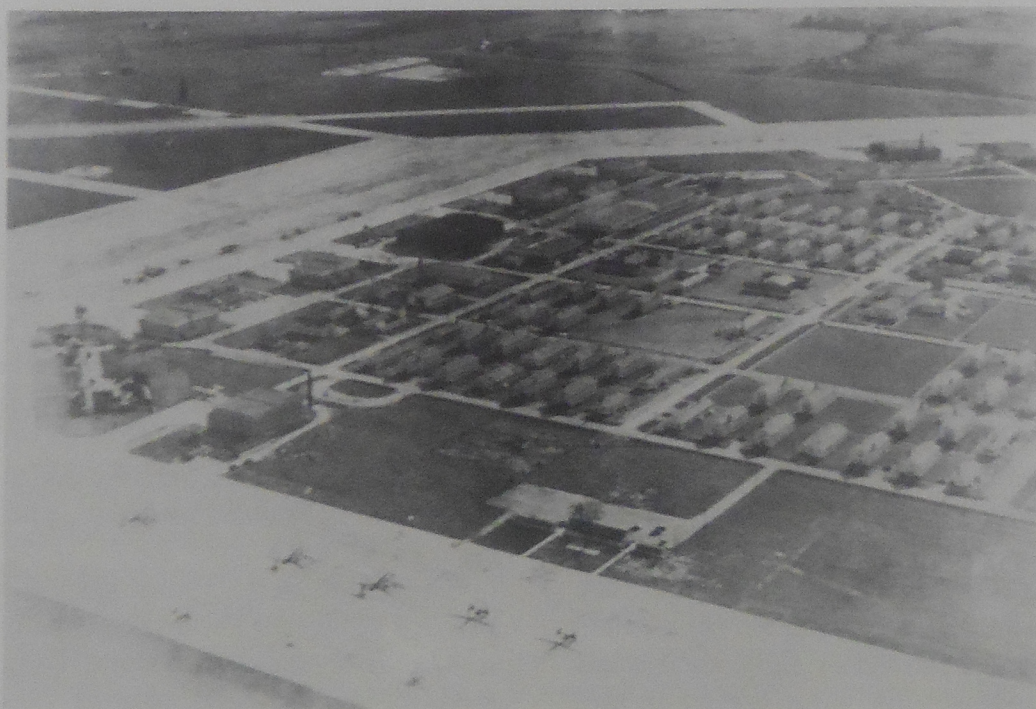


CHAPTER X

A NEW HOME AND NEW MISSIONS

The 301st made two significant changes in 1958: a move to a new base, and transition to a new mission. Both resulted from SAC's increasing concern about the ability of the B-47s to penetrate Russian defenses and to destroy their targets. For the Soviets' growing offensive and defensive capabilities put the com-

mand into jeopardy both on the ground and in the air. As already noted, SAC took a number of measures to deal with this situation such as dispersing aircraft, using both ground and airborne alert, as well as adopting low-level tactics. Another effort involved electronic countermeasures (ECM).



Flight Line, Lockbourn AFB, OH (I. Stuhr)

Ravens and Black Boxes

Electronics had been successfully used in World War II and Korea in both an offensive and defensive role.¹ While it was impossible to hide the vast formations of bombers, ECM did make it possible to deceive the defender and make his job more difficult. As already discussed, this was done for the most part by two devices carried by the bombers: "chaff," strips of foil and jammers, which generated static and false returns on enemy receivers. By the end of the war the Eighth and Fifteenth Air Forces had equipped all their aircraft with chaff and jammers.

