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# HISTORY

History  
**P.R.C.** of the  
4080th Strategic Reconnaissance Wing, Light  
and the 596739  
4080th Air Base Group  
1 - 31 December 1958



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## C H R O N O L O G Y

### 4080th Strategic Reconnaissance Wing, Light

- 1 May 1956 The 4080th Strategic Reconnaissance Wing, Light was designated and activated at Turner AFB, Albany, Georgia under the Second Air Force, Strategic Air Command and assigned to the 40th Air Division. The mission: to conduct high altitude reconnaissance operations using RB-57 jet aircraft. Col. Gerald W. Johnson assumed command of the wing upon its activation. (U)
- Jun 1956 Wing notified to deploy six RB-57 aircraft to Yokota AB, Japan. The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number One. Its unclassified nickname was "Sea Lion." (S)
- 28 Jun 1956 Deployment date for aircraft assigned to "Sea Lion" was changed from 1 August 1956 to 1 September 1956. (S)
- 11 Sep 1956 All aircraft, crews, support personnel and equipment in place at Yokota AB, Japan. (S)
- 13 Dec 1956 Word was received that the 4080th Strategic Reconnaissance Wing, Light would move to Laughlin AFB, Del Rio, Texas on 1 April 1957. (U)
- 1 Apr 1957 The 4080th Strategic Reconnaissance Wing, Light moved from Turner AFB, Albany, Georgia to Laughlin AFB, Del Rio, Texas. Col. Hubert Zemke assumed command of the Wing at Laughlin. (U)
- 11 Jun 1957 The first U-2 aircraft arrived at Laughlin AFB for operational use by the 4028th Strategic Reconnaissance Weather Squadron. (U)
- 23 Sep 1957 Aircraft, crews, support personnel and equipment TDY to Yokota AB, Japan returned to Laughlin AFB. (S)
- 27 Oct 1957 Three U-2 aircraft, crews, support personnel and equipment in place at Ramey AFB, Puerto Rico for the southern route of Operation "Crow Flight," Phase II. The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Three.

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## C H R O N O L O G Y

### 4080th Strategic Reconnaissance Wing, Light (contd)

- Oct 1957 Three U-2 aircraft, crews, support personnel and equipment in place at Plattsburgh AFB, New York for the northern route of Operation "Crow Flight," Phase II. The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Four. (U)
- 12 Nov 1957 Brig. Gen. Austin J. Russell assumed command of the Wing. (U)
- 3 Feb 1958 Three U-2 aircraft, crews, support personnel and equipment in place at Eielson AFB, Alaska for Operation "Toy Soldier." The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Five. (U)
- 16 Mar 1958 Detachment Number Five, unclassified nickname of "Toy Soldier" was redeployed to Laughlin AFB upon completion of the project. (U)
- 28 Mar 1958 Four Royal Air Force pilots were assigned to Laughlin AFB and further assigned to the 4028th Strategic Reconnaissance Weather Squadron for training in the U-2 aircraft. (C)
- 14 Apr 1958 Six RB-57 aircraft, crews, support personnel and equipment in place at Eniwetok Atoll, Marshall Islands for Operation Hard Tack. The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Seven. (U)
- 2 Jun 1958 Northern route of Operation "Crow Flight" discontinued and Detachment Number Four was redeployed to Laughlin AFB. (U)
- 17 Jun 1958 Word received that the 4080th Strategic Reconnaissance Wing, Light was the project organization for the training of four Chinese Air Force pilots in the RB-57D aircraft. (S)

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## C H R O N O L O G Y

### 4080th Strategic Reconnaissance Wing, Light (contd)

- 30 Jun 1958 A total of 52 personnel in place at Ezeiza Airport, Buenos Aires, Argentina for Operation "Crow Flight," Phase III. The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Six. (U)
- 3 Jul 1958 Three Chinese Air Force pilots arrived at Laughlin AFB for 90 days of training in the RB-57D aircraft. (S)
- Aug 1958 Detachment Number Six redesignated as Detachment Number Four. (U)
- Aug 1958 Training of four Chinese Air Force pilots nicknamed Project "Diamond Lil." The project also had to do with the transferring of two RB-57D aircraft to the Chinese Air Force. (S)
- 11 Aug 1958 Last of RB-57D aircraft returned to Laughlin AFB from Operation "Hard Tack." (U)
- 10 Sep 1958 Three U-2 aircraft, crews, support personnel and equipment in place at Eielson AFB, Alaska for Operation "Toy Soldier II." The detachment was called the 4080th Strategic Reconnaissance Wing, Light, Detachment Number Five. (U)
- 12 Sep 1958 Three U-2 aircraft, crews, support personnel and equipment in place at Ezeiza Airport, Buenos Aires, Argentina for Operation "Crow Flight," Phase III. (U)
- 20 Sep 1958 The Wing was notified that the nickname for the training of four Chinese Air Force pilots and the transfer of two RB-57D aircraft to the Chinese Air Force had been changed from "Diamond Lil," to "Fair Treat." (S)
- 30 Sep 1958 Two RB-57D aircraft, support personnel and equipment in place at Taoyuan AB, Taiwan (Formosa) in conjunction with project "Fair Treat." (S)
- 17 Dec 1958 Col. Andrew J. Bratton assumed command of the Wing. (U)

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I - MISSION, ORGANIZATION AND ADMINISTRATION

Mission: During December 1958, the primary mission of the 4080th Strategic Reconnaissance Wing, Light remained the same as that for previous months which was the conducting of strategic reconnaissance operations.<sup>1</sup> The primary mission of the 4080th Air Base Group also remained unchanged as it still maintained it's primary mission of supporting the 4080th Strategic Reconnaissance Wing, Light.<sup>2</sup> (U)

Project "Crow Flight": In keeping with it's primary mission, the 4080th Strategic Reconnaissance Wing, Light had two detachments of U-2 aircraft, personnel and equipment deployed on project "Crow Flight". Detachment Number Three was at Ramey Air Force Base, Puerto Rico<sup>3</sup> and Detachment Number Four at Ezeiza Airport, Buenos Aires, Argentina.<sup>4</sup> The operation of Detachment Three during December consisted of flying scheduled missions, local test flights, local pilot proficiency flights, plus recovering a U-2 aircraft from Kindley Air Force Base, Bermuda which had aborted a scheduled mission because of the pilot suspecting the fuel to be syphoning overboard, and rather

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1. Stated in 2AF Regulation 23-12, dated 12 November 1957.
  2. Stated in 2AF Regulation 23-15, dated 1 June 1956.
  3. History, Det #3 4080th SRW, December 1958. Exhibit 1.
  4. Msg, Chief USAF Mission to Argentina to Hq USAF with Info to Comdr 4080th SRW, ARG-89-58, 30 December 1958. Exhibit 2.

