

~~SECRET~~
 "SQUEEZE PLAY" BOMBING RESULTS

CREW	A/C	RADAR OBSERVER	CEA	A/P ENR.	SYN. ENR.	TOT. DIST.	REMARKS
L-40	(b) (6)		260/100'	400/035'	377/176'	992	
S-67			425/175'	1500/190'	1,114/016'	992	
R-80			600/101'	600/101'	0	942	
L-37			650/300'	500/339'	408/250'	992	
S-39			675/146'	850/152'	190/354'	982	
L-72			735/137'	500/116'	320/169'	932	
R-70			800/244'	SHACK	800/244'	922	
L-61			975/146'	800/113'	522/102'	902	
R-04			1,000/132'	1,000/132'	0	912	NO X-HAIR TRACK
N-45			1,150/046'	350/214'	1,500/043'	882	
L-05			1,800/214'	1,800/214'	0	842	
R-06			1,900/157'	850/270'	2,375/157'	802	
L-75			1,965/165'	SHACK	1,965/165'	962	
L-30			2,025/026'	2,150/368'	1,030/109'	792	
N-84			2,175/138'	1,050/029'	2,700/160'	772	
R-74			2,390/084'	600/210'	2,710/076'	952	
L-77			2,600/259'	1,750/295'	1,557/218'	942	
L-03			3,650/191'	—	—	932	CAMERA MALF.
L-01			6,200/204'	2,600/180'	4,000/220'	862	RADAR MALF.
L-02			6,690/240'	7,200/260'	2,540/198'	852	RADAR MALF.
R-47			36M/170'	—	—	182	CAMERA & NH MALF.
L-60							CAMERA MALF.
N-48							NO RUN MADE
N-15							GROUND ABORT
R-73							GROUND ABORT
R-79							

CEA - 1833' WING TOTALS SEP - 1800' REL - 80-96%

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Exhibit #43

72d BW Zippo Mag 02-188 B-27/19-56/72BW/
SQUEEZE PLAY, to 2AF; 24 Feb 56

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FROM: COMBOMWG 72 RAMEY AFB PR

TO: COMAF 2 BARKSDALE AFB LA

~~SECRET~~/ZIPPO 02-188 B-27/19-56/2AF/72BW/SQUEEZE PLAY.
THE SUCCESS OF MISSION IS CONSIDERED EXCELLENT. TWENTY-FIVE
AIRCRAFT WERE SCHEDULED, TWENTY-FOUR WERE AIRBORNE, TWENTY-
THREE WERE EFFECTIVE AND TWENTY-TWO FLEW THE MISSION AS BRIEFED.
ON THE DEPLOYMENT PHASE ATC TRAFFIC CONTROL AND GCA IN THE
WESTOVER AREA DELAYED ARRIVALS. CONSIDERATION SHOULD BE GIVEN
TO PROVIDING A TIMING PAD FOR SIMILAR MISSIONS IN THE FUTURE
IF DOWN TIMES ARE CONSIDERED IMPORTANT. THE 3RD SSS AIRCRAFT
EXPERIENCED DIFFICULTIES PRIOR TO ARRIVAL AT RAMEY WHICH
CAUSED LAST MINUTE CHANGES IN THE DEPLOYMENT OF THE ENROUTE
MAINTENANCE TEAM. BASE FACILITIES, TARGET MATERIALS AND OTHER
INTELLIGENCE DATA, AND INTERNAL SECURITY WAS CONSIDERED ADE-
QUATE. SIMULATED SABOTAGE BY PENETRATION TEAM WAS COMPLETELY INEFFECTIVE
AGAINST SCHEDULED AIRCRAFT AND PAKS. AIRCRAFT MAINTENANCE AND
SUPPLIES WERE CONSIDERED EXCELLENT. COMMUNICATIONS WERE CON-
SIDERED GOOD. TWENTY-TWO AIRCRAFT SUBMITTED STRIKE REPORTS
WITH ALL BUT TWO GOING TO THE REQUIRED STATIONS (GOOSE AND
HARMON AIRWAYS). THE OVERALL AVERAGE WAS NINE MINUTES FOR
TRANSMITTING TIME. THE LAST AIRCRAFT OF THE SECOND WAVE

~~SECRET~~

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FAILED TO SUBMIT A STRIKE REPORT AND DID NOT FOLLOW BRIEFED REPORTING PROCEDURES. ELECTRONIC RECONNAISSANCE WAS 79.4% RELIABLE AND JAMMING WAS 81% RELIABLE. FOR THE OVERALL MISSION HOWEVER, JAMMING ACTIVITY WAS HELD TO A MINIMUM DUE TO THE FACT THAT ON THE FIRST DAY, 17 FEBRUARY 1956, THE 660TH AC&W SQUADRON LOCATED AT MACDILL AFB, FLORIDA DID NOT STAND BY ON 4270 KCS AS REQUESTED IN 72BW DOC 1139 (CONF), DATED 6 FEBRUARY 1956. DETACHMENT 5 OF THE 12TH RBS SQUADRON AT MACDILL AFB, AFTER AGREEING TO ALLOW A SIMULTANEOUS SIMULATOR RUN AND RBS RUN, ALLOWED THREE AIRCRAFT TO ACCOMPLISH THIS RUN AND THEN DISCONTINUED THE OPERATION AS A WHOLE BY SAYING THAT HIGHER HEAD-QUARTERS FORBIDS THIS TYPE OF RUN. THE FOLLOWING MESSAGES ARE PERTINENT TO DETACHMENT 5, 12TH RBS SQUADRON, MACDILL AFB: 72BW MSG DOC 1110 ~~(SECRET)~~ 26 JANUARY 1956 AND THEIR MESSAGE TA-959 30 JANUARY 1956. SECOND AIR FORCE OPERATIONS ORDER 19-56 GAVE THIS HEAD-QUARTERS PERMISSION TO DEAL DIRECT WITH UNIT CONCERNED, INFORMATION THEIR HEAD-QUARTERS. THIS MAY HAVE HAD A DIRECT BEARING ON THE PROBLEM AT DETACHMENT 5, 12TH RBS SQUADRON AS THEY KEPT INSISTING THAT WE CLEAR THE REQUEST WITH SECOND AIR FORCE. CONSEQUENTLY THE RUN FINALLY HAD TO BE CLEARED BY TELEPHONE WITH SECOND AIR FORCE CAUSING CONFUSION AND LOSS OF RUNS.

~~SECRET~~

~~SECRET~~

WEATHER ON DEPLOYMENT WENT BELOW GCA MINIMUMS AND ONE AIRCRAFT WAS DIVERTED TO SAVANNAH IN THE INTEREST OF FLYING SAFETY. WEATHER ON DEPLOYMENT DID NOT ADVERSELY AFFECT ACCOMPLISHMENT OF THE STRIKE MISSION. ACTUAL WEATHER ON DEPLOYMENT WAS BELOW THAT FORECAST. ACTUAL WEATHER ON THE STRIKE PORTION WAS FORECAST. NO FORECAST ASSISTANCE FROM OFFUTT WEATHER CENTER WAS NECESSARY. ALL CREWS BUT ONE FLYING THE MISSION PROFILE FLEW THE ROUTE AS BRIEFED WITH NO EXCESS DEVIATIONS FROM COURSE. ONE CREW MADE POST TARGET LANDING AT MACDILL AFB, DURING STRIKE PHASE IN THE INTEREST OF FLYING SAFETY BECAUSE OF TWO FEATHERED ENGINES. ALL AIRCRAFT WERE ADEQUATELY SPACED IN THE BOMBER STREAM AND TIMING INVOLVED WAS GOOD. ALL CREWS ACCOMPLISHED CELESTIAL NAVIGATION LEGS. TWENTY-TWO CREWS FLEW DAY CELESTIAL WITH AN AVERAGE CEA OF 9.6 NM. ONE CELESTIAL GRID WAS FLOWN WITH A CEA OF 16 NM. FLIGHT ENGINEERING WAS CONSIDERED EXCELLENT, ALL AIRCRAFT SCORING WELL ABOVE SAC AVERAGE. TWENTY-THREE CREWS MADE BOMB RUNS ON THE PRIMARY TARGET WITH A CEA OF 1899 FEET AND A RELIABILITY PERCENTAGE OF 81%. ONE CREW COULD NOT MAKE A RELEASE DUE TO MALFUNCTION OF THE RADAR SET. BOMBING OF THE SECONDARY TARGET (TAMPA RBS) BY TWENTY-ONE CREWS

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RESULTED IN A GEA OF 1513 FEET AND A RELIABILITY OF
85.7%. NO GROSS ERRORS WERE COMMITTED. ALL BOMB RUNS WERE
ACCOMPLISHED AT NIGHT DURING MARGINAL WEATHER. TACTICS
UTILIZED WERE TAKEN FROM THE TACTICAL DOCTRINE.

24 FEB 1956
1445Z

s/t (b) (6)
MAJOR, USAF

A TRUE COPY:

(b) (6)
1ST LT, USAF

~~SECRET~~

Exhibit #44 \

72d BW, Weekly Flying Schedule from
12 Feb 56 to 18 Feb 56

WEEKLY FLYING SCHEDULE

From 12 FEB 56 To 18 FEB 56

DATE	SQDN	CALL SIGN	TYPE	ACFT COMR	MISSION	DEST	ETD	ATD	ETE	ATA	REMARKS
15	73	017	B-36	(b) (6)	WCH	EQH	0600	0645	9 f	1714	FROM GEF
15	73	018	"	(b) (6)	"	"	0700	0640	9 f	1442	
15	73	006	"	(b) (6)	"	"	0900	0842	9 f	1642	
15	301	025	"	(b) (6)	"	"	1000	0940	9 f	1833	GEN HARRISON
15	301	007	"	(b) (6)	"	"	1200	1212	9 f	2036	
15	60	008	"	(b) (6)	"	"	1300	1718	9 f	0140	
15	60	016	"	(b) (6)	"	"	1500	1609	9 f	0104	
15	301	011	"	(b) (6)	"	"	1600	1737	9 f	0206	
15	60	771	"	(b) (6)	"	"	1800	1906	9 f	0339	
15	60	009	"	(b) (6)	"	"	1900	2015	9 f	0430	
15	60	012	"	(b) (6)	"	"	2100	2223	9 f	0623	
15	73	005	"	(b) (6)	"	"	2200		9 f		CANT ACFT AT SUN
15	73	010	"	(b) (6)	"	"	2400	16/ 0104	9 f	0739	

Form 725W 19 (Supersedes 725RW Form 19 8 Feb 56 dtd 26 Nov 52)

WEEKLY FLYING SCHEDULE

From 12 FEB 56 To 18 FEB 56

DATE	SQDN	CALL SIGN	TYPE	ACFT COMDR	MISSION	DEST	ETD	ATD	ETE	ATA	REMARKS
16	73	017	B-36	(b) (6)	REFUEL	BQH	1440	1440	20/	17/1012	405 20 G-260 RDR
16	73	018	"	(b) (6)	"	"	1450	1450	20/	17/0908	405 1400 G-675 RDR
16	73	006	"	(b) (6)	"	"	1500	1500	20/	17/0904	345 830 G-650 Eng Failure #1 Feathered
16	301	690	"	(b) (6)	"	"	1510	1510	20/	17/0919	335 930 G-600 Loss of #4 Feathered Oil
16	301	025	"	(b) (6)	"	"	1530	1530	20/	17/0943	435 530 G-735 RDR
16	301	007	"	(b) (6)	"	"	1530	1530	20/	17/1018	475 1570 G-435 #3 Feathered Radar Malfunction
16	640	008	"	(b) (6)	"	"	1540	1540	20/	17/1036	535 2020 G-3630 RDR
16	60	019	"	(b) (6)	"	"	1550	1550	20/	17/1027	535 370 G-1800 RDR
16	60	687	"	(b) (6)	"	"	1600	1600	20/	17/1229	605 600 G-1900 Loss of #3 Feathered Oil
16	60	016	"	(b) (6)	"	"	1610	1610	20/	17/1016	445 970 G-1945 #4 Feathered Oil
17	301	688	"	(b) (6)	REFUEL	"	1425	1425	20/	18/0350	1930 ? No Radar
17	301	011	"	(b) (6)	"	"	1435	1435	20/	18/0317	405 1650 G-2600 #5 Feathered Oil
17	301	089	"	(b) (6)	"	"	1445	1445	20/	18/0321	345 1300 G-775 Radar Near Exhaustion
17	301	014	"	(b) (6)	"	"	1455		20/		G-1000 #2 Eng Fire (095) Fuel Malfunction (OIL)
17	73	021	"	(b) (6)	"	"	1505	1505	20/	18/1137	2020 G-3025 #6 Feathered, Radar Failure

Form 72BW 19 (Supersedes 72SRW Form 19 8 Feb 56 dtd 26 Nov 52)

WEEKLY FLYING SCHEDULE

From 12 FEB 56 To 18 FEB 56

1 F / FMT-20

DATE	SQDN	CALL SIGN	TYPE	ACFT COMDR	MISSION	DEST	ETD	ATD	ETE	ATA	REMARKS	REMARKS
17	60	571	B-24	(b) (6)	BCH	BCH	1515	1515	204	18 1118	NO G 100	REMARKS
17	60	009	"	(b) (6)	"	"	1525	1525	204	18 1058	NO G 100	REMARKS
17	60	C1-700	"	(b) (6)	"	"	1535	1540	204	18 1234	NO G 100	REMARKS
17	60	012	"	(b) (6)	"	"	1545	1545	204	18 1103	NO G 100	REMARKS
17	73	005	"	(b) (6)	"	"	---	---	204	18	NO G 100	REMARKS
17	73	010	"	(b) (6)	"	"	1555	1555	204	18 1053	NO G 100	REMARKS
17	73	020	"	(b) (6)	"	"	1605	1605	204	18 1209	NO G 100	REMARKS
17	301	091	"	(b) (6)	"	"	1615	1615	204	18 1214	NO G 100	REMARKS
17	73	013	"	(b) (6)	"	"	1625	1625	204	18 1202	NO G 100	REMARKS
17	73	698	"	(b) (6)	"	"	1635	1635	204	18 1243	NO G 100	REMARKS
17	60	023	"	(b) (6)	"	"	1645	1645	204	18 1237	NO G 100	REMARKS
17	73	005	"	(b) (6)	"	"	1220	1220	6:00	17 1848	NO G 100	REMARKS

Form 725W 19 (Supersedes 725FW Form 19 8 Feb 56 dtd 26 Nov 52)

Exhibit #45

72d BW 00 #19-56, SQUEEZE PLAY with
amendment; 30 Jan 56

~~CONFIDENTIAL~~

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Raney Air Force Base, Puerto Rico
15 February 1956

AMENDMENT NUMBER THREE TO 72D BOMBARDMENT WING OPERATIONS ORDER
19-56

1. This Amendment is effective 15 February 1956.
2. Items for amendment:
 - a. Reference Amendment Number two, 2AF Form 295 (Entry and Destruction Certificate), column 3 (Section Amended), change so much as reads "Annex "A"" to read "Appendix 1, Annex "A"".
 - b. Reference paragraph 5b, page 3, Amendment #2, Appendix 2, Annex "B", change so much as reads "Thomas 022 - - EXPEL GREEN 22" to read "Thomas 700 - - FIPEL GREEN 15".
 - c. Reference paragraph 6b, (3), page 4, Appendix 2, Annex "B", change so much as reads "31-42N, 87-22W 1P" to read "31-32N, 87-22W".
 - d. Reference paragraph 6c, page 5, Amendment #1, Appendix 2, Annex "B", change so much as reads "275721.8N, 822313.7W Tampa "G" to read "275708.6N, 822704.1W Tampa "A".
 - e. Reference paragraph 14b (1), page 9 Amendment #2, Appendix 2, Annex "B", change so much as reads "on JGZ "GOLF" to read "on JGZ "ALFA".