During the postwar period SAC attempted to provide its bomber crews with electronic protection. The USAF developed decoy missiles to mimic the bombers and thus (hopefully) distract the defenders while the bombers carried out their missions. They did this by enhancing the decoy's electronic signature and flying them in a manner similar to the bombers. The ground-launched Bull Goose first flew in June 1957, but it was cancelled at the end of the next year. Other efforts produced smaller missiles that could be launched by the bombers, the abortive Buck Duck for the B-36 and the Green Quail for the B-47 and B-52. The Quail first flew in July 1957, and although the B-47 version was cancelled in 1958, it entered service aboard the B-52s in 1960.²

SAC also equipped each of its bombers with ECM, preset jammers and automatic chaff dispensers, but both devices were limited in what they could do. It was hoped the B-47s would fly close enough together to provide mutual electronic support, but even this concept was flawed. The ALT-5 jammer had a problem with its antenna and was therefore ineffective. Newer and better jammers were slow in coming, the equipment had to be added to an aircraft already restricted in space, and SAC did not outfit the entire fleet until the late 1950s.³

SAC also introduced the concept of dedicated ECM aircraft to escort the bombers. As early as 1948 discussions at the highest level considered ECM support, specifically, four or more ECM aircraft to escort each atomic bomber. The 376th Bombardment Wing's B-29s stationed at Barksdale were fitted for such an escort role, and when that unit converted to B-47s, it continued to have an escort mission. Its B-47s were equipped with an entire suite of ECM devices, called "Blue Cradle," consisting of eight jammers in the bomb bay and six more in the aft fuselage. As with the equipment on the standard B-47s, these devices were preset for steady jamming and could be turned on or off by the copilot, as the aircraft did not carry an operator to man the equipment. The unit was to provide two ECM B-47s, designated EB-47s, for each cell of fifteen or so B-47 bombers.⁴



To
the boys of the
band

APPENDIX F

MISSION LIST

The target listed was bombed by the majority of the Group. If no bombs were dropped, the (briefed) primary target is listed. Some missions which were recalled were numbered by the Group as missions, others were not. Claims are those submitted by the 301st and not necessarily credited by the Fifteenth Air Force. AZON missions are not included.

		Target Abbreviations	
CF	Aircraft factory	M	Monastery
D	Airdrome	MY	Marshaling yard
Dep	Air depot	NB	Naval base
E	Aircraft engine factory	OR	Oil refinery
B	Barracks	ORD	Ordnance factory
BB	Ball Bearing plant	OS	Oil Storage
BIV	Bivouac area	P	Port
C/S	Convoy/Ship	PS	Pumping station
W	Chemical works	RH	Roundhouse
D	Docks	RRBr	Railroad Bridge
FT	Ferry terminal	RRR	Railroad repair shop
GP	Gun position	SE	Steel and engineering works
H	Harbor	SSP	Submarine pens
HQ	Headquarters	SSR	Submarine repair facility
HW	Highway	SY	Shipyards
HWBr	Highway bridge	TKW	Tank works
HWJ	Highway junction	TRC	Troop concentration
IND	Industrial area	TW	Torpedo works
LB	Landing beach	V	Viaduct
LG	Landing ground	*	Estimated

MISSIONS 1942

NO.	DATE	LOCATION OF TARGET BOMBED	TGT	SORT DISP	SORT EFF	TONS	LOSS	CLAIMS
1	9/5	ROUEN,FR	MY	12	10	22.0		NONE
2	9/6	ST. OMER,FR	AD	13	13	25.8		NONE
3	9/7	ROTTERDAM,NE	D/S	12	7	17.5		1/0/0
4	10/2	MEULTE,FR	ACF	25	16	0		5/9/9
5	10/9	LILLE,FR	SE	23	20	50.0	1	10/9/3
6	10/21	LORIENT,FR	SSP	25	0	0		NONE
7	11/7	BREST,FR	P/S	18	0	0		NONE
8	11/8	LILLE,FR	SE	18	17	42.5		3/1/7
9	11/24	FLIGHT TO NORTH AFRICA		35	35			NONE
10	11/28	BIZERTE,TU	D	19	17	18.3	2	8/2/4
11	11/30	BIZERTE,TU	D	17	12	30.0		NONE
12	12/2	SIDI AHMED,TU	AD	18	17	42.5		NONE
13	12/4	BIZERTE,TU	D	18	14	34.8		1/1/2
14	12/7	BIZERTE,TU	H	13	0	0		NONE
15	12/12	TUNIS,TU	D/MY	17	17	42.5		NONE
16	12/13	BIZERTE,TU	H	11	10	25.0		NONE
17	12/13	TUNIS,TU	D/MY	6	6	15.0		2/0/0
18	12/15	BIZERTE,TU	NB	12	12	30.0		6/2/2
19	12/15	TUNIS,TU	D/MY	7	7	12.3		1/5/4
20	12/17	TUNIS,TU	D/S	18	17	42.5		3/2/4
21	12/18	BIZERTE,TU	D/S	18	18	44.5		NONE
22	12/21	SFAX,TU	MY/D/S	12	0	0		NONE
23	12/23	EL AOQUINA,TU	AD	17	0	0		NONE
24	12/26	SFAX,TU	H/S	18	15	41.5		NONE
25	12/27	SOUSSE,TU	D	18	14	40.5		NONE
26	12/29	SOUSSE,TU	D	17	1	2.5		NONE
27	12/31	SFAX,TU	D	14	14	41.8		NONE