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than return to Ramey Air Force Base, the pilot landed at Kindley Air Force Base. The recovery team was flown to Kindley by Base Flight personnel at Ramey and two days after the U-2 landed at Kindley it was ferried back to Ramey. (S)

Training of Argentina Air Force Personnel: During negotiations between the United States Embassy and the Argentine Government for operation "Crow Flight", at the insistence of the Air Minister, an article was included in the agreement providing for training in specialized "Crow Flight" operations of Argentine Air Force personnel. This was simply to derive for the Argentine Air Force the maximum benefit from the presence of operation "Crow Flight" in Argentina, and because of the inclusion of this provision for training, the first detachment commander, Colonel Jack D. Nole, in anticipation of a large number of requests for Argentine Air Force training, submitted a proposal in August 1958. This proposal was to outline a plan for instructing Argentine Air Force personnel, in order to insure prior approval and guidance for the scope of training that personnel of Detachment Four could provide. However, as of 30 December 1958, actual requests for training had been negligible. The only requests received from the Argentine Air Force had been for briefings and tours of

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5. History, Det #3 4080th SRW, December 1958. Exhibit 1.

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the detachment facilities, which amounted to nothing more than public relation efforts. No flight training by Detachment Four had been given to Argentine Air Force personnel and none was contemplated. The detachment had received three requests for briefings and each was accomplished on a non-operational day and occupied the time of three officers for no more than three hours. The efforts expended in these briefings were considered to have been useful in maintaining good relations with the Argentine Air Force. (C)

Training of Royal Air Force Officers: On 12 December the 4080th Strategic Reconnaissance Wing was notified by Headquarters Strategic Air Command (SAC) that two Royal Air Force (RAF) exchange officers would arrive at Laughlin Air Force Base on 16 December 1958, to begin training. In March 1958, the 4080th was directed by SAC to train RAF pilots in the U-2 aircraft, and that they be given training equivalent to the wing's combat ready status training. (S)

Assumption of Command: On 1 December 1958, Colonel Andrew J. Bratton, Jr., assumed command of the 4080th Strategic Reconnaissance Wing during the temporary absence of Brigadier General

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6. Msg, Chief USAF Mission to Argentina to Hq USAF with Info to Comdr 4080th SRW, ARG-89-58, 30 December 1958. Exhibit 2.
  7. Msg, CINCSAC to Comdr 2AF with Info to Comdr 4080th SRW, DOPLRS 6581, 12 December 1958. Exhibit 3.
  8. Rept, "Wing Comdr's Remarks Part II of Air Training Report for 4028th SRWS for Months of September through December 1958, RCS: 7-SAC-T-12." Exhibit 4.

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Request for Crew Personnel: Information available to the 4080th Strategic Reconnaissance Wing indicated a buildup of the U-2 aircraft program which necessitated additional crew personnel to be assigned to the Wing. In view of this, six pilots were required and Second Air Force was requested to assist in obtaining inputs to fulfill this buildup. The Wing requested the officers be assigned as soon as possible consistent with the input of buildup of U-2 aircraft from the factory. The 4080th specifically requested Second Air Force to consider reassigning two officers from another base to Laughlin as the two officers were originally selected for the U-2 program but due to reduction of the 4029th Strategic Reconnaissance Weather Squadron they were declared surplus, although they had volunteered and passed their physical and pressure suit check-out.<sup>6</sup> (U)

Personnel Problems: The effectiveness of the 4028th Strategic Reconnaissance Weather Squadron and the ability of the 4080th Strategic Reconnaissance Wing to support the mission was estimated to be reduced considerably by the loss of skilled maintenance personnel. The 4028th continuously had two detachments, and quite often three, on location at the same time and seven to 10 working days were lost due to overlap whenever these personnel were rotated. A further loss occurred when Detachment

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6. Msg, Comdr, 4080th SRW to Comdr 2AF, BPAB 13603M, 30 December 1958. Exhibit 13.



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3A of project "Crow Flight" was in place at Plattsburgh Air Force Base, New York, as approximately 29 personnel were deployed from Laughlin to support this operation each month which resulted in the personnel being lost to Laughlin for approximately 14 days. In addition, maintenance personnel for the U-2 aircraft had to be trained by qualified personnel who were already assigned to Laughlin. The 4080th Strategic Reconnaissance Wing recommended that replacement personnel be assigned four to six months prior to anticipated loss so that necessary training could be accomplished without limiting the maintenance capability.<sup>7</sup> (C)

Awards: At a change of command ceremonies held at Laughlin Air Force Base on 16 December 1958, Major General John P. McConnell, Commander Second Air Force presented decorations to three officers of the 4080th Strategic Reconnaissance Wing.<sup>8</sup> (U)

Major Patrick J. Halloran of the 4028th Strategic Reconnaissance Weather Squadron was presented the Second Oak Leaf Cluster to the Air Medal and the Air Force Commendation Medal.<sup>9</sup> Major Halloran<sup>10</sup> <sup>11</sup>

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7. Rept, "Wing Comdr's Remarks Part II of Air Training Report for 4028th SRWS for Months of September through December 1958, RCS: 7-SAC-T-12." Exhibit 4.
  8. Photograph of Three Officers who were Presented Decorations by Major General John P. McConnell, Comdr 2AF, at Laughlin Air Force Base on 16 December 1958. Exhibit 14.
  9. Photograph of Major Patrick J. Halloran being Presented the Second Oak Leaf Cluster to the Air Medal by Major General John P. McConnell, Comdr 2AF, at Laughlin Air Force Base on 16 December 1958. Exhibit 15.
  10. GO 56, Department of the Air Force, 14 October 1958. Exhibit 16.
  11. GO 16, Hq 2AF, 11 June 1957. Exhibit 17.

