

Little Rock

and North Little Rock

Presents

A Salute To

LITTLE ROCK AFB

1962 DIRECTORY AND GUIDE

PUBLISHED BY C. F. BOONE NATIONWIDE PUBLICATIONS, INC.

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A I D E O D

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LITTLE ROCK AIR FORCE BASE
Peace
IS OUR
PROFESSION



History of Little Rock Air Force Base

Little Rock Air Force Base officially came into being on February 1, 1955.

Actually its beginning started in October 1951, when an unofficial spokesman of the United States Air Force made an extemporaneous comment that, Air Force wise, Arkansas looked like the "hole in the doughnut." That comment was actually the conception of Little Rock Air Force Base. At the time the comment was made, every state bordering Arkansas had at least one Air Force station while Arkansas did not have a single active base.

In January of 1952, the citizens of Little Rock and Pulaski County officially opened the drive to have an Air Force base located in the county. By the end of September 1952 the committee had raised almost one million dollars. On December 12, 1953, the Army Corps of Engineers was instructed to allot \$9.6 million for initial construction and to take possession of approximately 7,500 acres just north of the town of Jacksonville, Arkansas.

By August 1, 1955, all units assigned to the base were activated with the exception of the 70th Strategic Reconnaissance Wing which had been activated January 24, 1955, at Lockbourne AFB, Ohio. The 70th started its move to Little Rock AFB in September 1955 and had completed the move and was in full operation by October of that year.

With the move of the 70th completed, the 825th Air Division was in full operation with its four assigned units. In September 1958, the 825th Air Base Group and the 4225th USAF Dispensary were changed to the 825th Combat Support Group and 825th Medical Group respectively.

The growth of the base continued and in 1961 the missile age came to Little Rock Air Force Base with the construction of Titan II missile sites in the northern part of the state. Little Rock Air Force Base will be the headquarters for the 308th Missile Wing and its assigned units who will control, maintain, and use, if necessary, the Titan II ICBM which will be housed in the giant silos in Arkansas.

825th Air Division

The 825th Air Division was activated at Little Rock Air Force Base, Jacksonville, Arkansas, and

assigned to Second Air Force on 1 August 1955. Colonel Joseph J. Preston was assigned as the first Commander of the 825th Air Division.

The 825th Air Division has the responsibility of monitoring and coordinating the manning, training, equipping and operational readiness of its assigned units for the primary purpose of conducting strategic air warfare on a global scale. On 1 August 1955, the 825th Air Division had two wings, the 384th Bombardment Wing (Medium) and the 70th Strategic Reconnaissance Wing, the 4225th United States Air Force Infirmary and the 825th Air Base Group assigned under their command. All of these assigned units were physically located at Little Rock AFB, Arkansas, except the 70th Strategic Reconnaissance Wing which was located at Lockbourne Air Force Base, Ohio. Today the division has two bombardment wings, the 384th BW and the 70th Bombardment Wing, the 825th Combat Support Group and the 825th Medical Group located at Little Rock AFB. In addition the division has the 68th Bombardment Wing, the 68th Combat Support Group and the 806th Medical Group located at Chennault AFB, Louisiana under their command.

384th Bombardment Group

On 1 December 1942, the 384th Bombardment Group (Heavy) was activated at Gowan Field, Idaho. It was first commanded by Captain Ralph E. Switzer, whose primary duty was that of flight surgeon. Originally the Group had only 27 officers and 225 enlisted personnel. The group remained at Gowan Field only a month before being transferred to Sioux City Army Air Base, Iowa, for training in B-17s under the command of Colonel Bud J. Peaslee. After completing this training, in early 1943, the group stopped briefly at Camp Kearney, Nebraska to equip with new B-17s prior to overseas transfer. Equipped with new aircraft the Group arrived in the European Theater of Operation in May 1943. June 22, 1943, was the day of the 384th Group's first combat mission. The first mission was unsuccessful. Two airmen were killed, three wounded, two aircraft were lost and 11 damaged. On January 11, 1944, the 384th Bombardment Group participated in the first large scale air raid.

The 384th Bombardment Group's target was Halberstadt, Germany. Though under 25 minutes of sustained flak fire and an enemy aircraft trailing a bomb on a steel cable through their formation, the Group lost no aircraft. The 384th Bombardment Group destroyed six enemy aircraft with two 'probables' and either destroyed or dealt heavy damage to targets. The group received the first of its two unit citations for participating in the raid. The second citation came in April 1944 when the 384th Bomb Group led a task force of 113 planes through enemy aircraft and flak to destroy a German aircraft component plant. The Group participated in 316 combat missions.

The "384th" appeared again almost nine years later at Little Rock Air Force Base as the 384th Bombardment Wing (Medium). The 384th Bombardment Wing is presently composed of a Headquarters Squadron, 544th, 545th and 546th Bombardment Squadrons, 384th Armament & Electronics Squadron, 384th Organizational Maintenance Squadron, 384th Field Maintenance Squadron, and its newest addition, the 70th Air Refueling Squadron.

70th Bombardment Wing

The 70th Bombardment Wing was originally activated on September 13, 1941, at Gray Field, Fort Lewis, Washington, as the 70th Reconnaissance Group, equipped with thirteen obsolete O-47 type aircraft.

With the coming of Pearl Harbor, the 70th Reconnaissance Group assumed a mission of coastal scouting and anti-submarine patrol along the Pacific coast. Although this mission was not spectacular, the personnel of the 70th served with great pride and honor.

The reconnaissance group was inactivated June 27, 1949, and reactivated January 14, 1955, as the 70th Strategic Reconnaissance Wing, assigned to the 801st Air Division, Second Air Force, SAC.

On August 1, 1955, the 70th Wing was moved to Little Rock Air Force Base, and on June 2, 1958, it went out of the reconnaissance business and assumed the mission of a combat crew training wing. It remained in this status until October 25, 1961, when it was reorganized and designated the 70th Bombardment Wing.

Commanders' Welcome

To each of you who receives a copy of this booklet, a most cordial welcome from the commanders of Little Rock Air Force Base.

You are now a member of one of the finest Air Force installations in the entire world—also one of the most beautiful and well-organized Air Force facilities of the jet age.

Here we enjoy comforts, living and working standards, and facilities that would cause most civilian businesses and many Air Force bases to be envious. Our beautiful, well-planned station has become a model for other bases to follow.

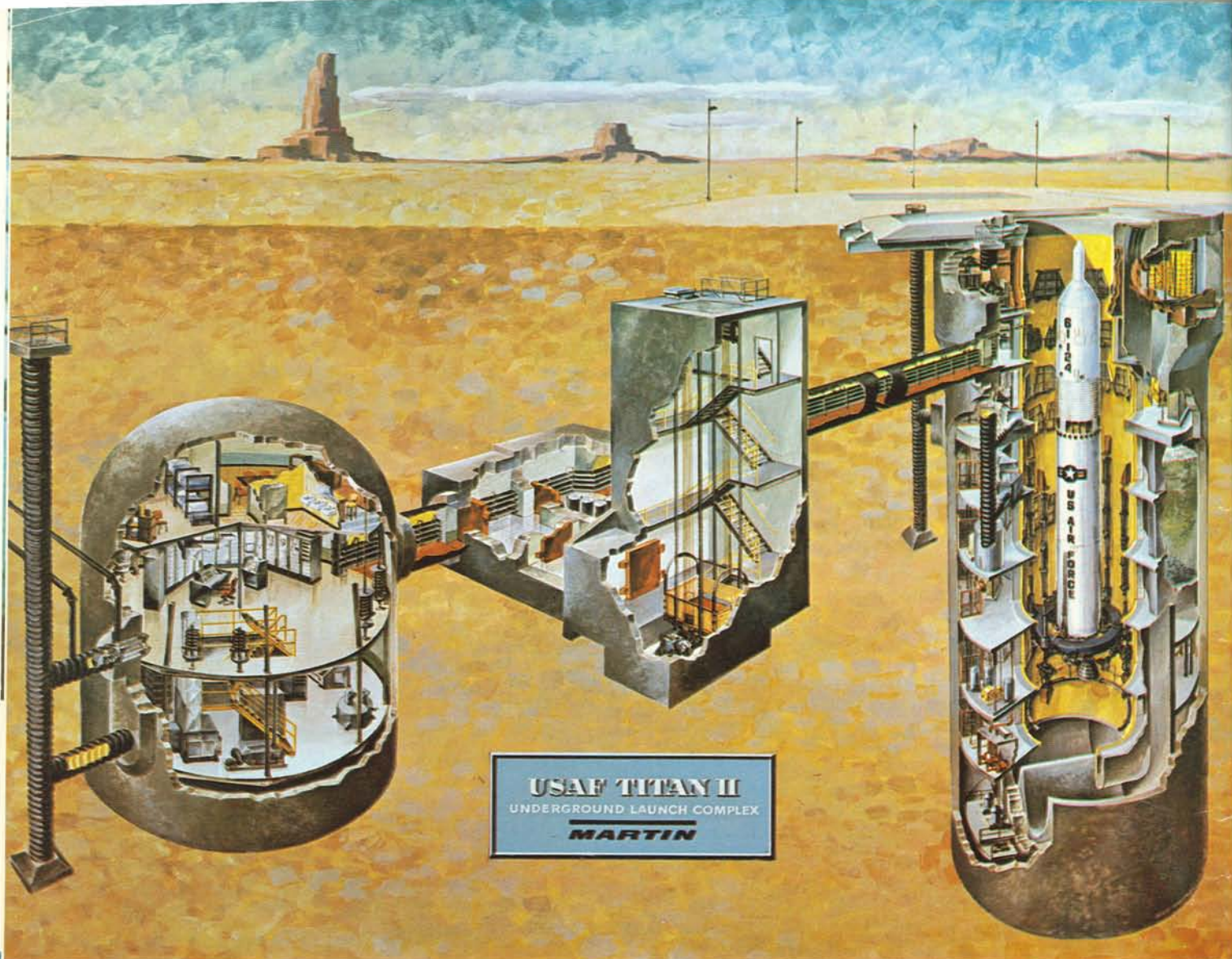
We at Little Rock Air Force Base are a proud lot, and immediately upon having your name placed on our Morning Report you became an integral part of our group. You now share in our responsibility of meeting the tremendously important mission assigned to us by the Strategic Air Command.

