



306th BOMB WING
McCOY AFB, FLA

AN ARC LIGHT MISSION



91st BOMB WING
GLASGOW AFB, MONT

UNCLASSIFIED

For Official Use Only

THE MISSION

SLIDE - 1 THESE SLIDES WERE TAKEN BY MEMBERS OF THE 4133BW. THEY WERE ALL TAKEN BY AMATEUR PHOTOGRAPHERS. THE SLIDES HAVE BEEN ARRANGED TO SHOW A TYPICAL BOMBING MISSION FLOWN AGAINST A TARGET IN VIETNAM. THIS PARTICULAR SLIDE SHOWS A FAMILAR SCENE THAT WE SAW MANY TIMES DURING OUR 6 MONTHS TOUR AT GUAM. A SCENE SUCH AS THIS MAY HAVE INSPIRED THE WORD "ARC LIGHT" WHICH IS THE UNCLASSIFIED NICKNAME FOR B-52 MISSIONS FLOWN IN SUPPORT OF THE VIETNAM CONFLICT.

SLIDE - 2 A TYPICAL MISSION BEGINS WITH PREPARATION OF THE AIRCRAFT AND WEAPONS.

SLIDE - 3 THIS SLIDE SHOWS THE BUILD UP OF SOME OF THE WEAPONS CARRIED. THE B-52 IS CAPABLE OF CARRYING A VAST ARRAY OF NUCLEAR OR CONVENTIONAL WEAPONS. THE WEAPONS USED

SLIDE - 4 IN SUPPORT OF VIETNAM ARE IN THE 500 TO 1000 POUND CONVENTIONAL CLASS.

SLIDE - 5 THIS SLIDE SHOWS A STRING OF 1000 POUND BOMBS WHICH WILL BE LOADED IN THE INTERNAL BOMB BAY. THIS GIVES SOME IDEA OF THE BOMB LOAD THAT CAN BE CARRIED BY THE B-52.

SLIDE - 6 THE BOMBS ARE INDIVIDUALLY LOADED BY USE OF SPECIAL LOADING TRUCKS. A BOMB LOADING TEAM, REQUIRES MANY HOURS TO LOAD EACH AIRPLANE.

SLIDE - 7 EACH BOMB IS HUNG ON A SHACKLE, WHICH IS RELEASED BY ELECTRICAL IMPULSE.

SLIDE - 8 CONCURRENT WITH THE BOMB LOADING AND FINAL AIRCRAFT PREPARATION, THE FLIGHT CREWS FOR THE MISSION ARE BRIEFED IN DETAIL, ON ALL FACETS OF THE STRIKE ROUTE.

SLIDE - 9 THE NUMBER OF AIRCRAFT THAT FLY EACH MISSION IS DIRECTED IN THE STRIKE REQUEST. THE MISSION BEING BRIEFED HERE, HAD MANY AIRCRAFT ASSIGNED.

SLIDE - 10 A FORMAL PRE- TAKEOFF BRIEFING IS PRESENTED PRIOR TO EACH STRIKE MISSION. EACH BRIEFING IS CONCLUDED WITH A PRAYER. THE RESERVED SEATS IN THE FRONT OF THE BRIEFING ROOM ARE SAVED FOR IMPORTANT VISITORS. THESE SEATS HAVE BEEN FILLED BY VIP'S, FROM ALL LEVELS OF COMMAND. GENERAL WESTMORELAND HAS VISITED ON OCCASSIONS. IN ADDITION EVERY SAC COMMANDER RECEIVES AN INDOCTRINATION BRIEFING AND ARC LIGHT MISSION.

SLIDE - 11 AFTER THE BRIEFING, THE CREWS PROCEED TO THEIR AIRCRAFT. THE BRIEFING IS COMPLETED ABOUT 2 HOURS BEFORE TAKEOFF.

SLIDE - 12 WITH TWO CREWS PER BUS, A LARGE MISSION, OF 30 AIRCRAFT OR SO, REQUIRES QUITE A BIT OF TRANSPORTATION.

SLIDE - 13 THIS SLIDE SHOWS THE TRAIN LEAVING THE CREW COMPOUND.

SLIDE - 14 ON THE WAY TO THE AIRCRAFT, THE CREW CONDUCTS A LAST MINUTE REVIEW OF THE MISSION AND THE AIRCRAFT MAINTENANCE RECORD.