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## III - MATERIEL AND MAINTENANCE

Aircraft Status: As of 31 December 1958, there were 54 aircraft possessed at Laughlin Air Force Base. Of this total, 33 were tactical type aircraft assigned to the 4080th Strategic Reconnaissance Wing while the remaining 21 were support type aircraft assigned to the 4080th Air Base Group. Although the 4080th Strategic Reconnaissance possessed only 15 U-2 type aircraft, there were six more assigned that were deployed with <sup>1</sup> detachments. (U)

Aircraft Deficiencies: Out of 35 scheduled sorties for the B-57B and B-57C aircraft there were 11 deficiencies of the aircraft systems noted. Of these, 10 were attributed to material reasons and the other one was due to other reasons. Flight instruments caused three of the deficiency write-ups and power plant deficiency resulted in two deficiency write-ups. Although this type aircraft received 11 deficiency write-ups the maintenance personnel still considered them as minor <sup>2</sup> problems. (C)

Out of 59 scheduled sorties in the RB-57D type aircraft there were 139 deficiencies of the aircraft systems, of which all but 17 were attributed to material reasons. The majority of the Electronic Counter Measures (ECM) problems was attributed

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1. Rept, "Report of Aircraft Status and Purpose of Flight, RCS: 1-AF-A1," 31 December 1958. Prep by and on File in Stat Svs, Section of the Base Comptroller, Hq 4080th ABGp.
  2. Rept, "Aircraft Effectiveness, Deficiency and Abort Report for B-57B and B-57C Aircraft for Month of December 1958, RCS: SAC-U15." Prep by and on File in Reports and Analysis Section of the Dir of Materiel, Hq 4080th SRW.

to material failure, The auto pilot troubles were also attributed to material reasons as the control unit material failures continued to be the main cause of trouble. The APN-107 radar unit in the navigation system of the RB-57D aircraft, which had been the major problem in the pasr, showed a definite improvement and the wing was continuing efforts to improve the navigation system to prevent recurrence of a major problem and to put a fix on the remaining failures. (C)

Although the 4080th had received a new type control amplifier for the RB-57 Vertical Gyro (VGI), it's poor performance posed a problem. During December, two of the new type control amplifiers failed on bench check and three failed in the aircraft which brought the total failures since receipt of the control amplifiers to 12. Six Unsatisfactory Reports (UR) were submitted on the control amplifiers and two of the control amplifiers were retained by the 4080th as UR exhibits but as of 31 December 1958, no instructions for shipment of the exhibits had been received. The 4080th Strategic Reconnaissance Wing was notified by Middleton Air Materiel Area (MAAMA) that 17 of the new control amplifiers had been manufactured for the RB-57D aircraft and if no more new

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3. Rept, "Aircraft Effectiveness, Deficiency and Abort Report for RB-57D Aircraft for Month of December 1958, RCS: SAC-UL5." Prep by and on File in Repts and Analysis Section of the Dir of Materiel, Hq 4080th SRW.

ones were available, the old type control amplifiers could be used as a replacement. The 4080th submitted a UR on a Technical Order Compliance (TOC) suggesting that Armament and Electronics (A&E) be allowed to reinstall the old gyros until such time as a definite "fix" could be established with the new <sup>4</sup>gyros. (C)

Fuel Problems in U-2 Aircraft: A fuel problem in the U-2 aircraft which was the result of failures of the solenoid air shut off valves resulted in the replacement of all the valves and a complete check of all valves within the fuel system to insure adequate and proper operation. A Service Bulletin and modification kits was received with which to modify the fuel system by moving the auxiliary tank empty light switch to a position at the top of the sump tank and indicate when siphoning of fuel was taking place. The 4080th Strategic Reconnaissance Wing was in the process of installing these kits which it was hoped would alleviate the fuel problem, however, evidence from performance flights had to be accumulated before this could be considered the complete answer to the problem. <sup>5</sup> (C)

Pack Assembly Parachute UR: The 4080th Strategic Reconnaissance

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4. Rept, "Comdr's Remarks Part III of Air Training Report for 4025th SRS for Months of September through December 1958, RCS: 6-SAC-T-12." Exhibit 27.
  5. Rept, "Wing Comdr's Remarks Part II of Air Training Report for 4028th SRWS for Months of September through December 1958, RCS: 7-SAC-T-12." Exhibit 4.

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Wing submitted a UR on the pack assembly parachute being used by B-57 aircraft crews. The UR was submitted when it was discovered the ripcord pins were slipping free of the locking loops causing the parachute to open. The seat style survival kits were packed in accordance with SAC directives and were being used with these parachutes. When the survival kit was packed it was approximately eight inches thick. To fit many crewmen this harness had to be adjusted to the largest size, which in turn created tension on the manual ripcord release cable and housing, and continual movement of the crewman tended to pull the ripcord pins free of the locking loops. A modification was performed on the chutes which lengthened the locking loop by one inch which caused less tension on the ripcord pins. All the chutes on hand were inspected and personnel were informed to use extreme care and caution during installation and removal of the chute and kit in the aircraft. The 4080th recommended that the six inch looping lock be reduced to five and one half inches, and also recommended the possibility of lengthening the ripcord cable and housing by two inches.<sup>6</sup> (U)

Aircraft Tire and Wheel Drum Explosion: While servicing a U-2 aircraft tire on the flight line by connecting the nitrogen

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6. Msg, Comdr 4080th SRW to Comdr WRAMA, DMMQC 13338M, 17 December 1958. Exhibit 28.

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servicing hose directly to the valve and with out use of dial indicating pressure gage, the tire and wheel drum exploded in flying particles which caused serious injury to the crew chief of the aircraft and resulted in an arm being amputated above the elbow. This accident was also attributed to faulty regulator on the nitrogen recharging cart. To eliminate any future mal practices of this type, Detachment Three at Ramey Air Force Base, Puerto Rico and Detachment Four at Buenos Aires, Argentina was directed to use only a certain type of gages in servicing aircraft tires, struts and accumulators and that all other types of dial indicating gages would be returned to Laughlin Air Force Base. Each detachment was authorized two of the special type gages and they were directed by the 4080th Strategic Reconnaissance Wing that if the items were not on hand or authorization was below the requirement to notify the 4080th of deficiencies or justification be forwarded for additional requirements. Since the regulator on the nitrogen recharging cart was attributed to this accident, a check of the regulator indicated when pressure regulator valve was cracked open, full pressure from the bottle surged through.<sup>7</sup> (U)

Supply Support for Project "Fair Treat": The 4080th Strategic

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7. Msg, Comdr 4080th SRW to Comdr Det #3 4080th SRW, DM 13352M, 16 December 1958. Exhibit 29.