Remember that your responsibility does not stop with meeting your daily work requirements. You have a responsibility to the proud name of Little Rock Air Force Base, the Strategic Air Command, the United States Air Force and the uniform which you wear.

We ask you to enjoy your assignment here, and to help us in making the people of Arkansas know that we are truly happy to be assigned to their state, and that we want them to feel the same toward us.

This booklet has been designed to aid you in finding your way about our station, civilian community and the great state of Arkansas. Read this booklet and you will become familiar with all three.

Our sincere hope is that your assignment here will be profitable to both yourself and the United States Air Force.



SATAF

SATAF Little Rock is a detachment of the Ballistic Systems Division of the Air Force Systems Command, Los Angeles, California. It has the job of seeing that the Titan II missile launch complexes around Little Rock Air Force Base are built to specifications and turned over to SAC in an operational condition. Military and civilian personnel of the Air Force and the Army Corps of Engineers make up the task force.

Titan II is a two-staged, liquid fueled, inertially guided ballistic rocket, over 90 feet long and 10 feet in diameter. It is launched directly from its underground silo, and is directed to its target by a self-contained, all inertial guidance system which cannot be jammed by any known method, and which provides the capability of launching the entire Titan II force in 'salvo'. Titan II uses storable liquid fuel, rather than the highly volatile cryogenic fuels used on the Atlas and earlier Titan missiles.

The launch silo is a reinforced concrete cylinder with a concentric steel and concrete inner launch duct. The silo provides nine separate levels, is approximately 147 feet deep and 55 feet inside diameter. The foundation is a seven-foot circular plate with no extension beyond the exterior face.

The top 28 feet of the silo wall is eight feet thick; the remaining sections are four feet thick. The silo contains the launch duct, a flame deflector, two exhaust ducts, a 100,000-gallon water tank, and nine levels of equipment-mounting access space.

The control center provides a hardened and separated area, with space for electrical and mechanical equipment rooms, and messing and sleeping quarters for operating personnel. It is a 37-foot inside diameter, dome-shaped concrete sub-surface structure connected to the silo by a 209-foot tunnel and the blast lock and access portal structures. The floor levels inside the control center are suspended from the dome, to minimize blast shock.

The blast lock is a hardened, single-level structure containing three rooms, one of which is for decontaminating purposes. The structure is 38'8" x 34'8" x 20' in height, with roof, walls, and foundation slabs from three to five feet thick. The blast lock contains two pairs of blast doors, one to prevent nuclear blast reaching the control center from the access portal, and one to prevent the resulting blast from an explosion of the missile in the silo from reaching the control center.

A cut-away drawing of a typical launch complex as it will appear in operational status is shown.

WELCOME

308th Strategic Missile Wing



308TH STRATEGIC MISSILE WING

COMMANDER'S WELCOME

A hearty welcome to you as a member of the SAC Aerospace Team. Here at Little Rock Air Force Base you will be a member and part of one of the greatest deterrent forces of SAC.

We enjoy one of the finest locations and most suitable climates of any missile unit in SAC.

I sincerely hope this tour will be the most successful, pleasant, and memorable of your career.

HISTORY

On April 1, 1962, Little Rock Air Force Base entered a new era when the 308th Strategic Missile Wing was activated as a unit of the 825th Air Division.

Composed of Three Squadrons

The Wing, composed of nearly 1000 personnel, will have three squadrons assigned, the 373rd and 374th Strategic Missile Squadrons and the 308th Missile Maintenance Squadron. The 373rd was activated at the same time the Wing was assigned to the base, and the remaining two will become active after all Titan II ICBM Complexes in Arkansas are completed.

Mission of the 308th will be to man and maintain the Titan Sites throughout Central Arkansas. After America's most powerful ICBM has joined the inventory at Little Rock AFB, the wing will assign five combat ready crews to each Titan II launcher on a rotation basis. Each crew will consist of a crew commander, missile officer and two airman technicians. These four men will man the controls, as part of SAC's Global strike force. These crews will be assigned to one of the wing's Strategic Missile Squadrons.

Personnel assigned to the Missile Maintenance Squadron will be charged with keeping the missiles combat ready and performing periodic maintenance checks at each site.

Each complex manned by the wing will have the general appearance of a gigantic metal igloo, a

monstrous metal hopper and a tall concrete building—all resting below the earth's surface. Inside will be the latest Titan missile, which will be ready for launch in a moment's notice.

Colorful History

In assuming identity as the 308th Strategic Missile Wing, the new unit brought a colorful history to Little Rock AFB. Originally designated as a bombardment group, the unit compiled an outstanding combat record during World War II.

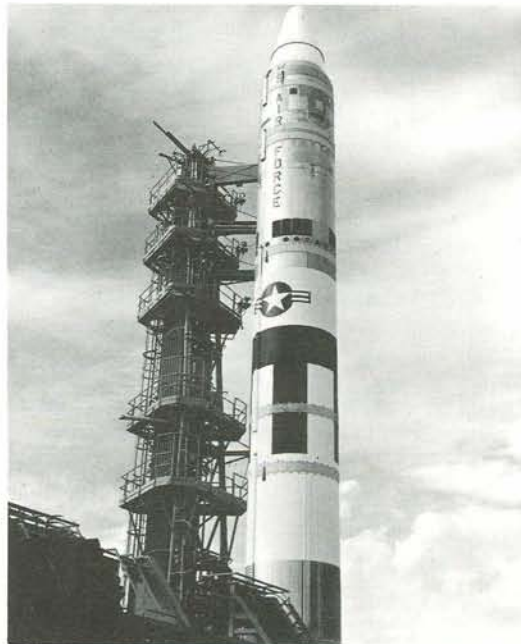
The 308th Bombardment Group was first activated in April 1942 and in 1943 was assigned to China, Burma and India Theatre, flying the B-24 aircraft. After an impressive combat record and two Distinguished Unit Citations the unit returned to the United States in December 1945 and in January 1946 was inactivated for the first time.

Since its first inactivation, the unit has held designations as the 308th Reconnaissance Group (Weather), the 308th Bombardment Group (Medium) and the 308th Bombardment Wing.

