30 | 6:00 | 6:00 |
| 11 | 2035 | 1:30 | 5:20 | 2:05 | 3:05* | 3:05 | *** | 2:10 | 1:00 | 2:10 | 4:25 | 4:25 |
| | | 1:30 | 4:30 | 4:00 | 2:30 | 4:00 | 3:30 | 3:30 | — | 3:00 | 6:30 | 7:00 |
| 12 | 2100 | 3:00* | ** | 2:25 | 3:35* | 3:35 | *** | 2:25 | 1:00 | 3:30* | 5:20 | 6:30 |

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| SEQ NBR | ACFT NBR | LOX | W/A | WPN | CHAFF | ECM | ATO | AMMO | FUEL | CAM | PRE FLT | GEN T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2:00 | 5:00 | 4:30 | 1:30 | 4:30 | 3:30 | 3:30 | — | 3:00 | 6:30 | 7:00 |
| 13 | 2269 | 3:20* | ** | 2:30 | 1:40* | 2:50 | 2:10 | 2:00 | 1:00 | 2:50 | 4:40 | 5:45 |
| | | 2:00 | 5:00 | 4:30 | 1:30 | 4:30 | 4:00 | 4:00 | — | 4:30 | 7:30 | 8:00 |
| 14 | 2061 | 2:00 | ** | 5:35* | 4:30* | 2:45 | *** | 2:30 | 1:00 | 4:25 | — | 6:30 |
| | | 2:00 | 5:00 | 4:30 | 1:30 | 4:30 | 4:00 | 4:00 | — | 4:30 | 7:30 | 8:00 |
| 15 | 2093 | 1:30 | ** | 5:20* | 3:00* | 0:00 | *** | 3:15 | 1:00 | 2:30 | 6:35 | 7:30 |
| | | 3:00 | 6:00 | 5:30 | 2:00 | 5:30 | 4:30 | 4:30 | — | 4:00 | 8:30 | 9:00 |
| 16 | 5234 | 3:50* | ** | 3:55 | 2:15* | 2:15 | 2:20 | 2:05 | 1:00 | 4:45* | — | — |
| | | 3:00 | 6:00 | 5:30 | 2:00 | 5:30 | 4:30 | 4:30 | — | 4:00 | 8:30 | 9:00 |
| 17 | 2034 | 2:00 | ** | 5:35* | 3:00* | 2:00 | *** | 3:25 | 1:00 | 2:40 | — | 6:31 |
| | | 4:00 | 7:00 | 6:30 | 3:00 | 6:30 | 5:30 | 5:30 | — | 5:00 | 9:30 | 10:00 |
| 18 | 5228 | 4:15 | ** | 3:30 | 1:15 | 5:35 | *** | 3:30 | 1:00 | 5:00 | — | 6:30 |
| | | 4:00 | 7:00 | 6:30 | 3:00 | 6:30 | 5:30 | 5:30 | 2:30 | 5:00 | 9:30 | 10:00 |
| 19 | 2043 | 2:00 | ** | 4:40 | 5:30 | 4:40 | 3:00 | 4:40 | 1:30 | 1:30 | 7:05 | 7:05 |

*Weapon Loaded early.
**Failure of W/A Vehicle
***Simulated

e. The KC-97 aircraft configuration and buildup schedule was as follows:

| SEQ NBR | ACFT | JP-4 & TIME | TAKE-OFF | E+ TIMES RDVS | OFF-LOAD |
|---|---|---|---|---|---|
| 1 | 135 | 37,184 SIM | 10:05 | 11:57 | 35,000 |
| 2 | 132 | 37,184 SIM | 10:20 | 12:12 | 35,000 |
| 3 | 137 | 37,184 SIM | 25:04 | 26:56 | 35,000 |

f. The KC-97 aircraft were not required to participate in the exercise but loadings and departures were simulated for reports purposes.

g. Support aircraft arrival and departure schedule for this maneuver was as follows. These movements were simulated for reports purposes. All times are E-plus.

| TRIP # | TYPE ACFT | ARR | PAX PROC | LOAD | DEPT | RMKS |
|---|---|---|---|---|---|---|
| M-01 | C-54 | — | 00:30 | 02:00 | 03:00 | Base Acft |
| M-02 | C-124 | 54:22 | 55:00 | 56:45 | 57:22 | |
| M-03 | R7V | 51:18 | 50:00 | 52:00 | 54:18 | |
| M-04 | R7V | 56:38 | 55:00 | 57:00 | 59:38 | |



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| TRIP # | TYPE ACFT | ARR | PAX PROC | LOAD | DEPT | RMKS |
|---|---|---|---|---|---|---|
| M-05 | R7V | 57:08 | 56:00 | 58:00 | 60:08 | |
| M-06 | C-124 | 54:42 | 53:00 | 57:00 | 57:42 | |

5. Problem Areas:

a. Director of Materiel:

(1) The maintenance posture at the sounding of the alert was:

| | Alert | In-Comm | 4hrs | 8hrs | 12hrs | 48hrs | TDY |
|---|---|---|---|---|---|---|---|
| 10BS | 5 | 4 | 1 | 2 | | 2 | 1 |
| 12BS | 3 | 2 | 1 | 2 | 4 | 2 | 2 |
| 490BS | 2 | 7 | 1 | 3 | 1 | 1 | 1 |
| Total | 10 | 13 | 3 | 7 | 5 | 5 | 4 |
| | 23 | | | | | | |
| | 38 | | | | | | |

(2) Seven alert aircraft were taxied and fuel and water alcohol trucks were diverted to the alert area to top off alert aircraft.

(a) Discrepancies: The refueling of alert aircraft was delayed for approximately one hour due to Fire Marshal request for additional grounding wires. No previous coordination had been made with the Bomb Wing to supply additional grounding wires needed.

(b) Water-alcohol trucks were not available until 0430:00 at which time one truck was dispatched to the alert area only to be found empty when attempt was made to service.

(3) Ten aircraft were selected and built-up per instruction order. All aircraft received complete build-up with exception of Water/Alcohol within required generation time.

(a) Seven chaff loadings were late. The fork lift on dispatch to the A&ES had a flat tire on Friday. BMP was notified Friday and Saturday but no action was taken by BMP to repair the tire nor was the vehicle taken to the service station by A&ES for repair. Coordination had been made with Base Supply for two more fork lifts, but only one was dispatched due to a misunderstanding. A second fork lift was finally borrowed from Base Supply with subsequent chaff loaded in time to meet aircraft generation times.

(b) Camera loading was late on two aircraft. Sequence 12 and 16 due to failure of ADS personnel to permit A&E to load the cameras during weapons loading. Both are scheduled during the same time period and crew chief was in possession of loading chart showing loading times. A&E monitor failed to insist upon camera loading team being permitted on aircraft and the camera loading team failed to notify personnel immediately upon refusal of entry onto aircraft.



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(c) 3rd ADS reported to aircraft prior to loading times and seven aircraft were loaded early. This interferred with other servicing units, primarily the LOX team which cannot service the aircraft while power is on TO 1B-47E-2-6. This caused LOX to be late on five (5) aircraft. Personnal servicing LOX were not utilizing protective equipment as outlined in TO 15X-1-1 and 1B-47E-2-6.

(d) Water/Alcohol servicing was complete unsatisfactory. No W/A trucks were available until after E+3:00 and then two became available. One of these had not been filled and was returned to the POL section. After servicing the alert aircraft these trucks finally became available to the EWP effort at E+5:00.

(e) All aircraft were carrying the ramp load to meet our EWP, therefore, there was no exercise of the refueling capability.

(f) Communications on the A net was marginal because one vehicle was unable to hear others, consequently both would transmit at the same time. Number 3 vehicle had to be taken to the radio shop for repair during the early period of the alert with maintenance control vehicle used as a substitute, this left line controller without radio contact. Service provided by base radio shop was excellent. No B net for FMS and A&ES was available due to non-receipt of radio crystals.

(g) ABG specialists were used as guards in the Field Maintenance building in conflict with HOT POINT procedures.

(h) Base Motor Pool dispatched the 490BS 6x6 trucks to pick up flight crews instead of the Engineering building for use of maintenance.

(i) Reporting and recording procedures were marginal due to inadequate forms used by Job Control and radio vehicle.

b. Directorate of Material, Logistics. (Command Post)

(1) The lack of a telephone headset and extension on the maintenance control direct line requires that all information from Job Control be copied on work-sheets and transcribe to the wall charts. Delay in posting and increased chance of error make this a serious deficiency.

(2) A problem was given to the Air Base Group Control Room of 280 passengers inbound to Andersen AFB with an ETA of 1500K to 1530K. The Air Base Group Control Room notified Base Operations and Billeting but did not pass the information to Base Personnel Section. Base Personnal has the primary responsibility for reception under 3rd AD OPLAN 44-58 (App VII, Annex D).

6. Reports: Combat reports were not a requirement of this exercise, but the reports team was activated and all reports which would have been required were simulated and logged.



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a. The following is a summary of reports submitted:

| REPORT # | TITLE | ZIPPO # | DATE | TIME |
|---|---|---|---|---|
| NONE | Control Team In Place | 01-500 | 26 | 2203Z |
| NONE | Actual Alert Msg | 01-615 | 26 | 2230Z(Actual Msg) |
| M-23 | Base Capability Rpt | 01-501 | 26 | 2230Z |
| M-22 | Weapons Status Rpt | 01-502 | 26 | 2215Z |
| 1-SAC-V1 | Unit Capability Rpt | 01-503 | 26 | 2230Z |
| M-2 | Movement Rpt of Kadena Control Team | 01-504 | 26 | 2250Z |
| B-10 | Departure Rept | 01-505 | 26 | 2252Z(Alert Force) |
| B-2 | Pre Mission Rpt | 01-506 | 26 | 2235Z(B-47) |
| T-2 | Pre Mission Rpt | 01-507 | 26 | 2253Z(KC-97) |
| B-1 | Strike Plan Rpt | 01-508 | 26 | 2254Z |
| M-10 | Departure Rpt | 01-509 | 27 | 0102Z(Kadena) |
| M-22 | Weapons Status Rpt | 01-510 | 27 | 0115Z(Every 3 hrs) |
| 1-SAC-V1 | Unit Capability Rpt | 01-511 | 27 | 0200Z(Every 12 hrs) |
| B-10 | Departure Rpt | 01-512 | 27 | 0415Z(#10 & 11) |
| B-10 | Departure Rpt | 01-514 | 27 | 0515Z(#12 & 13) |
| M-22 | Weapons Status Rpt | 01-513 | 27 | 0416Z |

b. Problem Areas: None

(1) The communication set-up for transmittal of ZIPPO reports is excellent. Reports are prepared and transmitted from the same building.

(2) Information required for compilation of reports was in the hands in sufficient time to meet timeliness criteria.

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6. Recommendations:

a. Two fork lifts be made available to the A&ES on a 24-hour basis.

b. All personnel be briefed on the importance of adhering to operating procedures with specific attention to permitting maintenance and other build-up operations to continue during weapons loading.

c. 3rd ADS to start loading at times designated by Job Control and Job Control where possible will permit ADS to load ahead of schedule after complete coordination with personnel concerned.

d. POL Section closely monitor conditioned vehicles and notify Chief of Maintenance when less than three (3) W/A trucks and/or less than 12 Jet Fuel trucks are in commission.

e. All radio vehicles be taken to radio shop for tune-up to insure radio on required frequency.

f. "B NET" radio crystals be installed and "B" net be put into operation as soon as possible.

g. Security be established in accordance with "Hot Point" and ABC specialists be used in shops as needed.

h. BMP dispatch these vehicles assigned to maintenance to the maintenance functions.

i. Job Control redesign forms used for reporting to expedite reporting of completion times.

7. The practice alert was terminated at 1500K with the exception of the processing of control team personnel for deployment. The personnel processing was terminated at 1800K.