SLIDE - 15 THE AIRCRAFT ARE PARKED IN PROTECTIVE REVETMENTS TO PREVENT DAMAGE TO ONE AIRCRAFT FROM AFFECTING OTHER AIRCRAFT.

SLIDE - 16 THE CREW DISCOVERS THAT THEIR AIRCRAFT FOR THE MISSION IS A VETERAN OF THE ARC LIGHT OPERATION, HAVING FLOWN 118 MISSIONS, PREVIOUSLY. EACH BOMB REPRESENTS ONE MISSION.

SLIDE - 17 THE FLIGHT CREW THOROUGHLY CHECKS THE AIRPLANE AND THE WEAPONS LOAD. HERE, A CREW MEMBER IS CHECKING THE 500 POUND BOMBS LOADED ON THE EXTERNAL WING RACKS.

SLIDE - 18 THE HEAVIER WEAPONS ARE CARRIED INTERNALLY. THE CREW CHECKS EACH WEAPON, TO INSURE PROPER LOADING. THESE ARE 1000 POUND BOMBS.

SLIDE - 19 THE FINAL ITEM ON THE CREW PRE MISSION CHECK, IS PULLING THE BOMB SAFETY WIRES. NOW THE BOMBS ARE READY FOR RELEASE.

SLIDE - 20 THE CREW HAS A SHORT BREAK BEFORE THEIR SCHEDULED START ENGINE TIME. EACH CREW HAS A PRECISE START ENGINE, TAXI AND TAKEOFF TIME.

SLIDE - 21 THIS IS A PICTURE OF THE WING COMMAND POST - THE NERVE CENTER FOR THE LAUNCH. WHILE THE CREW IS COMPLETING PREFLIGHT, THE MISSION DIRECTOR - "CHARLIE" - MONITORS CREW PROGRESS REPORTS FROM VARIOUS POINTS ON THE AIRFIELD. THE CREWS START ENGINES AND TAKE OFF UNDER STRICT RADIO SILENCE. THE ONLY RADIO CALLS WILL BE FROM AIRCRAFT THAT CANNOT TAXI AT THE REQUIRED TIME.

SLIDE - 22 THIS SLIDE SHOWS THE STREAM TAXIING FOR TAKEOFF. BECAUSE OF THE REQUIREMENT FOR RADIO SILENCE, EACH PILOT MUST MOVE AT THE PROPER TIME AND KNOW HIS POSITION IN THE LAUNCH STREAM.

SLIDE - 23 THIS IS THE VIEW AT THE START OF TAKEOFF ROLL. A FULLY LOADED B-52 WEIGHS 452,000 POUNDS.

SLIDE - 24 MISSIONS ARE LAUNCHED IN ALL TYPES OF WEATHER.

SLIDE - 25 THE HEAVYWEIGHT TAKEOFF TAKES ALL THE RUNWAY. THE TAXIWAY SHOWN IN THE FOREGROUND MARKS THE END OF A 12,000 FOOT RUNWAY.

SLIDE - 26 THE TAKEOFF INTERVAL BETWEEN AIRCRAFT IS 1 MINUTE. BEFORE ONE AIRCRAFT HAS COMPLETED TAKEOFF, THE NEXT AIRCRAFT IS BEGINNING TO ROLL.

SLIDE - 27 THIS IS A VIEW FROM THE COCKPIT PASSING OVER THE CLIFF AT THE END OF THE RUNWAY.

SLIDE - 28 THIS IS WHAT IT LOOKS LIKE FROM THE GROUND.

SLIDE - 29 AT 10 MILES, EACH AIRCRAFT IN THE STREAM, TURNS ON COURSE.

SLIDE - 30 THIS SLIDE SHOWS THE RADAR SCOPE IN THE AIR TRAFFIC CONTROL CENTER. THE LOWER PART OF THE SLIDE SHOWS THE RADAR MAP OF GUAM. ANDERSEN AFB IS AT THE TOP OF THE ISLAND. THE BLIPS ON THE SCOPE SHOW THE AIRCRAFT IN STREAM, AS THEY TURN ON THEIR DEPARTURE COURSE. THE X IN THE UPPER PART OF THE SLIDE IS A REPORTING POSITION FOR NORMAL INBOUND TRAFFIC. THE SPOT JUST TO THE RIGHT OF THE X IS THE RADAR RETURN FROM A RUSSIAN TRAWLER OBSERVING THE DEPARTURE.