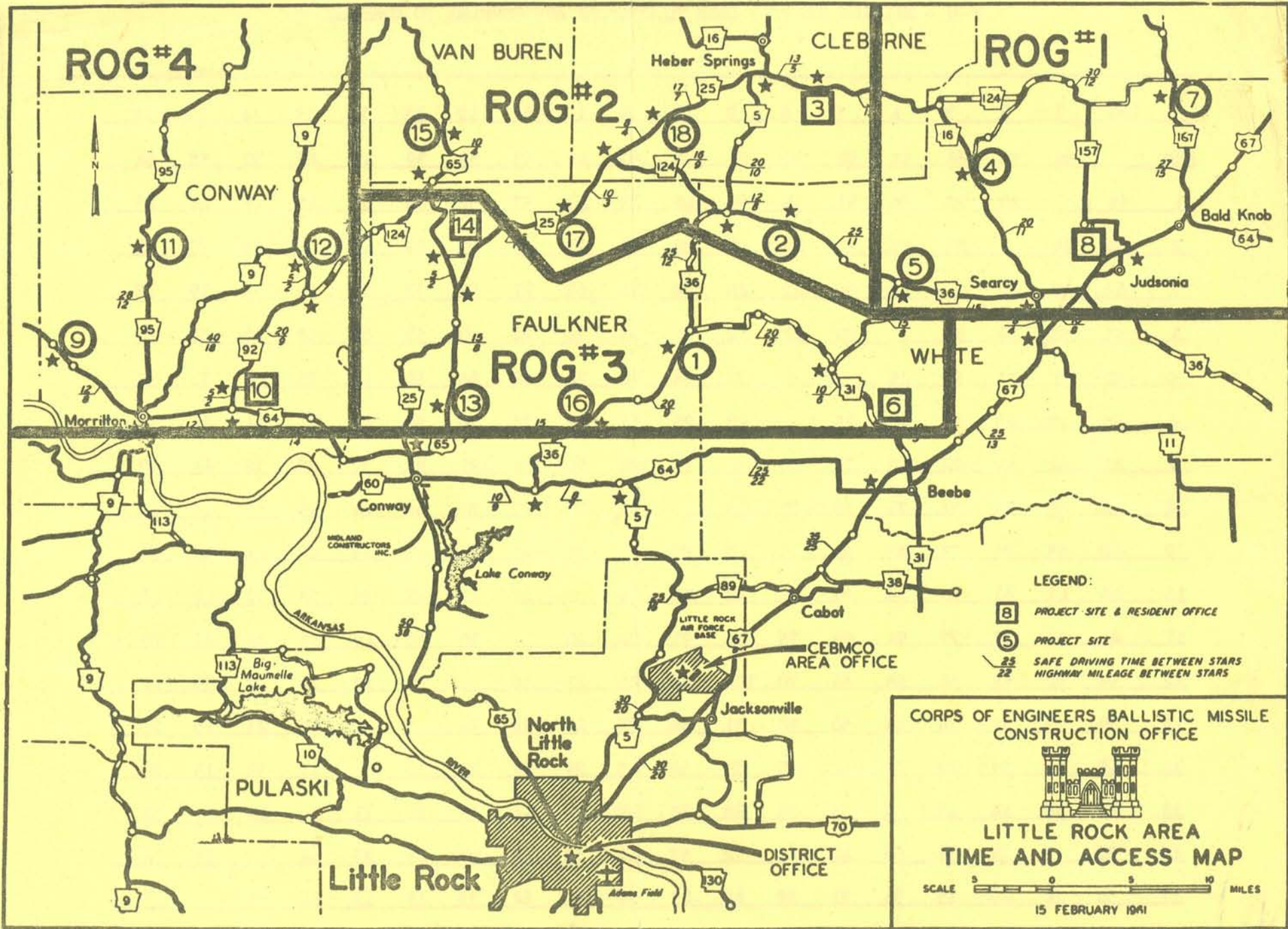
One of Three Titan II Wings

With the new missile mission on its reactivation in 1962, the wing became one of three units which will give direct support to Titan II Complexes strategically located throughout the United States. Other units are located at McConnell AFB, Kansas, and Davis-Monthan AFB, Ariz.

In joining the LRAFB family the 308th SMW will add to the deterrent force of the base and the Strategic Air Command.



TITAN II ON ITS LAUNCHER—An Air Force TITAN II intercontinental ballistic missile stands on its massive steel-and-concrete launcher at Cape Canaveral during preparation for a flight down the Atlantic Missile Range. The TITAN II, which utilizes storable liquid propellants, combines the quick start advantages previously associated with solid fuel rockets and the brute power of liquids.



FOR OFFICIAL USE ONLY

LITTLE ROCK AIR FORCE BASE

T-8 - MILEAGE CHART - BASE TO COMPLEX AND COMPLEX TO COMPLEX

ABC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
ABC	39	59	66	53	50	30	61	46	60	48	63	59	39	49	60	30	58	64
1	39	20	27	50	31	18	64	49	53	41	57	52	32	37	48	9	24	25
2	59	29	23	30	11	25	44	29	73	61	77	55	39	33	44	29	20	21
3	66	27	23	15	34	41	28	36	73	61	77	54	38	32	43	36	19	12
4	53	50	30	15	19	28	12	21	83	76	92	60	53	67	58	59	34	27
5	50	31	11	34	19	25	33	18	84	72	88	66	50	44	55	40	31	32
6	30	18	25	41	28	25	40	25	71	59	75	70	50	60	71	41	39	43
7	61	64	44	28	12	33	40	15	102	90	106	101	81	77	88	72	64	39
8	46	69	29	36	21	18	25	15	87	75	91	86	66	62	73	57	49	48
9	60	53	73	73	83	84	71	102	87	16	20	26	35	45	42	44	54	61
10	48	41	61	61	76	72	59	90	75	16	20	11	23	29	26	32	42	49
11	64	57	77	77	92	88	75	106	91	20	20	30	39	49	46	48	62	69
12	59	52	55	54	69	66	70	101	86	26	11	30	34	22	19	43	35	42
13	39	32	39	38	53	50	50	81	66	35	23	39	34	10	21	23	19	26
14	49	37	33	32	47	44	60	77	62	45	29	49	22	10	11	33	13	20
15	60	48	44	43	58	55	71	88	73	42	26	46	19	21	11	44	24	31
16	30	9	29	36	59	40	41	72	57	44	32	48	43	23	33	44	33	34
17	58	24	20	19	34	31	39	64	49	54	42	62	35	19	13	24	33	7
18	64	25	21	12	27	32	43	39	48	61	49	69	42	26	20	31	34	7

OFFICERS CLUB. The Little Rock Air Force Base Officers Club is a structure which has the appearance of a Las Vegas "Sunset Strip" night club. The ultra-modern facility is equipped with a ball room, a sinuous bar, dining room, lounge, TV-game room, private dining room and a cocktail lounge. Like the NCO Club, the Officer's Club engages a band at least twice weekly.



SERVICE CLUB. An ultra-modern service club is located just south of the airmen's dormitories. The three-quarter million dollar facility has been classed as one of the best in the Air Force. Sponsoring a complete program of entertainment for the airman, NCO or officer, the club boasts of the largest dance floor in the state of Arkansas, 9,000 square feet. It has a hi-fi room with booths, game room, television room, snack bar, music room and lounge.

NCO CLUB: "Stratosphere," the Little Rock Air Force Base Non-commissioned Officers' Club, is a fabulous \$300,000 facility located across the street and west of the base exchange area. The Club is equipped with game room, stag room and bar, dining room, ball room, lounge, kitchen, patio and one of the longest bars in the state. Membership dues are the usual \$2 per month. All new members get the first month's membership fee. A band is usually on stage on Friday and Saturday nights with at least one name band appearing monthly.



Uniforms — They tell a Story

The uniform will be worn by personnel of Little Rock Air Force Base in accordance with pertinent Air Force Directives. It is intended that the uniform be clean and presentable at all times, both on and off base, and that proper insignia, decorations, service medals, and badges be worn as prescribed.

The winter uniform is authorized for wear from November 1 to April 1. The blue blouse and trousers are required at all ceremonies and retreat formations. The blue jacket with trousers is acceptable for ordinary daily wear and is authorized to be worn as a duty uniform on the base.

The summer uniform is authorized for wear from April 1 to October 31. The new summer cotton service uniform may be worn on base in any

authorized combination with the exception that after 1830 hours ties are to be worn within the clubs. Off base any combination may be worn to and from places of residence or while in the performance of duty at anytime, day or night. Tie will be worn with uniform at all times off base except going to and from residence to place of duty. After 1830 hours ties will be worn when in the club. When officers are representing the Air Force at public functions the blouse must be worn. Officers are required to wear the blouse off base after 1830 hours with the exception of going to and from residence to place of duty.

Miscellaneous items:

1. Service cap or flight cap is authorized for year around wear.

2. Blue wool shirt and trousers may be worn in winter during duty hours. A coat or jacket is required when the winter uniform is worn off base.

3. Athletic clothing may be worn only while going to or from, or while engaged in athletics.

4. Fatigue clothing will be worn only while engaged in duty requiring such wear. It may be worn to and from work provided the wearer does not come in contact with the general public.

5. Styles, types, and-or colors of uniform will not be mixed at any time.

Civilian dress should be clean and presentable, whether formal or informal, and should at no time be inter-mingled with military dress.





Sac

Strategic Air Command is the long-range nuclear strike force of the United States Air Force. Commanded by General Thomas S. Power, it is one of the nation's two specified commands. The chain of command proceeds from the President to the Secretary of Defense, acting as his agent, through the Joint Chiefs of Staff, to the SAC Commander in Chief.

SAC'S MISSION:

SAC's mission is to prevent nuclear war by operating from a position of unquestioned strength. By maintaining a bomber and missile aerospace force capable of winning under all circumstances, SAC hopes to preserve the peace on honorable terms. Should its primary mission fail, however, the command is prepared to destroy the enemy's capability to continue the conflict. SAC's war plans are predicated on absorbing a surprise attack, although a situation where SAC would gain the initiative through strategic warning has not been ruled out.