8. Summary: The walk-through proved to be very beneficial in that personnel responsible for the orderly implementation of the EWP were reacquainted with their responsibilities and procedures. In addition, local problem areas that would require corrective action were brought to light. The timing of this walk-through, in relation to Operation "Rough Game", should be of immense help in insuring a smooth operation and accomplishment of the requirements outlined in Operations Order 12-58.

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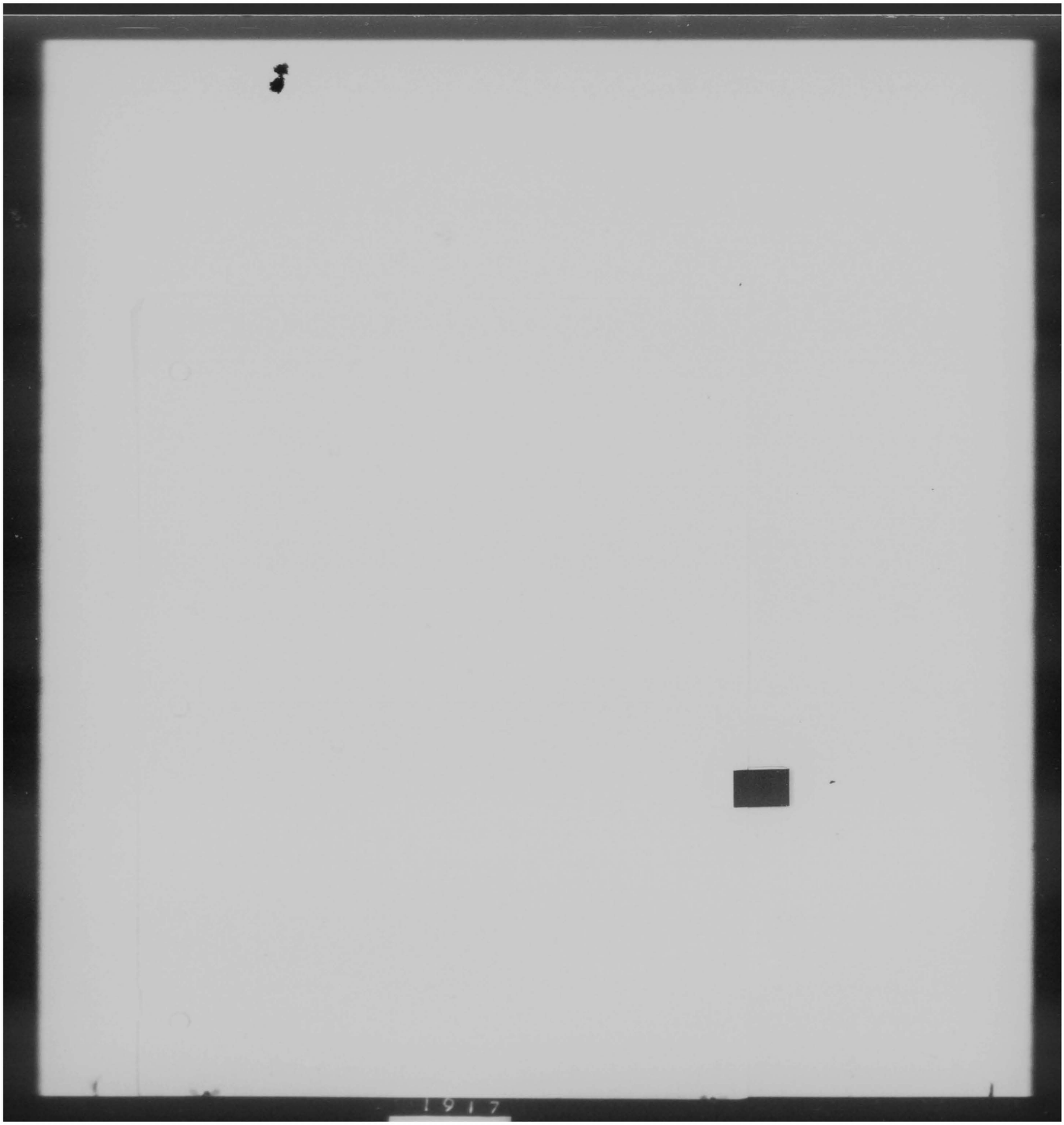


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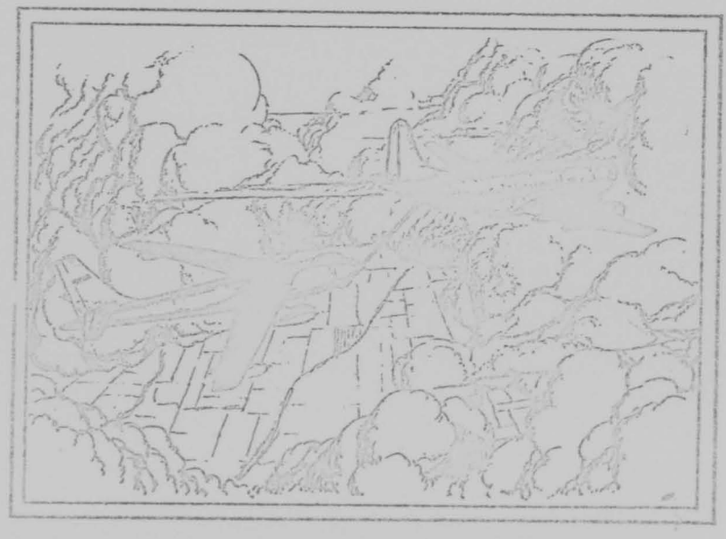
# 341ST BOMBARDMENT WING MEDIUM



## OPERATIONS ORDER

1 JANUARY 1958

—— SERIAL NUMBER ——

460-58



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1957

OPERATIONS ORDER)

NUMBER 450-58)

TASK ORGANIZATIONS:

| | |
|---|---|
| 3960th Air Base Group | Colonel G. F. Friederichs |
| 10th Bombardment Squadron | Lt Col. S. R. Smith |
| 12th Bombardment Squadron | Lt Col. R. E. Hamlyn |
| 490th Bombardment Squadron | Lt Col. C. Palfrey |
| 341st Field Maintenance Squadron | Lt Col. S. L. Powell Jr |
| 341st Periodic Maintenance Squadron | Lt Col. L. H. Booth |
| 341st A&E Maintenance Squadron | Lt Col. C. J. Stevens |
| 341st Headquarters Squadron | Lt Col. G. Q. Stanley |

1. GNERAL SITUATION: Primary emphasis for the month of January will be the deployment of 47 aircraft and crews as outlined in 15 AF Operations Order 76-57 "Block House". In addition, command support must be given to completiong a minimum of 45 crews to combat ready status by 31 January. The 341st Bombardment Wing will maintain aircraft and air crews on alert in accordance with the wing alert force plan.

a. Operational requirement for B-47's is 296 sorties including 10 scheduled test flights sorties. Expected utilization is 267 sorties at 6.5 hours per sortie plus 10 test flights at 2 hours per sortie and 94 sorties at 9.5 hours per sortie for a grand total of 267 sorties and 1843 hours.

2. MISSION:

a. To insure that the wing maintains a satisfactory EWP capability.

b. To maintain the alert force.

c. To support Higher Headquarters Directed Missions.

d. To accomplish training as specified in Annex B.

3. TASKS FOR SUPPORTING ORGANIZATIONS:

a. Commander, 819th and 3960th Air Base, Group.

(1) Provide support for the preparation of aircraft to insure adherence to monthly aircraft flight schedules contained in Appendix I to Annex A.

(2) Provide ground training facilities and instructors, as



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required, to accomplish the ground training requirements contained in Appendix II to Annex B.

(3) Provide transportation as required by operational commitments.

(4) Provide adequate facilities and support for the alert area.

b. Support Squadrons: Insure preparation of aircraft for flight and/or ground training in accordance with aircraft schedules and crew training schedules contained in Annex A and Annex B, respectively.

c. 10th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP II Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control Branch 21 thru 31 January.

(3) Continue up-grading on Ligon, Routh, Platner, L'Abbe, Bryant, and Skartvedt to instructor status.

(4) Furnish MA-7 Acceptance Officer on 2, 9, 14, 17, 22, 27, 31 January.

(5) Furnish Wing Staff a B-47 sortie on 29 January.

(6) Furnish 3rd Air Division two B-47 sorties on 14th and 23rd of January with a instructor pilot.

(7) Furnish 15 crews for Operations "Block House".

d. 12th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP III, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 11 thru 20 January.

(3) Continue up-grading on Ballard and Long, W. E. to instructor status.

(4) Furnish MA-7 Acceptance Officer on 3, 7, 15, 21, 24, 28 and 30 January.

(5) Furnish Wing Staff a B-47 sortie on 22 January.



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(6) Furnish 2rd Air Division two B-47 sorties on 16th and 28t. of January with an Instructor Pilot.

(7) Furnish 16 crews for Operations "Block House".

e. 490th Bombardment Squadron:

(1) Plan, schedule and accomplish necessary air and ground training to fulfill commitments as outlined in this order. Reference APP IV, Annex B.

(2) Furnish a qualified Test Flight Crew to Wing Quality Control from 1 thru 10 January.

(3) Furnish MA-7 Acceptance Officer on 6, 8, 10, 13, 16, 20, 23 and 29 January.

(4) Furnish Wing Staff a B-47 sortie on 15 January.

(5) Furnish 3rd Air Division two B-47 sorties on 21st and 30th of January with and Instructor Pilot.

(6) Furnish 15 crew for Operations "Block House".

3X. GENERAL INSTRUCTIONS:

a. This order becomes effective 1 January 1958.

b. Order of execution for routine flights, will be issued by the Tactical Squadron Commander in the form of Flight Orders, Ground Training Directives, and maintenance instructions.

c. All known commitments for higher headquarters have been considered and included in this Operations Order.

d. All Task Organization Commanders will insure adherence to the schedules contained in Annex B and to the assignment of personnel, as required therein.

4. LOGISTICAL AND ADMINISTRATIVE MATTERS: Reference Annex A.

5. COMMAND AND COMMUNICATIONS MATTERS: Omitted.

ANTHONY J. PERNA
Colonel, USAF
Commander

OFFICIAL:

GEORGE M. LOCKHART
Colonel, USAF
Director of Operations



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4th SSS- 2 cys
11th AREFS - 2 cys
42nd ADS - 2 cys
1996th AACS - 2 cys
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12th Sq Eng - 5 cys
10th Sq End - 5 cys

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

OPERATIONS

ANNEX B
341st Ops Ord 450-58
1 January 1958



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HEADQUARTERS
341ST BOMBARDMENT WING (M)
DYESS AIR FORCE BASE, TEXAS
1 JANUARY 1958

ANNEX A
TO
OPERATIONS PLAN
NUMBER 450-58
MAINTENANCE & LOGISTICS

ANNEX A
341ST OPS PLAN 450-58
1 JANUARY 1958



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MAINTENANCE ACTIVITY CODE

PD----------PRE-INSPECTION MEETING (PRIOR TO DOCK ENTRY)

SW----------SPECIAL WEAPONS

PO----------POST FLIGHT INSPECTION

D----------IN DOCK PERIODIC INSPECTION

W----------WASH

F----------FLY

HR----------STAND DOWN FOR BLUE RIDGE

T/F----------TEST FLIGHT

TOC----------TECHNICAL ORDER COMPLIANCE

BL----------BACK LINE

F/L----------FUEL LEAK REPAIR

SES----------EVALUATION

UM----------UNSCHEDULED MAINTENANCE

FM----------FIELD MAINTENANCE

S----------SPARE



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HEADQUARTERS
341st Bombardment Wing
Dyess Air Force Base, Texas
1 JANUARY 1958

ANNEX A
TO
OPERATIONS PLAN 450-58
MAINTENANCE AND LOGISTICS

PART I: GENERAL

a. This Maintenance annex presents the flying and maintenance schedule for JANUARY 1958.

b. The sorties scheduled in Appendix's I, II, III, to this plan implements the flying requirements approved by the Flight Scheduling committee, 341st Bombardment Wing as directed by SAC Regulation 60-9 and SAC Manual 66-3.

c. The 341st Bombardment Wing anticpates an expected utilization of 267 sorties for a total of 1843 hours, for January 1958.

| | | | |
|---|---|---|---|
| Blockhouse Sorties | 94 | | 893hrs. |
| Training Sorties | 192 | (Less 15% Abort 163 | 1060hrs |
| Test Flts | 10 | | 20Hrs |
| | 296 | | 1973 hrs |

Expected utilization 267 sorties-------- 1843hrs.