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Reconnaissance Wing was notified by the Chief of the Military Assistance Advisory Group (MAAG) at Taiwan, Formosa that the aircraft on project "Fair Treat" were not receiving the supply support priority as was originally stated by Warner Robins Air Materiel Area (WRAMA). The 4080th was requested to contact SAC and WRAMA in an effort to improve the supply support. An example of the supply support being furnished was that one aircraft had been Aircraft Not Fully Equipped (ANFE) since 7 November 1958. This aircraft went ANFE on 7 November for auto pilot controller, ANFE on 14 November for oxygen panel, ANFE on 27 November for cabin heating by-pass valve, and ANFE on 28 November for boost pump. The boost pump was received on 27 December 1958, although the other ANFE items had not been received as of 29 December 1958. The Chief of MAAG at Taiwan sent follow up messages weekly on their requisitions, and in all appearances it seemed that WRAMA was not handling and shipping "Fair Treat" requisitions on a priority basis. The delay in supply support for the project was considered non-acceptable for successful operation. The 4080th recognized the fact that the aircraft on project "Fair Treat" no longer belonged to SAC, but since the 4080th had maintenance personnel and a SAC commander in charge of the aircraft, it was felt that they were due some sort of allegiance to help get the supplies to support their mission. (U)

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8. Msg, Comdr 4080th SRW to Comdr 2AF, DM 13609M, 30 December 1958. Exhibit 30.

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## IV - OPERATIONS AND TRAINING

Flying Time: During the month of December 1958, aircraft possessed by Laughlin Air Force Base flew a total of 1,570:15 hours. Of this total, 622:30 hours were flown by tactical type aircraft assigned to the 4080th Strategic Reconnaissance Wing, while the remaining 947:45 hours were flown by support type aircraft possessed by the 4080th Air Base Group.<sup>1</sup> This flying time did not include the U-2 aircraft flying time at the detachments which was 117:00 hours at Detachment Three at Ramey Air Force Base,<sup>2</sup> Puerto Rico and 121:00 hours at Detachment Four<sup>3</sup> at Buenos Aires, Argentina. The flying time accomplished by type aircraft<sup>4</sup> for the month of December was as follows: (C)

<u>TYPE ACFT</u>	<u>POSSESSED</u>	<u>HRS FLOWN</u>	<u>TYPE ACFT</u>	<u>POSSESSED</u>	<u>HRS FLOWN</u>
B-57C	3	116:00	T-33A	15	661:40
RB-57D	8	195:35	C-54G	1	38:25
RB-57D-1	1	21:00	C-123B	2	117:00
RB-57D-2	6	109:25	U-3A	2	101:00
U-2	15	180:30	H-19A	1	29:40

1. Rept, "Report of Aircraft Status and Purpose of Flight, RCS: 1-AF-A1," 31 December 1958. Prep by and on File in Stat Svs Division of Base Comptroller, Hq 4080th ABGp.
2. History, Det #3 4080th SRW, December 1958. Exhibit 1.
3. Msg, Comdr Det #4 4080th SRW to Comdr 4080th SRW, OPU 12239, 30 December 1958. Exhibit 31.
4. Rept, "Report of Aircraft Status and Purpose of Flight, RCS: 1-AF-A1," 31 December 1958. Prep by and on File in Stat Svs Division of Base Comptroller, Hq 4080th ABGp.

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Air Refueling: During the month of December, the 4080th Strategic Reconnaissance Wing scheduled and confirmed air refueling sorties with the 301st Air Refueling Squadron, the 4379th Air Refueling Squadron, and the 43rd Bomb Wing. The 4080th required 41 air refuelings with 23 of them effective, and another three accomplished which were not scheduled. Sixteen of the scheduled refuelings with the 301st Air Refueling Squadron were aborted, eight due to tanker cancellation and eight due to material reasons by the receiver aircraft. One refueling by the 43rd Bomb Wing and one refueling by the 4379th Air Refueling Squadron was cancelled by higher headquarters.<sup>5</sup> (C)

Air Training and Mission Flights: During December 17 training sorties were scheduled using the 320 SAFE System in the RB-57D aircraft, of which 16 sorties became airborne and only six of the scheduled sorties being successful. The one scheduled not airborne was a ground abort due to aircraft malfunction. Of the 16 airborne sorties five were unsuccessful due to miscellaneous aircraft malfunctions and five unsuccessful due to malfunctions of the 320 SAFE System or other ECM equipment.<sup>6</sup> (S)

During the training period ending 31 December, Celestial Navigation directed training was not scored due to the AN/AVN-1

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5. Rept, "Part II of Air Training Report (Air Refueling) for 4025th SRS for Months of September through December 1958, RCS: 6-SAC-T-12." Prep by and on File in Repts and Analysis Section of the Dir of Operations, Hq 4080th SRW.
  6. Rept, "Wing Comdr's Remarks Part III of Air Training Report for 4025th SRS for Months of September through December 1958, RCS: 6-SAC-T-12." Exhibit 27.

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Sextant installation still undergoing evaluation and testing. As of 31 December the evaluation of the day capability was nearing completion and results were within acceptable limits. The night evaluation was proceeding satisfactorily but problems of locking on stars when too far from the precomputed position at the time of the shot and failure to lock on due to compass heading errors delayed completion of the night evaluation until such time as techniques could be devised to overcome the problems.<sup>7</sup> (S)

Combat Ready Crew Training: In the 4025th Strategic Reconnaissance Squadron the forecast combat ready date for an aircrew was changed to unknown because the 4080th Strategic Reconnaissance Wing could not support ECM upgrade training during a deployment which was scheduled for January 1959. This crew could only be supported in his training requirements in those items which did not require crew coordination and which could be flown in RB-57D type aircraft.<sup>8</sup> The combat ready dates for two air crews in the 4028th Strategic Reconnaissance Weather Squadron slipped one week due to high crew to aircraft ratio. Crews were being supported on two to one ratio for crews and aircraft.

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7. Ibid.