SAC'S ORGANIZATION:

The command consists of a world-wide network of more than 80 bases, 260,000 personnel, 3,000 tactical aircraft, an ICBM force, 4,000 combat ready crews, and tangible assets of more than \$15 billion. The SAC structure comprises four number air forces — Second Air Force, with headquarters at Barksdale AFB, Louisiana; Eighth Air Force, Westover AFB, Massachusetts; Fifteenth Air Force, March AFB, California, and Sixteenth Air Force, Torrejon AB, Spain — two overseas air divisions — 7th AD in the United Kingdom and 3rd AD at Guam — and 1st Missile Division, at Vandenberg AFB, California.

SAC's operational aerospace force includes Atlas inter-continental ballistic missiles, Snark inter-continental cruise missiles, B-58 Hustler Mach 2 and B-47 Stratojet medium bombers, B-52 Stratofortress heavy bombers, and KC-135 jet and KC-97 conventional tankers.

During periods of extreme international tension or in the event of war, General Power would direct his far-flung force from the underground Command Post at SAC Headquarters, Offutt AFB, Nebraska. In order to assure continuity of the command function should SAC Headquarters be destroyed, General Power announced on 1 May 1960 that the command was maintaining an Airborne Command Post ready to take off at all times with a general officer aboard to serve as commander. The Airborne Command Post would be linked with all SAC bomber and missile bases by single side band radio. The advanced radio system, put into operation 4 March 1960, enables the Commander in Chief to communicate with SAC crews in flight around the world.

Major SAC programs seek to insure survival of the force under the minimum warning conditions. Giving greater protection to the B-47 medium jet bomber fleet, SAC occasionally deploys its bombers to non-SAC airfields (both military and

civilian) for short periods. This makes it virtually impossible for any enemy to forecast the location of SAC's bomber force at any given time. For the past several years the command has been dispersing its B-52 Stratofortress heavy jet bombers and KC-135 jet Stratotankers to additional bases for protection.

Since early 1960, SAC has had one-third of its bomber and tanker force on ground alert capable of reacting to warning within 15 minutes. As part of this force, SAC maintains a number of B-47's on alert at overseas bases under the Reflex Action program.

SAC can maintain a portion of its heavy bomber fleet on airborne alert to further safeguard the command's striking power from destruction on the ground in a surprise attack. On a typical airborne alert mission, a B-52 bomber would stay in the air as long as 24 hours, taking on fuel at specified intervals from tankers. When the bomber is carrying a heavy fuel load, its assigned target will be deep within the enemy's heartland. At medium fuel levels, the target will shift to mid-range. Then, as the fuel load dwindles, the target will change to a shallow range. After refueling, the target cycle will start again at deep range.

Also maintained on 'round-the-clock alert are the Free World's first intercontinental ballistic missiles, the Atlas. This one and one-half stage ICBM burning liquid fuel, was the first operational ballistic missile assigned to SAC achieving operational readiness on 9 September 1959. Some 13 bases have been assigned Atlas missions. Other SAC bases will be equipped with Titan I and II and the Minuteman.

Two other missiles coming into operational use by SAC are the Quail and Hound Dog. The Quail is a decoy missile, launched by B-52 aircraft to confuse enemy defense radar, while the Hound Dog is a supersonic guided missile, carried by B-52's and launched hundreds of miles from its target.

Currently nearing operational readiness are the Titan I and II ICBM's. Titan I will be raised from a silo to ground level and launched, while Titan II will be silo launched. Titan burns liquid fuel and is a two-stage missile. Minuteman, a second generation, solid fuel ICBM has three stages and will be a versatile addition to the SAC force.

A manned bomber capable of speeds in excess of 2,000 miles per hour at altitudes of above 70,000 feet, is presently under development. Designated the B-70 Valkyrie, this long-range Mach 3 bomber will add greatly to the command's nuclear counter force. Also, the Air Force and Atomic Energy Commission are working together to develop a nuclear-powered bomber with a range limited only by crew endurance.

OT PROGRAM TESTS CREWS--MISSILE

By K.W. Lindsay

Since the inception of the Operational Testing Program (OT), the 308th Strategic Missile Wing has achieved the best launch record of the three existing Titan II wings.

Operational Testing is a program for exercising the weapon system in as near an operational environment as possible to determine system reliability and accuracy factors under representative operational conditions.

It involves all system functions, including typical maintenance and readiness periods and terminates with the delivery of the re-entry vehicle to the impact area.

Selecting The Missile

Each test sequence begins with the random selection

by Headquarters Strategic Air Command of the missile to be launched. The missile comes from an operational site and is representative of the operational force. The unit possessing the missile, which has been selected, is notified by an amendment to the appropriate fragmentary order. This notification is authority to remove the missile from the launch facility, prepare it for shipment and monitor its movement to Vandenberg AFB, Calif.

Maintenance teams, missile combat crews and the command element are then deployed to Vandenberg. Vandenberg personnel offload the missile, transport it to appropriate check-out location and accomplish installation and checkout of range safety instrumentation. Personnel from the

operational unit perform all normal receipt tasks.

Refurbishment of the launch facility is by SAC/AFLC agreement. Vandenberg personnel perform these functions required to meet current range and safety requirements.

When the launch site is ready for the missile and is acceptable to the operational unit, the 308th maintenance teams install the missile and perform all tasks necessary to place the missile in a "readiness status." At this time, the launch complex is manned on a 24-hour basis by 308th SMW combat ready crews. After a period of readiness monitoring, the missile is launched upon receipt of a "no-notice" execution message from the Commander in Chief, Strategic Air Command.

Preparation For Trip

Upon receipt of notification that a particular missile has been selected for an OT shot, the missile wing becomes a beehive of activity. Careful pre-planning and programming permits the wing to assume the additional workload involved without a degradation of current effectiveness. A 308th fragmentary order is immediately published forming the task force and

designating the task force commander, site commander, chief maintenance officer and the missile combat crews that will participate in the exercise. Maintenance teams including a re-entry vehicle team from the 27th Munitions Maintenance Squadron are formed. Persons in the Directorate of Personnel, prepare to brief the task force and start assembling mobility folders for all personnel to be deployed. The Base Comptroller reserves funds to cover the costs of travel and implements procedures to insure timely pay for those going to Vandenberg.

In the meantime, maintenance teams are busy performing those tasks incident to the removal of the selected missile from the launch facility and installation of the replacement missile. Also, arrangements are being formalized to transport the missile by air to Vandenberg. Base Operations people get into the act by planning airlift for the task force.

At Vandenberg, refurbishment of the launch facility is taking place in anticipation of the receipt of our missile, and maintenance teams are being alerted for

the installation of range safety equipment when the missile arrives and a final check of the facilities is carried out to insure all is in readiness for arrival of the task force.

Selection Of Personnel

Personnel who participate in the OT program are selected very carefully. Missile combat crews who monitor alert readiness and launch the missile when directed are selected because of their outstanding records as combat crew members and demonstrated professionalism. Only the most highly qualified maintenance personnel are chosen. All are fully qualified, certified to perform assigned and required tasks and have demonstrated outstanding proficiency in their respective specialties. In addition to the command element consisting of the task force commander, site commander and chief of maintenance, the task force is comprised of three combat ready crews and approximately 60 maintenance personnel of varying Air Force Specialty Codes.

The concerted effort of the 308th SMW and the splendid cooperation and support rendered by activities here on base and at Vandenberg

have resulted in a very successful program thus far. Participation by the 308th SMW in the OT program is summarized below:

First Launch

a. The first launch by 308th personnel was entitled "Magic Lamp." Task force commander was Col. Edgar E. Bartlett. Site Commander was Lt. Col. Herman C. Ahrens Jr. and chief of maintenance was Maj. Ben G. Scallorn. The missile was launched by crew S-138 from the 374th Strategic Missile Squadron. Maj. Ronald C. Feavel was Missile Combat Crew Commander (MCCC).

Second Launch

b. The second launch "New Role" was under the direction of Col. Peter H. Spear, task force commander. He was assisted by Lt. Col. Adolph Aguilar, site commander and Maj. Roy N. Minor, chief of maintenance. Capt. Harold D. Caselton, MCCC of crew S-042 and his crew from the 373rd Strategic Missile Squadron launched the missile.

Third Launch

c. "Power Box" was the third successful launch of a Titan II by 308th SMW crews. This task force was commanded by Lt. Col. Glenn W.

Continued to P-19

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MOTOR TRUCK — PARTS — SERVICE — SALES

308TH CREWS LAUNCH FIVE 'BIRDS'



Crew S-138

Crew S-202



Crew S-042



Crew R-130



Crew S-117





READY FOR LIFT OFF -- Following predeparture briefing, Crew S-117, consisting of (from left) Maj. Howard T. Blackwelder, 1st Lt. Peter C. Spring, SSgt. Samuel Cirelli and A2C Hewitt W. Hurst, prepares to board a H-19

helicopter for flight to a missile complex for an alert tour of instruction. Sergeant Cirelli and Airman Hurst are the students participating in this alert tour.