APPENDIX F

MISSION LIST

The target listed was bombed by the majority of the Group. If no bombs were dropped, the (briefed) primary target is listed. Some missions which were recalled were numbered by the Group as missions, others were not. Claims are those submitted by the 301st and not necessarily credited by the Fifteenth Air Force. AZON missions are not included.

Target Abbreviations

ACF Aircraft factory
AD Airdrome
ADep Air depot
AE Aircraft engine factory
B Barracks
BB Ball Bearing plant
BIV Bivouac area
C/S Convoy/Ship
CW Chemical works
D Docks
FT Ferry terminal
GP Gun position

H Harbor
HQ Headquarters
HW Highway
HWBr Highway bridge
HWJ Highway junction
IND Industrial area
LB Landing beach
LG Landing ground

M Monastery
MY Marshaling yard
NB Naval base
OR Oil refinery
ORD Ordnance factory
OS Oil Storage
P Port
PS Pumping station
RH Roundhouse
RRBr Railroad Bridge
RRR Railroad repair shop
SE Steel and engineering works
SSP Submarine pens
SSR Submarine repair facility
SY Shipyards
TKW Tank works
TRC Troop concentration
TW Torpedo works
V Viaduct
* Estimated

MISSIONS 1942

NO.	DATE	LOCATION OF TARGET BOMBED	TGT	SORT DISP	SORT EFF	TONS	LOSS	CLAIMS
1	9/5	ROUEN,FR	MY	12	10	22.0		NONE
2	9/6	ST. OMER,FR	AD	13	13	25.8		NONE
3	9/7	ROTTERDAM,NE	D/S	12	7	17.5		1/0/0
4	10/2	MEULTE,FR	ACF	25	16	0		5/9/9
5	10/9	LILLE,FR	SE	23	20	50.0	1	10/9/3
6	10/21	LORIENT,FR	SSP	25	0	0		NONE
7	11/7	BREST,FR	P/S	18	0	0		NONE
8	11/8	LILLE,FR	SE	18	17	42.5		3/1/7
9	11/24	FLIGHT TO NORTH AFRICA		35	35			NONE
10	11/28	BIZERTE,TU	D	19	17	18.3	2	8/2/4
11	11/30	BIZERTE,TU	D	17	12	30.0		NONE
12	12/2	SIDI AHMED,TU	AD	18	17	42.5		NONE
13	12/4	BIZERTE,TU	D	18	14	34.8		1/1/2
14	12/7	BIZERTE,TU	H	13	0	0		NONE
15	12/12	TUNIS,TU	D/MY	17	17	42.5		NONE
16	12/13	BIZERTE,TU	H	11	10	25.0		NONE
17	12/13	TUNIS,TU	D/MY	6	6	15.0		NONE
18	12/15	BIZERTE,TU	NB	12	12	30.0		2/0/0
19	12/15	TUNIS,TU	D/MY	7	7	12.3		6/2/2
20	12/17	TUNIS,TU	D/S	18	17	42.5		1/5/4
21	12/18	BIZERTE,TU	D/S	18	18	44.5		3/2/4
22	12/21	SFAX,TU	MY/D/S	12	0	0		NONE
23	12/23	EL AOUIA,TU	AD	17	0	0		NONE
24	12/26	SFAX,TU	H/S	18	15	41.5		NONE
25	12/27	SOUSSE,TU	D	18	14	40.5		NONE
26	12/29	SOUSSE,TU	D	17	1	2.5		NONE
27	12/31	SFAX,TU	D	14	14	41.8		NONE