SLIDE - 31 THIS IS A CREWS EYE VIEW OF THE TRAWLER.

SLIDE - 32 THIS IS TRAWLERS EYE VIEW OF THE AIRCRAFT.

SLIDE - 33 THE TRAWLER CHECKS EACH AIRCRAFT DEPARTURE. THE TRAWLER REMAINS ON STATION ALL YEAR ROUND.

SLIDE - 34 THE AIRCRAFT CLIMB ON COURSE TO THE FIRST LEVEL OFF ALTITUDE.

SLIDE - 35 AT LEVEL OFF, THE AIRCRAFT FORM INTO CELLS, WHEN THE WEATHER IS GOOD THE CELL POSITION CAN BE MAINTAINED VISUALLY.

SLIDE - 36 THIS SHOT SHOWS A PILOT CONCENTRATING ON MAINTAINING THE PROPER CELL INTERVAL DURING THE LONG CRUISE TO THE TARGET AREA.

SLIDE - 37 THE TYPICAL MISSION IS APPROXIMATELY 12 HOURS LONG, SO IMPRESSIVE SUN RISES AND SUN SETS SUCH AS THIS, ARE NOT UNUSUAL.

SLIDE - 38 THE MISSION CONTINUES ON FROM GUAM TOWARD THE TARGET AREA

SLIDE - 39 THE FORCE REQUIRES AIR REFUELING TO COMPLETE THE MISSION, SO AS THE AIRCRAFT APPROACH THE REFUELING AREA, THE LEAD NAVIGATOR SEARCHES FOR THE TANKERS ON THE RADAR SCOPE. THE TANKERS COME FROM ANOTHER BASE.

SLIDE - 40 THIS IS A VIEW FROM THE TANKERS AS THE BOMBER APPROACHES FOR REFUELING.

SLIDE - 41 THE TANKER BOOM OPERATOR CAN TALK THE BOMBER INTO POSITION, OR THE ENTIRE OPERATION CAN BE ACCOMPLISHED UNDER RADIO SILENCE.

SLIDE - 42 HERE THE BOMBER HAS THE REFUELING RECEPTICAL DOORS OPEN, READY TO RECEIVE THE REFUELING BOOM.

SLIDE - 43 HERE THE BOOM IS INSERTED. THE TANKER CAN TRANSFER FUEL AT THE RATE OF 6,000 POUNDS PER MINUTE. EACH AIRCRAFT WILL ONLOAD ABOUT 85,000 POUNDS OF FUEL.

SLIDE - 44 THIS IS WHAT THE REFUELING FORMATION LOOKS LIKE FROM ANOTHER AIRCRAFT IN CELL.

SLIDE - 45 THIS IS A VIEW FROM THE BOMBER.

SLIDE - 46 THE BOMBER PILOT CAN'T SEE THE BOOM DURING REFUELING, BECAUSE IT IS OUT OF SIGHT BEHIND THE COCKPIT.

SLIDE - 47 AFTER FUEL TRANSFER IS COMPLETED, THE TANKER STOWS THE BOOM AND RETURNS HOME.

SLIDE - 48 AS THE MISSION APPROACHES THE TARGET AREA, THE LEAD RADAR NAVIGATOR ACQUIRES THE TARGET ON THE SCOPE AND BEGINS THE BOMB RUN.

SLIDE - 49 THE PILOTS FORM INTO FORMATION FOR THE BOMB RUN. DURING POOR WEATHER, THE BOMBING FORMATION IS MAINTAINED BY RADAR.

SLIDE - 50 THIS SLIDE SHOWS A BOMB RELEASE AS SEEN BY THE TAIL GUNNER OF THE LEAD AIRCRAFT.

SLIDE - 51 THE SMALL BOMB FORWARD OF THE STRING, HAS BEEN RELEASED FROM A WING RACK.

SLIDE - 52 HERE AGAIN YOU CAN SEE BOMBS DROPPING.

SLIDE - 53 THIS IS WHAT THE BURST LOOKS LIKE ON THE GROUND. THE
STRING TO THE LEFT, WAS DROPPED BY A PRECEEDING CELL.

SLIDE - 54 HOURS AFTER THE STRIKE, THE TARGET AREA IS STILL IN FLAMES.