Missile Crew Training -- Exposed!!

READY FOR LIFT OFF - Following completion of training, consisting of (from left) Maj. Howard T. Blackwelder, 1st Lt. Peter C. Spring, SSgt. Samuel Cirelli and A2C Hewitt W. Hurst, prepares to board a H-19

Sergeant Cirelli and Airman Hurst are the students participating in this alert tour.

Missile Crew Training -- Exposed!!

The 308th Strategic Missile Wing Combat Crew Training Section, directed by Lt. Col. William J. McGee, Senior Instructor Crew commander of Crew S-009, is responsible for all Titan II missile combat crew training at Little Rock AFB.

Mission of the section is to maintain the highest quality missile combat crew to fully accomplish the Wing mission. Seven regularly assigned, select, combat ready crews utilize the Missile Procedures Trainer, cardboard simulators, alert tours at the missile complex, lectures and a self-study library to perform the various training programs. There are also certain additional crews that only instruct on alert.

The most significant training program is the Upgrade Training Program. Capt. Nolbert A. Gotner's crew, Crew S-033, is responsible for this program. The students have been through Sheppard AFB, Tex., for Titan II technical training and their upgrade.

Crews are given an indoctrination briefing by Lt. Col. Adolph Aguilar, Chief of Training, Colonel McGee and Captain Gutner for Titan II strategic alert. This intense program leaves little time to attend to personal affairs, but is necessary in forming top-rate crews. The program includes 50 hours of supervised self-study, 11 lectures, five cardboard trainer classes and at least four alert tours with an instructor crew.

These activities range from the progression entry of the missile site to all aspects of launching the missile if ever directed to do so by the Strategic Air Command.

In the sixth week, the student is evaluated by the Wing Standardization Division to determine if he is ready to assume alert duty. Evaluation results are determined by the diligence of the student in applying himself and the ability

of the instructors to effectively communicate their outstanding knowledge based on experience and unselfish devotion to the study of the Titan II Weapon System. High results have been achieved with a total of over 50 students since Jan. 1, 1967. In the standboard evaluations, over 50 per cent of the students have been highly qualified.

Maj. Howard T. Blackwelder's crew, Crew S-117, is responsible for the scheduling of the students' activities throughout their six-week program. In addition, they schedule all activities of instructor crews. The mating of appropriate tasks, students and instructors at appropriate places and achievement has contributed to the Wing's success in training activities.

Capt. Joe G. Pillman's crew, Crew S-131, determines, assigns and follows up on corrective training. This corrective training may be required of crews as a result of higher headquarters inspections or standardization checks. Captain Pillman's efficient direction has reduced recurring weaknesses to a minimum. He reviews the Monthly Discrepancy Analysis Review Report and then coordinates with other instructor crews to follow up on any areas of additional emphasis.

Capt. Joe D. Friedman's crew spends many long hours in applying creative thinking and imagination, coupled with analysis of training trends, to develop packages that

will insure effective use of the missile procedure trainer. This crew has been instrumental in the high success of the Wing's activities such as Operational Readiness Inspections and high alert times.

To facilitate the 50 hours of student study and produce a research file for the instructors, Maj. William E. Reynold's crew, Crew S-104, maintains a limited technical order file. Accuracy of this file must be impeccable. Major Reynolds' crew has achieved a goal of "zero defects" in the file.

Combat Ready crews are directed to perform 11 hours of self-study per month while on alert. To accomplish this training, Maj. Douglas C. Cameron's crew, Crew S-130, develops a monthly set of problems covering normal operating hazards and launch procedures to cover each crew position. At the missile site, the problem is initiated by a noninvolved crew member giving the responsible crew member an index card with a set of light indications depicting some malfunction, hazard or launch situation. The training crew member then initiates and completes the appropriate procedures for the simulated situation.

The training is long, rigorous and demanding, but the end results are very gratifying--a top-rate missile combat crew!





for an alert tour of instruction.
students Participating in this alert

xposed!!

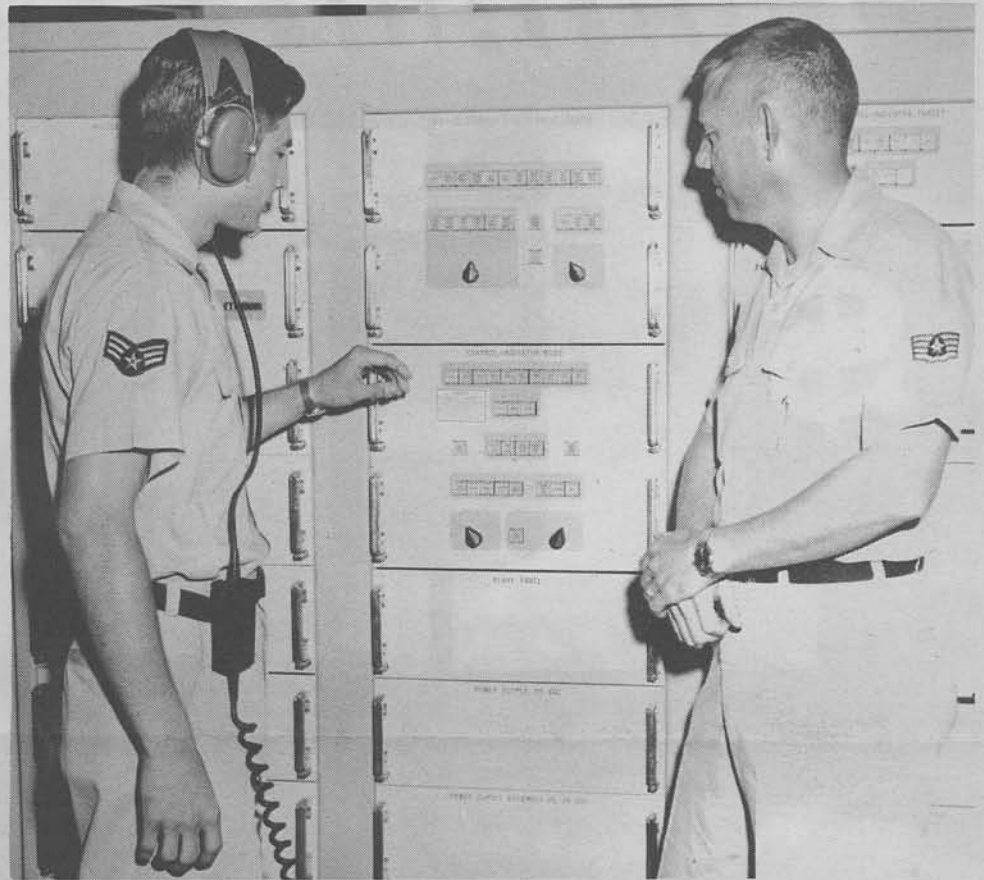
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MANUAL CHECK -- Second Lt. Phillip S. Keenan uses his "Dash 1" check-list to verify his SAC high frequency radio communication settings.



GUIDANCE AND ALIGNMENT AID -- A1C Donald Kierig (left) receives training aid from SSgt. Paul Love, Crew S-018, pertaining to the functions of various modes of the missile Guidance and Alignment control panel in the missile procedures trainer.



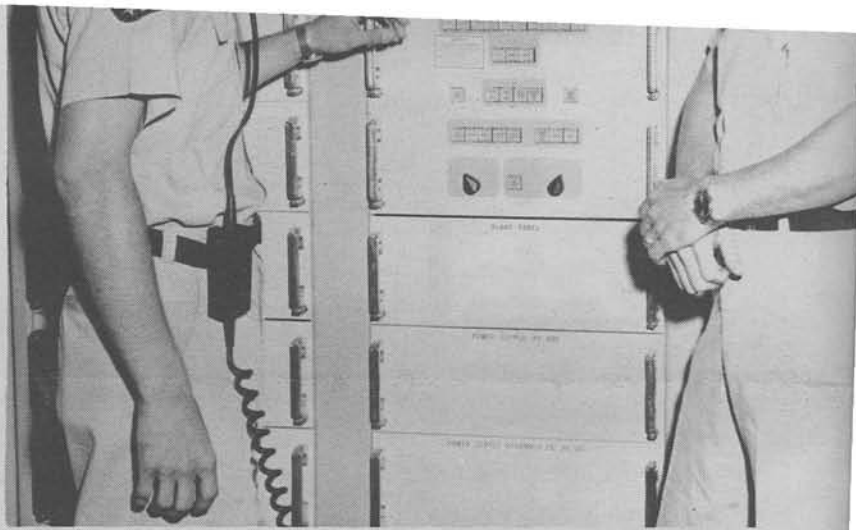
Exposed!!