8. Ibid.

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The forecast combat ready dates for three more air crews could not be accurately forecast until firm delivery dates of new U-2 aircraft could be received. The continual slippage of estimated delivery dates on the aircraft compounded scheduling and forecasting problems. (S)

Use of Runways by U-2 Aircraft: The 4080th Strategic Reconnaissance Wing requested authority from Second Air Force for the U-2 aircraft at Laughlin to take-off from other than the end of the runway. When one runway (31L) at Laughlin was used for take-off by the U-2 aircraft there was approximately 5,600 feet of runway remaining, which was adequate for the U-2 to accelerate to take-off speed and then come to a full stop prior to reaching the end of the runway. The taxiways leading to one of the runways (31L) had turns too sharp for the U-2 to negotiate while taxiing and if the aircraft had been towed onto the runway and aligned for take-off it would have closed the primary runway for approximately 45 minutes. The take-off positions for the U-2 aircraft were chosen based on a wide starting pad adjacent to the runway and taxiway onto the active runway at a 45 degree diagonal. Second Air Force agreed with the request and forwarded

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9. Rept, "Wing Comdr's Remarks Part II of Air Training Report for 4028th SRWS for Months of September through December 1958, RCS: 7-SAC-T-12." Exhibit 4.
  10. Msg, Comdr 4080th SRW to Comdr 2AF, DO 13006M, 5 December 1958. Exhibit 32.

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it to Headquarters SAC for their approval. Headquarters SAC left the use of the runway up to the discretion of the Commander Second Air Force.<sup>12</sup> (U)

U-2 Aircraft Flight Training: The 4080th Strategic Reconnaissance Wing recommended to Second Air Force that SAC directives pertaining to pilot flight training in the U-2 aircraft be changed. One part of the SAC directive stated that full stop landings and touch and go landings would not be accomplished for pilot proficiency or transition training at gross weights exceeding 15,000 pounds. The 4080th's justification for changing this part of the SAC directive was that flying safety was not a factor since the aircraft would not touch down at gross weight between 15,000 pounds and 17,000 pounds, and this change would permit increased effectiveness of transition and pilot proficiency sorties by allowing pilots to practice Ground Controlled Approaches (GCA), low approaches and simulated flame outs instead of merely "boring holes" to decrease the fuel load to 15,000 pounds. Pilots scheduled for long sorties which had to be aborted would have been able to accomplish proficiency items in greater numbers and also would have been able to start sooner instead of merely burning fuel. Since approximately four hours were required to burn fuel

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11. Msg, Comdr 2AF to CINCSAC with Info to Comdr 4080th SRW, DOD 2990, 16 December 1958. Exhibit 33.
  12. Msg, CINCSAC to Comdr 2AF with Info to Comdr 4080th SRW, DOPLRS 54504, 23 December 1958. Exhibit 34.

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down from full load to the maximum weight of 15,000 pounds, and SAC directives prohibited the accomplishment of emergency procedures or practice landings after four hours of flight in the U-2 aircraft, the fuel could have been put to good use in accomplishing needed training.<sup>13</sup> Headquarters Second Air Force did not approve or disapprove of the request but forwarded it on to Headquarters SAC for their consideration.<sup>14</sup> (U)

No-Notice Standardization Checks: SAC directives pertaining to standardization checks for crew members was that crews selected for no-notice standardization checks would not be notified that they were to be checked until station time. The 4080th Strategic Reconnaissance Wing wanted to get this changed so that the crew would be notified at the completion of a flight that the flight was a no-notice check, applicable to single place aircraft only. It was the belief of the Standardization Board Section of the 4080th that the SAC directed system of notification compromised the validity of the no-notice check in the U-2 and RB-57 aircraft, as the assessment of the mission effectiveness of the 4080th necessarily relied heavily on the data the crew kept during flight. It was believed that when the crew was notified at station time that he was being checked he would possible bring back reports and data

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13. Msg, Comdr 4080th SRW to Comdr 2AF, DO 13166M, 9 December 1958. Exhibit 35.
  14. Msg, Comdr 2AF to CINCSAC with Info to Comdr 4080th SRW, DS 3874, 19 December 1958. Exhibit 36.

that did not reflect his routine performance. However, if the pilot did not know that he was being checked until after the flight then the data and results would have been more typical of his average performance. Since pre-flight preparation was done largely by the navigation section of the 4080th, mission effectiveness was determined primarily by the crew efforts during the flight.<sup>15</sup> Second Air Force interpreted the directives on no-notice standardization checks to mean that they were written to preclude notification of a no-notice standardization check until the last moment but did not require notification **prior to flight**. Therefore, Second Air Force considered the procedures as outlined in the request from the 4080th as being within the scope of SAC directives.<sup>16</sup> (U)

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15. Msg, Comdr 4080th SRW to Comdr 2AF, DOS 13163M, 9 December 1958. Exhibit 37.
  16. Msg, Comdr 2AF to Comdr 4080th SRW, DOS 4057, 22 December 1958. Exhibit 38.

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Classification: SECRET  
Authority: Comdr 4080 SRW L Det 3  
Date: 7 January 1959  
Name: VANZANDT

DETACHMENT 3  
4080TH STRATEGIC RECONNAISSANCE WING, LIGHT  
United States Air Force  
Ramey Air Force Base, Puerto Rico

7 January 1959

SUBJECT: (U) Historical Report

TO: Commander  
4080th Strategic Reconnaissance Wing, Light  
ATTN: Wing Historian  
Laughlin Air Force Base, Del Rio, Texas

1. This report covers the month of December./u/
2. Discipline in the detachment remains good with no discrepancy reports incurred. It is notable that the present group of personnel, the bulk of which arrived in October, have had no reportable incidents. Flying came to a standstill after it was found that our fuel was contaminated. Capt. Perdue became sick on the 1st of December, spent a number of days in the hospital and was returned to Laughlin on the 24th. Lt. Black experienced a suspected-fuel-syphoning condition, on a north mission, and landed at Kindley.
3. T/Sgt Newman, T. E. returned to Laughlin because of Dependant hardship reasons. A/1C Payne, D.M. and A/2C Cain, L. D. arrived from Laughlin to inventory the fly-away kit. There was no normal rotation in December./u/
4. Visitors during December included Lt. Col. Merkel, Capt. Smith and Capt. Woltgen. Capt. Smith en route to Detachment 4 for rotation and Lt. Col. Merkel and Capt. Woltgen visiting Detachment 4. Brig. Gen. G. R. Birchard, Col. J. G. Gunnison and Col. J. A. Cunningham of Hdqts MATS were briefed on applicable portion of our mission./u/
5. Flying that was accomplished during the month of December consisted of the following: 3 December, Van Zandt north, Black south, 4 December, Black on a local test, 5 December, Rodenbach south and Black north. Black landed at Kindley because fuel was suspected to be syphoning overboard. On the 7th, Black returned from Kindley. On the 9th, Van Zandt went north and Rodenbach south. Rodenbach flew a local on the 11th. On 12th December, Rodenbach went north and Van Zandt south. Black went north and Rodenbach south on the 16th. Black flew a local test on the 17th. Black and Van Zandt flew local pilot proficiency missions on the 18th. On the 19th Rodenbach went north and Black south. On the 23rd only the north mission was flown, by Black, because of both the primary and standby duckbutt aborted. The missions scheduled for the 30th were cancelled because of contaminated fuel./s/
6. In recovering Lt. Black from Kindley, the recovery team, headed by Lt. Pierson was transported by Ramey Base Flight personnel./u/