NOTE: Approximately 130 hours lost to USCM walk thru in January.

d. No sorties are scheduled for take off on Monday before 1300 hours and no landings on Friday after 1600 hours.

e. Working hours 0745-1645 Monday thru Friday. No take off earlier than 1300 on Mondays with the exception of test flights. All aircraft will be on the ground by 1600 on Friday except test flights that are authorized to continue till dark. Saturday morning is not a regularly scheduled maintenance period. No maintenance will be performed on Saturday without approval of the Wing Commander.

f. Aircraft marked Blue Ridge on the monthly schedule are of prime importance in the maintenance effort. These aircraft will have operational drop tanks installed. Blue Ridge aircraft are not subject to cannibalization.

g. Every effort will be made to schedule all maintenance on the SAC Form 526, however, if specialists support is necessary during the duty day it will be requested from Job Control via the radio vehicle.



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h. Commanders will give their personnal attention to the prevention of unauthorized cannibalization.

PART II: TASKS FOR TACTICAL UNITS:

1. 10th 12th, 490th Bomb Squadrons.

a. Provise the aircraft sorties scheduled in APPENDIX 1,11,111.

2. Bombardment Squadrons will fly maximum number of aircraft each flying day.

3. Insofar as possible all take off's on Monday will be after 1300 hours and all landings on Friday will be made by 1600 hours.

4. The schedule leads to three hundred forty five 345 pre-flight inspections.

5. TOC's will be accomplished during the maintenance cycle as applicable kits and parts become avaliable, the kit will be pre-positioned or delivered to squadron prior to being scheduled for accomplishments. SAC Form 26E will be completed for each TOC.

6. The normal work schedule for these squadrons are 1745-1645 hours daily. Saturday morning work will be scheduled upon approval of the Wing Commander.

7. Squadron Maintenance Officers will schedule a night shift when necessary cover aircraft landing and/or taking off after 1645 hours.

8. Support requirements for after duty hours will be made known to Job Control not later than 1500 hours daily, Monday thru Friday.

9. Insure that the Crew Chief or member of the ground crew is present on each aircraft at all time when maintenance is scheduled or being accomplished, and that proper entries are made in the Form 781 before specialist depart aircraft.

10. Insure that ground crew pre-flight inspections are completed prior to station time, and that Form 781-2 reflect a signed entry. EXAMPLE: Pre-flight cards 1 thru 49 - completed at 1000 26 April 1957.

11. Insure oxygen and air bottles are serviced at all times.

12. When any situation arises which prevents specialists from completing their work onee they have been scheduled and/or reported to the aircraft for work, insure that Job Control is notified, and specific arrangements are made for re-scheduling or completing the work, and that the specialists are advised of the plans for completion.

13. Complete all maintenace on each aircraft scheduled in APPENDIX 1, 11, 111, to Annex A not later than 1700 on the last working day before each scheduled sortie.



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14. Prepare an individual, "next Days" maintenance plan for each assigned aircraft except those undergoing Periodic Maintenance; those turned over to Field Maintenance for fuel cell repair and major repair, and those aircraft off the station. Deliver to Job Control between the hours of 1700 and 1800 each work day.

15. Monitor the Maintenance Plan on each aircraft daily and notify Job Control immediately when specialist fails to arrive as scheduled or discovering that planned job cannot be completed on schedule.

16. Provide qualified licensed ground powered equipment operators and fire gruads in accordance with existing directives.

17. Provide liquid oxygen servicing teams.

18. Provide personnel to refuel aircraft after landing.

19. Assign refueling supervisor to duty daily in the Squadron Engineering Section.

20. Accomplish TOC's as directed by Maintenance Control and provide personnel for TOC team if required.

21. Accomplish post flights on dates indicated in APPENDIX I,II,III,IV.

22. Deliver aircraft to Periodic Maintenance Squadron for periodic inspection on dates indicated in Appendix V.

23. Insure that Crew Chief reviews all aircraft records in Records Section and advises Supply Liason of anticipated parts requirements five days prior to inspection.

24. Insure that Crew Chief and assistant crew chief accompanies aircraft through the periodic inspection, in accordance with SAC Manual 66-12.

25. Insure that Crew Chief accompanies aircraft through fuel repair and other repairs by Field Maintenance is accordance with existing directives.

26. Turn in EWP status and EST for completion prior to 1600 hours each duty day.

27. Give radio vehicle check to Job Control by 0745 each duty day, and include aircraft parking position versus power requested and delivered. Give radio vehicle check to Job Control prior to 1700 each day and include actual parking positions versus permanent parking position at aircraft and cross check Form 527.

28. CAPABILITIES: B-47

a. Flight line capability for January 1958.

| | |
|---|---|
| Available Manhours/man/month | 176 |
| Assigned men | 300 |
| X81% Availability | 243 |
| X71% Productivity | 172 |
| Total Available productive man-hours. | 30,272 |

SORTIE CAPABILITY
201
THESE COMPUTATIONS ARE BASED ON A 22 DAY MONTH.



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MANHOURS COST/SORTIE

| | |
|---|---|
| BETWEEN FLIGHT MAINTENANCE | 128.6 |
| POST FLIGHT INSPECTION AND MAINTENANCE | 16.2 |
| MISCELLANEOUS MAINTENANCE | 5.6 |
| TOTAL | 150.04 |

PART III: 341ST ARMAMENT AND ELECTRONICS SQUADRON

1. The 341st A&E Squadron will provide necessary personnel, tools and equipment to support periodic maintenance as scheduled in APPENDIX V, and Flight Schedule in Appendix I, II, III.

2. The normal work schedule for all personnel assigned to periodic inspection is 0745-1645 daily.

3. Necessary night shifts or stand-by crews will be scheduled by the A&E Maintenance Supervisor.

4. Special Projects:

a. Supply support for loading of munitions and special weapons,

b. Provide personnel to ring-out, install ECM, camera and chaff on Blue Ridge aircraft. Provide personnel to remove ECM, camera and chaff when aircraft comes off blue ridge.

c. Provide support personnel for all take offs, strip alert, in each of the 7 flight line branches 3 hours prior to take off time.

d. Provide personnel to accomplish TOC's as scheduled by Job Control

e. Provide personnel to TOC Teams directed by Job Control.

f. Provide personnel for debriefing team as required by existing regulations.

g. Provide personnel to accomplish maintenance on transient aircraft and VIP and at all times as directed by Job Control.

5. Complete A&E maintenance on aircraft not later than 1700 hours of the day prior to its scheduled flight. Provide personnel all Blue Ridge aircraft, with in 30 minutes no notice.

6. Report to Job Control no later than 1700 hours daily, The number of specialists available for dispatch in each section on the following day, and insure that the number of personnel reported are present for duty.

7. Advise Job Control daily, no later than 1600 hours of any work orders which will not be completed on schedule or by 1700 hours, giving the current status action being taken, action contemplated and assistance required.

8. Insure that specialists report to the aircraft at the time scheduled on the work order. If a situation arises which prevents them from working or completing their work on schedule; they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

9. Insure that specialists do not leave an aircraft until proper entries are made in the Form 781-2, or without informing the Crew Chief ground crew member or Job Control through the radio vehicle of the status on the work order, reasons for departure and estimated time for return. 5.

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10TH BOMBARD T SQUADRON FLYING SCHEDULE JANUARY 1958

| | 2 | 3 | 6 | 7 | 8 | 9 | 10 | 13 | 14 | 15 | 16 | 17 | 20 | 21 | 22 | 23 | 24 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2309 | F | | | F | | ← | | | | | | | | → | | F | PD | | W | PE | RIO | DIC |
| 2269 | | F | | F | | | | F | | | F | | | ← | | | | | | | | |
| 5234 | F | | | F | | ← | | → | | F | | | F | | | F | | | F | | | F |
| 5228 | F | | | F | | ← | | | → | | F | | F | | | F | | | F | | | F |
| 2210 | | F | | | | | F | | | F | | | F | | | F | | | F | | | F |
| | | | | | | | | | | | | | | | | | | | | | | |
| 5249 | | F | | | F | | | F | | F | | F | | | F | | | F | | | F | |
| 2266 | | | | | F | | | ← | | | | | | | | | → | Po | F | | F | |
| 2278 | → | → | F | | | | F | | | F | | F | | | F | | | F | | | F | |
| 5805 | | | | | F | | | | F | | | F | | | F | | ← | | | | | |
| 2442 | | F | | | F | | | | F | | | F | | | F | | | F | | | F | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 5233 | F | | | | | F | | | | | | ← | | | | | | | | | → | Po |
| 2222 | | | | | | F | | | ← | | | | | | | | | → | Po | F | | |
| 2254 | | ← | → | | | F | | | F | | F | | | F | | | F | | | F | | |
| 1851 | | F | | | | F | | | F | | F | | | F | | | F | | | F | | |
| 2218 | F | | | F | | | | | F | | F | | | F | | | ← | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
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APPENDIX II TO ANNEX "A"
OPERATIONS PLAN 450-58
1 JANUARY 1958



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12TH BOMBARDMENT SQUADRON FLYI SCHEDULE JANUARY 1958

| | 2 | 3 | 6 | 7 | 8 | 9 | 10 | 13 | 14 | 15 | 16 | 17 | 20 | 21 | 22 | 23 | 24 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5254 | F | | | F | | ← | | | | → | F | | F | | | F | | | F | | | F |
| 2079 | | F | | | F | | | | | ← | | | | | | | | | → | P.D. | W | P.E. |
| 2510 | | | | F | | ← | | | | | → | F | | F | | F | | | F | | | F |
| 2374 | F | | | F | | ← | | | | | | → | W | PERIODIC | | | | | | | T/F | |
| 2608 | F | | | F | | | | F | | | F | | F | | | F | | | F | | | F |
| 2037 | | | | | F | | | F | | | F | | F | | | F | | | F | | ← | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2157 | | F | | | | F | | | F | | | PD | | | W | PERIODIC | | | | | | |
| 2062 | | ← | | → | | F | | | F | | | F | | | F | | | F | | | F | |
| 2580 | | | | | F | | | | | F | | F | | | F | | | F | | ← | | |
| 7070 | | | | | F | | | F | | F | | F | | | F | | | F | | | F | |
| 2021 | | | | | | F | | | F | | ← | | | | | | | | | → | PD | F |
| | | | | | | | | | | | | | | | | | | | | | | |
| 5227 | | F | | | | | F | | | | F | | | F | | | F | | ← | | | |
| 2092 | | → | F | | | | F | | | | W | PERIODIC | | | | | | | T/F | | F | |
| 2618 | F | | | | | F | | | F | | F | | | F | | | F | | | F | | |
| 2085 | | F | | | | | F | | | | F | | | F | | | F | | | F | | |
| 2249 | | F | | | | | F | PD | W | | PERIOD | IC | | | | | | | T/F | | F | |
| | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX II TO ANNEX "A"
OPERATIONS PLAN 450-58
1 JANUARY 1958