MISSIONS 1943

28	1/2	LA GOULETTE,TU	D/S	19*	19*	55.8	14/4/10
29	1/4	SIDI AHMED,TU	AD	16	0	0	NONE
30	1/8	BIZERTE,TU	NB	18	14	39.8	NONE
31	1/14	SFAX,TU	D/S	26	24	63.3	1/0/1
32	1/19	TUNIS,TU	MY	15	14	42.0	NONE
33	1/20	GABES,TU	BIV	12	10	13.0	2/0/1
34	1/22	EL AOQUINA,TU	AD	13	13	24.9	4/3/3
35	1/23	BIZERTE,TU	NB	12	12	35.5	13/5/7
36	1/24	MEDENINE,TU	AD	12	0	0	NONE
37	1/28	SFAX,TU	D/S	15	14	41.8	2/2/0
38	1/29	BIZERTE,TU	S	16	11	30.8	NONE
39	1/30	FERRYVILLE,TU	D/S	15	15	45.0	NONE
40	1/31	BIZERTE,TU	S	12	11	30.8	1 10/1/1
41	2/1	TUNIS,TU	S	11	10	29.0	0/5/1
42	2/4	GABES,TU	LG	24	22	31.1	1 12/8/8
43	2/7	ELMAS,SA	AD	23	19	23.0	2/0/2
44	2/8	SOUSSE,TU	S	20	18	54.0	0/1/0
45	2/9	KAIROUAN,TU	AD	24	24	34.3	1/0/0
46	2/17	ELMAS,TU	AD	22	20	26.5	1/0/0
47	2/22	GABES,TU	LG	24	0	0	NONE
48	2/23	KAIROUAN,TU	AD	24	22	29.7	NONE
49	2/23	KASSERINE PASS,TU	TO	25	22	13.0	NONE
50	2/25	BIZERTE,TU	D/S	20	20	50.8	NONE
51	2/26	OFF PALERMO	C	20	18	48.8	NONE
52	2/28	CAGLIARI,SA	D/S	24	24	66.0	NONE
53	3/1	PALERMO,SI	D/S	18	18	53.3	0/1/3
54	3/2	LA GOULETTE,TU	H	18	18	53.3	NONE
55	3/3	EL AOQUINA,TU	AD	18	15	20.2	NONE
56	3/4	OFF ZEMBRIA IS.	C	17	15	41.3	NONE
57	3/7	SOUSSE,TU	S/MY	20	16	47.3	NONE
58	3/10	LA MARSA,TU	LG	36	34	43.9	4/3/4
59	3/12	SOUSSE,TU	MY	21	18	54.0	0/1/1
60	3/13	SICILIAN STRAITS	S	23	0	0	NONE
61	3/16	SICILIAN STRAITS	S	20	16	46.8	NONE
62	3/21	DJEBAT TEBEGA,TU	AD	18	17	23.0	NONE
63	3/21	DJEBEL TEBEGA,TU	AD	18	18	25.9	NONE
64	3/22	PALERMO,SI	D/S	24	24	71.8	1 5/1/4
