SECOND AIR FORCE ...

SECOND TO NONE UNDER GENERAL ARMSTRONG...

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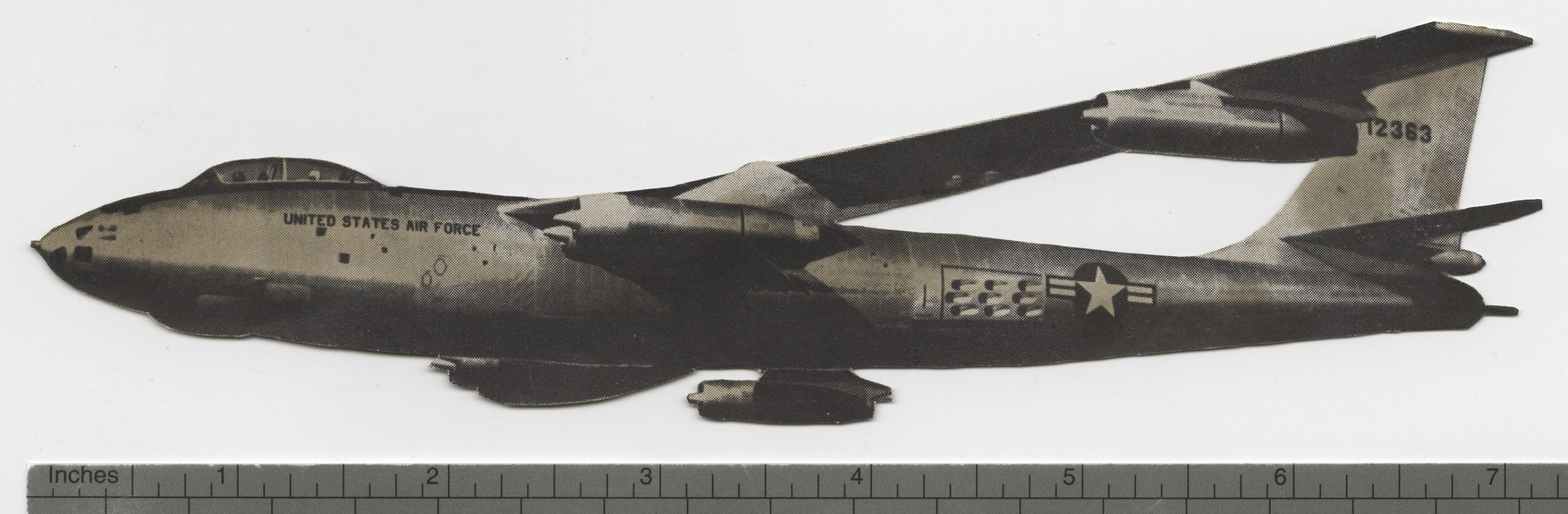


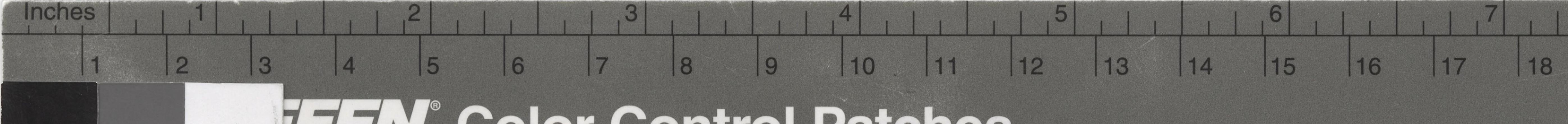
EARLY IN HIS REGIME AS COMMANDER OF THE SECOND AIR FORCE, MAJOR GENERAL FRANK A. ARMSTRONG JR. INSPIRED THE SLOGAN, "SECOND TO NONE." UNDER HIS LEADERSHIP, THE YEARS THAT FOLLOWED PROVED THAT THE SLOGAN WAS WELL CONCEIVED. SECOND AIR FORCE "FIRSTS" SET FORTH IN THIS BOOK ESTABLISH THE RECORD: SECOND AIR FORCE - SECOND TO NONE.

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THE SECOND AIR FORCE FIRST with the B-47s

Major General Frank A. Armstrong Jr. became the commander of the Sixth Air Division at MacDill AFB for the express purpose of equipping and training the <u>FIRST</u> B-47 Stratojet bomber wing in the US Air Force.

He brought to that Second Air Force command a record replete with notable FIRSTS achieved in peace and war.