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490TH BOMBARDMENT SQUADRON FLYING SCHEDULE JANUARY 1958

| | 2 | 3 | 6 | 7 | 8 | 9 | 10 | 13 | 14 | 15 | 16 | 17 | 20 | 21 | 22 | 23 | 24 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2097 | | | | F | | ← | | | | | | | → | | | F | | | F | | | F |
| 2044 | F | | | | | | F | | | F | | | F | | | F | | | F | | | F |
| 2034 | | | | F | | | | F | | F | | | F | | | F | | | F | | | F |
| 2043 | F | | | | | F | | | | F | | | F | | | F | | | F | | | F |
| 2093 | | | | F | | ← | | | | | | | | | | → | PD | | F | | | F |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2077 | | F | | | F | | | F | | F | | F | | | F | | | F | | | F | |
| 1827 | F | | | F | | | | | | | F | | | F | | ← | | | | | | |
| 2100 | | | | | F | | | | F | | | F | | | F | | | F | | | F | |
| 2076 | F | | | | F | | | | F | | | UM | | | PD | | W | PERIODIC | | | | |
| 2035 | | | | | F | | | | I | | | F | | | F | | | F | | F | | ← |
| | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | F | | | F | | ← | | | | | | | | | → | | F | | | F | | F |
| 5232 | | F | | | | F | | | F | | F | | ← | | | | | | | | | → |
| 2073 | | | | | | | F | | | F | | | I | | ← | | | | | | | |
| 2444 | | F | | | | F | | | | | F | | | F | | | F | | | F | | |
| 2095 | | F | | | | F | | | | F | | F | | F | | | F | | | F | | |
| 2773(RB) | | F | | | | | F | | | F | | | | F | | | F | | | F | | |
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APPENDIX II TO ANNEX "A"
OPERATIONS PLAN 450-58
1 JANUARY 1958

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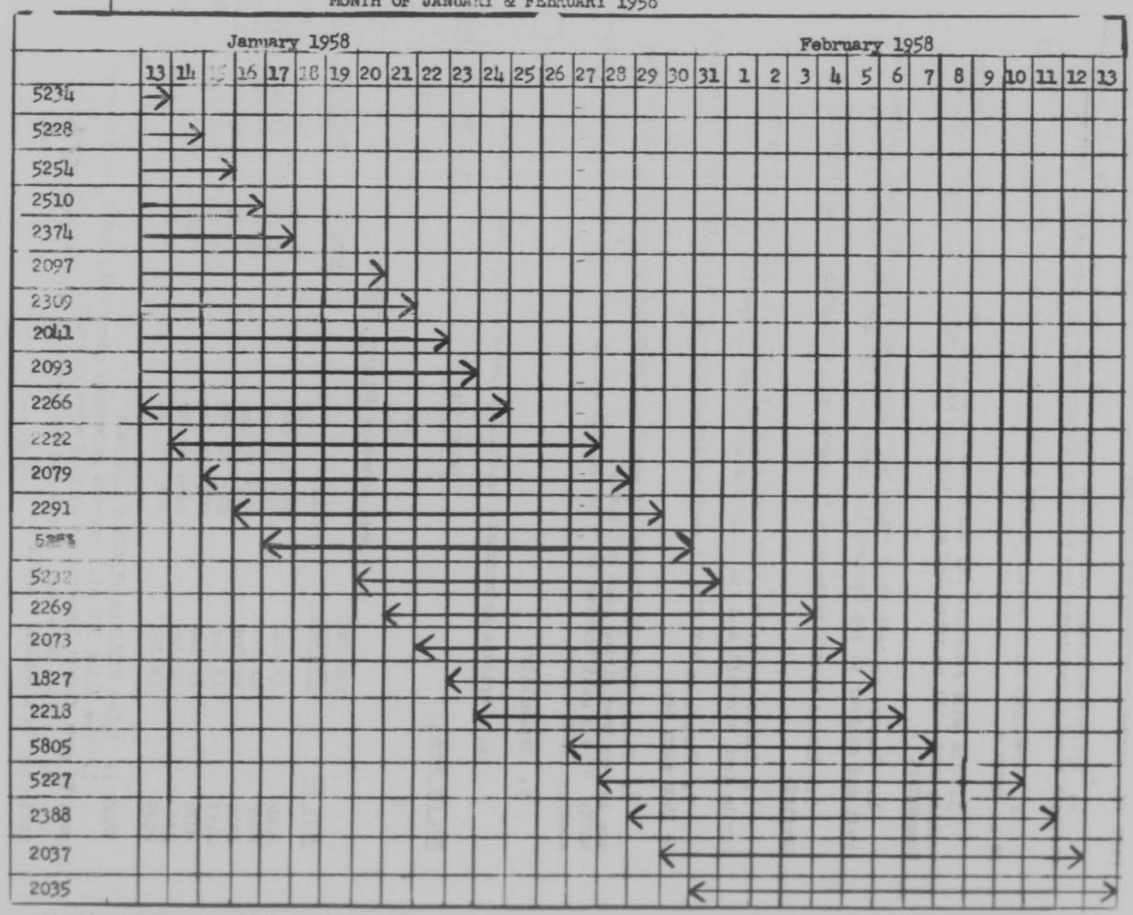
BLUE RIDGE ALERT
MONTH OF JANUARY & FEBRUARY 1958




APP II TO ANNEX "A" OPLAN PLAN 450-58



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PART IV: PERIODIC MAINTENANCE SQUADRON

1. Provide necessary personnel, tools and equipment to process B-47 and KC-97 aircraft through the docks for periodic inspections as indicated in APPENDIX V.

2. Pre-inspection meetings will be held as scheduled in APPENDIX I, II, III IV of ANNEX A.

3. The work schedule for the squadron is 0745-1645 hours daily. Saturday morning work will be scheduled on a make up basis only, on approval by the Wing Commander.

4. Prepare an individual "Next Day" maintenance plan for each possessed aircraft and deliver to Job Control the hours of 1700 and 1800 each work day.

5. Insure specialist's work is completed as scheduled or extension is requested.

6. Insure specialist work completion is called to Job Control by Phone for in dock aircraft and via radio for post dock aircraft.

7. Insure an EWP Plan on each possessed aircraft is turned into Job Control by 1600 each day.

8. Insure that Job Control is notified far enough in advance, when a test hop is required giving take off time.
NOTE: Give a notification prior to day for actual test hop at daily maintnenance meeting (1300 hours).

9. Capability:

a. Periodic Maintnenace capability JANUARY 1958, B-47 aircraft.

| NO. OF DOCKS | INSPECTIONS | HOURS PMS CAN SUPPORT |
|---|---|---|
| 2 | 9.8 | 1960 |

B-47 Dock Schedule January 1958

| ACFT NR | PRE-INSP MEETING | WASH | DOCK | BACKLINE | T/FLT |
|---|---|---|---|---|---|
| 2249 | 13 Jan | 0745 14 Jan | 16 Jan | 21 Jan | 27 Jan |
| 2092 | 14 Jan | 0745 16 Jan | 20 Jan | 23 Jan | 28 Jan |
| 2374 | 16 Jan | 0745 20 Jan | 21 Jan | 27 Jan | 30 Jan |
| 2157 | 17 Jan | 0745 22 Jan | 23 Jan | 29 Jan | 3 Feb |
| 2076 | 22 Jan | 0745 24 Jan | 27 Jan | 31 Jan | Feb |
| 2309 | 24 Jan | 0745 28 Jan | 29 Jan | Feb | Feb |
| 2079 | 29 Jan | 0745 30 Jan | 31 Jan | | |

PART V: 341st FIELD MAINTENANCE SQUADRON

1. The 341st FMS will provide necessary personnel, tools and equipment to support 85 post flight inspections on B-47 type aircraft.

2. Provide personnel, tools and equipment to support periodic inspections as indicated in APPENDIX V ANNEX A.





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PART V: 341ST FIELD MAINTENANCE SQUADRON (CON'T)

3. Normal work week will be 0745-1645 daily. Necessary night shift and standby crews will be scheduled by the Field Maintenance Supervisor in order to support maintenance on priority 1A and 1 work.

4. Specialist to accomplish TOC's will be furnished in accordance with the schedule established by Job Control.

5. FMS will maintain alert personnel to support all take-offs.

6. Provide specialist support for all sorties scheduled in APPENDIX I, II, III, IV to Annex Z.

7. Provide support for all Blue Ridge Aircraft, within 30 minutes of notice.

8. Complete Field Maintenance specialist work on aircraft not later than 1700 hours on working day prior to its scheduled flight.

9. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch in each shop or section the following day and insure that the number of personnel reported are present for duty.

10. Advise Job Control daily no later than 1600 hours of any work orders which will not be completed on schedule by 1700 hours, giving current status ction being taken, action contemplated and assistance required.

11. Provide personnel to accomplish maintenance on transient and VIP aircraft at all times as directed by Job Control.

12. Insure that specialist report to the aircraft at the time scheduled on the work order and if a situation arises which prevents them from working or completing their work on schedule, they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved by Job Control.

13. Insure that specialists do not leave an aircraft until proper entries are made in the TO Form 781-2 or without informing the Crew Chief, ground crew member or Job Control through the radio vehicle of the status of the work order, his reason for departure and estimated time of return.

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PART VI AIR BASE GROUP

1. The normal work schedule for the 341st Bomb Wing is 0745-1645.

2. Insofar as possible all takeoff's on Monday will be after 1300 hours and all landings on Friday will be made by 1600.

3. Specific Air Base Requirements are:

a. Motor Vehicle Squadron.

(1) Provide daily dispatch of Maintenance vheciles outlined in SAC Regulation 66-24.

(2) Provide additional support as coordinated with the Base Materiel Officer.

(3) Maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Control Officer and BMP Officer

b. Supply Squadron:

(1) Normal supply support is required from 0745-1645 hours daily.

(2) Support is required during off duty hours.

(3) Fuel requirements are 3,660,000 gallons JP-4

(4) Ammunition requirements is approximately 16,100 RNDS

(5) 250lb Practice bomb requirements for January. 19 Bombs

c. Defueling:

(1) POL must maintain one empty F-6 trailer for JP-4 fuel.

d. Refueling:

(1) No requirements exists for Sunday refueling other than base and transient aircraft except as coordinated between the 341st Maintenance Control Officer and the POL Offiver.



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PART VI: 819TH AIR BASE GROUP (CON'T)

(2) Normal daily requirements.

a. 0745-1645 sufficient personnel to operate refueling and defueling equipment.

b. Sufficient personnel to operate from 1700 to 0700 hours.

1. Two (2) W/A full at all times unless it is servicing.

5. One unit 1100 oil.



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## SCHEDULED MAINTENANCE ACTIVITIES

1. Flight Chiefs of Tactical Squadron will comply with MIL #48 (checking 781-3 against maintenance supply records) on the following schedule:

10th Bomb Squadron 7-30 Jan
12th Bomb Squadron 3-29 Jan
490th Bomb Squadron 6-28 Jan

2. Bench stock inspection schedule for the month of December;

| SQUADRON OR SHOP | INSP DATE | SQUADRON OR SHOP | INSP DATE |
|---|---|---|---|
| 341st A&E Sq | 2-24Jan | 341st J-47EBU | 10 Jan |
| | | 341FM Tire shop | |
| 341st PMS | 2-27Jan | | |
| 490th Bomb Sqdn | 6-18Jan | 341FM Aero Repair | 15Jan |
| 12th Bomb Sqdn | 3-29 Jan | | |
| 10th Bomb Sqdn | 7-30Jan | 341FM Inst Shop | 17 Jan |
| 341FM Parachute Shop | 7Jan | 341FM Machine Shop | 17 Jan |
| 341st PMS G.P Shop | 8-31 Jan | 341FM Paint Shop | 20 Jan |
| | | 341FM Welding Shop | 20 Jan |
| 341FM Elect Shop | 9 Jan | | |
| 341FM IFR Shop | 13Jan | 341FM Hyd Shop | |
| 341FM Sheet Metal Shop | 13Jan | | 22 Jan |



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APPENDIX VIII TO ANNEX "A"

TRANSIENT B-47 ALERT

1. Transient Alert:

a. B-47 transient alert assigned 341st Bomb Wing for January 1958:

b. Supply transient alert support for B-47 aircraft. A minimum of (1) crew chief and (1) assistant crew chief, will be on alert during non-duty hours. Job Control will be notified prior to 1500 hours of the names and telephone numbers of personnel assigned this duty. This Squadron will also furnish liquid oxygen, hose and gloves to Base Flight when requested.

| | |
|---|---|
| 1 December 0800 to 16 December 0800 | 10TH B.S. |
| 16 December 0800 to 1 January 0800 | 12TH B.S. |
| 13 January 0800 to 27 Feburary 0800 | 490TH B.S. |
| 27 Jan 0800 to 10 Feburary 0800 | 10TH B.S. |
| 10 Feburary 0800 to 24 Feburary 0800 | 12TH B.S. |
| 24 Feburary 0800 to 10 March 0800 | 490TH B.S. |

2. A flight chief caliber NCO will be furnished to Maintenance Control for the purpose of debriefing NCOIC. He will report to Job Control Officer at 0800 and 1st day of duty for briefing. This duty period will be 30 days.

