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COMMANDERS CONFERENCE

A DECADE OF SECURITY THROUGH GLOBAL AIR POWER

9 July 1956

GENERAL CURTIS E. LeMAY

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STRATEGIC AIR COMMAND

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POLICY FOR OVERSEAS READINESS EXERCISES

To facilitate planning required of the numbered air forces in scheduling USCM's and other associated readiness exercises, it is necessary that commanders be apprised of the broad plans and policies established by this headquarters concerning rotations and maneuvers during FY 1957.

The following broad annual requirements have been established:

a. Rotations are scheduled in direct support of the EWP with consideration given to minimizing amendments to these plans and equalizing TDY requirements between SAC units. To insure maximum continuity in task force structure and EWP plans, it is absolutely essential that the scheduled rotations remain firm.

b. Each SAC unit, insofar as practicable, will be deployed to its overseas area once during FY 1957. To reduce the cost of our annual air operations requirements, to minimize disruption of planned training programs and to realistically test EWP plans, these annual exercises will consist of large scale EWP complexes executed primarily during the period November, January and February each fiscal year. The following is a schedule of such exercises planned for execution during FY 1957:

Second Air Force: 17 October. 19th AD and 72d BW

6 November. 2d BW, 19th BW, 306th BW, 321st BW and 70th SRW, supported by the 2d. 70th, 303d and 306th AREFS.

Second Air Force (Cont'd)

28 November. 4th and 806th Air Divs, supported by the 26th, 68th, 301st, 310th and 384th AREFS.

Eighth Air Force: 15 January. 98th, 307th, 340th, 380th, 384th BW's and 26th SRW, supported by 42d, 91st, 98th, 301st, 307th, 321st and 380th AREFS.

Fifteenth Air Force: 6 February. 22d, 97th, 320th, 341st, and 509th BW's supported by 42d, 71st, 96th, 97th, 100th and 509th AREFS.

27 February. 5th, 6th, 28th, 95th and 96th BW's.

The primary objectives of these exercises are as follows:

a. To determine validity of EWP planning factors.

b. To exercise EWP task force commanders and staffs.

c. To place EWP station loads on forward bases.

d. To accomplish cold weather exercises for all SAC units which will be required to operate in arctic areas in the event of EWP execution.

e. To support an APGC operational suitability test of the 551st AEW and Control Wing during November 1956. Approximately 200 sorties will be required to support this OST during redeployment of Second Air Force UK and Moroccan exercises.

Details concerning the above exercises are included in the SAC Air Operations Schedule.

The FY 1957 air operations budget was planned, based on the above requirements and, therefore, numbered air force directed USCM type missions must be planned so that TDY requirements will not accrue. Numbered air force missions planned requiring TDY of personnel must be funded from local resources.

ALLOCATION OF TANKER SORTIES TO MEET ZI TRAINING REQUIREMENTS

The positioning of tanker squadrons within the ZI to support current and future EWP requirements has resulted in an unequal ratio between tanker and bomber units assigned the three numbered air forces. This, together with our rotational requirements, has gradually resulted in a deficit of available tanker sorties to meet current ZI training requirements in the Second and Fifteenth Air Forces.

The crew build-up program, commencing December 1956, will result in a much more acute training problem within the ZI during calendar year 1957. Based on the present air refueling training requirement, a 40% increase of tanker sorties would be required for those wings manned to a 1.6 crew-to-aircraft ratio under the build-up program.

A comprehensive study of this problem, covering period 1 July through December 1956, clearly indicates a shortage of available tanker sorties in the Second and Fifteenth Air Forces and an over-age in the Eighth Air Force during this period to meet ZI training requirements. To insure that each numbered air force has the capability to accomplish minimum air refueling training requirements, it will be necessary to allocate sorties from Eighth Air Force re-sources to support the other two numbered air forces. In making

such allocations, Eighth Air Force tanker sorties required to support deployments, redeployments and project "Lincoln" will be given full consideration. Eighth Air Force tanker sorties required to support the Second and Fifteenth Air Forces will be projected on a monthly basis for the period August through December starting with the next publication of the SAC Air Operations Schedule. Staging of aircraft to meet air refueling requirements will not normally be considered due to lack of required funds to meet additional TDY requirements.

Although the above action will meet the interim requirements during remainder of calendar year 1956, it is obvious that the current tanker unit capability will not support the build-up program unless the present training requirement is drastically reduced or the tanker unit capability is increased.