The <u>FIRST</u> B-47 to arrive at MacDill slowed to a smooth stop on the runway five months and thirteen days after General Armstrong had taken over the Sixth. On that day, 23 October 1951, began an affinity between man and machine that lives to this day, 1 June, 1955.

Successfully surmounting all obstacles that had retarded orderly progress toward conversion goals, General Armstrong held the B-47 program on course...Despite heartaches and doubts, despair and disappointments, the 306th Bomber Wing at MacDill set the pace, and became the <u>FIRST</u> fully equipped B-47 wing during December 1952.

By that time, General Armstrong had become the commander of the Second Air Force, and was destined to lead it to a most significant FIRST...That FIRST was established when the Second Air Force became the FIRST Strategic Air Command air force to bring its entire medium bombardment and medium reconnaissance forces into the B-47 program.



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Playing its role as the B-47 pioneer to the hilt, the Second Air Force worked fast once its 306th at MacDill was equipped and ready. Through SKY-TRY, the 306th tested the capability of the B-47 to carry out the medium bomber role in the Strategic Air Command's assigned mission.

SKY-TRY, the <u>FIRST</u> test of its kind, was conducted between 22 January and 20 February 1953...SKY-TRY proved the B-47 eminently worthy of its medium bomber role in the Emergency War Plan.

Once in combat readiness, the 306th Wing was assigned an EWP mission... And, deployed to the United Kingdom during June 1953 for a 90-day rotational training mission.

The <u>FIRST</u> combat ready EWP B-47 wing, the 306th thus became the <u>FIRST</u> to fly the Stratojet to foreign soil for intensive operations.

Meanwhile, the 306th's companion wing in the Sixth Air Division was rushed into combat readiness at MacDill. During September 1953, the 305th replaced the 306th in the UK...And, 90 days later returned to MacDill to join the 306th.

There at MacDill, the Sixth Division maintained its proven combat readiness...And, as the <u>FIRST</u> of them all, the Sixth provided the hard core of experience essential to the early conversion of other units in the B-47 program...The lessons learned by the Sixth proved to be invaluable in converting not only other Second Air Force units but also all the other SAC wings to B-47 combat readiness.

B-47 conversion progress in General Armstrong's Second Air Force set the pace in 1954 to achieve that earlier mentioned significant FIRST...FIRST, Second to None, in SAC's B-47 program.

FIRST with the B-47s brought with it many headaches and perplexing problems...Some were associated with delays in aircraft delivery and in changes of plans due to shifts in geo-political situations or in economic policies at home.

But the most difficult to solve was the problem created by the awesome noise made by the six-engined B-47. Early in the conversion program at MacDill, a long and loud cry of protest rent the air in Tampa...Citizens did not take kindly to the idea of being the <u>FIRST</u> to become exposed to the B-47 noise...The take-off approach pattern and landing of B-47s created noise and disturbances that aroused and alarmed people who lived adjacent to MacDill.

Proud of its community relations, the Second Air Force, through its Office of Information, thoroughly analyzed the problem of protesting people... The analysis revealed that the people of Tampa had NOT been prepared for the arrival of the big jets with their noise and disturbances into the community.

Too late to prepare the people of Tampa in advance, a program to inform them of the problems involved in training to protect them from potential enemies was designed. Meetings were held between AF personnel and key citizens of the community...All media of public relations were employed. Gradually the clamor subsided...And, in time, that which once seemed to be a disturbing B-47 noise became a reassuring sound of security.

And, out of the clamor came another <u>FIRST</u> for General Armstrong's Second Air Force...In adopting a policy to prepare communities adjacent to its bases which were to house B-47 wings long before the jets were due to arrive, the Second Air Force blazed a new trail for others to follow. So successful was the Second Air Force's program of preparing communities IN ADVANCE that it was adopted SAC-wide first, and then Air Force-wide.

### EWP REFINEMENT

in

#### THE SECOND AIR FORCE

As the B-47 force grew more and more powerful with unit after unit entering the EWP, General Armstrong and his Second Air Force had no inclination to rest upon its Second-to-None accomplishments. The Second Air Force hankered to find ways and means to make the best possible use of the mighty B-47 force it possessed.

Steady refinement in the EWP was achieved.

Two prime examples of the improved EWP concept are seen in success of HIGH GEAR AND LEAP FROG which tested the soundness of that concept.

#### AIR REFUELING RECORD

Hand-in-hand with the B-47 build up came advancement in air refueling operations. Air refueling improvements made possible the improved EWP.