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GUIDANCE AND ALLIGNMENT AID -- A1C Donald Kierig (left) training aid from SSgt. Paul Love, Crew S-018, pertaining to the various modes of the missile Guidance and Allignment control panel missile procedures trainer.



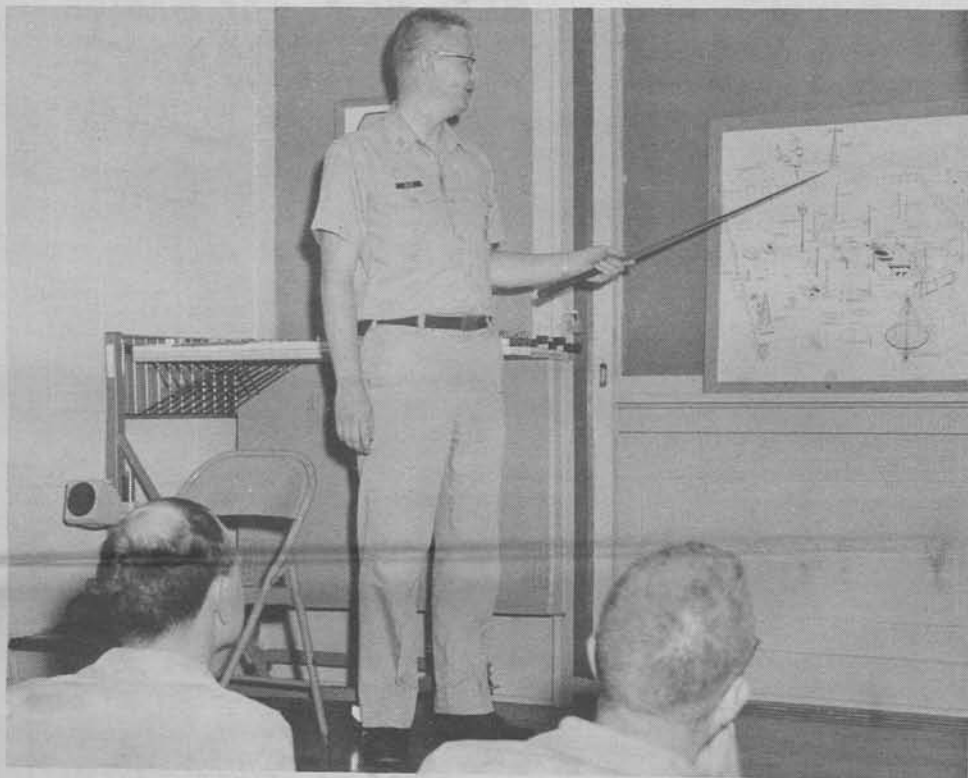
HAPPY WITH GOALS ATTAINED -- Capt. Norbert A. Gotner (seated), member of Crew S-033, reviews an upgrade lesson plan with (from left) SSgt. Roger B. Carlson, missile facilities technician, and 2nd Lt. Howard E. Duvall, deputy missile combat crew commander.



LAUNCH CONTROL CENTER -- Capt. Wharton E. Duke (front) instruction from Capt. Randolph J. Scheel, missile combat crew commander, on the action that takes place when the hazard sensor detects a fire in the complex.



STANDARDIZATION EVALUATION -- Constant review of Crew proficiency ratings is the task of Crew S-131. Capt. Joe G. Pillman (left), crew commander, and MSgt. Eugene E. Becker, Ballistic Missile Analyst Technician, review the results of a crew standardization evaluation summary.

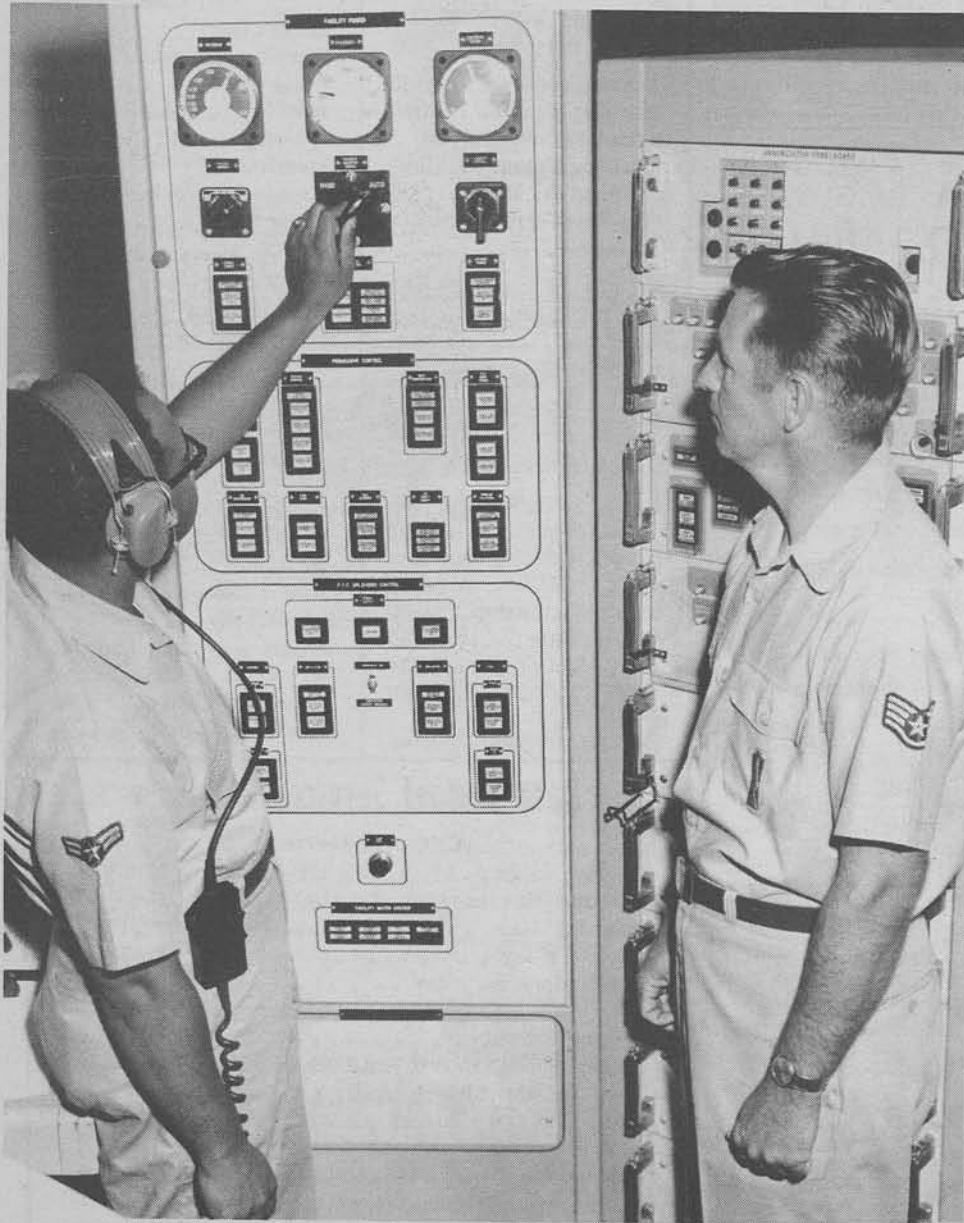


COMMUNICATIONS LECTURE -- Communications are an absolute essential to an Intercontinental Ballistic Missile launcher. Capt. Larry C. Glad (top), crew deputy commander of Crew S-009, points out the antenna configuration locations to a group of crew students.

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locations to a group of crew students.



PROCEDURES TRAINER -- SSgt. James L. Fort, of Crew S-108, reviews the function of the Facility Power Control Board with student, A2C John Jackson.

Combat Crew

strategic air command



NOVEMBER 1968



ON ALERT with the 308th

CAPTAIN BOBBIE J. REYNOLDS
308th Strat Msl Wg Correspondent

The crews who man SAC's powerful ICBM's are dedicated to the concept of mission accomplishment and a high degree of professionalism.

THIS article has only one intent: To afford you an opportunity to join us as an honorary crew member and observe a Titan Missile crew in action during a typical 24-hour alert tour.

Welcome aboard, our crew is composed of two officers, the missile combat crew commander (MCCC) and the deputy missile combat crew commander (DMCCC) and two enlisted personnel, the missile system analyst technician (MSAT) and the missile facilities technician (MFT).

The first "happening" at the beginning of an alert tour is predeparture briefing. This is conducted at 0715 hours in a secure room. In attendance at this briefing are members of the wing and

squadron in addition to the missile combat crews. The crews and staff are briefed on scheduled maintenance activities, weather, safety, special exercises and other pertinent information. In addition, the MCCC's and DMCCC's are administered tests on emergency war order procedures.

At the completion of the briefing, the crews proceed to their assigned vehicles. A safety briefing is completed prior to departing for their assigned missile complex.