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

f. Reference paragraph 2a (3), appendix 1,
Annex "C", change so much as reads "The TAC Site located at
Mifton, Georgia" to read The ADC Site located at Tampa, Florida".

HARRISON
Brigadier General, USAF
Commander

DISTRIBUTION: Same as Basic Order

OFFICIAL:

(b) (6)

Colonel, USAF
Director of Operations

~~CONFIDENTIAL~~

~~SECRET~~

HEADQUARTERS

72D BOMBARDMENT WING (H)
RAMEY AIR FORCE BASE
PUERTO RICO

OPERATIONS ORDER

NUMBER: 19-56

DATE: 30 JAN 1956

~~RESTRICTED DATA~~

~~ATOMIC ENERGY ACT 1954~~

~~SECRET~~

1585

~~SECRET~~

AUTH: m 72d BW
DATE: 30 January 1956
NAME: W. H. ...

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base, Puerto Rico
30 January 1956

72D BW OPERATIONS ORDER 19-56

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~~RESTRICTED DATA~~
~~FORMERLY RESTRICTED~~
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HEADQUARTERS
72d BOMBARDMENT WING, (SAC)
Maney Air Force Base, Puerto Rico
30 January 1956

OPERATIONS ORDER 19-56

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

72d Air Base Group	Colonel (b) (6)
60th Bombardment Squadron	Lt Col (b) (6)
73d Bombardment Squadron	Lt Col (b) (6)
301st Bombardment Squadron	Lt Col (b) (6)
72d Field Maint Squadron	Maj (b) (6)
72d Periodic Maint Squadron	Maj (b) (6)
72d Aircraft Maint Squadron	Lt Col (b) (6)
4235th USAF Hospital	Colonel (b) (6)
28th Air Rescue Squadron	Lt Col (b) (6)
Hq Sq 72d Bomb Wing	Maj (b) (6)
72d Air Police Squadron	Maj (b) (6)
72d Food Service Squadron	Capt (b) (6)
72d Supply Squadron	Maj
72d Motor Vehicle Squadron	Maj
72d Installations Squadron	Lt Col
72d Operations Squadron	Maj
1938th AACS Squadron	Maj
Det 8, 26th Weather Squadron	Maj

1. GENERAL SITUATION:

- a. A requirement exists for this wing to accomplish a unit

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT 1954~~
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Simulated Combat Mission and a Air weapons exercise.

b. Intelligence: See Annex "A".

c. Friendly Forces:

- (1) MATS: Provide air rescue facilities and communications as deemed appropriate.
- (2) 8th Air Force: Provide support as outlined in Annex "2".
- (3) 3d Strategic Support Squadron: (a) Provide one C-124 aircraft for airlift as outlined in Annex "2".
(b) Provide two (2) C-124 aircraft to be in place Ramsay AB on X - 2 to airlift enroute support personnel and equipment to Westover. These aircraft are to be used to provide return airlift to Ramsay AB for these personnel and equipment on or about X / 2.
- (4) 2d RTS: Analyze R-30 & RT-32 reports, tape recordings and submit required reports.

2. MISSION:

- a. To deploy thirteen (13) RB-36 aircraft to Westover, accomplish air weapons loading at Westover, and return to Ramsay.
- b. To accomplish an air weapons loading at Ramsay utilizing eight (8) RB-36 aircraft.
- c. To launch a total of twenty one (21) RB-36 aircraft on strike sorties in two waves, first wave composed of ten (10) aircraft on 16th February and a second wave of eleven (11) aircraft on 17th February 1956 against selected targets within the Zone of Interior.

725 E. O. ORDER 19-56

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT 1954~~
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c. Accomplish a maximum amount of 50-8 Training.

3. TASKS FOR SUBORDINATE UNITS:

a. 72d Air Base Group: Provide necessary support personnel and equipment.

b. 60th Bombardment Squadron:

(1) Provide eight (8) B-36 aircraft and complete combat crews to participate in the air weapons, deployment (where applicable) and strike phases.

(2) Provide necessary support personnel and equipment. (See Annex "D").

c. 73d Bombardment Squadron:

(1) Provide six (6) B-36 aircraft and complete combat crews to participate in the air weapons, deployment (where applicable) and strike phases.

(2) Provide necessary support personnel and equipment. (See Annex "D").

d. 301st Bombardment Squadron:

(1) Provide seven (7) B-36 aircraft and complete combat crews to participate in the air weapons, deployment (where applicable) and strike phases.

(2) Provide necessary support personnel and equipment. (See Annex "D").

e. 72d Field Maintenance, 72d Periodic Maintenance and 72d

A & E Maintenance Squadrons:

(1) Provide personnel and equipment necessary for the

72d BW OPS ORDER 19-56

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~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT 1954~~
SECRET

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preparation of tactical aircraft.

(2) Provide necessary support personnel and equipment.
(See Annex "D").

(3) 72d A & E Maintenance Squadron only: Provide necessary personnel and equipment in support of the air weapons exercise. (See Annex "E").

f. 4235th USAF Hospital: Provide necessary medical personnel, equipment and facilities.

g. 28th Air Rescue Squadron: Provide normal air rescue facilities within applicable area of jurisdiction.

h. 72d Air Police, 72d Food Service, 72d Supply, 72d Motor Vehicle, 72d Installations and 72d Operations Squadrons: Provide necessary support personnel and equipment.

i. 1938th AACS Squadron: Provide radio communications as outlined in Annex "C".

j. Det 8, 26th Weather Squadron: Provide route weather forecasts for aircrews participating in this operation.

x. General Instructions:

(1) Unclassified nickname for this operation is "SQUEEZE PLAY".

(2) X-Day commences 1200Z 14 February 1956.

(3) Flying and ground safety takes precedence over all objectives in this operation.

(4) Each Aircraft Commander will be provided one (1) copy of this Order.

72D BW OPS ORDER 19-56

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~~ATOMIC ENERGY ACT 1954~~

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- (5) Deployment: See Appendix 1, Annex "E".
- (6) Strike: See Appendix 2, Annex "D".
- (7) Reports: See Appendix 1, Annex "A".

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative:

- (1) This Order (including Appendices 1 & 2, Annex "E", classified TOP SECRET) will be destroyed thirty days following completion of the operation, (Reference AFR 205-1) however, one (1) copy will be retained by this headquarters for permanent file. (Reference paragraph 560, AFR 181-5).
- (2) No press release will be made concerning this operation. If queried, ISO Ramey may state "Aircraft are engaged in normal training mission".
- (3) SAC funding serial number QM-201 will apply for this TDY.

b. Logistics: See Annex "D".

5. COMMAND AND COMMUNICATIONS:

a. Command:

- (1) Commander, 72d Bombardment Wing will command all subordinate units participating in this operation.
- (2) Detachment Commander at Westover will be Brigadier General Harrison.
- (3) Ramey Command Post: Wing Control Room, telephone ext. 8501 or 8502.
- (4) Westover Command Post: as designated by Task Force Commander.

72D BW OPS ORDER 19-56

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~~ATOMIC ENERGY ACT 1954~~
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b. Communications: See Annex "C".

HARRISON
Brigadier General, USAF
Commander

ANNEX "A" - Intelligence

Appendix 1 - Reports

ANNEX "B" - Operations

Appendix 1 - Deployment

Appendix 2 - Strike

ANNEX "C" - Communications

Appendix 1 - ECM

ANNEX "D" - Administrative and Logistics

Appendix 1 - Personnel Requirements

ANNEX "E" - Air Weapons (Under Separate Cover)

Appendix 1 - Timing Schedule (Westover)

Appendix 2 - Timing Schedule (Ramey)

DISTRIBUTION:

3 - CIMCSAC	1 - Com 72 FMS
2 - Com 2AF	1 - Com 72 FMS
1 - Com 8AF	1 - Com 72 AEMHS
1 - Com 4050 ARW	1 - Com 4235 Hosp
1 - Com 3d SCS	1 - Com 28 ARS
1 - Com 72 EW	
12 - D/Ops	
5 - D/Mat	
1 - Com 72 APG	
10 - Com 60th BS	
8 - Com 73d BS	
9 - Com 301st BS	

72D EW OPS ORDER 19-56

6

~~RESTRICTED DATA~~

~~POWER ENERGY ACTIONS~~

~~SECRET~~

~~SECRET~~

- 1 - Com Hq Sq 72 BW
- 1 - Com 72 AFS
- 1 - Com FSS
- 1 - Com 72 SS
- 1 - Com 72 MVS
- 1 - Com 72 IS
- 1 - Com 72 OS
- 1 - Com 1938 AACG
- 1 - Com Det 8 26 WS
- 2 - ESMD
- 4 - Wing Historian

OFFICIAL:

(b) (6)

Director of Operations

72D BW OPS ORDER 19-56

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~~RESTRICTED DATA~~

~~ATOMIC ENERGY ACT 1954~~

~~SECRET~~

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HEADQUARTERS
72D BOMBARDMENT WING, H (S&C)
Ramey Air Force Base, Puerto Rico
30 January 1956

ANNEX "A"

OPERATIONS ORDER 19-56

INTELLIGENCE ANNEX

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) If the Soviet Planners were to launch an offensive against the United States, our forces must be trained and ready to retaliate with a minimum of delay.
- (2) Exercise "Squeeze Play" has been designed to provide the 72d Bombardment Wing with training in the execution of its FWP assignment under simulated combat conditions.

b. Enemy Order of Battle:

- (1) To exercise various phases of combat intelligence and provide combat crew personnel with realistic training, targets in the United States will be considered simulated aggressor targets. These targets will be defended by the aggressor defense command utilizing the Token radar as the primary radar to control the Parot, Fresco, Farmer and Flashlight aircraft.
- (2) Simulated enemy territory is designated as all territory North of 2900N.
- (3) The early warning net will be established by swiveling radii of 190NM from radar sites delineated in the next paragraph.

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(4) Radar Order of Battle:

(c) Radar are located as follows:

<u>Type Radar</u>	<u>Function</u>	<u>Coordinates</u>
TOKEN	EW/GCI	30°6N 8122W
TOKEN	EW/GCI	3°20N 8300W
TOKEN	EW/GCI	31°3N 8355W
TOKEN	EW/GCI	3020N 8420W
TOKEN	EW/GCI	3745N 8430W
TOKEN	EW/GCI	3012N 8530W
TOKEN	EW/GCI	3226N 8612W
TOKEN	EW/GCI	33°4N 8635W
TOKEN	EW/GCI	3024N 8720W
TOKEN	EW/GCI	3028N 8810W
TOKEN	EW/GCI	3332N 8818W
TOKEN	EW/GCI	3054N 8840W
TOKEN	EW/GCI	35°8N 8952W
TOKEN	EW/GCI	3014N 9025W
TOKEN	EW/GCI	32°8N 9014W
TOKEN	EW/GCI	3328N 9055W
TOKEN	EW/GCI	3030N 9112W
TOKEN	EW/GCI	3014N 9311W
WHIFF	FIRE CONTROL	3135N 8410W

ANNEX "A", 72D EW OPERATIONS ORDER 19-56

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<u>Type Radar</u>	<u>Function</u>	<u>Coordinates</u>
WHIFF	FIRE CONTROL	3010N 8540W
WHIFF	FIRE CONTROL	3224N 8620W
WHIFF	FIRE CONTROL	3332N 8647W
WHIFF	FIRE CONTROL	3042N 8805W
WHIFF	FIRE CONTROL	3505N 9000W
WHIFF	FIRE CONTROL	3509N 9000W
WHIFF	FIRE CONTROL	3958N 9005W

(5) Aircraft Order of Battle:

(a)	<u>No. Acft</u>	<u>Type Acft</u>	<u>Coordinates</u>
	74	FRESCO	3014N 8147W
	74	FRESCO	3140N 8412W
	37	FARMER	3354N 8472W
	74	FRESCO	3008N 8525W
	37	FRESCO	3218N 8620W
	74	FRESCO	3034N 8630W
	37	FARMER	3328N 8642W
	37	FLASHLIGHT	3035N 8806W
	37	FARMER	3044N 8812W
	74	FRESCO	3342N 8824W
	37	FLASHLIGHT	3458N 8955W
	74	FRESCO	2958N 9012W
	74	FRESCO	3222N 9020W
	74	PAGOT	3332N 9104W

ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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(6) Anti-Aircraft Artillery Order of Battle:

(a)	<u>No Weapons</u>	<u>Type Weapon</u>	<u>Coordinates</u>
	36	100 MM	3010N 8540W
	16	100 MM	3135N 8410W
	36	100 MM	3224N 8020W
	72	122 MM	3332N 8647W
	36	100 MM	3509N 9000W
	48	100 MM	2948N 9005W

(7) Guided Missiles:

(a) Surface-to-air-Missiles

<u>Site</u>	<u>Type</u>	<u>Coordinates</u>
1	SAM	3042N 8805W
1	SAM	3505N 9000W

(8) Capabilities of Enemy Forces:

- (a) Aircraft: Refer to CAC
- (b) Radar: Refer to CAC
- (c) AAA: Refer to ATIS 102-AC-55/1-34
- (d) Guided Missiles: Refer to ATIS 102-AC-55/1-34

2. Intelligence Requirements:

a. Essential Elements of Information:

(1) Specific:

- (a) Where were first enemy interceptions accomplished?
- (b) On commencing the attack, did the enemy fighters release their wing tanks?

ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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- (c) Did fighters show evidence of afterburners?
- (d) Did fighters appear to be AI equipped?
- (e) Did AAA fire encountered appear to be radar controlled.
- (f) Was any jamming encountered along the route?
Length and duration of jamming?
- (g) Did missiles appear to be radar homing?

b. Means of obtaining information:

- (1) Interrogation of the crews.

c. Means of reporting EEI's:

- (1) Refer to appendix 1, this annex.
- (2) Information not transmitted in accordance with SAC Manual 55-8 and existing regulations should be forwarded, as expeditiously as possible, on AF Form 112.

3. Intelligence Activities:

a. Targets and Target Materials.

- (1) Targets and special weapons data are given in Annex B and E, respectively.
- (2) Navigation and ACF materials are available in adequate quantities and will be furnished prior to the mission

b. Survival Intelligence:

- (1) General: Crew members will be briefed on the best possible evasion routes from the target area. Routes will be designated in accordance with routes to and from the target

ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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- (c) Did fighters show evidence of afterburners?
- (d) Did fighters appear to be AI equipped?
- (e) Did AAA fire encountered appear to be radar controlled.
- (f) Was any jamming encountered along the route?
Length and duration of jamming?
- (g) Did missiles appear to be radar homing?

b. Means of obtaining information:

- (1) Interrogation of the crews.

c. Means of reporting EEI's:

- (1) Refer to appendix 1, this annex.
- (2) Information not transmitted in accordance with SAC Manual 55-8 and existing regulations should be forwarded, as expeditiously as possible, on AF Form 112.

3. Intelligence Activities:

a. Targets and Target Materials.

- (1) Targets and special weapons data are given in Annex B and E, respectively.
- (2) Navigation and AOF materials are available in adequate quantities and will be furnished prior to the mission

b. Survival Intelligence:

- (1) General: Crew members will be briefed on the best possible evasion routes from the target area. Routes will be designated in accordance with routes to and from the target

ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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area within simulated territory.

(2) Equipment:

(a) Special Equipment:

1. Sustenance Kit, type E1 or E2 when available, will be issued to combat crew members prior to departing Ramey.
2. Survival materials, including simulated blood chits, will be issued prior to take off and picked up at interrogation, close control of these materials will be exercised by the aircraft commander.

(3) Forced landing; Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel:

- (a) Guide for the conduct of SAC personnel in the event of capture will be outlined in Volume 1, Section VI, BIFG and Headquarters SAC Survival Intelligence Bulletin #1, dated 24 November 1954.
- (b) Measures for Handling Captured Documents: Omitted.
- (c) Reports and Distribution: Refer to appendix 1, this annex.

ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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HEADQUARTERS
720 DE BRUIJN ROAD, BLDG. 1000
Haley Air Force Base, Puerto Rico
13 February 1956

MEMORANDUM 2

ANNEX "A"

OPERATION SCROLL 19-56

REPORTING

1. Submit reports under procedures of SAC Manual 55-8, 55-8E, 55-8C, 55-8I and 55-8H, October 1955.

a. Deployment (Negative reports are not required.)

(1) Distribution A: A-2, A-10, A-12, A-14, A-15, A-17, A-20 and A-35.

(2) Distribution C: A-36.

b. Strikes:

(1) Distribution A: B-2, B-10, B-11, B-15, B-17, B-21, B-25, B-30, B-51, RT-52, B-31, B-12, B-14, B-20, B-35.

(2) Distribution B: B-27

(3) Distribution C: A-36 and Overlays of mission (see /// special instruction below.)

(4) Distribution to 23 Recon Tech Squadron only: RT-32.

2. Special Instructions:

a. A-2, A-10, B-27 and B-31 will include HQ 3AF as an addressee.

b. B-51 will include Bomb Damage assessment computed using H&A computer.

c. RT-52 will be submitted by teletype within 10 days after completion of mission.

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~~ATOMIC ENERGY ACT 1954~~
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d. 2D Recon Tech Squadron will be included as an addressee on R-30 reports.

e. RT-32 and Wire Recorder Magazines will be forwarded to 2nd Recon Tech Squadron.

f. A special report will be submitted to 2d Air Force at the completion of each strike wave to reflect the time and the air ground station to which each strike report was submitted.

g. Two copies of SAC Forms 278, USCM recap sheet-part I; 278a, USCM recap sheet-part II; and 278b, USCM recap sheet-part III, together with two copies of an overlay of the mission will be forwarded to reach Hq SAC within 10 days subsequent to the execution date. Format for the overlays will be as prescribed in SAC Manual 55-8B, B-72 report as amended, will be depicted on an SP-7 chart, and will be reduced to 8" x 10½" size. One copy of the above will be marked attention: Director of Operations, DOPL and one copy each of the same material will be marked attention: Director of Operations, DOTRP.

APPENDIX 1, ANNEX "A", 72D BW OPERATIONS ORDER 19-56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAB)
Ramey Air Force Base, Puerto Rico
30 January 1956

ANNEX "B"

OPERATIONS ORDER 19-56

OPERATIONS

1. GENERAL: This Annex contains operational flight planning, ground rules, schedules, routes, targets and timing.
2. OPERATIONAL CONCEPT:
 - a. All sorties are bombardment missions with electronic and weather reconnaissance requirements:
 - (1) The bombardment portion will consist of a simulated radar bombing attack against selected targets in the Zone of Interior.
 - (2) The reconnaissance portion will consist of record electronic activity, and a maximum of weather data recordings.
 - b. Execution:
 - (1) Thirteen (13) modified Phase A RB-36 aircraft will deploy to Westover AFB departing Ramey AFB at approximately 2000Z 14 February 1956. (See paragraph 4a, appendix 1, This Annex for timing sequence of deployment). These aircraft will re-deploy from Westover to Ramey immediately upon completion of individual air weapons exercise. Route has been arranged to avoid crew rest at Westover; however, the Detachment Commander will determine crew fitness for

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re-deployment to Hamey without crew rest. (Reference SAC Regulation 62-19).

- (2) The remaining eight (8) non-modified Phase X RB-36 aircraft that are scheduled for this mission will be utilized for air weapons exercise at Hamey. (See Appendix 2, Annex "E" for timing schedule).
- (3) The first wave composed of ten (10) RB-36 aircraft will depart Hamey on the strike phase at approximately 1800Z, 16 February 1956. The second wave composed of eleven (11) RB-36 aircraft will be launched approximately twenty-four hours later on the strike mission.
- (4) The first aircraft of each wave will be launched on the strike mission so as to make good HHCP time as follows:

<u>WAVE</u>	<u>HHCP TIME</u>
First	0300Z, X / 3
Second	0300Z, X / 4

Succeeding aircraft in each wave will be launched at ten (10) minute intervals.

c. Each aircraft will be used only once on each wave of the USCM except that aircraft aborting prior to reaching the primary target in the first wave may be flown on the subsequent wave, providing the number of aircraft required on the subsequent wave is increased by the number rescheduled.

d. Flight Safety:

- (1) Normally, only the essential safety of flight maintenance

ANNEX "E", 72D BW OPS ORDER 19-56

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will be accomplished on those aircraft not requiring a post-flight in accordance with T. O. 00-20a-1 during staging operations and prior to strike mission. Requirements as indicated in the dash six pre-flight inspection by double asterisks will apply. In such instances, use of the red dash symbol will be made, consistent with flight safety and condition of aircraft affected. In such instances, mission requirements, condition of aircraft and flight safety implications will be taken into consideration to determine the extent of maintenance to be accomplished.

(2) Fuel reserve: No wind flight plans will provide for a minimum fuel reserve of 2500 gallons upon arrival at destination.

(3) Emergency landing fields are as follows: (a) Deployment: From Ramey enroute to Westover, Westover is primary, Kindley or Loring AFB's are secondary. From Westover to Ramey, Ramey is primary, Kindley or Loring AFB's are secondary.

(b) Strike: From beyond the half-way point between Ramey and the Zone of Interior, MacDill is primary, Brookley is secondary. From beyond the half-way point between the Zone of Interior and Ramey, Ramey is primary.

(4) Weather minimums will be those established in pilot's let down book for all enroute air fields and the deployment base.

(5) Weight limitations: Maximum aircraft gross weight at

ANNEX "B", T.O. 00-20a-1

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will be accomplished on those aircraft not requiring a post-flight in accordance with T. O. 00-20A-1 during staging operations and prior to strike mission. Requirements as indicated in the dash six pre-flight inspection by double asterisks will apply. In such instances, use of the red dash symbol will be made, consistent with flight safety and condition of aircraft affected. In such instances, mission requirements, condition of aircraft and flight safety implications will be taken into consideration to determine the extent of maintenance to be accomplished.

- (2) Fuel reserve: No wind flight plans will provide for a minimum fuel reserve of 2500 gallons upon arrival at destination.
- (3) Emergency landing fields are as follows: (a) Deployment: From Ramey enroute to Westover, Westover is primary, Kindley or Loring AFB's are secondary. From Westover to Ramey, Ramey is primary, Kindley or Loring AFB's are secondary.
(b) Strike: From beyond the half-way point between Ramey and the Zone of Interior, MacDill is primary, Brookley is secondary. From beyond the half-way point between the Zone of Interior and Ramey, Ramey is primary.
- (4) Weather minimums will be those established in pilot's let down book for all enroute air fields and the deployment base.
- (5) Weight limitations: Maximum aircraft gross weight at

ANNEX "B", 72D BW OPS ORDER 19-56

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take-off will not exceed 357,500 pounds.

- (a) Static gross weight for aircraft deploying from Ramey to Westover will be approximately 296,000 pounds. (17,000 gallons of fuel).
- (b) Static gross weight for aircraft deploying from Westover to Ramey will be 296,000 pounds. (Approximately 17,000 gallons of fuel).
- (c) Static gross weight for aircraft on strike sorties will be 337,500 pounds. (Approximately 25,190 gallons of fuel).
- (6) Equipment: all overwater survival, flak suits, escape and evasion equipment required by EWP (battle splints and morphine syrettes) will be required aboard each tactical aircraft.

e. In the event of ground aborts on the strike mission no aircraft will take-off more than thirty minutes after the scheduled time of the last aircraft unless an individual flight plan has been approved.

f. Aircraft Security:

- (1) Aircraft security including anti-sabotage inspection will be performed prior to flight.
- (2) In the event of an emergency landing, aircraft commanders will provide two armed guards for their aircraft at bases where aircraft security is not accomplished by SAC security forces.

3. FLIGHT ENGINEERING: Flight Engineer logs will be turned over to the debriefing officer at Ramey. It is imperative that these logs be ANNEX "B", 72D BW OPS ORDER 19-56

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complete and comprehensively accomplished so that information may be extracted for reports required by higher headquarters.

4. WEATHER RECONNAISSANCE:

a. Deployment Mission: Weather reconnaissance will be accomplished on the deployment mission by all crews which have not completed their 50-8 requirements. Observations recorded will be transmitted. Areas where individual crews will accomplish weather reconnaissance are outlined in the Weather Observer's Flimsy.

b. Strike Mission: Weather reconnaissance will be accomplished by all crews as follows:

- (1) Photo Navigator: Flight level observations will be recorded at intervals not to exceed one (1) hour.
- (2) Weather Navigator: Flight level observations will be recorded at half hourly intervals. Special observations will be recorded at each target and at the base and top of each aircraft sounding. An aircraft sounding will be recorded on each climb of 10,000 feet or more.
- (3) Dropsonde: Crews with dropsonde equipped aircraft will make a maximum of one (1) dropsonde observation. Weather observers will record a special observation at the release time. Dropsonde observations will be worked up and completed prior to landing.
- (4) In-flight Transmission: Observations will not be transmitted in-flight.
- (5) Disposition of Forms: In-flight weather forms will be

ANNEX "B", 72D BW OPS ORDER 19-56

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delivered to the Weather Reconnaissance Representative of the interrogation team immediately upon landing. If aircraft lands at other than the briefed landing base, the forms will be given to the aircraft commander for expeditious return to the home base.

5. ECM: See Appendix 1, Annex "C".

6. ALTIMETER SETTINGS: Altimeter setting of 29.92 will be used except over the Zone of Interior and for landing operation where station pressure settings will be used.

7. TERRAIN: Highest terrain on deployment is 4,390'. For strike phase highest terrain is 7,920'.

8. AIR WEAPONS: Air weapons exercise will be conducted in accordance with Annex "E".

9. USCM SCORING:

a. In order that a crew may score maximum points under the SAC Management Control System, the following must be effected:

- (1) The aircraft must have the following equipment operational over the primary target: Radar set, O-15 Camera, all manned electronic reconnaissance positions and bomb sight.
- (2) The aircraft must adhere to the complete mission profile, as outlined in the Operations Order, and land at the designated post-strike base.
- (3) The crew must complete all training requirements scheduled in the Operations Order.
- (4) Proficiency item accomplishments must meet the following

ANNEX "E", 72D BW OPS ORDER 19-56

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criteria: Bomb CE of 2800 feet or less for RBS radar and 1500 or less for RBS visual, navigation CE of 2200 or less for night celestial and 25 or less for day celestial, flight engineering proficiency index of 85 or better, all IP target runs acceptable, and all weather points attempted must be accrued.

- (5) All combat reports must be received on time, without error, and must conform to SOP. All strike reports must be submitted through stations specified in the Operations Order. Reports received more than 3:20 hours late are considered not submitted.

b. There are 225 points available to each crew. Proficiency points are available in each category only if there are accomplishments in that category. Following table shows points available by item:

Aircraft operational over target	25
Completing mission as briefed	45
Completing minimum requirements	60
Proficiency: Bombing	25
navigation	15
Flight Engineering	15
Radar Photo	10
Weather Reconnaissance	10
Combat Reporting	<u>20</u>
TOTAL	225

10. RECAPITULATION REPORT: The Bomb-Nav Division, Directorate of ANNEX "B", 72D BW OPS ORDER 19-56

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Operations will compile and submit SAC Forms 278 (Part 1,2 and 3)
together with overlays of the mission in accordance with paragraph 6e,
Change 1, Annex 4, SAC Regulation 50-8, 26 July 1955.

ANNEX "B", 72D BW OPS ORDER 19-56

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720 BOMBARDIER T-37C, 1 (40-2)
Roosevelt Air Force Base, Puerto Rico
13 February 1956

OPERATION

OPERATION

OPERATION

OPERATION 19-56

OPERATION

1. OPERATION: This wing will deploy thirteen (3) modified Phase I
T-37C aircraft to Westover for a practice weapons loading and return to
Roosevelt.