490th Bomb Sq 18 Dec to 18 Jan 1958
12th Bomb Sq 19 Jan to 18 Jan 1958
10th Bomb Sq 18 Feb to 18 Mar 1958
490th Bomb Sq 18 Mar to 18 April 1958
12th Bomb Sq 18 April to 18 May 1958
10th Bomb Sq 18 March 18 June 1958





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BLUE RIDGE RED AIRCRAFT

1. The code name "Blue Ridge" is assigned those aircraft that will be put into special configuration. Nine (9) aircraft will be assigned "Blue Ridge" each day by Job Control. Blue Ridge Red aircraft will be prepared in accordance with ANNEX "C" of this Operations plan.

2. The following configuration will apply: Fuel load as directed by Job Control.

a. On the day the aircraft is scheduled to go on "Blue Ridge" A&E Will install all ECM Components, cameras and lead chaff. This must be completed prior to 1400 hours.

b. Aircraft assigned by Job Control to sequence number one (1) thru nine (9) will be serviced with water alcohol and oxygen, have an "G" type configuration and a current right out.

c. One the day "Blue Ridge" aircraft are scheduled to fly on a scheduled sortie, A&E Components, ATO Bottles and ATO Racks must be completely removed no later than three (3) hours prior to take off so as not to interfere with flight crew pre-flight. External "Wing Tanks" will be defueled to boost pump level and aircraft will be fueled in accordance with requirements of SAC Weekly 364.

d. Six (6) additional aircraft will be in commission aircraft, each day. Aircraft will be selected by Job Control. These aircraft must be fully s ved with fuel, oxygen and water, and topped off if necessary.

3. General rules:

a. At no time will a "Blue Ridge airplane be cannibalized.

b. Blue Ridge aircraft will be pre-flighted by ground crew and flight crew each day, except on week ends and holidays. Pre-flights performed on Friday will be valid until 0800 Monday. Blue Ridge aircraft will be pre-flighted prior to holidays and this pre-flight will remain valid until next duty day.

c. Maintenance alert crews will perform walk around check of all Blue Ridge aircraft each day. This check will consist of looking for any apperent damage to aircraft and for evidence of fuel leaks, hydraulic leaks and flat tires. Servicing will be performed during this walk around inspection as directed by Job Control. If inspection reveals that a Blue Ridge aircraft had been damaged or has a flat tire, or is leaking fuel or hydraulic fluid, Job Control will be called for instructions.

d. All discrepancies that can be noted on a walk around in-spection will be entered in AF Form 781-2. Job Control will be notified of all discrepancies. The discrepancies will be cleared as directed by Job Control



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APPENDIX IX TO ANNEX "A"

WASH RACK SCHEDULE FOR JAN 1958

The 341st Bomb Wing will utilize the wash rack as indicated below during the month of January.

| DATE | AM | PM |
|---|---|---|
| Jan 14 | 2249 | |
| Jan 16 | 5233 | |
| Jan 20 | 2374 | |
| Jan 22 | 2157 | |
| Jan 24 | 2076 | |
| Jan 28 | 2309 | |
| Jan 30 | 2079 | |

NOTE: For use of wash rack call Job Control for availability.



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

1. Flying Safety is the primary mission of the 341st Bombardment Wing.

2. There are 22 flying days scheduled during January. No Saturday flying is programmed.

3. No Monday takeoffs will be scheduled prior to 1300. No Friday landings will be scheduled after 1600.

4. Squadrons will schedule takeoff on routine missions with a maximum 5 hour spread from first to last takeoff. The takeoff control time within an hour, by squadron reservation, is reproduced below.

| 10th | 12th | 490th |
|---|---|---|
| 00-08 | 09017 | 18-26 |

5. RBS schedule for January has been distributed to squadrons under separate cover.

6. During January aircrews will be scheduled to fly their assigned aircraft at all possible times.

7. Schedule for 60-9 meetings is as follows:

a. Pre-planning meeting - weekly at 1300 Wednesday, in the Wing Conference Room. It is requested a duplicate copy of SAC Form 364 be furnished Wing Flying Training at the pre-planning 60-9 meeting.

b. Weekly 60-9 meeting 1000 each Thursday in the Wing Conference Room.

c. Monthly 60-9 meeting - 1400 Tuesday 21 January 1958.

8. Squadrons are reminded that mission folders are due in the Training Division by 1300 hours on the duty day prior to a scheduled sortie. Air Weather Service Form 81 dated 15 November 1956 will be included in the folder.

9. Squadrons are reminded to include two copies of air refueling coordination forms in the crew mission folder on scheduled air refueling sorties.

ANNEX B
341st Ops Ord 450-58
1 January 1958



1943

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10. The following named officers will monitor squadron briefings and wing debriefings on the following dates:

| | | | |
|---|---|---|---|
| Major Daffern | 1 - 5 Jan | Captain Hill | 18 - 23 Jan |
| Major Gootee | 6 - 11 Jan | Maj Reynolds | 24 - 31 Jan |
| Major Smith | 12 - 17 Jan | | |

ANNEX B
341st Ops Ord 450-58
1 January 1958

5A

1944

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

FLIGHT TRAINING RECAP

APP I TO ANNEX B
341st Ops Ord 450-58
1 January 1958



1945

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## FLIGHT TRAINING

1. The following sheet furnishes squadrons with a monthly recap of aircraft and crew scheduling capacity.

2. Flight crews will maintain flight assignment integrity, and will fly their assigned aircraft in all possible cases.

3. Gunnery will not be scheduled on Monday mission before 1600 unless prior approval is granted by Wing Training Officer. This restriction is imposed to prevent early morning maintenance on Mondays.

4. The following crews or individuals will report on orders to the Wing Standardization Section for flight checks on the dates indicated. 51-4 ground checks will be completed prior to this date.

10BS

| | |
|---|---|
| L-07 Podbesek | 20 January 1958 |

12BS

| | |
|---|---|
| N-20 Carman | 21 January 1958 |
| N-70 Rozell | 22 January 1958 |
| L-14 Payton | 23 January 1958 |

490BS

| | |
|---|---|
| R-26 DeSomer | 28 January 1958 |

STAFF

| | |
|---|---|
| Maj Plascak | 51-19 |
| Maj Reed | 51-19 |
| Maj Tuxworth | 60-7 |

APP I ANNEX B
341st Ops Ord 450-58
1 January 1958



1948

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B-4[illegible] SCHEDULE FOR JANUARY

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OPER REQMT | | 15 | 16 | / | / | | 12 | 24 | 24 | 22 | 10 | | 7 | 11 | 13 | 13 | 12 | / | / | 10 | 9 | 13 | 11 | 9 | // | / | 10 | 13 | 10 | 10 | 12 | 286 |
| MAINT CAPAB | | 13 | 16 | / | / | | 14 | 24 | 24 | 21 | 11 | | | | | | | | | | | | | | | | | | | | | |
| 10BS | | 5 | 6 | / | / | | 5 | 8 | 8 | 6 | 3 | | 2 | 4 | 4 | 6 | 4 | | | 3 | 2 | 5 | 4 | 2 | | | 3 | 5 | 3 | 4 | 3 | 95 |
| 12BS | | 4 | 6 | / | / | | 4 | 8 | 8 | 8 | 4 | | 3 | 3 | 3 | 3 | 4 | | | 4 | 2 | 4 | 4 | 2 | | | 4 | 3 | 2 | 4 | 4 | 91 |
| 490BS | | 4 | 4 | / | / | | 5 | 8 | 8 | 7 | 4 | | 2 | 4 | 6 | 4 | 4 | | | 3 | 5 | 4 | 3 | 5 | | | 3 | 5 | 5 | 2 | 5 | 100 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 286 |
| BLOCK HOUSE | | | | | | | 14 | 24 | 24 | 21 | 11 | | | | | | | | | | | | | | | | | | | | | 94 |
| WING STAFF | | | | | | | | | | | | | | | 1 490 | | | | | | | 1 12 | | | | | | | 1 10 | | | |
| 3RD ADIV STAFF | | | | | | | | | | | | | | 1 10 | | 1 12 | | | | | 1 490 | | 1 10 | | | | | 1 12 | | 1 490 | | |
| SQDN TEST CREW | ← (490TH) → | | | | | | | | | | ← (12TH) → | | | | | | | | | | ← (10TH) → | | | | | | | | | | | |
| TEST FLIGHTS | PCU TEST FLIGHT ANTICIPATED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 |
| | SCHEDULED TEST FLIGHTS FROM PERIODIC INSPECTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 |

15 AF [illegible] 173a GENERAL PURPOSE DATA SHEET

7A

1947

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APP I ANNEX B )
OPERATIONS ORDER)
NUMBER 450-58

HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

SCHEDULING BOARD ACTIVITY BOARD

ADVANCED SURVIVAL.....SURV
ADVANCED SURVIVAL REFRESHER..SURV REF
LOCAL SURVIVAL.....LOC SURV
AQUATIC SURVIVAL.....AQA
NUCLEAR WEAPONS SCHOOL.....TN
SPECIAL WEAPONS SCHOOL.....SW
SW PRACRICE LINE EXERCISE.....SWP
SW STANDBOARD EVALUATION.....SWE
OQ RANGE.....OQ
GUNNERY SCHOOL.....GUN
ALTITUDE CHAMBER.....ALT
INSTRUMENT SCHOOL.....IS
BLOCK TRAINING.....BLOCK
LEAVE.....LEAVE
STANDBOARDS.....STANDBOARD
ANNUAL FLIGHT PHYSICALS.....PHY
DENTAL APPOINTMENTS.....DA
SES.....SES
PRE SES TRAINING.....PSES
T-2A RADAR TRAINER.....T-2A
T-1A GUNNERY TRAINER.....T-1A
C-11 JET INSTRUMENT TRAINER.....C-11
B-47 SIMULATOR.....SIM
P-3 CONVENTIONAL INSTRUMENT TRAINER.....P-3A
BRIEFING.....B
MISSION PLANNING.....MP
TARGET STUDY.....TS
PREFLIGHT.....PF
CREW REST.....CR
KC-97 SIMULATOR.....SIM

OFFICERS CALL.....OC
AIRDROME OFFICER.....AO
CONTROL ROOM OFFICER.....CRO
OFFICER OF THE DAY.....OD
TOWER OFFICER.....TO
OBSERVER INFLIGHT MAINTENANCE.....IFM
B-47 PILOT TRANSITION PROGRAM.....TRANS
B-47 TRANSITION PROGRAM WICHITA.....WICH
BASE GROUND SCHOOL INSTRUCTOR.....SI
INITIAL HANDGUN COURSE.....HG
RADAR ACCEPTANCE CHECK OFFICER.....RA
MTD SCHOOL.....MTD
BOMBING COMPETITION.....BC
INSTRUCTOR PILOT BRIEFING.....IPB
FLIGHT TEST CREW..... T
FLIGHT MISSION DAY.....FD
INSTRUMENT CHECK.....IC
CRITIQUE.....C
BLUE RIDGE RED CREW.....BRR
PHYSICAL TRAINING.....PT
JUDO.....JU
EWP STUDY.....EWP
FLYING SAFETY MEETING.....FS
STAND-BY TANKER.....SAT
FLIGHT MISSION NIGHT.....FN