65	3/24	FERRYVILLE,TU	D/S	27	21	62.5	NONE
66	3/26	CAGLIARI,SA	S	24	0	0	NONE
67	3/31	CAGLIARI,SA	S	27	23	72.0	1/2/2
68	4/4	NAPLES,IT	AD	33	27	38.8	NONE
69	4/6	BOCCO di FALCO,SI	AD	22	18	24.5	2/3/0
70	4/6	OFF BIZERTE,TU	C	23	22	65.5	8/3/3
71	4/10	LA MADDALENA,SA	WS	27	24	72.0	NONE
72	4/11	TUNIS HARBOR,TU	S	20	18	54.0	NONE
73	4/12	OFF ZEMBRIA IS.	S	30	26	74.0	4/1/2
74	4/13	CASTELVETRANO,SI	AD	24	23	33.1	1 NONE
75	4/14	ST. ELMAS,SA	AD	26	23	33.1	11/1/2
76	4/16	PALERMO,SI	S	26	21	63.0	NONE
77	4/17	FERRYVILLE,TU	S	18	16	48.0	NONE
78	4/18	PALERMO,SI	MY/RH	31	28	84.0	1 10/3/5
79	4/19	BIZERTE,TU	S	19	0	0	NONE
80	4/20	LA MARSA,TU	AD	25	23	33.1	1/1/1
81	4/20	LA GOULETTE,TU	S	9	0	0	NONE
82	4/26	GROSSETO,IT	AD	25	19	18.7	NONE
83	4/28	TERRANOVA,SA	S	27	0	0	NONE
84	5/5	STRAITS OF SICILY	S	27	26	78.0	NONE
85	5/9	PALERMO,SI	City	34	29	87.0	1/0/0
86	5/10	BO RIZZO,SI	AD	27	25	36.0	1 4/2/3
87	5/11	MARSALA,SI	City	27	25	75.0	3/3/2
88	5/13	CAGLIARI,SA	City	24	24	72.0	1/0/0
89	5/20	GROSSETO,IT	AD	28	26	37.4	NONE
90	5/21	SCIACCA,SI	AD	25	23	33.1	NONE
91	5/24	TERRANOVA,SA	S	26	24	72.0	NONE
92	5/25	MESSINA,SI	FT	24	23	34.5	NONE
93	5/26	COMISO,SI	AD	22	22	31.6	NONE
94	5/28	LEGHORN,IT	SY	26	22	66.0	NONE
95	5/30	POMIGLIANO,IT	AD	26	25	35.9	1/0/1
96	5/31	FOGGIA,IT	AD/MY	26	22	66.0	1 4/1/3
97	6/5	LA SPEZIA,IT	WS	26	23	53.2	NONE
98	6/7	PANTELLERIA	City	21	21	63.0	NONE
99	6/8	PANTELLERIA	GP	26	26	78.0	NONE
100	6/9	PANTELLERIA	GP	28	28	84.0	NONE
101	6/10	PANTELLERIA	GP	27	27	81.0	NONE