2. OPERATIONAL CONCEPT:

a. For the purpose of this deployment, all aircraft and aircrews
participating in this operation have been divided into two forces. The
first force is composed of all modified Phase I aircraft that are required to deploy
to Westover for the practice weapons loading. (See paragraph 4 below.)
The second force is composed of all remaining aircraft and aircrews scheduled
to participate in this operation that execute a weapons loading at Roosevelt.
(See Appendix 2, Annex "B".)

3. OPERATIONAL CONCEPT:

a. Deployment: (Westover to Westover)

Departs: Roosevelt

To: Level Off, (8,000')

To: 35-12N, 62-16W (8,000')

///

To: 39-50N, 69-16W N. Sea. Intersection (8,000')

To: 42-16N, 70-16W N. Nantucket Radio (8,000')

To: 41-41N, 71-28W N. Providence Radio (8,000')

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To: Westover AFB Land

b. Redeployment: Westover to Ramey

Depart: Westover

TO: 42-03N, 70-30W ///

TO: 41-16N, 70-14W To Nantucket Radio (11,000')

TO: 41-07N, 70-05W Enter ADE (11,000')

TO: 39-50N, 6.-16W At Seal Intersection (11,000')

To: Ramey Land

4. DEPARTURE TIME SCHEDULE:

a. Deployment:

<u>TIME OFF ORDER</u>	<u>U/C</u>	<u>ALSCANT No.</u>	<u>DEPARTURE TIME (See Hand)</u>
1	(b) (6)	017	2000Z X - Day
2		018	2100Z X - Day
3		006	2300Z X - Day
4		025	2400Z X - Day
5		007	0200Z X / 1
6		008	0300Z X / 1
7		016	0500Z X / 1
8		011	0600Z X / 1
9		571	0800Z X / 1
10		009	0900Z X / 1
11		012	1100Z X / 1
12		005	1200Z X / 1
13		010	1400Z X / 1

EXHIBIT 2, APPENDIX 1, TABLE "B", 720 ON JCS ORDER 14-56
2

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b. Redeployment: As soon as possible after completion of weapons loading exercise at Westover. (See paragraphs 2b (1) and 2d (1), Annex "B").

5. PRE-TAKE OFF WEATHER BRIEFINGS:

a. Deployment: Each Aircraft Commander scheduled for deployment to Westover will obtain his own weather information for the pending flight.

b. Redeployment: As determined by the Detachment Commander. (See paragraphs 2b (1) and 2d (1), Annex "B").

6. NAVIGATION:

a. Primary means of navigation on all overwater portions of the mission will be celestial; however, any or all navigation aids may be used to maintain the briefed route.

b. Training minimums under SAC Regulation 50-8 will be accomplished wherever practical. However, routes and timing as briefed will receive highest priority and will not be sacrificed to obtain individual training minimums.

c. All possible aids to navigation will be used on the flight to insure flying the route as briefed.

d. The Navigator's log will be kept at all times during the mission in such a manner that a complete and detailed history of the flight may be extracted from the log subsequent to the mission.

7. ADEI: Each aircraft will meet both time and distance tolerances specified in AFR 60-22.

APPENDIX 1, ANNEX "E", 72D OPS ORDER 19-56

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HEADQUARTERS
720 BU BARRIENT WING, H (MAG)
Ramey Air Force Base, Puerto Rico
13 February 1956

APPENDIX 2

APPENDIX 2

ANNEX "B"

OPERATIONS ORDER 14-56

STRIKE

1. GENERAL: A strike mission will be flown from Ramey against certain designated targets in the Zone of Interior with all sorties post-strike staging at Ramey.

2. OPERATIONAL CONCEPT:

a. To simulate this unit's EMP, the strike mission is composed of two (2) waves. The first wave consisting of ten (10) aircraft will launch from Ramey on the strike profile mission to make good an H Hour Control Time of 0300Z on X / 3. The second wave consisting of eleven (11) aircraft will launch from Ramey on the strike profile mission to make good an H Hour Control Time of 0300Z on X / 4. Aircraft will be launched at ten (10) minute intervals. ///

b. Enemy Territory: Simulated enemy territory is designated as all territory north of 29-00N.

c. H Hour Control Line is from 27-00N, 95-00W to 27-00N, 87-00W.

d. Separate JGL's have been selected for each aircraft in each wave.

e. Airborne spare aircraft are not authorized.

f. Penetration of the H Hour Control Line will be accomplished.

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by the first aircraft of the wave followed at ten (10) minute intervals by succeeding aircraft in the bomber stream. The H Hour Control line will not be penetrated early. If late, no attempt will be made to make up time.

g. Effectiveness: The point of operational effectiveness will be the radar directed camera scored attack on the primary target.

3. TACTICS:

a. All tactics will be in accordance with SAC Manuals 55-1 and 55-1a.

b. Bomber stream tactics apply over the Tampa HBS site.

c. Flash curtains will be installed for the HBS run at Tampa, /// and removed four (4) minutes after bombs away. ///

4. CELL FORMING: Aircraft will be assembled into cells of five or six aircraft and each cell will be maintained for at least one hour. Cell positions and assembly areas are specified in paragraphs 5 and 6 below. Night cell tactics will be utilized.

5. ASSEMBLY:

a. First wave (H Hour time 0300Z X / 3)

<u>T/O TIME</u> (No wind)	<u>AIRCRAFT</u> <u>COMBINATION</u>	<u>A/CFT</u> <u>NO</u>	<u>CELL</u> <u>POS</u>	<u>CELL</u> <u>POSITION</u>	<u>CELL CALL</u> <u>SIGN</u>	<u>TARGET</u> <u>NAME</u>
1800Z	(b) (6)	017	A	1	EXPEL RED 45	Albany
1810Z		018	B	2	EXPEL RED 55	Albany
1820Z		006	C	3	EXPEL RED 42	Albany
1830Z		690	A	4	EXPEL RED 87	Mobile
1840Z		025	B	5	EXPEL RED 61	Mobile
1850Z		027	C	1	EXPEL WHITE 71	Mobile
1900Z		008	D	2	EXPEL WHITE 11	Mobile

ANNEX 1, APPENDIX 2, ANNEX "E" 723 IN LFC ORDER 19-56

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<u>YTD</u> <u>(to date)</u>	<u>PROJECT</u> <u>NUMBER</u>	<u>NO.</u> <u>OF</u>	<u>NO.</u> <u>OF</u>	<u>NO.</u> <u>OF</u>	<u>NO.</u> <u>OF</u>	<u>NO.</u> <u>OF</u>
1,100	Barrock	01	3	10	11	12
1,200	Lockwood	6,7	8	9	10	11

FORM 22, REV 2, APR 71, GPO: 1956 O-350-000

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<u>TIME</u>	<u>AIRPORT</u>	<u>ALT</u>	<u>CLAS</u>	<u>DATE</u>	<u>TIME</u>	<u>AIRPORT</u>
<u>(hr:min)</u>	<u>Code</u>	<u>Alt</u>	<u>Clas</u>	<u>DDMMYY</u>	<u>HH:MM</u>	<u>Code</u>
1830-	(b) (6)	016	C	5	1800-1830	Montgomery
b. Second wave (1800-1830) (0300-1830)						
1800-	(b) (6)	608	A	1	1800-1830	Albany
1810-	(b) (6)	011	E	1	1810-1830	Albany
1820-	(b) (6)	009	C	1	1820-1830	Albany
1830-	(b) (6)	002	A	4	1830-1840	Mobile
1840-	(b) (6)	021	B	5	1840-1850	Mobile
1850-	(b) (6)	571	C	1	1850-1900	Mobile
1900-	(b) (6)	001	D	2	1900-1910	Mobile
1910-	(b) (6)	120	A	3	1910-1920	Montgomery
1920-	(b) (6)	012	E	4	1920-1930	Montgomery
1930-	(b) (6)	005	C	5	1930-1940	Montgomery
1940-	(b) (6)	010	A	6	1940-1950	Birmingham

6. Routes:

a. Common Route:

(1) First Day - First wave.

Depart Ray

To: 18-00, 07-10 Level off 6.5, 7.1, 7.7, 6.5, etc. ///

To: 17-00, 75-00 Ft Alfa ///

To: 17-10, 77-10 Ft Del Ray Ft Bravo ///

To: 17-20, 83-55 WCP Socn, Alt. Ena Cel Ray ///

To: 21-20, 85-15 Ft Alfa

To: 27-00, 88-15 WCP (0300- first alt) at 01

To: 28-50, 89-15 Level off 35, 35.5, 36.2, 35 etc.

1800-1830, 1830-1900, 1900-1910, 1910-1920, 1920-1930, 1930-1940, 1940-1950

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To: 30-32h, 90-25h NCF Foxtrot (End Common Route)

(2) Second Day - second wave

Depart Hawley

To: 18-00h, 67-10h Level Off 6.5, 7.1, 7.7, 6.5, etc ///

To: 17-00h, 75-00h TF Alfa ///

To: 17-10h, 77-10h End Col Hwy Ft Bravo ///

To: 17-25h, 83-55h NCF Boca Ala End Col Hwy ///

To: 21-40h, 85-55h TF Delta

To: 27-00h, 88-15h NCF (0300h - first asst) St Alb

To: 28-00h, 88-52h Level Off 20h St Alb ///

To: 28-50h, 89-26h Level Off 31.8, 32.4, 33, 31.8, etc ///

To: 30-00h, 90-05h St Alb ///

To: Level Off 35, 35.5, 36.2, 35, etc ///

To: 30-32h, 90-25h NCF Foxtrot (End Common Route)

REF ID: A6626, SER 2, GROUP 1, 700 EX-100 UNDER 19-50

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b. Individual Routes:

(1) Albany DGZs A,B,C.

From: End Common Route

TO: 31-19N, 86-30W IP

"A" 313535N, 840538W

"B" 313513N, 840850W

"C" 313450N, 841018W

TO: 31-37N, 83-50W TP Golf Start Descent

TO: Common Route to Ramey

(2) Mobile DGZs A,B,C,D.

From: End Common Route

TO: 30-10N, 89-28W IP

"A" 304203N, 880232W

"B" 304318N, 880245W

"C" 304439N, 880326W

"D" 304604N, 880333W

TO: 30-51N, 87-45W Overrun

TO: 31-19N, 86-30W TP

TO: 31-37N, 83-50W TP Golf Start Descent

TO: Common route to Ramey

(3) Montgomery DGZs A,B,C.

From: End Common Route

TO: 31-04N, 87-57W Pre-IP

TO: 31-29N, 87-22W IP

"A" 322240N, 862028W

APPENDIX 2, AINEX "B", 72D BW OPS ORDER 19-56

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"D" 322252N, 861741W

"C" 322355N, 861856W

TO: 32-34N, 86-05W Overrun

TO: 31-37N, 83-50W TP Golf Start Descent (Common Route)

(4) Birmingham DGA A.

From: End Common Route

TO: 32-21N, 88-45W Pre-Lr

TO: 33-00N, 87-43W LP

"A" 333056N, 865413W

TO: 33-40N, 86-36W Overrun

TO: 33-15N, 85-00W TP

TO: 31-37N, 83-50W TP Golf Start Descent

TO: Common Route to Ramey

c. Common Route (All aircraft)

From: 31-37N, 83-50W TP Golf Start Descent

TO: 31-33N, 82-15W Level Off, TP Hotel 25, 25.6, 26.2M

TO: 29-37N, 81-12W Pre LP

TO: 28-50N, 81-45W LP

275708 LN, 822704, 1W TAMPA "A"

TO: 275721, 8W, 822313, 7W Tampa "GH"

TO: 27-43N, 82-34W Overrun, TP India Start Descent

TO: 27-15N, 82-00W Level Off 17, 17.6, 18.2, 18.8, 19.4

TO: 25-47N, 80-24W Miami (MKG) ///

TO: 21-54N, 73-00W Orbit Area (White & Green Only)

TO: 21-00N, 71-22W Orbit Area (Red & Blue Only)

TO: 18-30N, 67-07W Contact Ramey Approach Control for landing

AMENDMENT #1, APPENDIX 2, ANEX "B", 72D Bg CAS ORDER 14-56

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d. Altitude Assignments

///

(1) First Wave:

Aircraft
Commander

(b) (6)

<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th</u>
7M	35M	25M	17M
7.6M	35.6M	25.6M	17.6M
8.2M	36.2M	26.2M	18.2M
7M	35M	25M	18.8M
7.6M	35.6M	25.6M	19.4M
8.2M	36.2M	26.2M	17M
7M	35M	25M	17.6M
7.6M	35.6M	25.6M	18.2M
8.2M	36.2M	26.2M	18.8M
7M	35M	25M	19.4M

(2) Second Wave:

(b) (6)

7M	35M	25M	17M
7.6M	35.6M	25.6M	17.6M
8.2M	36.2M	26.2M	18.2M
7M	35M	25M	18.8M
7.6M	35.6M	25.6M	19.4M
8.2M	36.2M	26.2M	17M
7M	35M	25M	17.6M
7.6M	35.6M	25.6M	18.2M
8.2M	36.2M	26.2M	18.8M
7M	35M	25M	19.2M
7.6M	35.6M	25.6M	20M

AMENDMENT 1, APPENDIX 2, ANNEX "EM", 74D BW OPS ORDER 19-56

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instructions.

7. TIMING:

- a. First aircraft, first wave depart Ramey 16/1800Z Feb (No Wind), remaining aircraft at ten (10) minute intervals.
- b. First aircraft, second wave depart Ramey 17/1800Z Feb (No Wind), remaining aircraft at ten (10) minute intervals.
- c. The latest possible take off time for an effective aircraft will be one (1) hour and fifteen (15) minutes after last scheduled take off for the wave concerned.

8. PRE-TAKE OFF WEATHER BRIEFINGS:

- a. First wave: The pre-take off weather briefing for the strike mission will be conducted in the 60th BS Briefing Room at 1600Z, 16 February 1956.
- b. Second wave: The pre-take off weather briefing for the strike mission will be conducted in the 60th BS Briefing Room at 1600Z, 17 February 1956.

9. GUNNERY: Gunners will expose maximum gun camera film at fighters of opportunity. Tail gunners on all aircraft will have the tail radar equipment ON and practice tracking and acquisition of targets on fighters of opportunity.

10. PHOTOGRAPHY:

- a. Radar scope photography will be accomplished in accordance with SAC Tactical Doctrine.
- b. Aerial vertical photography will be taken on the directed bomb run regardless of time or cloud cover.