1948

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

10TH BOMB SQUADRON

APP II TO ANNEX B
341st Ops Ord 450-58
1 January 1958



1949

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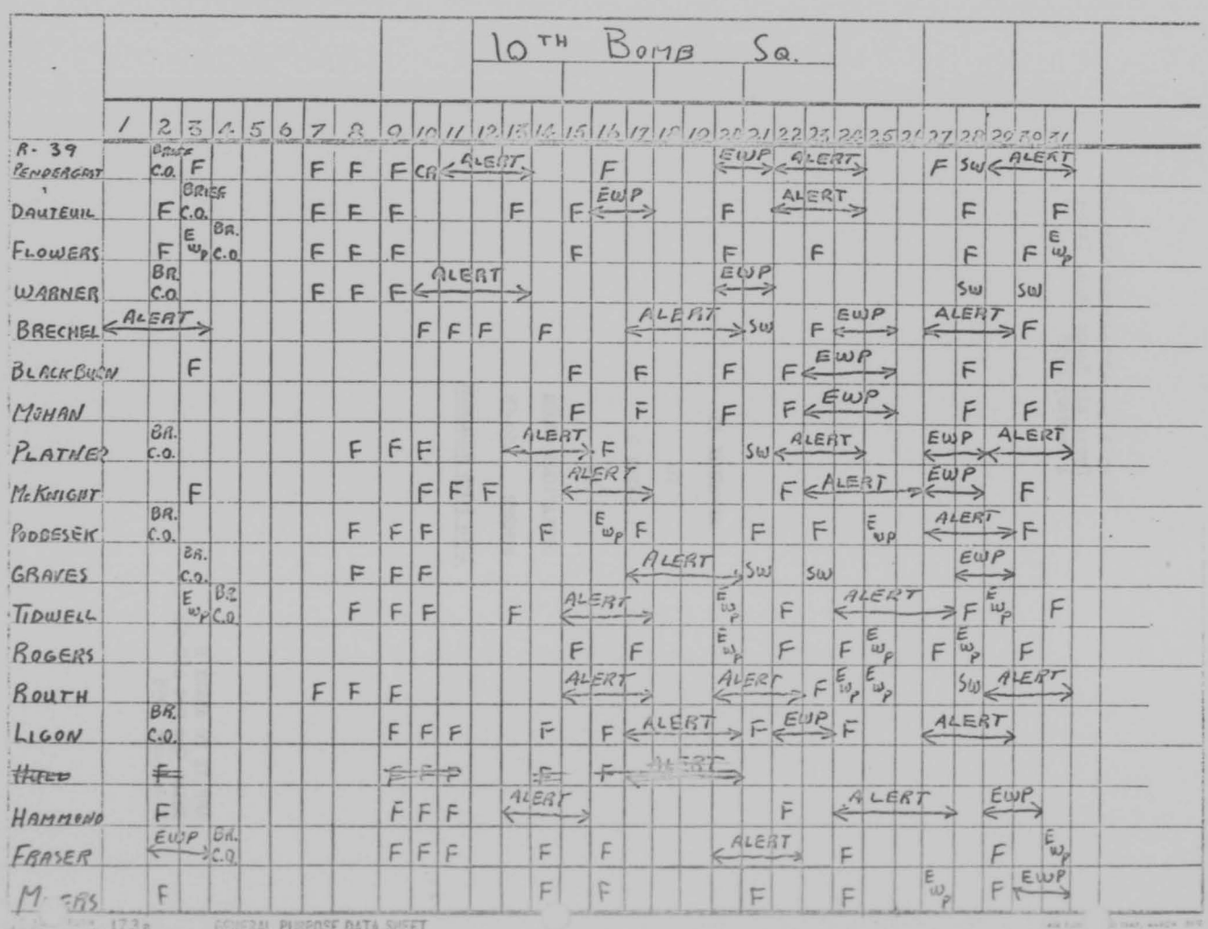


1950

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

12TH BOMBARDMENT SQUADRON



1951

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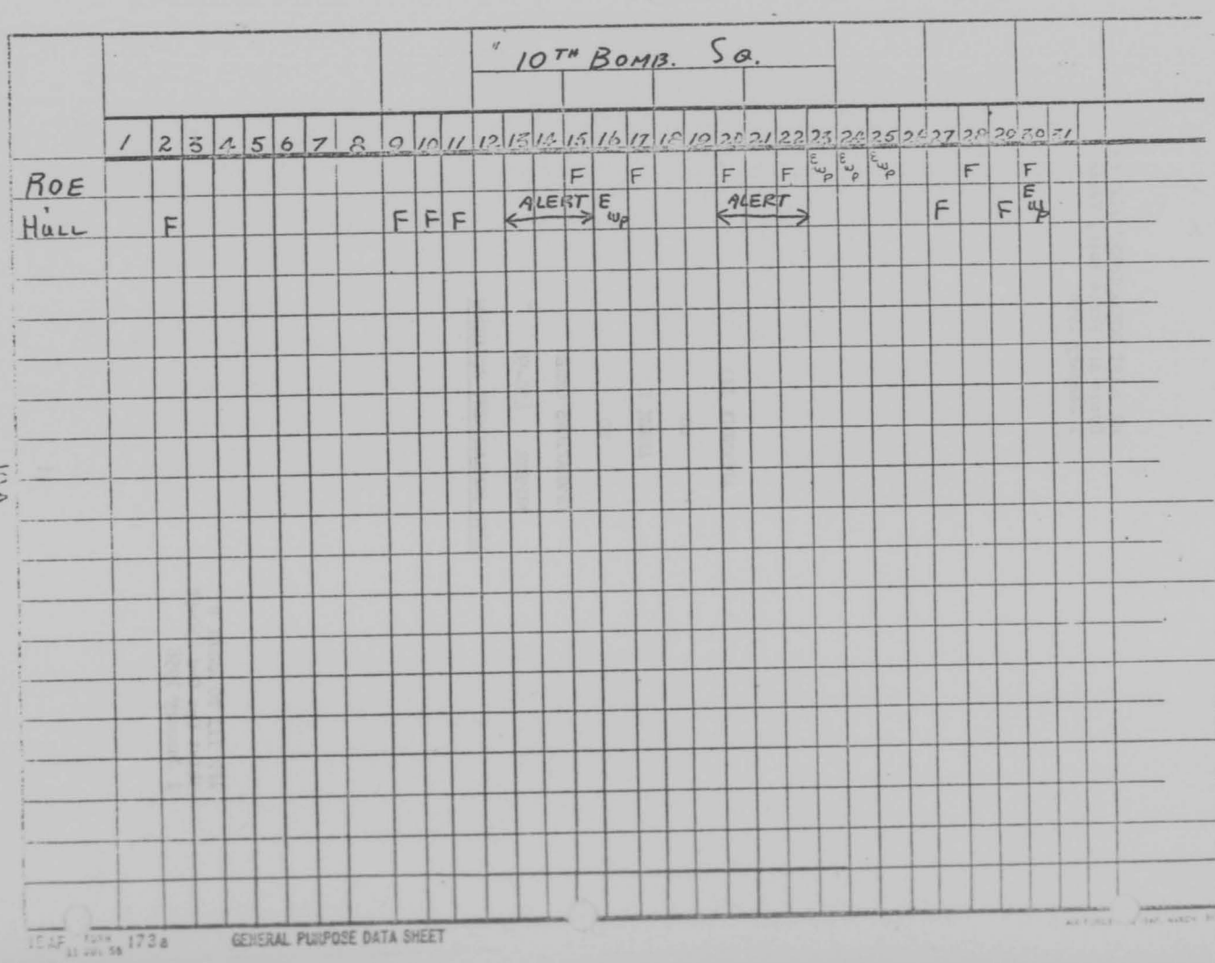


1952

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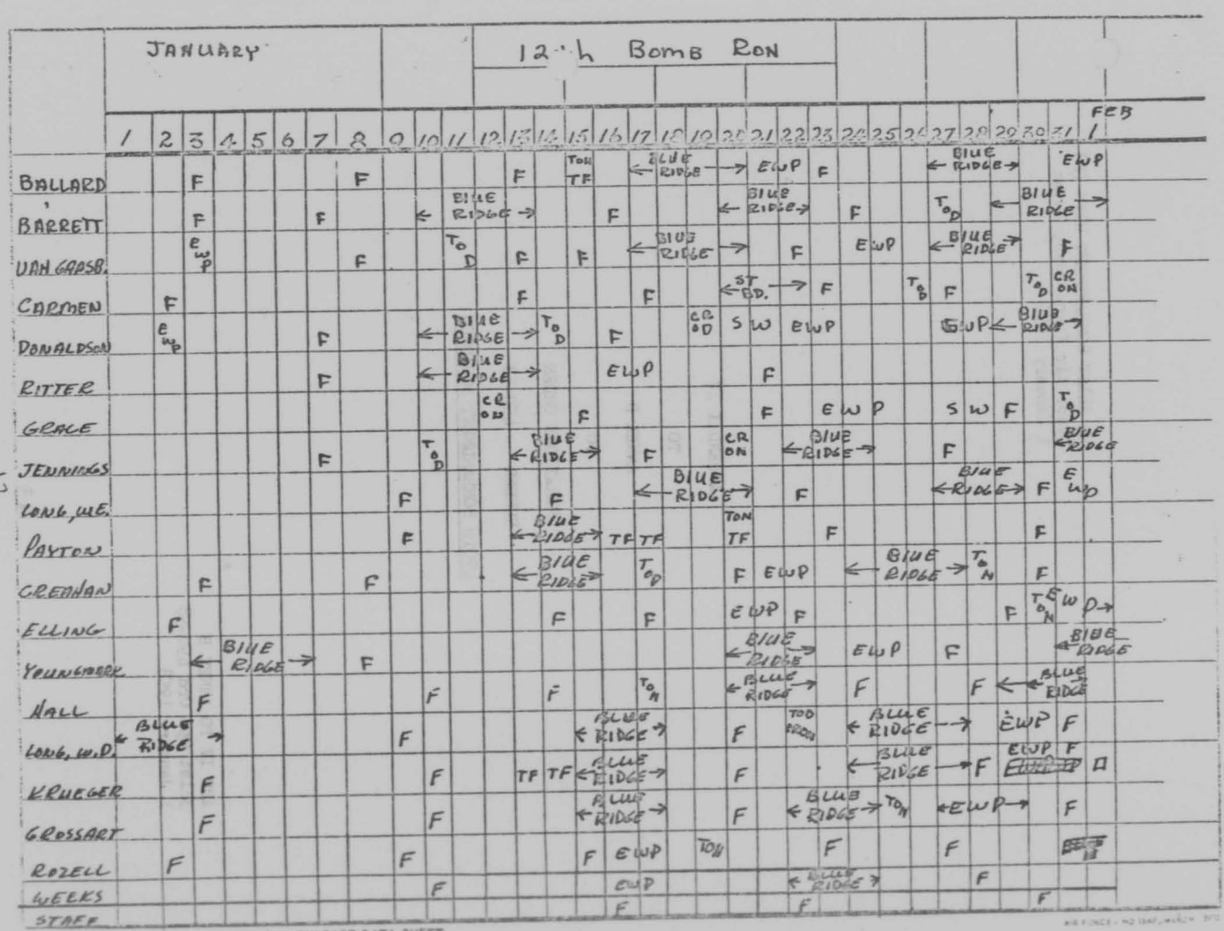