SLIDE - 55 AFTER THE DROP, THE FORCE STARTS THE LONG FLIGHT HOME.

SLIDE - 56 THE AIRCRAFT RETURN TO TRAIL FORMATION.

SLIDE - 57 THE RETURN ROUTE PASSES OVER A GROUP OF ISLANDS, AS
SEEN HERE BELOW THE CLOUD DECK.

SLIDE - 58 THE RETURN ROUTE ALWAYS SEEMS LONGER. ACTUALLY, ITS
ABOUT 6 HOURS TO THE TARGET AND 6 HOURS BACK HOME.

SLIDE - 59 THE PEACEFUL SUNSET AT ALTITUDE IS A DRAMATIC CONTRAST TO
THE EXCITEMENT OF THE BOMB RUN.

SLIDE - 60 ONE OF THE NAVIGATORS TAKES A SHORT NAP ON THE WAY HOME.

SLIDE - 61 THIS SHOT SHOWS THE CONTRAILS OF 3 CELLS. THE LEAD
AIRCRAFT IS ALMOST A HUNDRED MILES AHEAD.

SLIDE - 62 THIS THE FINAL TURN TOWARD HOME, 150 MILES SOUTHEAST
OF ANDERSEN.

SLIDE - 63 THIS IS A PICTURE OF THE RADAR APPROACH CONTROL SCOPE AT
ANDERSEN. THE GROUND CONTROLLER DIRECTS ARRIVAL OF THE
FORCE. BRINGING 30 AIRCRAFT DOWN THRU BAD WEATHER AND
LANDING THEM 2 MINUTES APART, IS QUITE AN OPERATION.

SLIDE - 64 THIS IS A PICTURE TAKEN THRU THE BOMB SIGHT. THE GEAR IS LOWERED PRIOR TO DESCENT FOR LANDING. THIS SLIDE HAS A YELLOW CAST BECAUSE OF THE SUN FILTER ON THE BOMB SIGHT.

SLIDE - 65 THE ARRIVAL ROUTE APPROACHES AGANA HARBOR.

SLIDE - 66 THIS IS A CLOSER LOOK AT AGANA HARBOR.

SLIDE - 67 THIS IS THE AGANA NAVAL AIR STATION RUNWAY WHICH CAN BE USED IN AN EMERGENCY. THE GUAM MEMORIAL HOSPITAL IS IN THE LOWER RIGHT HAND CORNER.

SLIDE - 68 THE APPROACH ROUTE PASSES OVER THE NORTHERN PORTION OF THE ISLAND.

SLIDE - 69 THE RECOVERY OF A LONG MISSION CAN TAKE SEVERAL HOURS.

SLIDE - 70 HERE THE GEAR IS DOWN IN PREPARATION FOR FINAL LANDING.
THE AIRCRAFT LAND AT 2 MINUTE INTERVALS, SO PRECISION
FLYING IS A MUST.

SLIDE - 71 THIS IS THE VIEW THE PILOTS LOOK FOR.

SLIDE - 72 OVER THE APPROACH LIGHTS.

SLIDE - 73 THIS IS THE FINAL TOUCHDOWN

SLIDE - 74 HERE, THE DRAG CHUTE HAS BEEN DEPLOYED TO SLOW THE
AIRCRAFT. THIS PICTURE WAS TAKEN FROM THE GUNNER'S
COMPARTMENT IN THE TAIL.

SLIDE - 75 THIS IS WHAT THE CHUTE LOOKS LIKE AS THE AIRCRAFT SLOWS
TO A STOP.

SLIDE - 76 THE AIRCRAFT ARE PARKED AND

SLIDE - 77 THE CYCLE IS STARTED OVER AGAIN. MAINTENANCE IS PERFORMED
THE AIRCRAFT ARE FUELED AND

SLIDE - 78 THE BOMBS ARE LOADED AGAIN.

SLIDE - 79 ALL THROUGH THE NIGHT, MAINTENANCE CREWS WORK TO MEET
THE NEXT DAYS LAUNCH. IN AN AROUND THE CLOCK OPERATIONS,
SEVEN DAYS A WEEK, THERE IS NO TIME OUT FOR NIGHT, BAD
WEATHER, OR HOLIDAYS. THE AIRCRAFT IS WAITING FOR THE
NEXT CREW.