APPENDIX 2, ANNEX "B", 72D BW OPS ORDER 19-56

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11. IBDA: Phase I IBDA will be accomplished in accordance with SAC Tactical Doctrine and applicable Observer's SOP's.

12. RADAR RECONNAISSANCE: Radar IP-Target runs will be accomplished on each bombing attack and will be evaluated for credit under the provisions of SAC Manual 200-3 as applicable to combat minimums.

13. NAVIGATION:

a. Celestial observations will be the primary method of fixing the aircraft's position.

b. Each aircraft must be flown over the route as briefed.

c. Navigators will be responsible for making good all control times and will have at least an insured 10 minute interval in the bomber stream when passing over the navigation control point at Hammond, Louisiana.

d. The celestial navigation leg will be accomplished between Ramey and 17-31N, 77-15W on the strike mission.

e. Navigator's log will be kept at all times during the strike mission in such a manner that a detailed history of the sortie may be extracted from the log subsequent to the mission. Logs will reflect times (GCT) and coordinates of all turn points, descents, level off points, HMP, navigation control points, IP, target, fighter interceptors and sightings reported by the crew.

f. Squadrons will prepare actual and detailed route overlays of each sortie flown by their crews for submission to the Bomb-Nav Division, Directorate of Operations, by 1200 hours local time on the day following landing from the sortie. Graphic presentation will be in accordance with format as outlined in B-72 Report, SAC Manual 55-SE. Total nautical miles will

APPENDIX 2, ANNEX "B", OPS ORDER 19-56

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11. IBDA: Phase I IBDA will be accomplished in accordance with SAC Tactical Doctrines and applicable Observer's SOP's.

12. BADAR RECONNAISSANCE: Radar IP-Target runs will be accomplished on each bombing attack and will be evaluated for credit under the provisions of SAC Manual 200-3 as applicable to combat minimums.

13. NAVIGATION:

a. Celestial observations will be the primary method of fixing the aircraft's position.

b. Each aircraft must be flown over the route as briefed.

c. Navigators will be responsible for making good all control times and will have at least an insured 10 minute interval in the bomber stream when passing over the navigation control point at Hammond, Louisiana.

d. The celestial navigation leg will be accomplished between Ramsey and 17-31N, 77-15W on the strike mission.

e. Navigator's log will be kept at all times during the strike mission in such a manner that a detailed history of the sortie may be extracted from the log subsequent to the mission. Logs will reflect times (GCT) and coordinates of all turn points, descents, level off points, HHCP, navigation control points, IP, target, fighter interceptors and sightings reported by the crew.

f. Squadrons will prepare actual and detailed route overlays of each sortie flown by their crews for submission to the Bomb-Nav Division, Directorate of Operations, by 1200 hours local time on the day following landing from the sortie. Graphic presentation will be in accordance with format as outlined in B-72 Report, SAC Manual 55-8B. Total nautical miles will

APPENDIX 2, ANNEX "B", OPS ORDER 19-56

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be annotated over each overlay.

14. BARBAG:

a. High Altitude camera scored attack:

- (1) The bombing run on the primary assigned target will be a radar directed attack in accordance with standard bomb run procedures.
- (2) Radar scope photography will be taken in accordance with 72d B. Operations Memorandum 59-39.
- (3) The photo-navigator will be responsible to take an aerial photograph with both the 6" and 24" cone vertical cameras, one exposure at "boom away" and at the expiration of 100". Zero drift will be set in the camera counts. Aerial photography will be taken regardless of weather conditions or time of day.
- (4) All aircraft will continue on the "boom away" heading for a minimum of four (4) minutes after passing over the target. During this period a constant altitude and airspeed will be maintained. Radar operators will insure that the best possible scope photography is taken using "sawtooth" gain procedures.
- (5) A minimum of four (4) radar target scans will be accomplished on the assigned target prior to report, release, or strike mission.
- (6) Bomb load (For scoring purposes only) will be simulated 1.6 //
- Exp. H. height of burst 5000 feet. //

Standard 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

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b. Targeting:

- (1) The to be run on Targeting will be a matter of visual direct control at the discretion of each individual crew on LOS ~~target~~ "ALFA".
- (2) Provisions of AEC Regulation 50-4 concerning to her strict procedures will apply.
- (3) Radar scope photography will be taken in accordance with existing directives.
- (4) Operations will accompany target study on Target Bomb Plot in accordance with Red Book Bombing policies.
- (5) Do not use (not carrying out ones only) to one simulated bomb run and reg 50-4, 13 July 1955. ///

A. ENCLAVE 2, AREA 2, AREA "B" THE DE LIAISON 19-56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base, Puerto Rico
30 January 1956

ANNEX "C"

OPERATIONS ORDER 19-56

COMMUNICATIONS

1. GENERAL SITUATION: This operations order directs our aircraft to execute strikes against certain targets in the United States. Efficient and reliable communications are required for positive control of aircraft, handling of combat reports and the exchange of messages between participating units.

a. Enemy Forces: Omitted.

b. Friendly Forces:

(1) Headquarters TAC: Provide support required for the spot jamming runs specified in Appendix 1, this Annex.

(2) Headquarters, 12th RBS Squadron: Provide normal RBS communications at MacDill Site.

2. MISSION: The communications-electronics mission is to provide reliable point-to-point and air/ground communications for tactical and ATC control of aircraft, the exchange of messages and combat reports between participating echelons.

3. TASKS FOR SUBORDINATE UNITS:

a. 60th, 73rd, 301st Bombardment Squadrons will:

(1) Deploy each aircraft with a complete set of crystals as specified by SACCEI 2504.4.

(2) Deploy each crew with its assigned E-2 Kit and required number of WRC-4s (one per crew member).

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(3) Provide each crew with a complete ROIF as specified by
72d Bombardment Wing Operations Memorandum 100-1.

b. 1938th AACS Squadron will:

- (1) Provide normal support.
- (2) Alert Ramey GLOBEAIRCOM to function as primary communications control station except for the strike report.
- (3) Alert Goose Airways for primary station for strike report and Harmon Airways as secondary station.

4. COMMUNICATIONS FACILITIES AND PROCEDURES:

a. Aircraft communications:

- (1) Call Signs: 72d Bombardment Wing ROIF 36-3 applies.
- (2) HF/VHF/UHF frequencies will be in accordance with the appropriate 72d Bombardment Wing ROIF except for the MacDill area.
- (3) RBS: SAC Regulation 50-4 applies. VHF/UHF frequencies for Tampa will be channeled as follows:
 - (a) Channel 7, UHF, 258.2 (P)
 - (b) Channel 11, UHF, 240.6 (S)
 - (c) Channel "C", VHF, 132.84 (P)
 - (d) Channel "F", VHF, 138.42 (S)
- (4) Communications procedures for ERRR and PCM will be in accordance with Annex 1, SAC Regulation 51-6, 51-8 and 51-20. Frequencies are listed in 72d Bombardment Wing ROIF 7-4.
- (5) Fighter intercepts communications will be in accordance with Annex 1, SAC Regulation 51-6.

ANNEX "C", 72BW OPERATIONS ORDER 19-56

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(6) AD12 penetration will be in accordance with Air Force Regulation 60-22.

(7) Interplane Communications:

Channel 10, 321.0 (Primary) Channel "E", 133.56 (Secondary)

b. HF Communications:

(1) ART-13 will be channelized in accordance with 72d Bombardment Wing ROIF 31-1 and 26-2.

(2) Communications control stations for strike report:

Goose (Primary) Harmon (Secondary)

(3) Strike Reports will be addressed to "RED GRANGE" and PAWNSHOP ALPHA.

(4) Tactical/ICAO position reports will be in accordance with procedure "BRAVO" and/or COCA except in the Zone of the Interior where procedure "ALPHA" will apply. (SAC Manual 55-8M).

(5) Tactical position reports will be addressed to "PAWNSHOP", only.

5. RECOGNITION PROCEDURES:

a. IFF will be operated in accordance with SAC Regulation 55-23 and 72d Bombardment Wing ROIF 62-0.

b. Identification and recognition in accordance with SACCEI 2407.3 (Change 4) and 72d Bombardment Wing ROIF 61-0.

c. Authentication for air/air and air/ground communications in accordance with current edition of AFM 5104 ().

ANNEX "C", 72BW OPERATIONS ORDER 10-56

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6. Emergency procedures in accordance with ACP 130 and 135, Current Radio Facility Charts and Supplementary Flight Information Documents.
7. Recall Word: FOWLER
8. SECURITY: Make no transmission in clear which will divulge classified tactics of the mission. All HF traffic except clear text position reports, Strike Reports, SACMAR Weather, CIRVIS, and Distress Reports (M-14) will be encrypted in the air/ground code (AFSAL 5104).
9. NAVIGATIONAL AIDS: See Current facility charts.
10. ECM: See Appendix 1, this Annex.

ANNEX "C", 725W OPERATIONS ORDER 10-56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base, Puerto Rico
10 January 1956

APPENDIX 1

ANNEX "C"

OPERATIONS ORDER 10-56

ELECTRONIC COUNTERMEASURES

1. GENERAL SITUATION: A requirement exists for the 72d Bombardment Wing to perform a maximum amount of electronic jamming and reconnaissance.
2. MISSION: Aircraft of the 72d Bombardment Wing will conduct:
 - a. Electronic jamming of the following sites:
 - (1) Tampa RBS AN/GPQ-T1 site in the ALFA Range (60-72 mcs) and BRAVO Range (156-174 mcs).
 - (2) Ramey AFB SAC Simulator AN/GPQ-T1 in the COCA Range (200-1400 mcs) and the ECHO Range (2700-3000 mcs).
 - (3) ~~The SAC site located at Tifton, Georgia~~ **THE SAC SITE LOCATED AT TAMPA, FLORIDA.**
 - b. Electronic reconnaissance:
 - (1) Maximum amount of intercepts with six cut D/Fs.
3. GENERAL INSTRUCTIONS:
 - a. Electronic reconnaissance activity will start at 28-00N northbound and cease at 25-00N southbound.
 - b. All modified Phase II ECM aircraft will:
 - (1) Make a Record RBS Simulator run (BRAVO Range 152-174 mcs) in conjunction with the RBS run at Tampa, Florida.
 - (2) Make a Record SAC Simulator run (ECHO Range 2700-3000 mcs) at Ramey Air Force Base.

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- (3) Make a spot jamming run against the early warning RFS 7 located at Tampa, Florida.
 - (4) Return route of deployment. ///
 - (a) An ADC record run at EW Site (GPS 6B) located at North Truro AFB, Mass. Call sign (No Trump) ///
- c. All Unmodified EG aircraft will:
- (1) Make a record RBS Simulator run (ALPHA Range 60-72 mcs) in conjunction with the RBS run at Tampa, Florida.
 - (2) Make a Record SAC Simulator Run (COCA Range 200-1400 mcs) at Ramey Air Force Base.
 - (3) Make a spot jamming run against the early warning equipment (JPO-7) located at Tampa, Florida.
- d. All aircraft will:
- (1) Make three (3) non-pulsed electronic reconnaissance record runs against the following omni ranges that are applicable to their routes.
 - (a) West Palm Beach VOR
 - (b) Huntsville VOR
 - (c) Mobile VOR
 - (d) McComb VOR
 - (e) Montgomery VOR
 - (f) Evergreen VOR
 - (g) Columbus VOR
 - (h) Tuscaloosa VOR
 - (i) Brunswick VOR

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- (j) Marianna VOR
- (k) New Orleans VOR

AMENDMENT 2, APPENDIX 1, AIRMEX "C", 72D BW OPR ORDER 19-56

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e. Cell tactics:

- (1) Chaff will be used in accordance with SAC Tactical Doctrine 55-1A.

4. LOGISTICS:

a. All aircraft will be equipped with the following:

- (1) Electronic reconnaissance positions.
 - (a) Maximum amount of equipment available for LOW, IF, and MED positions.
- (2) Electronic jamming position:
 - (a) Phase II ECM aircraft:
 1. One (1) each AN/ALT-7 - T464 - T465 transmitters.
 2. One (1) each AN/ALT-6 - T402 - A and B Range transmitters.
 3. One (1) each AN/APT-9 BRAVO Range transmitter.
 4. One (1) each AN/ALR-5 Receiver.
 5. One (1) each AN/APR-9 Receiver.
 6. One (1) each ALA-10 Panoramic Adapter.
 7. One (1) each ARA-3 Modulator.
 8. Two (2) each ALE-1 Chaff dispensers.
 - (b) Non-phase II ECM aircraft will be equipped with the following:
 1. One (1) each AN/APT-5 or AN/APT-9 transmitter.
 2. One (1) each AN/ARQ-8 transmitter.
 3. One (1) each AM/33 Amplifier.

APPENDIX 1, ANNEX "C", TSW OPERATIONS ORDER 19-56

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4. One (1) each AN/APT-1 transmitter with JAN 829-B tube.
 5. One (1) each AM/LA-APT Amplifier.
 6. One (1) each APR-4Y receiver with TN-17, TN-18 and TN-19 tuning units.
 7. One (1) each ALA-10 Panoramic Adapter.
 8. One (1) each ARA-3 modulator.
 9. One (1) each A-6 Chaff dispensers.
5. REPORTS: The following reports will be required:
- a. Initial Electronic Intercept Report (R-30).
 - b. Initial Report of Enemy Jamming of Airborne Electronic Equipment (M-35).
 - c. Final Report of Enemy Jamming of Airborne Electronic Equipment (M-36).

APPENDIX 1, ANNEX "C", 72BW OPERATIONS ORDER 19-56

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HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Ramey Air Force Base, Puerto Rico
30 January 1956

ANNEX "D"

OPERATIONS PLAN 19-56

LOGISTICS

1. GENERAL:

a. The requirements are to perform a USCM from home base to home base with an air weapons loading at Westover AFB for thirteen aircraft which will then return to Ramey and launch on the USCM.

b. Aircraft deploying from Ramey AFB to Westover AFB and return will carry the support personnel passengers as listed in Appendix 1 to this annex. In no instance will any aircraft be loaded to exceed the number of personnel authorized in SAC Regulation 60-10.