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7. During December the maintenance section supported 117:00 hours of which 5:25 was flown as test flights. Aircraft 715 became in-commission on 17 December. It had been ANORP since 23 November. Aircraft 705 went into P.E. on 23 December. Eleven Service Bulletins were performed during the month./u/

8. The supply section received 4897 pounds of materiel and shipped 5618 pounds, which includes one engine.

9. This report is classified SECRET to conform with the classification by Operational Order 74-57, dated 29 August 1958, Headquarters Second Air Force, to information contained in paragraph 5.

/s/s/ JAMES A. BLACK  
/t/s/ JAMES A. BLACK  
1st Lt, USAF  
Detachment Historian

A TRUE COPY:

*W. P. Cumiskey, Maj. USAF*

for W. P. CUMISKEY  
Major, USAF

**SECRET**



**SECRET**

PP RJEKLF RJEBSM  
DE RJWBR 117  
P 121700Z  
FM CINCSAC OFFUTT AFB NEBR  
TO RJEKLF/COMAF 2 BARKSDALE AFB IA  
INFO RJEBSM/COMSTRATRECONWG 4080 LAUGHLIN AFB TEX  
BT

/S E C R E T/DOPIRS 6581. SUBJECT: (U) TRAINING OF PERSONNEL.  
TWO (2) RAF EXCHANGE OFFICERS ACCOMPANIED BY MAJOR SYKES, PROJECT  
OFFICER HQ USAF, WILL ARRIVE LAUGHLIN AFB, TEXAS, LATE 15 DECEMBER  
OR EARLY 16 DECEMBER 1958. MAJOR SYKES WILL CONTACT 4080TH SFW  
COMMANDER UPON ARRIVAL. MAJOR SYKES WILL HAVE CLEARANCE STATUS  
AND PERTINENT DATA OF THESE RAF OFFICERS.

BT  
12/1716Z DEC RJWBR

S-58-6410

A TRUE COPY:

*HQ Oglesby, Maj. USAF*  
*for* W. P. CUMISKEY  
Major, USAF

**SECRET**

Secret

Headquarters  
4080TH STRATEGIC RECONNAISSANCE WING, LIGHT  
United States Air Force  
Laughlin Air Force Base, Del Rio, Texas

Wing Commander's Remarks

PART II

(4028th SRWS)

Air Training Report for the Months of September through December 1958

RCS: 7-SAC-T-12

1. Hours flown performing missions ordered by higher headquarters:
  - a. Nine-Hundred and Eighty-Eight (988) hours flown performing Air Weather Service Missions directed by Second Air Force Operations Order Number 74-57, dated 29 August 1958 (Crow Flight). Thirty-Six (36) hours flown obtaining nephography as directed by CINCSAC Confidential message 2834, dated 11 September 1958. Two-Hundred and Two (202) hours flown performing Air Weather Service Missions directed by Second Air Force Operations Order Number 201-58, dated 3 July 1958 (Toy Soldier). (S)
  - b. Ferry Flights: Seven (7) sorties for Twenty-One (21) hours. (U)
2. Test Flights: Fifty-Six (56) sorties for One-Hundred Seven (107) hours. (U)
3. Weather: Fifty-Eight (58) sorties for One Hundred Sixteen (116) hours. (U)
4. Restrictive Directives: None. (U)

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5. Waiver of Training Requirements: Crews participating in Operation Crow Flight over Forty-Five (45) days during a training period are relieved from the training requirements of SACR's 50-8 and 51-26 by paragraph 3X(1)(a)4 of Second Air Force Operations Order 74-57 dated 29 August 1958 as amended by SAC Secret message DOPLRS 4533 dated 22 October 1958. Crews participating in Operation Toy Soldier over Forty-Five (45) days during a training period are relieved of the training requirements of SACR's 50-8 and 51-26 by SAC Secret message DOPLRS 4533 dated 22 October 1958. (S)

6. Crew Data:

a. Crew Member Changes: (U)

- (1) Crew members permanently lost to the Unit: None. (U)
- (2) Crew members removed from a numbered crew but retained by the reporting unit: McGraw, Richard E., Captain, Crew N-13U disbanded 10 November 1958. Captain McGraw awaiting disposition on application for school.
- (3) Spare crew members permanently lost by the reporting unit: None. (U)
- (4) Spare crew members reassigned within the unit to non-crew duties: None. (U)
- (5) Crews or crew members departing the station for B-52 or KC-135 training: None. (U)

b. Crew Status Changes: (U)

Crew L-25U to S-25U effective 25 September 1958. (U)

Crew N-57U to L-57U effective 20 October 1958, formed

12 May 1958. (U)

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a. Materiel Problems: (U)

(1) The continued fuel problem in the U-2 aircraft has resulted in the replacement of all air solenoid shut-off valves and a complete check of all valves within the fuel system to insure adequate and proper operation. Service Bulletin Number 345 and modification kits have arrived which modify the fuel system as follows:

(a) The pilot shut-off valve will be modified with a small spring which will enable proper seating of the valve and insure that no air is passing the valve after it is closed. (C)

(b) The AUX tank empty light switch will be moved from its present position to a position at the top of the sump tank and indicate when siphoning of fuel is taking place. (C)

These kits are now being installed and should alleviate the problem, however evidence from performance flights must be accumulated before this can be considered the complete answer. (C)

b. Personnel Problems:

(1) The effectiveness of this squadron and the ability of this Wing to support the mission will be reduced by the loss of skilled maintenance personnel during the coming months. This squadron continuously has two detachments, and quite often three, on location at the same time. Seven (7) to Ten (10) working days are lost due to overlap whenever these personnel are rotated. A further loss occurs when Crew Flight Detachment 3A is in place. Approximately Twenty-Nine (29) personnel must be deployed from Laughlin AFB to support this operation each month. These personnel are lost to the home base for approximately Fourteen (14) days. In addition, maintenance personnel for the U-2