The drive to the complex, located 50 miles from the base, is an excellent time to acquaint you with a few facts about the Titan II weapon system. The Titan II ICBM has a computer con-

trolled inertial guidance system and storable propellants. It has a range in excess of 5000 miles. The missile complex houses the necessary ground equipment to monitor the alert readiness of the missile and to provide an immediate launch capability. There are 18 Titan II missile complexes located around Little Rock, each separated by distances of seven to ten miles.

Upon arrival at the complex's outer security fence, the MCCC notifies the crew on duty of our arrival by direct line telephone located adjacent to the electrically locked surface gate. After proper security measures are taken, the gate is unlocked by the MCCC on duty in the control center by pressing a pushbutton on his console. Once inside the enclosed area, the two MCCC's verify by phone that the gate is re-locked. The crew then proceeds directly to the access portal and our MCCC enters the entrapment area which is secured by two electrically operated doors. Here he is monitored on closed circuit television camera and communicates with personnel in the control center by telephone. As soon as he has been positively identified, the MCCC on duty resets the surface security surveillance system. The crew is then authorized to enter the launch control center (LCC) and to perform required topside equipment inspections.

During this inspection, equipment is checked for corrosion, leaks, proper belt tension, excessive noise and vibrations, and so forth. Included are such items as the 700-ton silo closure door which covers and protects the missile; fuel and oxidizer hardstands which facilitate propellant operations; communications antennas; air intake and exhaust

ducts; and weather instruments. Any abnormal condition observed will be reported and necessary corrective actions taken.

After completing the topside inspection, the surface security surveillance system is reset and the crew members performing the inspection proceed to the control center. To gain entry into the control center, one must pass through the entrapment area and journey down a series of winding stairs which lead to the first of a series of seven-ton steel blast doors. These are electrically interlocked, hydraulically operated, and only one can be opened at a time. The crew now enters level two of the three-level control center. The launch control center, a buried, re-inforced concrete structure and the blast lock doors are designed to withstand the effects of a blast topside. The LCC contains living quarters, communications equipment, battery power supplies, equipment for check-out and monitoring of the weapon system and equipment for initiating launch.

Formal crew changeover, a procedure designed to transfer alert responsibility, is now initiated. During the changeover briefing, the oncoming crew is advised of launch complex status and any conditions affecting normal EWO operations; **critical safety** and security requirements are verified; a systematic inventory of materials, publications, and documents is performed; and finally, the wing command post is notified of the change of command.

Our crew is now in command of the missile complex. The first order of business is the verification of the alert readiness of the missile and other launch essential equipment. Readiness mon-





Monitoring is performed by light indications on the launch control complex facilities console (LCCFC). Readiness monitoring consists of surveillance of the LCCFC to assure the absence of indications preventing launch and conditions which could result in injury to personnel and damage to equipment.

The LCCFC is of such importance that a description should not be omitted. The console panel is divided into three sections, launch control and monitor, readiness control and monitor, and facilities control and monitor sections. The launch control and monitor section contains switches to select a target, initiate a launch, shut down the system and reset. It also contains indicators to monitor the pre-launch, missile and launch verifications, and launch sequence functions. The readiness control monitor section contains operational guidance system indicators, power distribution indicators, missile status indicators and RV indicators. The facilities control and monitor section contains pushbutton-indicators and indicators

which monitor and control hazards and abnormal conditions which may exist throughout the launch complex. Flashing red indicators denote fire and toxic vapor hazards. Amber and red indicators indicate other hazardous or abnormal conditions which require immediate attention.

The MCCC conducts a formal crew operations briefing following readiness monitoring. It covers safety, communications, emergency procedures, checklists, technical orders, EWO responsibilities, scheduled maintenance, and training to be accomplished.

Daily shift verification is performed as soon as possible after the crew operations briefing. It consists of lamp tests, checkout of communications equipment, and visual checks of equipment and indicators. The verification begins in the control center where lamp tests and visual inspections of equipment status are performed. The MSAT and MFT are then dispatched on a walk-through inspection of the entire launch complex to visually check and verify operational efficiency of the equipment. A cableway, which is nine and one-half feet in diameter and constructed with steel floors, connects the control center and the launch silo. Located in the cableway near the control center are two blast doors which provide protection for personnel in the control center from hazardous conditions which could occur in the silo. The cableway provides for passage of personnel and equipment, control wiring, utility distribution, air ducts, and piping. The launch silo is a reinforced concrete structure with inside dimensions of 146 feet in depth and 55 feet in diameter. A launch duct containing the missile is located in the center of the silo. Equipment areas are located between the launch duct and the launch silo on nine separate levels. Equipment on each level is inspected during the verification. This procedure is time consuming since the daily shift verification checklist contains 210 steps.

It is approximately 1300 hours and time for lunch. Alternating shifts, which are composed of an officer and an enlisted crew member, may now relax and eat their lunches in the kitchen before the next scheduled activity, a missile and launch verification.

Positive direction and guidance for conducting these verifications are contained in technical data. The missile verification is an automatic sequence that verifies missile components are functioning properly. The launch verification is a semi-automatic sequence that exercises the weapon system. During this test all systems required to insure launch and successful flight of the missile are tested electronically. The crew now begins normal readiness monitoring. Suddenly, visual and audible alarms on the security surveillance system annunciator panel indicate that a possible intrusion or attack has occurred. It is of the utmost importance that wing command post and central security control be notified. Until a missile security alert

team (MSAT) arrives and performs a security inspection topside, no one may enter or depart the launch complex. Our course of action is to close the control center blast valve and monitor the launch complex for additional events which may indicate attack or intrusion. The audible alarm may be silenced, but the visual one signifying the area penetrated remains illuminated until the MSAT completes its topside security inspection.

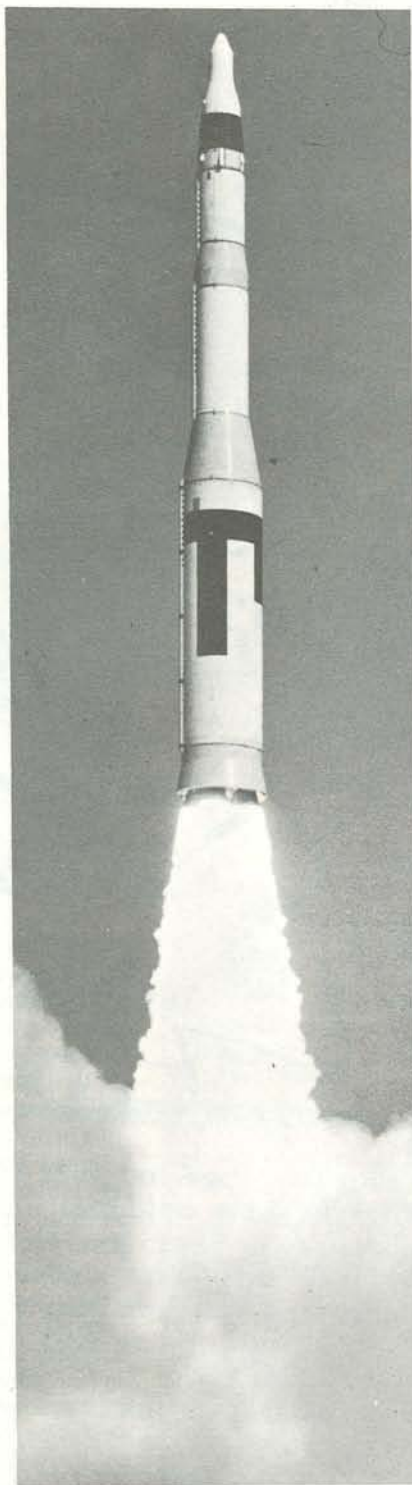
The security surveillance system provides for the silo closure door area and control center air intake shaft. Alarms will register whenever any movement is detected in the protected area.

The MSAT contacts the MCCC by radio/telephone as soon as they arrive in the area. The security team reports that the inspection is completed and the intruder is a small squirrel observed sitting near the silo closure door; the MSAT is now free to depart the complex. Necessary calls are made to the wing command post and central security control on the result of the inspection. The security surveillance system is reset, and the LCC blast valve opened.

The MCCC now begins a review of the many checklists covering briefings in his technical data. Constant study and review is required to maintain the high degree of proficiency required by the Strategic Air Command. The MCCC is responsible for many briefings. A safety briefing is given to all visitors. An activity coordination briefing is conducted prior to any maintenance performed at the complex and a silo entry briefing is given to all personnel entering the silo. Other briefings cover such topics as crew safety, launch duct entrance and exit procedures and no-lone-zone requirements.

At one time or another during each tour, the MSAT and MFT perform corrosion control on assigned levels. During their absence from the control center, the MCCC and DMCCC query each other on positive control procedures and simulate various checklists in their Dash One to insure proper coordination.