1953

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX IV

TO

ANNEX B

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OPERATIONS ORDER

NUMBER 450-58

490TH BOMBARDMENT SQUADRON

APP IV TO ANNEX B
341st Ops Ord 450-58
1 January 1958



1954

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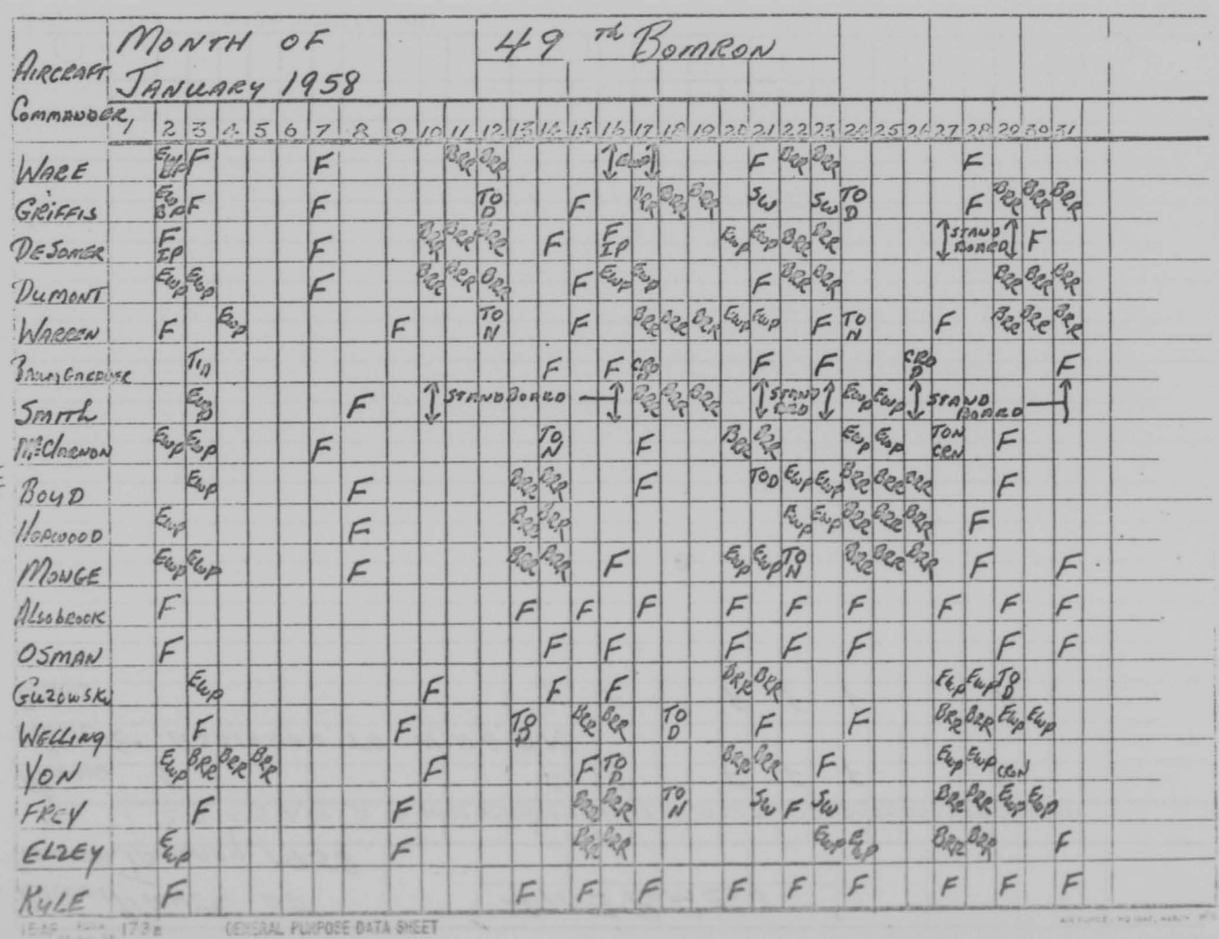




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AIRCRAFT COMMANDER — MONTH OF JANUARY 1958 — 490TH BOMRON

| | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MANNING | | F | | | | | | | | | | | | F | | F | | | | F | | F | | F | | | | F | | | |
| WHITE ← | ASSIGNED TO WING D M | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRIGGS | | | | | | | | | | | | | | F | | F | | | | F | | F | | F | | | | F | | | |

AF FORM 173a GENERAL PURPOSE DATA SHEET

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1956

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX VI

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

AIR REFUELING RECAP



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AIR REFUELING FOR JANUARY 1958

| | 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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43RD ARS | | | | | | | 12 | 12 | 12 | 10 | | | | | | | | | | | | | | | | | | | | | | 46 |
| 9TH ARS | | | | | | | | 12 | 12 | 12 | 10 | | | | | | | | | | | | | | | | | | | | | 46 |
| 320TH ARS | | | | | | | | | | | | | | 2 | 1 | 2 | 1 | | | 2 | 1 | 2 | 1 | 2 | | | 1 | 2 | 1 | 2 | 1 | 21 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 113 |
| 10TH SQ | | | | | | | 4 | 8 | 8 | 7 | 3 | | | 1 | | 1 | | | | 1 | | 1 | | 1 | | | | 1 | | 1 | | 37 |
| 12TH SQ | | | | | | | 4 | 8 | 8 | 8 | 4 | | | | 1 | | 1 | | | | 1 | | 1 | | | 1 | | 1 | | 1 | | 39 |
| 490TH SQ | | | | | | | 4 | 8 | 8 | 7 | 3 | | | 1 | | 1 | | | | 1 | | 1 | | 1 | | | | 1 | | 1 | | 37 |

AF [illegible] 1738 GENERAL PURPOSE DATA SHEET

1958

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX VII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

GROUND TRAINING



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

## GROUND TRAINING

1. Index of training contained within this annex.

| REQUIREMENT | PARAGRAPH |
|---|---|
| Arms Qualification | 5 |
| Block Training | 3 |
| Block Training (Non-aircrew) | 4 |
| EWP Study | 16 |
| Handgun Qualification | 6 |
| Instrument School | 7 |
| Instrument Card Renewals | 8 |
| Inflight Maintenance | 9 |
| Judo | 10 |
| PT | 11 |
| Specials Weapons | 15 |
| Safety (Ground) | 12 |
| Safety (Flying) | 13 |
| Trainers | 14 |

2. Priority for training are as follows:

a. Blue Ridge Red

b. Flying

c. EWP Study

d. Special Weapons

e. All others

3. Block Training will be conducted daily from 1330 to 1630 hours for the crew on Blue Ridge Red. Classes will be conducted each week as follows - beginning on 20 January 1958.

| DAY | TIME | SUBJECT |
|---|---|---|
| Monday | 1330-1630 | Tac Doctrine |
| Tuesday | 1330-1430 | Code & Blinker |
| | 1430-1630 | Refresher CBR |
| Wednesday | 1330-1630 | Communications |



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| DAY | TIME | SUBJECT |
|---|---|---|
| Wednesday | 1330-1430 | Balistics Comp |
| | 1430-1630 | Navigation & GPI |
| Thursday | 1330-1530 | Personal Equipment |
| Friday | 1330-1530 | ECM General |

4. Block Training (Non-aircrew). Duration 1 day. This training will be available during Blockhouse. Time and location will be announced as soon as information is available.

5. Arms Qualification (Non-aircrew). Duration 4 hours. This training will be available during Blockhouse. Time and reporting place will be announced as soon as information is available.

6. Handgun Qualification. This training will not be conducted during January. A program will be established for February.

7. Instrument School.

| PLACE | TIME | DATES |
|---|---|---|
| Base Tng Flt | 0830-1700 | 3-4 Jan and 17-18 Jan |
| Blockhouse | To - - Be - - - | Announced |

8. Instrument Card Renewals.

| JANUARY | | FEBRUARY | | MARCH | |
|---|---|---|---|---|---|
| 1 | Daffern | 1 | Frey | 3 | Smith, S.R. |
| 1 | Myers | 1 | Hull | 4 | Creahan |
| 2 | Karns | 2 | Kahler | 5 | Abbott |
| 3 | Bushrow | 5 | Routh | 5 | Stewart |
| 4 | Dacus | 13 | Brown | 5 | Osman |
| 4 | Cobble | 15 | Robinson | 19 | Dobyns |
| 4 | Reynolds, W.R. | 15 | Guzowski | 19 | Rencher |
| 6 | Emmons | 6 | Ritter | 26 | Neitzel |
| 6 | VanBibber | 20 | Fisher | 29 | Hastin |
| 14 | Graves | 21 | Long, W.D. | 9 | McManus |
| 14 | Tripi | 22 | George | 12 | Redmon |
| 17 | Morris | 22 | Childs | 24 | Sergent |
| 18 | Ballard | 23 | Evers | 23 | Austin |
| 19 | Cezel | 24 | Atchey | 24 | Hunter |
| 20 | Buehler | 24 | Reid | | |
| 20 | Welling | 25 | Hallam | | |
| 25 | Case | 26 | Dauteuil | | |
| 26 | Evans | 26 | Mullins | | |
| 28 | Blum | 27 | Brittain | | |
| 28 | Kelly, R | 28 | Briggs | | |
| 29 | Newman | 29 | Powell | | |
| | | 28 | Tidwell, H.F. | | |
| | | 28 | Eddy | | |



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9. Inflight Maintenance. Six hours are required each 3 month. Squadron Observers will conduct classes in their respective squadrons in accordance with SACM 50-24B. 4 hours may be credited during any one month period.

10. (Judo) Combative Measures. 10 hours are required each 6 months. Under the present program no Judo will be accomplished during Block Training.

| DATES | LOCATION | TIME |
|---|---|---|
| 2,3 Jan | Base Gym | 1500-1700 hrs daily Mon-Fri |
| 20-31 Jan | Base Gym | 1000-1200 hrs " " " |
| | | 1500-1700 hrs " " " |

11. P.T. 8 hours are required each 6 months.

| DATES | LOCATION | TIME |
|---|---|---|
| 2,3 Jan | Base Gym | 1000-1200 hrs daily |
| 20,31 Jan | Base Gym | 0800-1000 hrs daily |
| 20,31 Jan | Base Bym | 1300-1500 hrs daily |

12. Ground Safety. Will be included in the departure and arrival briefings for Blockhouse.

13. Flying Safety. All rated personnel

| DATES | LOCATION | TIME |
|---|---|---|
| 24 January | To be announced | 1600-1700 hours |

14. Trainers. This schedule applies to the 2nd and 3rd of January only. Schedules for the P-3 link, C-11 link, T-3 Radar and UDT trainer from 20 to 31 January will be announced at a later date.

| a. C-11 #2 | 2 January | 3 January |
|---|---|---|
| 0800-1000 | 10 | 12 |
| 1000-1200 | 12 | 490 |
| 1200-1400 | 490 | 10 |
| 1400-1600 | 10 | 12 |
| 1600-1800 | 12 | 490 |

| b. T-1A Gunnery Trainer. | 2 January | 3 January |
|---|---|---|
| 0800-0900 | 10 | 12 |
| 0900-1000 | 12 | 490 |
| 1000-1100 | 490 | 96BW |
| 1100-1200 | 10 | 96BW |
| 1300-1500 | — | 341SB |



1962

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c. T-2A Radar Trainer

| | 2 January | 3 January |
|---|---|---|
| 0800-0900 | 10 | 12 |
| 0900-1000 | 12 | 490 |
| 1000-1100 | 490 | 10 |
| 1100-1200 | 10 | 12 |

d. T-3A Radar Trainer

| | 2 January | 3 January |
|---|---|---|
| 0800-0900 | 12 | 490 |
| 0900-1000 | 490 | 10 |
| 1000-1100 | 10 | 12 |
| 1100-1200 | 12 | 490 |

e. B-47 Flight Simulator

| | 2 January | 3 January |
|---|---|---|
| 0800-1400 | 10 | 341SB |
| 0800-1400 | 96BW | 341SB |
| 1100-1700 | 12 BW | 490 |

f. P-3A Conventional Link. 2 - 31 January

| | Mon-Fri |
|---|---|
| 0800-1000 | 11 ARS |
| 1000-1200 | 4 SSS |
| 1300-1500 | ABG |
| 1500-1700 | 11 ARS |

g. UDT Special Weapons Simulator 2-3 and 20-31 January

| | Mon-Fri |
|---|---|
| 0800-1000 | 490 |
| 1000-1200 | 10 |
| 1300-1500 | 12 |
| 1500-1700 | Make-Up |