2. SUPPLY:

a. Normal supply procedures will apply at Ramey AFB.

b. Supply at Westover AFB will be from the enroute maintenance spares kit plus 2 R-4360 and 1 J-47 engines deployed in support aircraft and from base assets at Westover AFB. Repairables generated from the enroute kit will be returned to Ramey except R-4360 power packs which have accumulated more than 300 operating hours. These power packs will be turned in to Base Supply at Westover AFB for shipment to SAAMA.

c. Supply support at Westover AFB which is beyond the capability of the enroute maintenance spares kit and/or base assets will be reported to Headquarters 2AF and Ramey AFB by the most expeditious means available.

d. Flight lunches will be provided by the 72d Food Service Squadron

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and will consist of the food packet, combat IF, or precooked frozen meals, individual as applicable. Four lunches per man will be loaded on aircraft.

e. Unit Commanders will insure that all personnel deploying to Westover AFB are equipped with adequate cold weather clothing and equipment.

f. Tactical Squadron Commanders will insure that all aircraft deploying to Westover AFB are equipped with squeegees, 2 brooms, 2 rags, 2 buckets and safety ropes for personnel. Westover AFB will provide an additional 2 brooms, 2 rags and 2 buckets for each aircraft. This equipment may be required to clear the aircraft of snow and moisture while on the ground at Westover AFB.

g. The aircraft commander of each tactical aircraft carrying passengers will load sufficient survival equipment to provide for his passengers.

h. Supply Liaison, Maintenance Control, is responsible for the enroute spares kit to include coordination with Base Supply in assembling, preparation for shipment, and control of this kit. A supply man from this section will accompany the kit and be responsible for all supply action at Westover AFB.

3. MAINTENANCE:

a. Maintenance support at Ramey will be furnished by normal activities organized and operated as prescribed in SAC Regulation 66-12.

b. Maintenance support at Westover AFB will be provided by a maintenance team deployed in tactical and support aircraft from Ramey AFB and with assistance from the 4050th Air Refueling Wing at Westover AFB.

c. Ground support equipment at Westover AFB will be furnished by the 4050th Air Refueling Wing.

d. All aircraft deploying to Westover AFB will be inspected prior to leaving Ramey AFB for operation of the oil dilution system.

ANNEX #1, ANNEX "D", 72D BW OPS ORDER 19-56

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e. All aircraft deploying to Westover AFB will deploy with aircraft protective equipment to include canopy covers, jet plugs, leading edge inlet covers, wheel covers, etc.

f. All maintenance personnel deploying to Westover AFB will carry their individual tool kits and equipment required to perform their mission.

g. Maintenance support at Westover AFB beyond the capabilities of the enroute team and base forces will be reported to Headquarters 2AF and Ramey AFB by the most expeditious means available.

h. Necessary action will be taken to assure that prepositioned equipment at Westover AFB receives the proper care and maintenance during use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of responsible personnel at Westover.

i. Normally only the essential safety of flight maintenance will be accomplished on those aircraft not requiring a post flight IAW T.O. 00-20A-1 during staging operations and prior to strike mission. Requirements as indicated in the -6 pre-flight inspection by double asterisks will apply. In such instances, use of the red dash symbol will be made, consistent with flight safety and condition of aircraft affected. In all instances, it will be the responsibility of the detachment and/or Wing Commander to make the decision as to the extent of maintenance to be performed, taking into consideration mission requirements, condition of aircraft, and flight safety implications.

j. Fuel requirements are as follows:

- (1) Ramey to Westover aircraft - depart Ramey with 17,000 gallons.

ANNEX "D". OPERATIONS PLAN 10-56

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(2) Westover to Ramey aircraft - onload 10,000 gallons at Westover.

(3) Ramey to Ramey strike aircraft - loaded to 25,192 gallons.
(Gross weight 337,500 static)

k. One NLG tow bar, S/N 8200-067910 will be deployed on support aircraft with the enroute maintenance team. The maintenance team OIC will obtain this tow bar from the 72d Field Maintenance Squadron.

4. TRANSPORTATION:

a. Enroute maintenance team personnel and equipment will be transported to Westover AFB in support aircraft furnished by the 3rd SSS.

b. Each tactical aircraft will have a crew chief and three ground crew members as passengers to Westover and return.

5. PERSONNEL:

a. Normal personnel requirements at Ramey AFB.

b. Personnel to deploy to Westover AFB in addition to aircrews are listed in Appendix 1 this annex.

c. Unit Commanders will insure that all personnel going to Westover AFB deploy with adequate clothing for protection from sub-freezing temperatures.

d. Orders published in support of this operation will quote the following statement verbatim: "Purpose - SAC Air Operations."

e. Per diem is payable in the same manner as for ordinary TDY.

6. COMPTROLLER:

a. SAC funding serial number for this operation is CM-201.

b. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2, and 171-4.

ANNEX "D", OPERATIONS PLAN 19-56

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c. Expense summary reports will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1 as amended and Air Force Letter 177-4.

7. SECURITY:

- a. Normal security procedures will apply at Ramey AFB.
- b. The Commander, Westover AFB will be responsible for security of equipment at Westover AFB.
- c. The aircraft commander will be responsible for aircraft security while on the ground at Westover AFB.
- d. SAC restricted area badges will be used by participating SAC personnel in conjunction with the badge system in effect at Westover AFB.
- e. The safeguarding and destruction of classified matter will be as directed in AFR 205-1 and SAC Regulation 205-15.
- f. Security of special weapons will be as prescribed in SAC Atomic SOP's.

8. MISCELLANEOUS:

- a. No medical support is required to accompany aircraft to Westover AFB.

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HEADQUARTERS
720 HOWLAND HT WING, H (SAC)
Ramey Air Force Base, Puerto Rico
30 January 1956

APPENDIX "I"

ANNEX "D"

OPERATIONS PLAN 10-56

PERSONNEL REQUIREMENTS

1. The following are the personnel requirements to deploy to Westover

APE:

a. By tactical aircraft:

- (1) one crew chief and three ground crew members (AFSC's 43161/710 or 43251) for each tactical aircraft to be furnished by the organization possessing the aircraft.

b. By support aircraft:

- (1) The following AFSC's, squadron indicated:

1016	HS
1055	RL
3034	AFSC
4344	WE
64151/75	HS (Supply Liaison)
30130/50B	AFSC
30130/50B	AFSC
30170	AFSC
32150A	AFSC
32150F	AFSC
32150F	AFSC

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CLASS: ~~SECRET~~
AUTH: Com 72d BW
DATE: 30 January 1956
NAME: *Wanda C. C.*

HEADQUARTERS
72D BOMBARDMENT WING, H (SAC)
Raney Air Force Base, Puerto Rico
30 January 1956

ANNEX "E"

OPERATIONS ORDER 19-56

AIR WEAPONS

TASK ORGANIZATIONS:

72d Air Base Group	Colonel (b) (6)
60th Bomb Squadron	Lt Col
73rd Bomb Squadron	Lt Col
301st Bomb Squadron	Lt Col
72d A & E Maint Squadron	Lt Col

1. GENERAL: A requirement exists for the 72d Bombardment Wing to conduct an air weapons maneuver in conjunction with the activities outlined in the basic order. One phase of this maneuver will be conducted at Raney utilizing three Mk 6 WR weapons and three Mk 6 training weapons; the other phase will be conducted at Westover AFB utilizing five Mk 17/24 WR Weapons.

2. FRIENDLY FORCES:

a. AMC: Provide five Mk 17/24 WR weapons in GMS configuration to the Westover bomb control point on a schedule directed by the Westover Bomb Control Officer.

b. 8th AF: 4050th ARW will:

- (1) Provide base facilities at Westover AFB for approximately 13 B-36 aircraft from 72d Bomb Wing in support of air weapons exercise.

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- (2) Receipt for weapons at Westover bomb control point.
- (3) Provide weapon security to aircraft and on return from aircraft.
- (4) BLT, load, and perform Post Loading Inspection on weapons.
- (5) Accomplish realistic transfer of accountability procedures in accordance with AFM 67-1.
- (6) All RB-36 aircraft will be loaded as soon as possible after refueling. Weapons will be offloaded by loading teams on completion of aircrew Pre-Takeoff Check.

c. AFSWF: Bossier Base will:

- (1) Assemble three Mk 6 weapons to CAS condition and deliver to Barksdale bomb control point at 1200Z, 11 February 56. Weapons will be on N-1 dollies provided by 4th AD. MC-73 settings will be 28 seconds.
- (2) Ship weapons and dollies to AF Account Number AF 4633 SO.
- (3) Receive same weapons at Barksdale AFB on 17 February 56.

d. 2700th EOD will provide salvage support in accordance with AFR 136-10 during movement of weapons.

e. 4th AD:

- (1) Provide salvage support in accordance with SAC Regulation 82-1.
- (2) Provide not later than 8 February 56, three N-1 dollies with tie-downs to Bossier Base for transport of weapons.

ANNEX "E", 723 BW OPS ORDER 19-56

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- (3) Provide one officer courier and two security guards for the C-124 ferrying weapons to and from Ramey.
- (4) Provide M-10 and M-15 reports to 2700th BOD, Hill AFB, Utah on C-124 aircraft ferrying weapons under this order.

f. 3d SSS:

- (1) Provide one C-124 aircraft in place at Barksdale at 1200Z, 11 February 56 for loading and ferrying of three Mk 6 WR weapons from Barksdale to Ramey. Weapons will be on N-1 dollies.
- (2) Provide return airlift for weapons to Barksdale on 17 February 56.

3. TASKS FOR SUBORDINATE UNITS:

a. 72d Air Base Group:

- (1) On or about X Day minus three, receive three Mk 6 WR weapons ferried to Ramey by C-124 aircraft; store and secure these weapons until required for exercise at Ramey.
- (2) Provide three Mk 6 training weapons in CAS condition to supplement the three Mk 6 WR weapons in meeting the requirements of the Loading Schedule (see Appendix 2). Assembly functions will be omitted from the exercise.
- (3) Provide personnel and equipment as directed by 72d Bomb Wing Operations Plan 204-55, 27 May 55, as amended, to meet the requirements of this order.
- (4) After completion of exercise at Ramey, return WR weapons

ANNEX "E", 72D BW OPS ORDER 19-56

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to secure storage and make available for pick up and return to Barksdale on or about 1 Day plus three.

(5) Provide salvage support in accordance with SAC Regulation 82-1.

b. 60th, 73rd, and 301st Bomb Squadrons:

(1) Provide 13 Phase X modified RB-36 aircraft and 13 TH qualified combat crews for air weapons exercise at Westover. (See appendix 1)

(2) Provide 8 RB-36 aircraft without Phase X modifications and 8 RB 6 qualified combat crews for air weapons exercise at Ramey. (See appendix 2) ///

(3) Provide other personnel and equipment as directed by 72d Bomb Wing Operations Plan 204-55, 27 May 55, as amended, to meet the requirements of this order.

c. 60th and 73rd Bomb Squadrons ONLY will: Exercise tactical radiological measures in accordance with T. O. 110-1-3, SAC Regulation 55-43 and SAC Atomic SOP 55-24 to include post-strike decontamination for a total of two RB-36 aircraft and crews upon return to Ramey after the strike mission. One aircraft and crew from one of these squadrons will be involved on the first day; one aircraft and crew from the other squadron will be involved on the second day. It will be assumed that aircraft have above permissible level of contamination and will be washed down in accordance with prescribed procedures except that use of chemical agents in the water will not be required.

d. 72d Armament and Electronics Maintenance Squadron:

PARAGRAPH 1, ANNEX "E", 72D BOMB WING ORDER 10-56

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- (1) Provide three TN qualified Loading and FLT Monitors for deployment to Westover with the Baroute Team.
- (2) Provide other personnel and equipment as directed by 72d Bomb Wing Operations Plan 204-55, 27 May 55, as amended to meet the requirements of this order.

x. General Instructions:

- (1) X Day is 14 February 1956.
- (2) Ground safety will receive highest precedence during execution of this order.
- (3) Pertinent SAC Atomic SOP's and 11 N Series Technical Orders will apply. Quantity-distance requirements for nuclear weapons will apply to all phases of this maneuver.
- (4) Settings:
 - (a) Baro settings will be as required by crew assignments and as listed in Special Weapons Data Book.
 - (b) MC-73 settings will be as directed by 2AF Manual 55-2.
 - (c) These settings will be entered on the aircrew Special Weapons Check Lists.
- (5) Tactical aircraft will not fly with weapons.
- (6) Safing wires will not be removed, but red streamers will be attached to signify removal.
- (7) IFI will not be accomplished on MR weapons.
- (8) All aircraft commanders concerned with this maneuver

ANNEX "E", 72D BW OPS ORDER 19-56

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will read this Annex prior to 11 February 56.

- (9) All personnel will be thoroughly briefed to exercise extreme care when handling, loading and testing Wk weapons.
- (10) Particular attention will be given toward properly repackaging and returning weapons and components in the same condition as received. All items of equipment and materiel will be returned regardless of their seemingly insignificant value or expendability.
- (11) Reports:
 - (a) M-10 and M-15 reports will be provided to 2700th EOD, Hill AFB, Utah on C-124 aircraft ferrying weapons under this order.
 - (b) A narrative report will be prepared by the Wing Air Weapons Officer and submitted to Commander, 2AF within ten working days after completion of the maneuver. The following information will be included in the report:
 - 1. Maneuver as planned.
 - 2. Maneuver as executed.
 - 3. Reason for deviation from maneuver as planned.
 - 4. Difficulties encountered.
 - 5. Remarks and recommendations.
 - 6. Consolidated time log for weapons operations at Westover and Ramey.

ANNEX "E", 72D BW OPS ORDER 19-56

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4. ADMINISTRATIVE AND LOGISTICAL:

a. Ramey:

- (1) Access lists will be submitted in accordance with the procedure established in DF, Subject: "Access Lists for Special Weapons Exercises or Maneuvers", dated 29 November 1955.
- (2) Air crew guards will be posted at least thirty minutes prior to scheduled loading time.
- (3) A Maintenance Project Officer will be designated by the Chief of Maintenance. He will assure that aircraft scheduled to be loaded are prepared for loading prior to scheduled loading time. He will report to the Field Control Officer at the Control Point thirty minutes prior to the first scheduled loading time for further instructions.

b. Westover:

- (1) The Wing Air Weapons Officer will deploy with the Enroute Team to act as Deputy Control Officer at Westover (see SAC Atomic SOP 55-10).
- (2) One Air Weapons Training Officer will deploy with the Enroute Team to assist the Wing Air Weapons Officer.