MISSIONS 1943

28	1/2	LA GOULETTE, TU	D/S	19*	19*	55.8	14/4/10
29	1/4	SIDI AHMED, TU	AD	16	0	0	NONE
30	1/8	BIZERTE, TU	NB	18	14	39.8	NONE
31	1/14	SFAX, TU	D/S	26	24	63.3	1/0/1
32	1/19	TUNIS, TU	MY	15	14	42.0	NONE
33	1/20	GABES, TU	BIV	12	10	13.0	2/0/1
34	1/22	EL AOQUINA, TU	AD	13	13	24.9	4/3/5
35	1/23	BIZERTE, TU	NB	12	12	35.5	13/5/7
36	1/24	MEDENINE, TU	AD	12	0	0	NONE
37	1/28	SFAX, TU	D/S	15	14	41.8	2/2/0
38	1/29	BIZERTE, TU	S	16	11	30.8	NONE
39	1/30	FERRYVILLE, TU	D/S	15	15	45.0	NONE
40	1/31	BIZERTE, TU	S	12	11	30.8	1 10/1/1
41	2/1	TUNIS, TU	S	11	10	29.0	0/5/1
42	2/4	GABES, TU	LG	24	22	31.1	1 12/8/8
43	2/7	ELMAS, SA	AD	23	19	23.0	2/0/2
44	2/8	SOUSSE, TU	S	20	18	54.0	0/1/0
45	2/9	KAIROUAN, TU	AD	24	24	34.3	1/0/0
46	2/17	ELMAS, TU	AD	22	20	26.5	1/0/0
47	2/22	GABES, TU	LG	24	0	0	NONE
48	2/23	KAIROUAN, TU	AD	24	22	29.7	NONE
49	2/23	KASSERINE PASS, TU	TO	25	22	13.0	NONE
50	2/25	BIZERTE, TU	D/S	20	20	50.8	NONE
51	2/26	OFF PALERMO	C	20	18	48.8	NONE
52	2/28	CAGLIARI, SA	D/S	24	24	66.0	NONE
53	3/1	PALERMO, SI	D/S	18	18	53.3	0/1/3
54	3/2	LA GOULETTE, TU	H	18	18	53.3	NONE
55	3/3	EL AOQUINA, TU	AD	18	15	20.2	NONE
56	3/4	OFF ZEMBRIA IS.	C	17	15	41.3	NONE
57	3/7	SOUSSE, TU	S/MY	20	16	47.3	NONE
58	3/10	LA MARSA, TU	LG	36	34	43.9	4/3/4
59	3/12	SOUSSE, TU	MY	21	18	54.0	0/1/1
60	3/13	SICILIAN STRAITS	S	23	0	0	NONE
61	3/16	SICILIAN STRAITS	S	20	16	46.8	NONE
62	3/21	DJEBAT TEBEGA, TU	AD	18	17	23.0	NONE
63	3/21	DJEBEL TEBEGA, TU	AD	18	18	25.9	NONE
64	3/22	PALERMO, SI	D/S	24	24	71.8	1 5/1/4
65	3/24	FERRYVILLE, TU	D/S	27	21	62.5	NONE
66	3/26	CAGLIARI, SA	S	24	0	0	NONE
67	3/31	CAGLIARI, SA	S	27	23	72.0	1/2/2
68	4/4	NAPLES, IT	AD	33	27	38.8	NONE
69	4/6	BOCCO di FALCO, SI	AD	22	18	24.5	2/3/0
70	4/6	OFF BIZERTE, TU	C	23	22	65.5	8/3/3
71	4/10	LA MADDALENA, SA	WS	27	24	72.0	NONE
72	4/11	TUNIS HARBOR, TU	S	20	18	54.0	NONE
73	4/12	OFF ZEMBRIA IS.	S	30	26	74.0	4/1/2
74	4/13	CASTELVETRANO, SI	AD	24	23	33.1	1 NONE
75	4/14	ST. ELMAS, SA	AD	26	23	33.1	11/1/2
76	4/16	PALERMO, SI	S	26	21	63.0	NONE
77	4/17	FERRYVILLE, TU	S	18	16	48.0	NONE
78	4/18	PALERMO, SI	MY/RH	31	28	84.0	1 10/3/5
79	4/19	BIZERTE, TU	S	19	0	0	NONE
80	4/20	LA MARSA, TU	AD	25	23	33.1	1/1/1
81	4/20	LA GOULETTE, TU	S	9	0	0	NONE
82	4/26	GROSSETO, IT	AD	25	19	18.7	NONE
83	4/28	TERRANOVA, SA	S	27	0	0	NONE
84	5/5	STRAITS OF SICILY	S	27	26	78.0	NONE
85	5/9	PALERMO, SI	City	34	29	87.0	1/0/0
86	5/10	BO RIZZO, SI	AD	27	25	36.0	1 4/2/3
87	5/11	MARSALA, SI	City	27	25	75.0	3/3/2
88	5/13	CAGLIARI, SA	City	24	24	72.0	1/0/0
89	5/20	GROSSETO, IT	AD	28	26	37.4	NONE
90	5/21	SCIACCA, SI	AD	25	23	33.1	NONE
91	5/24	TERRANOVA, SA	S	26	24	72.0	NONE
92	5/25	MESSINA, SI	PT	24	23	34.5	NONE
93	5/26	COMISO, SI	AD	22	22	31.6	NONE
94	5/28	LEGHORN, IT	SY	26	22	66.0	NONE
95	5/30	POMIGLIANO, IT	AD	26	25	35.9	1/0/1
96	5/31	FOGGIA, IT	AD/MY	26	22	66.0	1 4/1/3
97	6/5	LA SPEZIA, IT	WS	26	23	53.2	NONE
98	6/7	PANTELLERIA	City	21	21	63.0	NONE
99	6/8	PANTELLERIA	GP	26	26	78.0	NONE
100	6/9	PANTELLERIA	GP	28	28	84.0	NONE
101	6/10	PANTELLERIA	GP	27	27	81.0	NONE