The importance of maintaining a high degree of proficiency in air refueling to meet EWP requirements will not permit any appreciable reduction of present air refueling training requirements. Therefore, it is absolutely essential that the tanker unit capability be rapidly increased during the period August through December 1956.

Past accomplishments of our tanker units indicate that an appreciable increase in capability can be attained if proper command emphasis is placed in this area. During the period December 1955

through May 1956, seven of our SAC tanker squadrons consistently averaged over 700 hours per month. A further check reveals that these units were faced with the same IRAN and other associated requirements as many other units that averaged far less hours per month during the same period. Correspondingly, these seven units averaged approximately 120 sorties per month as compared to the majority of other units whose average sortie rate was less than 100 per month. By increasing the capability of those units that have been consistently flying 100 sorties or less to that of our top seven units, a net increase in capability equal to approximately five tanker units would be realized. This comparison clearly indicates not only the need but the capability of greatly increasing the effectiveness of our SAC tanker units. Even with such an increase, the tanker training problem will remain critical during calendar year 1957 as a direct result of the build-up program. In addition, it is evident that the policy of scheduling tanker sorties between the numbered air forces at this level will be a continuing requirement. Moreover, the numbered air forces will be required on an increasing basis to schedule ZI air refueling training sorties to support bomb wing requirements within their commands.

It is recommended that commanders take positive action to increase our tanker unit capability and establish the necessary scheduling machinery within their headquarters to effectively monitor

and schedule air refueling training requirements within their command. Only through this action will we be able to live with the increasing air refueling training requirements during calendar year 1957.

KC-135 STATUS

At the present time, there is no major problem in the KC-135 program. SAC will receive its first KC-135 in June 1957. The first 29 aircraft delivered will be limited to 275,000 lbs., gross weight. Aircraft 30 and on will be configured for a 297,000 lb. take-off. Nine of the first aircraft will be utilized in the testing programs with the following 20 going to Castle AFB, California, to be used in a training program. All SAC crews are programmed to receive their tanker training at Castle AFB.

FUTURE CHEMICALLY POWERED BOMBER (WS-110A)

This aircraft is a B-52 follow-on bomber with an unrefueled radius of 3,000 nautical miles. This includes a supersonic dash radius of 750 nautical miles at 2.5 to 3.0 Mach. Bombing altitude is approximately 60,000 feet. Gross weight without floating wing tips will be approximately 450,000 lbs. Air refueling and/or floating wing tips will be utilized for range extension.

Research and development of this aircraft is presently in Phase I. This phase will terminate with mock-up in the fall of 1957. North American Aviation, Inc., and Boeing Airplane Company are competitors on this design. At the completion of Phase I, if the weapons system is bought, one of these contractors will be eliminated.

First aircraft delivery would be scheduled for 1962 -- with the first operational unit in 1963.

B-52 AIR TO SURFACE MISSILE (WS-131A)

This command established a requirement for a B-52 Air-to-Surface missile early this year. This missile is required to deliver a 5 MT yield weapon a minimum of 350 nautical miles with a 1.5 nautical mile CEP. Its speed at 60,000 feet will be Mach 2.0. It should be capable of both high and low altitude target approaches.

Bell Aircraft Company and Chance-Vought Aircraft Company are the contractors under consideration for development of this vehicle. Chance-Vought's Regulus II can be operational approximately 2 years ahead of Bell's proposed ASM; therefore, it is anticipated that Chance-Vought will receive the contract for development of the B-52 ASM.

The first flight of the Regulus II was conducted in June 1956. It is expected that the B-52 Air-to-Surface Missile can be operational by mid-1960.

B-52 MODEL IMPROVED AIRCRAFT

Recently, Headquarters USAF approved a B-52 Model Improvement Program which was proposed jointly by Boeing, ARDC, AMC and SAC. This program increases the maximum gross weight of the airplane from 450,000 lbs. to 488,000 lbs. The first aircraft is scheduled to be available in November 1958. The primary gain will be in radius extension, i.e., from the present 3325 NM to 4480 NM. A pre-target refueling using a KC-135 tanker will provide a radius capability of 5,450 NM. Target altitude and speed for the model improved B-52 will be approximately the same as for earlier aircraft.