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aircraft must, in a large part, be trained at Laughlin AFB by presently assigned qualified personnel. This unit recommends that replacement personnel be assigned Four (4) to Six (6) months prior to anticipated loss so that the necessary training may be accomplished without limiting the Maintenance Capability. (C)

8. Commander's Remarks and Recommendations: (U)

a. Operations Order 19-58 (Big Hickory) Weather Reconnaissance Missions: Three (3) missions were scheduled during the month and of these Two (2) were cancelled due to aircraft problems. One (1) sortie was flown successfully. This wing now has one Ivory Tower II configuration and One (1) modified Ivory Tower III configuration on hand, however the aircraft which will accept the Ivory Tower III is awaiting the Service Bulletin for modification. (C)

b. Instructor Pilots assigned: (U)

<u>TOTAL</u> <u>INSTRUCTORS</u>	<u>COMBAT READY</u> <u>INSTRUCTORS</u>	<u>STAFF</u> <u>INSTRUCTORS</u>	<u>INSTRUCTORS</u> <u>WITH WAIVERS</u>
12	12	0	0

c. SACR 51-26 Training Progress:

<u>ITEM</u>	<u>TOTAL REQUIRED</u> <u>ACTIVITY</u>	<u>TOTAL REQUIRED</u> <u>PROFICIENCY</u>	<u>NUMBER CREWS</u> <u>AFFECTED</u>
Vortex Center Runs	234	234	0
Squall Line Runs	104	104	0
Night Celestial	13	0	0
Day Celestial	26	0	0
Grid Celestial	26	0	0
Touch & Go Landings	78	0	0
Full Stop Landings	39	0	0
GCA Precision Approach	52	0	0
GCA ASR Approach	13	0	0
GCA Gyro Out Approach	13	0	0
Jet Penetrations	39	0	0
Simulated Flame-Outs	78	0	0

\*The total number of crews subject to probation is 13. (C)

2  
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d. Non-Combat Ready Crews:

(1) Projected Combat Ready dates for non-combat ready crews are as follows: (U)

<u>CREW</u>	<u>PREVIOUS FORECAST</u>	<u>NEW FORECAST</u>
N		
N-05U	Unknown	Disbanded 5 Jan 59
N-58U	19 Jan 59	26 Jan 59
N-59U	19 Jan 59	26 Jan 59
N-60U	25 Mar 59	Unknown
N-61U	25 Mar 59	Unknown
N-62U	29 Apr 59	Unknown

The Combat Ready Dates of crews N-58U and N-59U has slipped one week due to the high crew to aircraft ratio on this base. This Wing is now supporting crews on a two to one ratio for crews and aircraft on the base. The forecast combat ready dates for crews N-60U, N-61U, and N-62U cannot be accurately forecast until firm delivery dates of new U-2 aircraft are received. The continual slippage of estimated delivery dates on those aircraft compound scheduling and forecasting problems. (S)

(2) CINGSAAC message DOTRPP A#53-1-3725, dated 28 March 1958, directed this wing to train Royal Air Force pilots in U-2 aircraft. These pilots are to be given training equivalent to our own combat ready status training. Projected completion dates are as follows: (S)

<u>NAME AND RANK</u>	<u>PROJECTED COMPLETION DATE</u>
AUSTIN, Bunny, Flight Lieutenant	1 May 1959
COX, Byron, Squadron Leader	1 May 1959

9. This report is classified SECRET because it reveals details on the capability of the 4080th SRW to perform its assigned mission. (U)

*A. J. Bratton, Jr.*  
for: A. J. BRATTON, JR.  
Colonel, USAF  
Commander

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Headquarters  
4080TH STRATEGIC RECONNAISSANCE WING, LIGHT  
United States Air Force  
Laughlin Air Force Base, Del Rio, Texas

Wing Commander's Remarks

PART III

(4025th SRS)

Air Training Report for the Months of September through December 1958

RCS: 6-SAC-T-12

1. Hours flown performing missions ordered by higher headquarters:  
Forty-seven hours were flown deploying aircraft on Operation Fair Treat as directed by Second Air Force Operations Order 204-58 dated 22 August 1958. Eighteen (18) hours were flown on Operation Red Snapper as directed by Second Air Force Operations Directive Confidential message DODT M-8-19194 dated 19 November 1958. (S)
  - a. Ferry Flights: Seven (7) sorties for Eighteen (18) hours. (U)
2. Test Flights: B-57B/C: Fifteen (15) sorties for twenty (20) hours; RB-57D: Forty-one (41) sorties for fifty-one (51) hours; RB-57D1: Four (4) sorties for Six (6) hours; RB-57D2: Fifteen (15) sorties for seventeen (17) hours. (U)
3. Weather: Sixteen (16) sorties for seventy (70) hours. (U)
4. Restrictive Directives: CINCSAC message DM4A-297722 dated 4 October 1958 restricted all RB-57 aircraft from flight pending compliance with T.O. 1B-57(R)D-526. This restriction was imposed after RB-57D aircraft 53-3979 sustained major damage during landing due to a broken wing spar. (S)

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(1) Poor performance of the new K-4B control amplifier for the RB-57 <sup>Y</sup> G.I. still remains a problem. During the month of December, two (2) K-4B's failed on Bench Check and three (3) failed in the aircraft bringing the total number of failures to twelve (12). The following UR's have been submitted 58-1337, 58-1338, 58-1339, 58-1340, 58-1390, and 58-1389. Two (2) K-4B's are being held as UR exhibits but thus far we have received no instructions for shipment of exhibits. Olmsted AFB TWX MAMTMN-12-10-E dated 10 December 1958 states that seventeen (17) new K-4B Control Amplifiers were manufactured for the RB-57D and that the old K-4B 6062-6615-515-6009 can be used as a replacement if no more new K-4B's are available. U.R. 58-1441 has been submitted on T.O.C. 1B-57(R)D-520 suggesting that A&E be allowed to reinstall the old gyros until such time as a definite "Fix" is established with the new gyros. (C)