Crew training is accomplished after dinner. Using checklists con-




tained in the Dash One and other technical orders, simulated malfunction analysis problems are performed. These problems are directed in the monthly training package for each alert tour. Problems include: launch no-go; toxic vapor hazard; fires; power failures; and others.

The first sleeping shift goes into effect at this time. An officer and an enlisted crew member remain on level two of the control center to monitor the LCCFC and comply with security regulations; they devote a minimum of three hours to diligent study of technical data.

The two sleeping crew members are awakened by the MCCC using the voice signaling system. This system can be used to announce emergency conditions and direct remedial action. Acting as a public address system, all personnel can be alerted simultaneously. As soon as the MSAT and MFT have performed a midnight walk-through to check operating equipment throughout the complex, the second sleeping shift goes into effect.

Morning arrives and we begin preparation for crew changeover. The crew must insure that the appearance of the control center is immaculate; maintenance forms are complete and accurate; and perform one final operational check of the LCC equipment prior to the oncoming crew's arrival.

Upon receiving a call from the oncoming MCCC on the surface gate phone, our MCCC unlocks the gate and allows them to enter; relocks and verifies that it is locked; positively identifies the MCCC in the entrapment area; and then allows his crew to perform daily entry verification. As soon as they have completed it and come down to the control center, a formal crew changeover is conducted and responsibility of the complex is transferred.

At approximately 1000 hours, the crew departs the complex and returns to the base for debriefing; this signifies the end of another alert tour's activities. The crew completes their day knowing that they kept its sortie in a ready to launch status and that each member's performance played an important role. 

MISSILE CREWS OF THE MONTH

TITAN CREW S-117, 308th Strategic Missile Wing, Little Rock Air Force Base, and **MINUTEMAN CREW S-204**, 351st Strategic Missile Wing, Whiteman Air Force Base, are SAC Missile Crews of the Month. Their superior teamwork, sustained dedication, and professional performance are outstanding and they now join a select group.



TITAN Crew S-117: Captain Roger W. Davidson, MCCC; 1/Lt Dennis J. Stanley, DMCCC; TSgt Willis A. Clark, MSAT; and SSgt Samuel Cirelli, MFT.



MINUTEMAN Crew S-204: Major Edwin B. Cantrell III, MCCC; 1/Lt Bobby R. Quisenberry, DMCCC; and Captain Arthur E. Johnson, AMCCC.

MAINTENANCE MAN OF THE MONTH

TECHNICAL Sergeant Richard A. Stoewer, 306th Bomb Wing, McCoy AFB, Florida, has been selected SAC Maintenance Man of the Month for outstanding performance and contributions to the maintenance effort. On his own initiative, he designed and constructed an AC/DC generator test set which allowed all voltage regulators to be precision adjusted prior to their installation. He was also responsible for improving the method for rewiring the electrical harness on the J-57-27 engine.

Sergeant Stoewer's versatility, initiative and ingenuity reflect great credit upon himself and the United States Air Force.



SAC Safety Screen

Second Air Force

- 2d Bomb Wg, Barksdale Crew E-112P:** P Capt Burl E Wolfe, CP Capt Monty H Kemp, N Capt Merlen Boudreaux, BO MSgt Paul N Morris
- 11th Air Refl Wg, Altus Crew E-117:** P Maj Amherst R Lamb, CP 1st Lt Ernest A Copher, N Capt George P Yancey, BO TSgt Larry D Hill
- 96th Strat Aerosp Wg, Dyess Crew E-12:** P Maj Wayne L Bolte, CP Capt Harry A Stafford III, RN Maj Harry P Calhoun, N Capt Edwin A Fischer, EWO Capt James B Lawhon, G TSgt Arthur H Bunker
- 308th Strat Msl Wg, Little Rock Crew E-100:** MCCC Capt Sammie Pringle, DMCCC 1st Lt Herbert H Smith III, MSAT AIC Eddie D Stafford, MFT MSgt James E Carter
- 321st Strat Msl Wg, Grand Forks Crew E-125:** MCCC Maj John E Moser, AMCCC Capt Thomas J Vanness, DMCCC 1st Lt Roger L Mitzner

Eighth Air Force

- 99 Bomb Wg, Westover Crew E-103P:** P Capt Thomas M Mooney, CP Capt Paul J Anderson, N Maj Ernest Servetas, BO TSgt Robert P Hunt
- 381 Strat Msl Wg, McConnell Crew E-050:** MCCC Capt George B Kennedy, DMCCC 1st Lt Edward R Lipinski, BMAT TSgt George G Fox, MFT SSgt Robert E Richard
- 381 Strat Msl Wg, McConnell Crew E-158:** MCCC Capt Werner E Lagg, DMCCC 1st Lt Jerry A Shaw, BMAT SSgt Clarence R Rice, MFT TSgt Willard W Heavener
- 416 Bomb Wg, Griffiss Crew E-106:** P Capt Bobby J Johnston, CP Capt Robert M Carini, N Capt Salvatore J Lento, BO TSgt Arthur V Dombronski
- 509 Bomb Wg, Pease Crew E-123:** P Maj Warren K Stewart Jr, CP Capt Patrick S Boab, N Capt Benjamin W Boswell Jr, BO MSgt Sayre M Youngs

Fifteenth Air Force

- 55th Strat Recon Wg, Offutt Crew S-019:** IP Maj James W Corbett, CP Capt Benny O Thome, N Capt Richard W Kobelt, BO TSgt Norman R Riddick
- 91st Strat Msl Wg, Minot Crew S-058:** MCCC Capt Weldon K Standford, DMCCC 1st Lt Charles S Knode
- 320th Bomb Wg, Mather Crew E-117:** P Maj Vernon B Kelly Jr, CP 1st Lt Douglas G Kasemeier, N Capt Joseph J Bechtol, B SSgt Stanley M Aronberg
- 390th Strat Msl Wg, Davis-Monthan Crew R-168:** MCCC Capt Dale L Smethurst, DMCCC 2d Lt Charles B McDaniell, MSAT SSgt John J Dubinger, MFT AIC Robert P Morrison
- 456th Bomb Wg, Beale Crew E-11:** P Capt Norman R Vine, CP 1st Lt Leonard R Carson, RN Capt Harold G Jenson, N 1st Lt William G MacIboba, EW Capt Harry W Elliott, G TSgt William V Gray

Combat Crew

strategic air command

Correspondents

- 2 BW.....1/Lt. Joseph H. Wise
- 5 BW.....Captain Bobby O. Welch
.....Captain John T. Gleason
- 6 SW.....Captain Wm. T. Price, III
- 7 BW.....Captain Charlie Rodriguez
- 9 SRW.....Major Buddy L. Brown
- 11 SAW.....Captain Frederick E. Gerken, Jr.
- 19 BW.....Major William W. Brandon, II
- 22 BW.....Captain Michael B. Seaton
- 28 BW.....Captain Gordon W. Lightfoot
- 42 BW.....Captain Bertram A. King
- 43 BW.....Major John L. Snow
- 44 SMW.....Captain Donald E. Krajewski
- 55 SRW.....Captain John J. Brannelly
.....Captain Peter S. Carpenter
- 68 BW.....Captain Robert C. Hyde
- 70 BW.....Major Jerome S. Dwelle
- 72 BW.....Captain Thomas J. Doubek
- 90 SMW.....Captain Raymond V. McMillan
- 92 BW.....Captain Roy L. Laughton
- 93 BW.....Major William P. Hurn
- 96 SAW.....Captain Jerry R. Weatherby
.....1/Lt. Robert L. Kimball
- 97 BW.....Major Robert J. Baertrch
- 99 BW.....1/Lt. Peter F. Fazio
- 100 SRW.....Major Richard G. Woodhull, Jr.
- 301 ARW.....Captain William J. Gates
- 305 BW.....Major Elden S. Billington
- 306 BW.....Captain Frederick M. King
- 308 SMW.....Captain Bobbie J. Reynolds
- 319 BW.....1/Lt. Kenneth C. King, Jr.
- 320 BW.....Captain Vernon B. Kelly
- 321 SMW.....Captain James Bradley
- 341 SMW.....1/Lt. Robert J. Perry
- 351 SMW.....1/Lt. Robert M. Feldman
.....Major Terry P. Weyant
- 379 BW.....Captain John M. Fabian
- 380 SAW.....Captain William G. Halpin
- 381 SMW.....1/Lt. Maximilian J. B. Welker, Jr.
- 390 SMW.....1/Lt. Lester L. Walker
- 410 BW.....Captain Homer A. Gouette, III
.....Captain Jerry L. Sinclair
- 449 BW.....Captain Albert L. Yantis, Jr.
.....Captain Gerald W. Craft
- 454 BW.....Captain Michael H. Keyserling
.....Captain David S. Whiteman
- 456 BW.....Captain Philip D. Doud
.....Major Billy E. Bristow
- 509 BW.....Captain F. Rodriguiz