Second Air Force leadership in air refueling produced another FIRST:

The 91st Air Refueling Squadron, Lockbourne Air Force Base, was the FIRST unit in the Strategic Air Command to transfer TWO MILLION GALLONS OF FUEL.

From: Republic Aviation Corporation Farmingdale, L.I., N.Y.

2/15/52

Mass flight of 27th Fighter-Escort Wing F-84G Thunderjets over Bergstrom Air Force Base, Austin, Texas

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## 2AF STRATEGIC FIGHTER

#### ACCOMPLISHMENTS

FIRSTS in the Second Air Force record are not owned only by medium bombardment wings...Strategic Fighter wings also have conbributed notable achievements.

In operation FOX PETER I, the 31st Strategic Fighter Wing of Turner Air Force Base, Georgia, distinguished itself and the Second Air Force...The 31st left Turner on 4 July 1952, reached its destination, Japan, 16 July, and accomplished the following enroute:

World's <u>longest</u> mass nonstop flight over water by jet fighters. (Travis AFB to Hickam, Hawaii--2,142 miles)

FIRST mass movement of jet fighters across the Pacific Ocean.

FIRST mass mid-air refueling movement by jet fighters.

LONGEST mass flight by complete jet wing.

FOX PETER I was made possible through air refueling carried out by another SECOND AIR FORCE unit, the 91st Air Refueling Squadron (at that time neither the 31st nor its 40th Air Division sister, the 508th had air refueling units.)

The 31st was not through setting records, and in August 1953 teamed up with the 508th to chart different nonstop routes across the Atlantic Ocean.

The 1953 operation, known as LONG STRIDE, was designed to test different routes across the Atlantic.

The 31st flew nonstop from Turner across the North Atlantic, landing in the United Kingdom, and the 508th crossed the South Atlantic, landing in French Morocco.

LONG STRIDE was successful, thanks to air refueling...And, once again Second Air Force leadership was proven to be Second to None.

### MAINTENANCE

Second to None performance by pilots and aircraft is dependent on top maintenance programs effectively carried out.

"Planned Inspection," conceived and developed by the 301st Bomb Wing of the Second Air Force's 4th Air Division at Barksdale AFB, was so successful that the system was adopted SAC-wide, and finally AIR FORCE-wide.

## AWARDS AND TROPHIES

The coveted <u>Mackay Trophy</u> has been won twice by Second Air Force units.

On 29 July 1952, a Second Air Force crew flying an RB-45C made a nonstop flight from Elmendorf Air Force Base, Alaska, to Yokota Air Force Base, Japan.

The distance: 4082 statute miles.

The time: Nine hours and 50 minutes with two in-flight refuelings. (Approximately seven hours were flown on instruments because of bad weather.)

That flight won the <u>FIRST</u> Mackay Trophy for the Second Air Force. (The Second to None crew: Major Louis H. Carrington, A/C; Major Frederic W. Shook, navigator; Captain Wallace D. Yancey, pilot).

The 40th Air Division, Turner AFB, was awarded the Mackay Trophy in 1954 for its successful execution of LONG STRIDE, the non-stop mass movement of F84G jet fighters across the Atlantic.

FIRST winner of the new Air Force Outstanding Unit Award was the Second Air Force's 31st Strategic Fighter Wing for its successful execution of FOX PETER I.

## FLIGHT AND GROUND SAFETY

The long list of "Firsts" achieved by the Second Air Force indicates utmost attention to safety programs. The Second Air Force has distinguished itself in that field also.

FLIGHT SAFETY: Turner AFB and Barksdale AFB won awards for "Meritorious Achievements in Flight Safety" for their Second-to-None records in 1953. Turner won the first-half competition that year, and Barksdale the second half.

Barksdale's 301st Bomb Wing won the second half competition in 1954.

The award is given semi-annually by the USAF's Directorate of Flight Safety Research.

GROUND SAFETY: The National Safety Council presented its highest award to the Second Air Force and Hunter AFB for 1953. The Council presents its "Award of Honor" to organizations that make the best records in ground-accident rate reductions. Second Air Force and Hunter won their 1953 awards for achieving significant reductions compared to their accident rates for 1951 and 1952.

Moreover, the Second Air Force won every competition it was eligible in during SAC's 1954 "Safe Wheels" campaign. Those safety FIRSTS were:

Best overall Air Force.

Best overall base over 5,000 strength (Lake Charles).

Best overall base under 5,000 strength (Pinecastle).

Best motor vehicle record.