(2) A conference was held with WRAMA personnel at Laughlin AFB as a result of the stress tests performed on RB-57D aircraft number 53-3970, at Martin Aircraft Company. These stress tests proved that under certain conditions such as a static full fuel load or maximum gross weight landing a condition could possibly exist where stress corrosion could take place. The recommendation was made and placed into effect immediately that normal landings would be made with a gross weight not to exceed 38,000 pounds and that the normal static fuel load would be fifty percent (50%). (C)

b. Personnel Problems: N/A. (U)

6  
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8. Commander's Comments and Recommendations: (U)

a. Seventeen (17) training sorties were scheduled using the 320 SAFE System and of these one (1) was a ground abort due to aircraft malfunction. Of the sixteen (16) airborne sorties five (5) were unsuccessful due to miscellaneous aircraft malfunctions and five (5) unsuccessful due to malfunctions of the 320 SAFE System or other ECM equipment. Six (6) sorties were successful. (S)

b. The 50-8 requirement for Celestial Navigation was not scored during the training period ending 31 December 1958, because the AN/AVN-1 Sextant installation is still undergoing evaluation and testing. As of this date the evaluation of the day capability is nearing completion and results are within acceptable limits. The night evaluation is proceeding satisfactorily but problems of locking on stars when too far from the precomputed position at the time of the shot and failure to lock on due to compass heading errors will delay completion of the night evaluation until techniques are devised to overcome these problems. (S)

c. Instructor Pilots Assigned: (U)

<u>TOTAL</u> <u>INSTRUCTORS</u>	<u>COMBAT READY</u> <u>INSTRUCTORS</u>	<u>STAFF</u> <u>INSTRUCTORS</u>	<u>INSTRUCTORS</u> <u>WITH WAIVERS</u>
9	5	4	0

d. Report of Rendezvous Equipment Reliability for the period September through December 1958: (S)

EQUIPMENT - APN/69

<u>NO. RENDEZVOUS</u>	<u>DISTANCE</u>
0	0 - 80 NM
39	80 - 140 NM
0	140 - 200 NM
0	Over 200 NM

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<u>CREW</u>	<u>PREVIOUS FORECAST</u>	<u>NEW FORECAST</u>
N-63C	29 Dec 58	Upgraded 29 Dec 58
N-66C	30 Mar 59	Disbanded 22 Dec 58
N-67C	30 Mar 59	Unknown

\*The corecast Combat Ready Date for crew N-67C was changed to unknown because this wing will not be capable of supporting ECM upgrade training during Operation Border Town directed by Second Air Force Operations Order 33-59A dated 24 December 1958. Crew N-67C can only be supported in those items which do not require crew coordination and which can be flown in RB-57D type aircraft. (S)

(3) This headquarters has been directed by CINCSAC Secret message DOTRPP A-9-6-683, dated 19 July 1958, to train Chinese Crews to Combat Ready Status in accordance with applicable SAC directives. Training will not include Air Refueling or Celestial Navigation. These crews have priority over all other crews assigned to this Squadron and has raised the crew to aircraft ratio above 1.5 to one. This has resulted in fewer sorties being available to our own crews and delayed upgrading of crews. Forecast dates for the completion of this training are as follows: (S)

<u>NAME</u>	<u>FORECAST</u>
Capt Tien, Chin Tan	26 January 1959
1/Lt Wang, Ing Chin	26 January 1959

9. This report is classified SECRET because it reveals details on the capability of the 4080th SRW to perform its assigned mission. (U)

*W. A. Bratton, Jr.*  
for: A. J. BRATTON, JR.  
Colonel, USAF  
Commander

9.  
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COMSTRATRECONWG 4080  
LAUGHLIN AFB, TEX

PRIORITY

COMAF 2 BARKSDALE AFB LA

INFO: CINCSAC OFFUTT AFB, NEBR

COMDR WRAMA, ROBINS AFB, GA.

UNCLAS/E F T O/FROM DM 13609 M IMMEDIATE. FOR DM3D AT 2AF. FOR  
DM AT SAC. FOR WRSKB AT WRAMA. SUBJECT: SUPPLY SUPPORT FOR FAIR TREAT.  
THE FOLLOWING MESSAGE RECEIVED FROM CHMAAG TAIWAN IS QUOTED FOR YOUR IN-  
FORMATION. THIS MESSAGE INDICATES THE AIRCRAFT ON FAIR TREAT ARE NOT  
RECEIVING THE SUPPLY SUPPORT PRIORITY 2 AS WAS ORIGINALLY STATED BY WRAMA.  
THE MESSAGE FROM CHMAAG TAIWAN DATED 29 DEC 58 READS AS FOLLOWS: MGAF-TYN  
M00740. REQUEST YOU CONTACT SAC AND WRAMA IN EFFORT TO IMPROVE SUPPLY  
SUPPORT FOR FAIR TREAT. EXAMPLE: 981 ANFE SINCE 7 NOV FOR AUTO PILOT  
CONTROLLER, 14 NOV FOR OXYGEN PANEL, 27 NOVE FOR CABIN HEATING BY PASS  
VALVE. 28 NOV FOR BOOST PUMP. BOOST PUMP WAS RECEIVED 27 DEC. OTHER  
ITEMS NOT RECEIVED AS OF 29 DEC. FOLLOW UP MESSAGES HAVE BEEN SENT WEEKLY. IT  
APPEARS THAT WRAMA IS NOT HANDLING AND SHIPPING FAIR TREAT REQUISITIONS  
ON PRIORITY BASIS. I INTEND TO SEND YOU INFORMATION COPIES OF ALL FUTURE  
REQUISITIONS FOR ANY ACTION YOU MAY BE ABLE TO TAKE TO EXPEDITE. THE PRESENT  
DELAY IN SUPPLY SUPPORT IS NON ACCEPTABLE FOR SUCCESSFUL OPERATION.  
UNQUOTE. IT IS RECOGNIZED THESE TWO AIRCRAFT ON FAIR TREAT DO NOT  
BELONG TO SAC, HOWEVER WE HAVE SAC MAINTENANCE PERSONNEL AND A SAC COMMANDER  
IN CHARGE OF THESE TWO AIRCRAFT AND NECESSARILY OWE THEM SOME SORT OF  
ALLEGIANCE TO HELP GET THE SUPPLIES TO SUPPORT THEIR MISSION.

A TRUE COPY:

*HQ Oglesby, Major, USAF*

*for* W. P. CUMISKEY  
Major, USAF

ELLSWORTH A. POWELL, LT COL, USAF

DM

416

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