5. COMMAND AND COMMUNICATIONS: Normal.

HARRISON
Brigadier General, USAF
Commander

ANNEX "E", 72D B. OPS ORDER 19-56

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Appendix 1 - Timing Schedule (Westover)

Appendix 2 - Timing Schedule (Raney)

DISTRIBUTION:

- 3 - CINCSAC
- 2 - Com 2AF
- 1 - Com 8AF
- 1 - Com 4050 ARW
- 1 - Com 3d SSS
- 1 - Com 72d BW
- 12 - D/Ops
- 5 - D/Mat
- 1 - Com 72d ABG
- 10 - Com 60th BS
- 8 - Com 73rd BS
- 9 - Com 301st BS
- 1 - Com 72d AEMS
- 1 - Com 72d AFS
- 1 - Com 72d MVS
- 1 - Com 72d OS
- 2 - BSMO
- 4 - Wing Historian

OFFICIAL:

(b) (6)

Colonel, USAF
Director of Operations

ANNEX "E", 72D BW OPS ORDER 19-56

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Exhibit #46

Chart, Flying Time Progress for the
month of February 1956



MONTH OF 1966 **FLYING TIME PROGRESS**

LEGEND
■ 1711
■ 1712

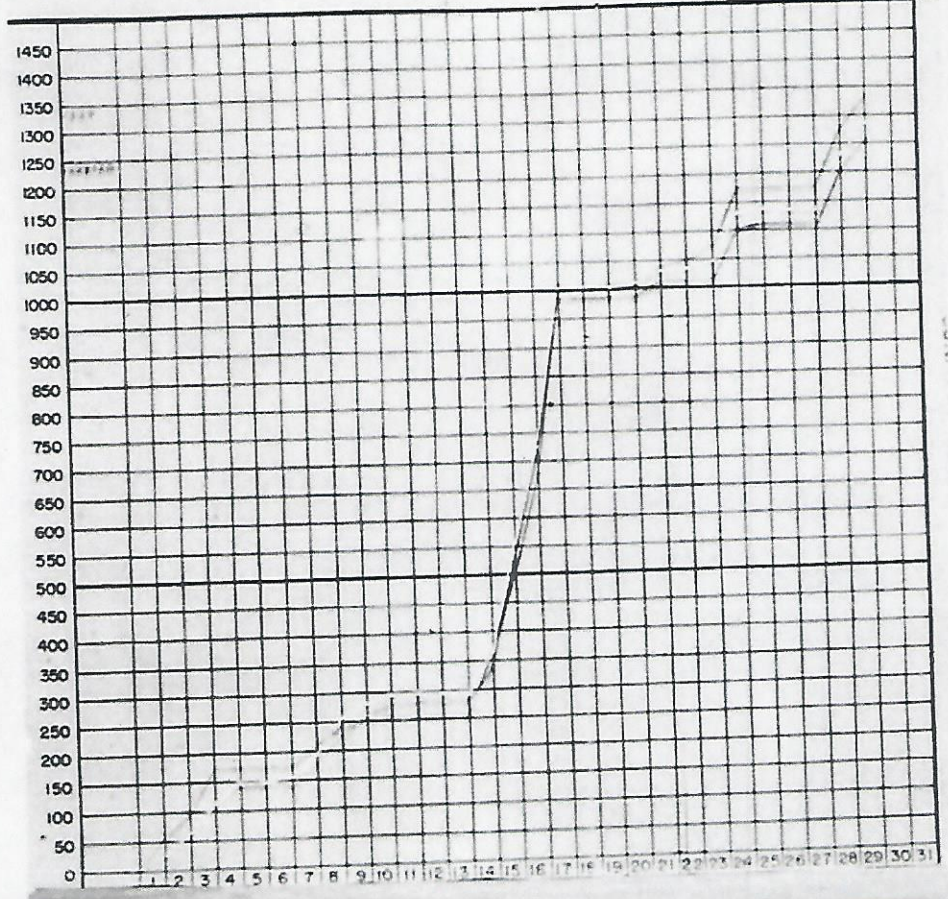


Exhibit #47

72d BW Chart, Wing Sorties - Flying
Time as of 29 Feb 56

FLYING SURTIES · FLYING TIME

PROGRAMED																			
1ST PERIOD				2ND PERIOD				3RD PERIOD				FINAL PERIOD							
	MISSION SURTIES HOURS	FERRY	TOTAL	MISSION	FERRY	TOTAL	RUN TOTAL	MISSION	FERRY	TOTAL	RUN TOTAL	MISSION	FERRY	TOTAL	FINAL TOTAL				
60																			
73																			
301																			
WG																			
ACCOMPLISHED																			
	MISSION	TEST	FERRY	TOTAL	MISSION	TEST	FERRY	TOTAL	RUN TOTAL	MISSION	TEST	FERRY	TOTAL	RUN TOTAL	MISSION	TEST	FERRY	TOTAL	FINAL TOTAL
60																			
73																			
301																			
WG																			

Attachment #10

Exhibit #48

Dropsende Proficiency Training Report
for February 1956

DROPSOON PROFIENCY TRAINING REPORT
 FEBRUARY 19 56

WING STANDING	SQDN	CREW NUMBER	AIRBORNE WEATHER OPERATOR	POINTS		PERCENT		
				REQUIRED	ACTUAL	RELIABILITY	SCORE	
1	60th	L03	Hern	6	60	133	126	94.7
2	60th	R04	Singletary	2	60	69	63	91.3
3	60th	L02	Foley	4	60	91	82	90.1
4	301st	L62	Parker	5	60	95	85	89.4
5	73rd	L31	Rohles	7	60	137	122	89.0
6	73rd	L30	Vigansky	3	60	76	66	86.6
7	73rd	L32	Dayampart	5	60	113	96	84.9
8	60th	Spare	Fields	8	60	96	69	71.6
9	60th	Spare	Goodman	4	60	71	57	80.2
10	73rd	R73	Reed	3	60	60	51	85.0
11	301st	L77	Locey	2	60	55	50	90.9
12	73rd	R70	Pineo	4	60	60	50	83.3
13	73rd	Spare	Smith	3	60	61	50	81.9
14	301st	L61	Wilmerth	3	60	61	45	73.7
15	60th	L05	Smart	3	60	52	43	82.6
16	301st	L72	Johnson	2	60	38	35	92.1
17	60th	N15	Bourque	2	60	40	32	80.0
18	60th	L75	Kolinchak	2	60	34	30	88.2
19	73rd	N48	Low	1	60	32	29	90.6
20	73rd	R33	Fink	2	60	40	28	70.0
21	60th	L01	King	1	60	24	21	87.5
22	60th	L74	Gill	1	60	22	18	81.8
23	60th	R06	Tupper	1	60	17	14	82.3
24	301st	L60	Vincent	1	60	17	14	82.3
	60th	S07	Mc Gown		60			
	73rd	R34	Gorby		60			
	73rd	L40	Powers		60			
	73rd	N45	Jones		60			
	301st	R80	Boubel		60			
	301st	N84	Valentine		60			
	301st	Spare	White		60			
	301st	Spare	Bloom		60			
	301st	R79	Devero		60			
	301st	S67	Bass		60			
FCRM				13	660	266	229	86.1
72EW 205				35	720	649	555	85.5
8 NOV 55				28	660	579	492	85.0
				76	2040	1494	1276	85.4

Exhibit #49

72d BW, Weather Reconnaissance Summary
for February 1956

RECORD
FEBRUARY 1956
(MONTH)

WEATHER BYON LICENSE SOCIETY

WING STANDING	ORG. NO.	ACFT CONTAINER	No. of Flights	No. of Points	Quality Average	FLT LEVEL ORG		ACFT TRNG ORG		EXPERIENCED ORG		No. of Flights	No. of Points	% of Points	
						Attempted	Accrued	Attempted	Accrued	Attempted	Accrued				
1	R73F	Catron	1	32	32	100	32	32	112%	-	-	0	0	0%	
2	R74F	Mamma	4	152	151	99.3	152	151	160%	-	-	0	0	0%	
3	R80	Eastburn	2	138	136	98.6	108	106	101%	30	30	210%	0	0	Ret.
4	R47F	Bedette	1	66	65	98.5	66	65	Ret.	-	-	0	0	0	WSB
5	L40	Loyd	1	61	60	98.4	46	46	WSB	15	14	WSB	0	0	WSB
6	S39	Bassett	2	138	135	97.8	108	106	SSB	30	29	SSB	0	0	SSB
7	L03F	Martin	3	72	70	97.2	54	54	139%	-	-	18	16	29%	
8	L77F	Palm	2	101	98	97.0	92	91	167%	-	-	9	7	8%	
9	RO6	Rockwood	2	193	187	96.9	160	155	137%	33	32	140%	0	0	0%
10	S67	Bowen	3	139	134	96.4	118	115	SSB	21	19	SSB	0	0	SSB
11	L75	Kersey	3	179	172	96.1	146	142	SSB	24	22	SSB	9	8	SSB
12	L60	Curry	2	56	53	94.6	32	31	SSB	24	22	SSB	0	0	SSB
13	L61F	Bolton	1	18	17	94.4	18	17	19%	-	-	0	0	0%	
14	L01F	Harshman	4	120	113	94.2	108	104	190%	-	-	12	9	12%	
15	R70F	Benninger	3	89	82	92.1	80	77	119%	-	-	9	5	10%	
16	L05	Sharrook	4	281	258	91.8	236	223	189%	45	35	148%	0	0	0%
17	RO4	Thomas	2	218	200	91.7	182	174	99.6%	36	26	80%	0	0	46%
18	R79	Greenfield	3	235	214	91.1	154	141	106%	81	73	405%	0	0	0%
19	L02F	Bordeaux	4	123	109	88.6	72	67	167%	-	-	51	42	47%	
20	L72	Ohmann	3	126	111	88.1	108	95	134%	18	16	144%	0	0	0%
21	L30F	Hess	3	57	48	84.2	24	22	24%	-	-	33	26	29%	
22	L37F	Johnson	1	24	20	83.3	24	20	Ret	-	-	0	0	Ret	
FOIN			12	467	442	94.6	380	368	80.6	45	43	-	42	31	12.1
72 SW 1 1/2			26	1338	1260	94.2	1110	1070	99.9	138	115	92.4	90	75	19.1
24 Mar 55			16	813	763	93.8	630	596	91.8	174	160	270%	9	7	1.4
721 SW			34	2618	2465	94.2	2120	2038	93.7	257	218	96.1	141	113	11.7

(THIS TABLE SHOWS WEATHER RECORD FOR FEBRUARY 1956, AND IS SUBJECT TO CHANGE)

WING STANDING	ORG. NO.	ACFT CONTAINER	WEATHER RECD		FINANCIAL TITLES		ELC LEVEL ORG		ACFT TIME OR		PERCENT ORG		ACFT TIME		
			No. Flights	Total Points	Quality	Attended	Learned	To Date	Accepted	Ac. Time	% 5-3	Accepted	Accepted	% 5-3	
1	N84	Marchant	2	131	131	100	110	110	-	21	21	-	0	0	-
2	N48	Squires	3	190	180	94.7	160	154	-	30	26	-	0	0	-
3	N45	Levis	2	95	89	93.7	50	48	-	45	41	-	0	0	-
4	N15	McKinney	2	159	147	92.5	138	131	-	21	16	-	0	0	-
72d EW Practice Total			9	575	547	95.1	458	443	-	117	104	-	0	0	-
72d EW Record and Practice Total			63	3193	3012	94.3	2578	2477	93.9%	474	422	96.1%	141	113	11.7%

FORM
72 SW 136
24 Mar 55

1. ERS
2. SRS
3. CRS

(THIS REPORT SHOWS 72d EW FORM 136, 24 Mar 55)

Exhibit #50

72d BW, Consolidated Bombing Results
as of 29 Feb 56

CONSOLIDATED BOMBING RESULTS
RADAR

7TH BOMBARDMENT WING

PERIOD 1 Nov 55 THRU 29 Feb 56

CREW	ACFT COMR	OBSERVER	R S S		KLOS		ACT RELEASE		REL %	REMARKS		
			NO *	CRA	NO *	CRA	NO *	CRA				
L36	(b) (6)		3/5	540					100			
L05			6/6	890	1/1	2270				100		
S67			8/8	1179						100		
L74			8/8	955	4/4	1715				100		
L55			14/14	1306						100		
L03			5/5	1218	1/1	1850				100		
L32			2/2	1560						100		
L57			8/8	1395	1/1	1110				100		
832			8/8	1870						100		
143			3/5	1447						100		
LEAD & SELECT CREWS			158 177	1332	12/14	2245			91.2			
READY CREWS			50/60	1839	2/3	2707			81.3			
NON-READY CREWS			27/56	2572	2/2	1400			76.3			
AVERAGE			235 235	1619	16/19	2229			87.5			

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

Form
72BW 200
13 Oct 55

CONSOLIDATED BOMBING RESULTS

RADAR

60TH BOMBARDMENT SQUADRON

PERIOD 1 Nov 55 THRU 29 Feb 56

CREW	ACFT COMR	OBSERVER	R B S		KLOS		ACT RELEASE		REL %	REMARKS	
			NO	CEA	NO	CEA	NO	CEA			
105	(b) (6)		6/8	890	1/1	2270			100		
174			8/8	955	4/4	1715			100		
103			5/5	1218	1/1	1850			100		
101			3/3	1513	1/1	2370			100		
R14			2/2	2200					100		
175			14/15	1429					93.3		
R04			7/9	1620	1/1	1620			80		
R06			6/7	1809	0/1	3700			75		
R15			6/8	3065					75		
102			2/4	2680	1/1	900			60		
LEAD & SELECT CREWS			38/41	1346	8/8	1761			93.9		
READY CREWS			15/18	1819	1/2	2660			80		
NON-READY CREWS			6/8	3065					75		
AVERAGE			59/67	1576	9/10	1957			88.3		

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form
 728M 200
 13 Oct 55

258

CONSOLIDATED BOMBING RESULTS

RADAR

72ND BOMBARDMENT SQUADRON

PERIOD 1 Nov 55 THRU 29 Feb 56

CREW	ACFT COMDR	OBSERVER	RDS		FLOS		ACT RELEASE		REL %	REMARKS
			NO	%	NO	%	NO	%		
L 36			3/3	64.0					100	
L 35			14/14	1306					100	
L 32			2/2	1360					100	
L 37			8/8	1395	1/1	1110			100	
S 39			8/8	1370					100	
L 43			3/3	1447					100	
N 48			8/9	1932	1/1	650			90	
L 40			14/16	1316					87.5	
L 38			6/7	1660					85.7	
R 73			4/5	1472					80	
R 70			10/13	1820	1/1	2800			78.6	
R 73			3/4	2685					75	
L 30			4/6	2290	1/1	1650			71.4	
N 45			2/4	3185	1/1	2150			60	
LEAD & SELECT CREWS			62/67	1326	2/2	1380			92.8	
READY CREWS			17/22	1898	1/1	2800			78.3	
NON-READY CREWS			10/13	2318	2/2	1400			80	
SQDN AVERAGE			89 102	1576	5/5	1672			87.9	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form
 72BN 200
 13 Oct 55