## LEADERSHIP AND MORALE

Sound leadership and high morale contribute to Second-to-None performances in all fields. Here's where the Second Air Force stands in that respect:

SAC awards a Leadership and Morale trophy each year by quarters. Numbered air divisions, ZI and overseas, are scored on the following factors:

Ground Safety index
AWOL rate
Delinquency rate
(Based on crimes and offenses in Sec D, SAC Form 33)

ZI and overseas bases are rated separately with an award in each category. If a trophy is won three consecutive times, it is retained permanently.

From the first quarter of 1954 through the first quarter of 1955, SECOND AIR FORCE WON EACH QUARTERLY AWARD in the ZI competition!

Thus, the Second Air Force has permanent possession of one trophy and two legs on a second.

Yes, the Second-to-None record of the Second Air Force is marked with FIRSTS in every area of activity.

## AND, THE "FIRSTS" JUST KEEP COMIN' IN

Last February, on the 23rd, a B-47 crew from the 301st Bomb Wing at Barksdale AFB set a transcontinental speed record.

Major John C. Lewis, pilot; Major John C. Moak, co-pilot; and Lt. Col. Oscar S. Black, observer; flew the Second Air Force B-47 from March AFB, California, to Hunter AFB, Georgia, in 3 hours, 19 minutes and 35 seconds, an average of 641 miles per hour.

Under General Armstrong

### YEAR BY YEAR

IN

## GENERAL ARMSTRONG'S CAREER

1923	Graduates from Wake Forest College with BA degree
1925	Receives BS degree from Wake Forest
1928	Becomes Flying Cadet at Brooks Field, Texas
1929	Graduates from flying school Assigned to 2nd Bombardment Group, Langley Field, Virginia
1930	Assumes duties as flying instructor, serves at Kelly Field, Texas; March Field, California; and Randolph Field, Texas
1934	Receives special training in navigation and instrument flying at Rockwell Field, California, and becomes chief pilot of Air Mail Operations at Salt Lake City, Utah
1935	Serves with the 78th Pursuit Squadron, Albrook Field, Panama Canal ZoneTransfers to the 44th Observation Squadron at that station in November 1936
1937	Returns to United States Assigned to 13th Attack Squadron, Barksdale Field, Louisiana
1939	Assigned to 13th Bombardment Squadron at Barksdale Field
1940	Assumes command of 13th Bombardment SquadronEnters Air Corps Tactical School, Maxwell Field, Alabama, and after graduation resumes command of the 13th Late in the year goes to England for duty as a Military
	Observer
1941	Assigned to 90th Bombardment Squadron, Savannah Air Base Georgia Serves with Third Interceptor Command, Tampa, Florida Reports for duty at Air Force Headquarters, Washington, D.C.
1942	Ordered to England for duty with 8th Bomber Command, Headquarters, European Theater of Operations Serves as bombardment Group Commander, Wing Commander, and Division Commander  Leads <u>first</u> daylight raid by US over Axis territory

- His group bombs Wilhelmshaven in <u>FIRST</u> heavy bomber raid over Germany proper...(The book and movie, "Twelve O'Clock High", based on experiences preparing for and making that raid)...

  Back in USA, commands training unit at Dalhart, Texas
- 1944 Commands training unit at Colorado Springs, Colorado...
  Becomes commanding general, 315th Bomb Wing, Peterson
  Field, Colorado
- Assigned to 21st Bomber Command in the Pacific...
  Resumes command of the 315th Bomb Wing in that theater...
  Flies numerous missions over oil targets in Japan...
  Flies longest very heavy bombing raid (Guam to Honshu) in the war, without bomb-bay tanks and with extremely heavy bomb load...
  War ends...He flies <u>FIRST</u> nonstop flight from Hokkaido, Japan, to Washington, D. C.
- 1946 Serves as Chief of Staff for operations of Pacific Air Command...

  Becomes senior flying instructor at Armed Forces College,
  Norfolk, Virginia
- 1948 Appointed Chief of Staff, Alaskan Air Command...
  Assumes command of the Alaskan Air Command
- 1949 Pioneers (with other members of AAC) an air route from Alaska to Norway and from Norway to New York...
- 1951 Assumes command of Sampson Air Force Base, New York...
  Becomes commander of 6th Air Division, MacDill AFB,
  Florida...FIRST AF unit to convert to the B-47
- 1952 Becomes commander of Second Air Force, Barksdale AFB, Louisiana, his current duty as of 1 June 1955