

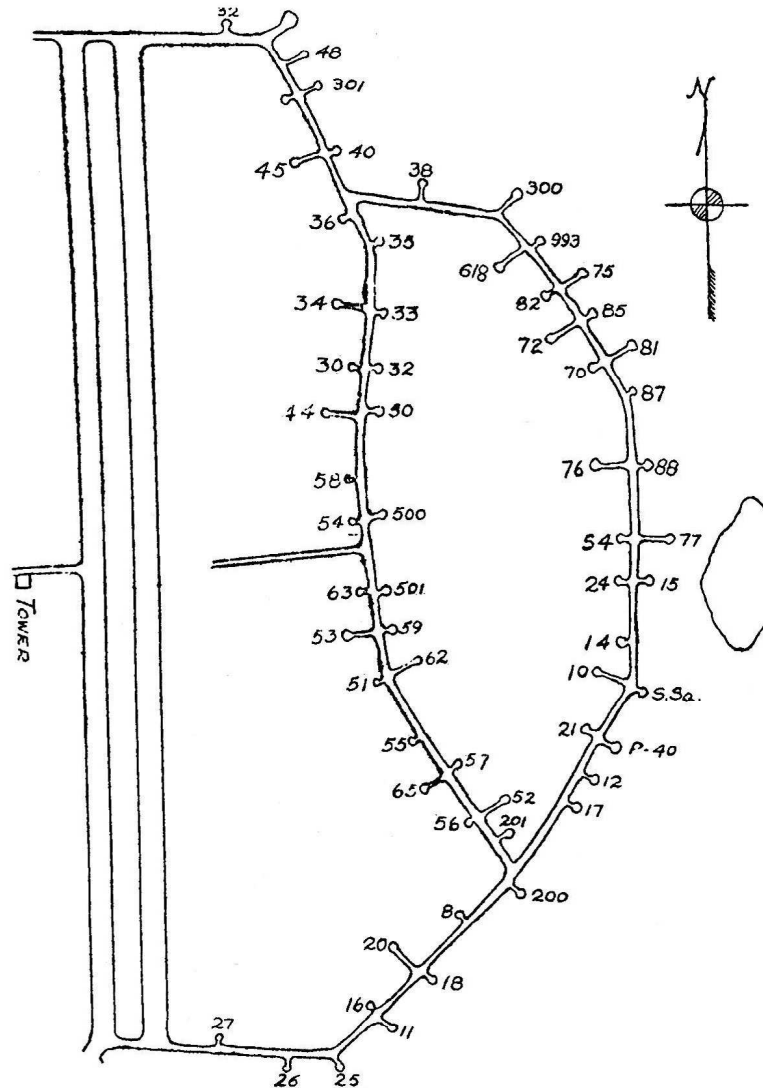
The Parking Map

The Parking Map. (back of each Pilots flimsey) the hardstand assignments were listed by the aircraft nose number. After briefing the crews were trucked to their assigned aircraft. The map below shows the parking assignments of the group's airplanes arranged by nose number. Aircraft with a two digit number carried standard electronics. Late model standard aircraft often were equipped with gun laying radar jamming electronics. They could be identified by the small plexiglass covers over the antennas near

the nose wheel. Three digit aircraft carried radar bombing electronics with a retractable radar scanner in place of the ball turret.

The hardstands were made of crushed gravel and sometimes paved with pierced steel landing mats. This was necessary because of the muddy soil.

After briefing the crews were trucked to the hardstands. In winter the roads developed deep ruts from the volume of truck traffic.



SOP FOR FLARES

RED RED Will be fired by wing leader on rendezvous on abandoning primary.

YELLOW YELLOW Will be fired by wing leader on leveling off.

GREEN YELLOW Will be fired by wing leader on starting decent.

RED YELLOW WITH YELLOW TRACER Will be fired by group leader to signify that lead Bombardier has changed aimig point and Bombardier will drop on Group leader.