The significant radius gain is achieved through a weight reduction program, by increasing fuel capacity, primarily through the use of a wet wing and improved engines.

CURRENT STATUS MODIFICATION OF RB-47 AIRCRAFT FOR EXTERNAL BOMB CARRIAGE

Requirement for this modification was submitted to AMC 23 February 1956. It will provide for external carriage of two Mark 7 or two Mark 28 Nuclear Bombs suspended from a pylon and rack mounted on the fuselage. A total of 215 RB-47 aircraft will be modified - modification requirements were approved by USAF 6 July 1956. Modification can begin First Quarter Fiscal Year 1958 and is programmed to be completed during Third Quarter Fiscal Year 1958.

CURRENT STATUS - B-47 LOW LEVEL BOMBING MODIFICATION

Requirement for modification of B-47 aircraft for a low-level capability was submitted to AMC 20 December 1955. Program is to be accomplished in three phases as follows:

PHASE I. Immediate on-base installation of accelerometers with dampening removed, in three selected wings (22nd, 310th and 306th) to provide initial pilot training. This has been accomplished.

PHASE II. Modification of the three selected wings with necessary equipment for this capability. USAF has approved modification of three wings. OCAMA is presently processing a purchase request for 100 Group "A" kits. Kits should become available in March 1957 for installation. Purchase request for Group "B" kits has been processed by OCAMA and should become available in six months.

PHASE III. Modification of all remaining B-47's during modernization program. This modification has been approved by Strategic Committee USAF.

NUCLEAR POWERED BOMBER (WS-125A)

Convair and Lockheed are in competition for a contract to build a nuclear powered strategic bomber. Although the general operational requirement established by Headquarters USAF calls for this vehicle to be operational in wing strength by 1964, the existing development problems make this virtually impossible. Major problems are engine development and radiation effects on aircraft systems and personnel.

When a suitable aircraft can be produced, it will provide almost unlimited sub-sonic cruise (11,000 NM) and a relatively short (250 - 750 NM) supersonic dash with chemically powered thrust augmentation.

Problems associated with this weapon system point up the need to place emphasis on the development of a suitable 110A system.

ECM - PRESENT STATUS, PLANS AND FUTURE DEVELOPMENTS

Extensive modification programs have been entered into for the augmentation of the ECM capability of the B-47 and B-52. In the former, an increase from 2 to 6 jammers is being accomplished through production, IRAN and field retrofit programs concurrently. In the B-52, an increase from 4 to 9 jammers will be accomplished through incorporation in production, effective with Seattle aircraft #116 and Wichita #23. A field modification program for retrofit of prior production aircraft will be conducted from April 1957 through December 1957 at Castle, Loring and Westover. By the end of FY 58 all B-47 and B-52 aircraft will possess the augmented ECM capability.

Because of the limited space available for ECM equipment within the airframe of the B-47 aircraft, production of one hundred external ECM pods has been requested. These will be carried in pairs, suspended from the sides of the fuselage without impairing bomb-carrying capability. The payload of these pods will be either jammers or chaff, or a combination of the two. Availability dates are not firm but will probably be in FY 58. These are distributed between the 40th, 303d and 320th wings.

In order to provide a capability of countering an infra-red homing missile of the type currently being developed in this country, a requirement has been established for the installation of infra-red flare dispensers in the B-47 and B-52 aircraft.

The Phase V ECM manned capsule, now distributed between eight wings, is being considered for initial use as a carrier for a carcinotron jamming system developed in the QRC facility at Hallicrafters. The modernization objective is to provide a definite use for these manned capsules in the EWP as a counter to the Yo-Yo missile defenses around Moscow and Leningrad.

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PRIORITY FOR SAC USE OF AIRFIELDS

SAC's recommendation that this command be given overriding priority for use of all compatible airfields in the CONUS has received USAF support. However, since this priority is not reflected in Joint Chiefs of Staff documents, this command has submitted to the JCS a list of 137 airfields in the CONUS for possible SAC use prior to M-Day.

Since SAC airfields will constitute targets of the highest priority, by evacuation to other than SAC airfields it will be possible to save part of the force which might otherwise be destroyed. Proposed use of a large number of airfields also complicates the task of the enemy since he must plan on attacking all airfields which might be used.

The JCS document establishing US base requirements overseas is now being reviewed by this headquarters and a similar requirement will be submitted for SAC use of overseas airfields.

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