15. Special Weapons: Duration 2 days. Tuesday and Thursday only.

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 21 and 23 Jan | Graves, Brechel(21) Platner (21) | Donaldson | Frey; Griffis |
| 28 and 30 Jan | Warner Pendergast (28) Routh (28) | Grace | |

APP VII TO ANNEX B
341st Ops Ord 450-58
1 January 1958



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16. EWP Study.

a. Ready Crew alternate Target Study - duration 2 days

| DATES | 10BS | 12BS | 490BS |
|---|---|---|---|
| 16-17 Jan | Dauteuil<br>Podbesek | Ritter<br>Weeks | Ware<br>Dumont |
| 20-21 Jan | Warner<br>Pendergast | Ballard (21-22)<br>Creahan | Monge, DeSomer<br>Warren |
| 22-23 Jan | Ligon | Donaldson | Boyd<br>Elzey<br>Hopwood |
| 24-25 Jan | Brechel<br>Routh | VanGaasbeck<br>Youngmark | Smith<br>McClarnon |
| 27-28 Jan | Platner<br>McKnight | Donaldson<br>Grossart | Guzowski<br>Yon |
| 29-30 Jan | Hammond<br>Graves(28-29) | Long, W.D.<br>Krueger | Welling<br>Frey |
| 31Jan-1Feb | Flowers<br>Fraser<br>Tidwell (20&29) | Ballard<br>Long, W. E.<br>- - - - - | - - - - -<br>- - - - -<br>- - - - - |

b. Upgrading crew Primary Study. Duration - 3 days.

| DATES | | | |
|---|---|---|---|
| 15-17 Jan | - - - - - | Rozell (16-17) | - - - - - |
| 20-22 Jan | Rogers (20,25,28) | Elling | - - - - - |
| 23-25 Jan | Blackburn, Mohan, Roe/ | Grace | - - - - - |
| 27-29 Jan | Myers (27,30,31) | Grossart | - - - - - |
| 30Jan-1Feb | - - - - - | Elling | - - - - - |

APP VII TO ANNEX B
341st Ops Grd 450-58
1 January 1958



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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX VIII

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

SCHEDULE OF DUTIES

APP VIII TO ANNEX B
341st Ops Ord 450-58
1 January 1958



1965

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APPENDIX VIII )
ANNEX B )
OPERATIONS ORDER)
NUMBER 450-58)

HQ 341ST BOMBARDMENT WING, (MED)
Dyess Air Force Base, Texas
1 January 1958

## SCHEDULE OF DUTIES

1. Tower Officer

| JANUARY | TIME | UNIT | NAME |
|---|---|---|---|
| (Effective 10 January 1958) | | | |
| 10 | 0800 | 12BS | Major George H. Jennings, Jr. |
| 10 | 1800 | 10BS | Major Donat F. Dauteuil |
| 11 | 0800 | 12BS | Captain Everett J. Van Gaasbeck |
| 11 | 1800 | 10BS | Captain Idus R. Flowers |
| 12 | 0800 | 490BS | Captain Lester T. Griffis |
| 12 | 1800 | 490BS | Captain Walter H. Warren |
| 13 | 0800 | 490BS | Captain Lewis D. Welling |
| 13 | 1800 | 10BS | Major Ralph O. Routh |
| 14 | 0800 | 12BS | Captain Merle D. Donaldson |
| 14 | 1800 | 490BS | Captain Marshall H. McClarnon |
| 15 | 0800 | 10BS | Captain Lawrence E. Brechal |
| 15 | 1800 | 12BS | Major Dempsey E. Ballard |
| 16 | 0800 | 490BS | 1st Lt. Kenneth W. Yon |
| 16 | 1800 | 10BS | Captain Robert L. Hull |
| 17 | 0800 | 12BS | Captain James K. Creahan |
| 17 | 1800 | 12BS | Captain Robert C. Hall |
| 18 | 0800 | 490BS | Captain Lewis D. Welling |
| 18 | 1800 | 490BS | Captain James W. Frey |
| 19 | 0800 | 10BS | Major Wilbert M. Pendergast |
| 19 | 1800 | 12BS | Captain William F. Rozell, Jr. |
| 20 | 0800 | 10BS | Major Leslie P. Platner |
| 20 | 1800 | 12BS | Captain William D. Payton |
| 21 | 0800 | 490BS | Captain Ross L. Boyd |
| 21 | 1800 | 10BS | Captain Idus R. Flowers |
| 22 | 0800 | 12BS | Captain William D. Long |
| 22 | 1800 | 490BS | Captain Raymond A. Monge |
| 23 | 0800 | 10BS | Captain John E. Tidwell |
| 23 | 1800 | 10BS | Captain Robert L. Hull |
| 24 | 0800 | 490BS | Captain Lester T. Griffis |
| 24 | 1800 | 490BS | Captain Walter H. Warren |
| 25 | 0800 | 10BS | Major Vernon P. Ligon |
| 25 | 1800 | 12BS | Captain James J. Grossart |
| 26 | 0800 | 12BS | Captain Kenneth R. Carman |
| 26 | 1800 | 10BS | Captain Hiram B. Fraser |
| 27 | 0800 | 12BS | Major Pleasant W. Barrett |
| 27 | 1800 | 490BS | Captain Daniel F. Guzowski |
| 28 | 0800 | 10BS | 1st Lt. Felton Hammond |
| 28 | 1800 | 12BS | Captain James K. Creahan |
| 29 | 0800 | 490BS | Captain Alvin L. Dumont |
| 29 | 1800 | 10BS | Captain Robert L. Blackburn |
| 30 | 0800 | 12BS | Captain Kenneth R. Carman |
| 30 | 1800 | 12BS | Captain Harvey G. Elling |
| 31 | 0800 | 12BS | Major Gerald J. Grace |
| 31 | 1800 | 10BS | Thomas W. Podbesek |

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1966

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2. Control Room Officer.

| JANUARY | TIME | UNIT | NAME |
|---|---|---|---|
| 1 | 0745 | 11ARS | 1st Lt. Therrel D. McRae |
| 1 | 1630 | 11ARS | 1st Lt. James H. Pierson |
| 2 | 1630 | 11ARS | 1st Lt. Ronald S. Ashworth |
| 3 | 1630 | 11ARS | 1st Lt. Ronald E. Haywood |
| 4 | 0745 | 11ARS | 1st Lt. Presley W. Donaldson |
| 4 | 1630 | 11ARS | 1st Lt. Therrel D. McRae |
| 5 | 0745 | 11ARS | 1st Lt. Charles C. Caldwell |
| 5 | 1630 | 11ARS | 1st Lt. Donald H. Smith |
| 6 | 1630 | 11ARS | 1st Lt. Donald G. Bowles |
| 7 | 1630 | 11ARS | 1st Lt. Paul S. Mixon |
| 8 | 1630 | 11ARS | 1st Lt. Nathan J. Smiley |
| 9 | 1630 | 11ARS | 1st Lt. Donald W. Rayment |
| 10 | 1630 | 11ARS | 1st Lt. Terrence J. Riley |
| 11 | (None Scheduled) | | |
| 12 | 0745 | 10BS | 1st Lt. Louis G. Dudderar |
| 12 | 1630 | 12BS | 1st Lt. Elliot C. Lawson |
| 13 | 0745 | 10BS | 1st Lt. Joseph A. L'Abbe |
| 14 | 1630 | WgHq | 1st Lt. Joe E. Walker |
| 15 | 1630 | 10BS | 1st Lt. Robert L. Elliot |
| 16 | 1630 | 12BS | 1st Lt. Joe A. Cantwell |
| 17 | 1630 | 490BS | Captain Eliot B. Charles |
| 18 | 0745 | 10BS | 1st Lt. John P. Cobb, Jr. |
| 18 | 1630 | 490BS | 1st Lt. Billy A. Worley |
| 19 | 0745 | 12BS | 1st Lt. Richard T. Suttle |
| 19 | 1630 | 490BS | 2nd Lt. Nickolas P. Karras |
| 20 | 1630 | 12BS | 1st Lt. Derwin D. Draper |
| 21 | 1630 | WgHq | Captain Arthur F. Dillensnyder |
| 22 | 1630 | 12BS | Captain John C. Carrillo |
| 23 | 1630 | 490BS | Captain Harold F. Kilmer |
| 24 | 1630 | 10BS | 1st Lt. William P. Bryant |
| 25 | 0745 | 12BS | 1st Lt. William E. Endres |
| 25 | 1630 | 10BS | Captain Alexander E. Bennett |
| 26 | 0745 | 490BS | 1st Lt. Earnest E. Salisbury |
| 26 | 1630 | 10BS | 1st Lt. David E. Suppes |
| 27 | 1630 | 490BS | 1st Lt. John J. Zavalydriga |
| 28 | 1630 | WgHq | Captain Howard A. Bittner |
| 29 | 1630 | 490BS | 1st Lt. Kenneth R. Stillwell |
| 30 | 1630 | 10BS | Captain John A. Bryozowski |
| 31 | 1630 | 12BS | 1st Lt. Roland C. Long |

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APP VIII ANNEX B
341st Ops Order
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1967

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HQ 341ST BOMBARDMENT WING (M)
Dyess Air Force Base, Texas
1 January 1958

APPENDIX IX

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 450-58

BLUE RIDGE RED CREWS

APP IX TO ANNEX B
341st Ops Ord 450-58
1 January 1958



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BLUE RIDGE RED CREWS

The following named crews are designated Blue Ridge Red Crews for periods indicated.

| TIME | DATE | TO | TIME | DATE | 10BS | 12BS | 490BS |
|---|---|---|---|---|---|---|---|
| 0800 | 1 Jan | | 1000 | 3 Jan | Brechel | Long, WD | |
| | 3 Jan | | | 6 Jan | | Youngmark | Yon |
| | 10 Jan | | | 13 Jan | Warner | Barrett | DeSomer |
| | | | | | | | Dumont |
| | 11 Jan | | | 13 Jan | Pendergast | Donaldson | Ware |
| | | | | | Flowers | Ritter | |
| | 13 Jan | | | 15 Jan | Hull | Jennings | Boyd |
| | | | | | Hammond | Payton | Hopwood |
| | | | | | Platner | Creahan | Monge |
| | 15 Jan | | | 17 Jan | Routh | Long, WD | Welling |
| | | | | | McKnight | Krueger | Frey |
| | | | | | Tidwell | Grossart | Elzey |
| | 17 Jan | | | 20 Jan | Graves | Ballard | Griffis |
| | | | | | Brechel | VanGaasbeck | Warren |
| | | | | | Ligon | Long, WE | Smith |
| | 20 Jan | | | 22 Jan | McKnight | Barrett | McClarnon |
| | | | | | Hull | Youngmark | Guzowski |
| | | | | | Hammond | Hall | Yon |
| | 22 Jan | | | 24 Jan | Pendergast | Weeks | Ware |
| | | | | | Platner | Jennings | DeSomer |
| | | | | | Routh | Grossart | Dumont |
| | 24 Jan | | | 27 Jan | McKnight | Creahan | Boyd |
| | | | | | Hull | Long, WD | Hopwood |
| | | | | | Hammond | Krueger | Monge |
| | 27 Jan | | | 29 Jan | Brechel | Ballard | Welling |
| | | | | | Podbesek | VanGaasbeck | Frey |
| | | | | | Ligon | Long, WE | Elzey |
| | 29 Jan | | | 31 Jan | Pendergast | Barrett | Dumont |
| | | | | | Platner | Donaldson | Griffis |
| | | | | | Routh | Hall | Warren |

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1 January 1958



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