~~CONFIDENTIAL~~

**CONSOLIDATED BOMBING RESULTS
RADAR**

301ST BOMBAMENT SQUADRON

PERIOD 1 Nov 55 THRU 29 Feb 56

CREW	ACFT COMBR	OBSERVER	R B S		KLOS		ACT RELEASE		REL %	REMARKS	
			NO	GRA	NO	GRA	NO	GRA			
S 67	(b) (6)		8/8	1179					100		
L 60			4/4	1743	1/1	800			100		
L 77			17/18	1259	1/1	2000			94.7		
R 79			6/7	1719					85.7		
R 80			12/14	1831					85.7		
L 61			11/12	1638	0/1	7870			84.6		
L 72			18/21	1253	0/1	3750			81.8		
N 84			11/15	2535					73.3		
LEAD & SELECT CREWS			58/63	1349	2/4	3065			89.6		
READY CREWS			18/21	1794	1/1				85.7		
NON-READY CREWS			11/15	2535					73.3		
SQDN AVERAGE			87/99	1623	2/4	3605			86.4		

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

Form
725M 200
13 Oct 55

CONSOLIDATED BOMBING RESULTS

RADAR

72ND BOMBARDMENT WING

PERIOD 1 Jan 56 THRU 29 Feb 56

CREW	ACFT COMDR	OBSERVER	RBS		KLOS		ACT RELEASES		REL %	REMARKS		
			NO °	CEA	NO °	CEA	NO °	CEA				
R46	(b) (6)		2/2	475	2/2	1235			100			
R74			5/5	908	2/2	1335			100			
R67			6/6	1052					100			
I05			6/6	890	1/1	2270			100			
L37			7/7	1280	1/1	1110			100			
I03			6/6	1218	1/1	1850			100			
L77			6/6	1223	1/1	2000			100			
LS2			2/2	1380					100			
L40			5/5	1392					100			
R39			5/5	1554					100			
I01			3/3	1513	1/1	2370			100			
LEAD & SELECT CREWS			80/88	1502	8/10	2457			89.6			
READY CREWS			50/69	1747	7/8	1820			85.1			
NON-READY CREWS			27/36	2574	2/2	1400			75.3			
WING AVERAGE			157 183	1737	17/20	2097			85.7			

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

FORM
 72BW 200
 13 Oct 55

CONSOLIDATED BOMBING RESULTS

RADAR

60TH BOMBARDMENT SQUADRON

PERIOD 1 Jan 56

THRU 29 Feb 56

CREW	ACFT COMDR	OBSERVER	EBS		KLOS		ACT RELEASE		REL %	REMARKS
			NO	CEA	NO	CEA	NO	CEA		
R74	(b) (6)		5/5	908	2/2	1335			100	
LO5			6/6	890	1/1	2270			100	
LO3			5/5	1218	1/1	1850			100	
LO1			3/3	1313	1/1	2370			100	
RO4			7/9	1620	1/1	1620			80	
RO6			6/7	1809	0/1	3700			75	
N15			6/8	3065					75	
L75			2/3	1913					66.7	
LO2			2/4	2630	1/1	900			60	
LEAD & SELECT CREWS			18/21	1515	4/4	1848			88	
READY CREWS			28/21	1666	3/4	1998			84	
NON-READY CREWS			6/6	3065					75	
SQDN AVERAGE			42/60	1785	7/8	1923			84.5	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form
 7200 200
 19 Oct 55

**CONSOLIDATED BOMBING RESULTS
RADAR**

73RD BOMBARDMENT SQUADRON

PERIOD 1 Jan 56 THRU 29 Feb 56

CREW	ACFT COMR	OBSERVER	RBS		KLOS		ACT RELEASE		DEL %	REMARKS	
			NO	CEA	NO	CEA	NO	CEA			
R 46	(b) (6)		2/2	475	2/2	1235			100		
L 37			7/7	1280	1/1	1110			100		
L 32			2/2	1360					100		
L 40			5/5	1392					100		
S 39			5/5	1554					100		
N 48			8/9	1932	1/1	650			90		
R 47			4/5	2072	1/1	1300			83.3		
R 73			4/5	1472					80		
R 70			7/9	1636	1/1	2800			80		
L 30			4/6	2290	1/1	1650			71.4		
N 45			2/4	3185	1/1	2150			60		
LEAD & SHELBY CREWS			23/25	1606	2/2	1380			92.6		
READY CREWS			17/21	1590	4/4	1643			84		
NON-READY CREWS			10/13	2318	2/2	1400			80		
SQDN AVERAGE			50/59	1757	8/8	1516			86.6		

* First figure indicates number of runs within the accuracy standards.
Second figure indicates total number of runs.

Form
7200 200
13 Oct 55

CONSOLIDATED BOMBING RESULTS

RADAR

301ST BOMBARDMENT SQUADRON

PERIOD 1 Jan 56 THRU 29 Feb 56

CREW	ACFT COMDR	OBSERVER	R B C		KLOC		ACT RELEASE		REL %	REMARKS
			NO	CEA	NO	CEA	NO	CEA		
S 67	(b) (6)		6/6	1052					100	
L 77			6/6	1223	1/1	2000			100	
L 60			4/4	1743	1/1	800			100	
R 80			9/10	1475					90	
R 79			6/7	1719					85.7	
L 61			11/12	1638	0/1	7870			84.6	
L 72			12/14	1424	0/1	3750			80	
R 84			11/15	2 535					73.3	
LEAD & SELECT CREWS			39/42	1433	2/4	3605			89.1	
READY CREWS			15/17	1575					88.2	
NON-READY CREWS			11/15	2535					73.3	
SQDN AVERAGE			65/74	1689	2/4	3605			85.9	

* First figure indicates number of runs within the accuracy standards.
 Second figure indicates total number of runs.

Form
 72M 200
 15 Oct 55

Exhibit #51

72d BW, Recon Tech Division, Summary
of 1956 Production

RECONNAISSANCE TECHNICAL DIVISION, D/O
72D BOMBARDMENT WING, HEAVY (SAC)
SUMMARY OF 1956 PRODUCTION

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ELEC ANAL JANING JAWING RT-32 RT-30 RT-31 RT-33 RT-34 RT-35 RT-36 RT-37 RT-38 RT-39 RT-40 RT-41 RT-42 RT-43 RT-44 RT-45 RT-46 RT-47 RT-48 RT-49 RT-50 RT-51 RT-52 RT-53 RT-54 RT-55 RT-56 RT-57 RT-58 RT-59 RT-60 RT-61 RT-62 RT-63 RT-64 RT-65 RT-66 RT-67 RT-68 RT-69 RT-70 RT-71 RT-72 RT-73 RT-74 RT-75 RT-76 RT-77 RT-78 RT-79 RT-80 RT-81 RT-82 RT-83 RT-84 RT-85 RT-86 RT-87 RT-88 RT-89 RT-90 RT-91 RT-92 RT-93 RT-94 RT-95 RT-96 RT-97 RT-98 RT-99 RT-100	NO OF INTERCEPTS EVALUATED	2,751	1,003									
	NO OF DV'S PLOTTED	388	476									
	NO OF ERR'S PLOTTED	283	215									
	HOURS LIVE WIRE RECORDINGS	52.3	42.0									
	RECORD RUNS	250	179									
	PRACTICE RUNS											
	MALFUNCTION RUNS	31	30									
	RECORD RUNS	316	327									
	PRACTICE RUNS	19	29									
	MALFUNCTION RUNS	10	10									
AVERAGE NO OF PERSONNEL ON DUTY												
PHOTO INTEL JANING JAWING RT-32 RT-30 RT-31 RT-33 RT-34 RT-35 RT-36 RT-37 RT-38 RT-39 RT-40 RT-41 RT-42 RT-43 RT-44 RT-45 RT-46 RT-47 RT-48 RT-49 RT-50 RT-51 RT-52 RT-53 RT-54 RT-55 RT-56 RT-57 RT-58 RT-59 RT-60 RT-61 RT-62 RT-63 RT-64 RT-65 RT-66 RT-67 RT-68 RT-69 RT-70 RT-71 RT-72 RT-73 RT-74 RT-75 RT-76 RT-77 RT-78 RT-79 RT-80 RT-81 RT-82 RT-83 RT-84 RT-85 RT-86 RT-87 RT-88 RT-89 RT-90 RT-91 RT-92 RT-93 RT-94 RT-95 RT-96 RT-97 RT-98 RT-99 RT-100	IP-TST RUNS	91	90									
	FORM 2'S	99	98									
	ROUTE PHOTO (MM)	9,143	11,089									
	LIVE & SIMULATED BOMBS SCORED	85	37									
	RBS RUNS FOR 2AF LIBRARY	15	2									
	ROUTE PHOTO FOR 2AF LIBRARY											
	B-51 / IBDA											
	RT-52											
	RT-53											
	RT-55											
SPECIAL PROJECTS	2											
AVERAGE NO OF PERSONNEL ON DUTY	4	4										
PHOTO LAB JANING JAWING RT-32 RT-30 RT-31 RT-33 RT-34 RT-35 RT-36 RT-37 RT-38 RT-39 RT-40 RT-41 RT-42 RT-43 RT-44 RT-45 RT-46 RT-47 RT-48 RT-49 RT-50 RT-51 RT-52 RT-53 RT-54 RT-55 RT-56 RT-57 RT-58 RT-59 RT-60 RT-61 RT-62 RT-63 RT-64 RT-65 RT-66 RT-67 RT-68 RT-69 RT-70 RT-71 RT-72 RT-73 RT-74 RT-75 RT-76 RT-77 RT-78 RT-79 RT-80 RT-81 RT-82 RT-83 RT-84 RT-85 RT-86 RT-87 RT-88 RT-89 RT-90 RT-91 RT-92 RT-93 RT-94 RT-95 RT-96 RT-97 RT-98 RT-99 RT-100	CONTACT PRINTS	3,828	2,322									
	TRANSPARENCIES	110	280									
	PROJECTION PRINTS	2,825	1,954									
	COPY NEGATIVES	187	159									
	PHOTOSTATS	1,508	1,850									
	QUALID	829	360									
	GROUND PHOTO NEGATIVES	772	723									
	AERIAL	4,000	3,545									
	35 MM ORIGINAL	10,750	11,514									
	35 MM POSITIVE	9,000	5,551									
35 MM DUP NEGATIVE	5,972	279										
16 MM ORIGINAL												
16 MM POSITIVE												
16 MM DUP NEGATIVE												
AVERAGE NO OF PERSONNEL ON DUTY	19	16										

Exhibit #52

72d BW Standardization Activities as
of 29 Feb 56

**72ND BOMB WING (H)
STANDARDIZATION ACTIVITIES**

SQUADRON		PERIOD	TO	POSTED AS OF	REGULATIONS REQUIRING STANDARDIZATION CHECK	REGULATIONS REQUIRING STANDARDIZATION CHECK	REGULATIONS REQUIRING STANDARDIZATION CHECK
402F					402F		402F
WILSON	01	01			WILSON	01	WILSON
WILSON	02	02			WILSON	02	WILSON
WILSON	03	03			WILSON	03	WILSON
WILSON	04	04			WILSON	04	WILSON
WILSON	05	05			WILSON	05	WILSON
WILSON	06	06			WILSON	06	WILSON
WILSON	07	07			WILSON	07	WILSON
WILSON	08	08			WILSON	08	WILSON
WILSON	09	09			WILSON	09	WILSON
WILSON	10	10			WILSON	10	WILSON
WILSON	11	11			WILSON	11	WILSON
WILSON	12	12			WILSON	12	WILSON
WILSON	13	13			WILSON	13	WILSON
WILSON	14	14			WILSON	14	WILSON
WILSON	15	15			WILSON	15	WILSON
WILSON	16	16			WILSON	16	WILSON
WILSON	17	17			WILSON	17	WILSON
WILSON	18	18			WILSON	18	WILSON
WILSON	19	19			WILSON	19	WILSON
WILSON	20	20			WILSON	20	WILSON
WILSON	21	21			WILSON	21	WILSON
WILSON	22	22			WILSON	22	WILSON
WILSON	23	23			WILSON	23	WILSON
WILSON	24	24			WILSON	24	WILSON
WILSON	25	25			WILSON	25	WILSON
WILSON	26	26			WILSON	26	WILSON
WILSON	27	27			WILSON	27	WILSON
WILSON	28	28			WILSON	28	WILSON
WILSON	29	29			WILSON	29	WILSON
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WILSON	45	45			WILSON	45	WILSON
WILSON	46	46			WILSON	46	WILSON
WILSON	47	47			WILSON	47	WILSON
WILSON	48	48			WILSON	48	WILSON
WILSON	49	49			WILSON	49	WILSON
WILSON	50	50			WILSON	50	WILSON
WILSON	51	51			WILSON	51	WILSON
WILSON	52	52			WILSON	52	WILSON
WILSON	53	53			WILSON	53	WILSON
WILSON	54	54			WILSON	54	WILSON
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WILSON	56	56			WILSON	56	WILSON
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WILSON	59	59			WILSON	59	WILSON
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WILSON	62	62			WILSON	62	WILSON
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WILSON	65	65			WILSON	65	WILSON
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WILSON	67	67			WILSON	67	WILSON
WILSON	68	68			WILSON	68	WILSON
WILSON	69	69			WILSON	69	WILSON
WILSON	70	70			WILSON	70	WILSON
WILSON	71	71			WILSON	71	WILSON
WILSON	72	72			WILSON	72	WILSON
WILSON	73	73			WILSON	73	WILSON
WILSON	74	74			WILSON	74	WILSON
WILSON	75	75			WILSON	75	WILSON
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WILSON	81	81			WILSON	81	WILSON
WILSON	82	82			WILSON	82	WILSON
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WILSON	84	84			WILSON	84	WILSON
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WILSON	86	86			WILSON	86	WILSON
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WILSON	90	90			WILSON	90	WILSON
WILSON	91	91			WILSON	91	WILSON
WILSON	92	92			WILSON	92	WILSON
WILSON	93	93			WILSON	93	WILSON
WILSON	94	94			WILSON	94	WILSON
WILSON	95	95			WILSON	95	WILSON
WILSON	96	96			WILSON	96	WILSON
WILSON	97	97			WILSON	97	WILSON
WILSON	98	98			WILSON	98	WILSON
WILSON	99	99			WILSON	99	WILSON
WILSON	100	100			WILSON	100	WILSON

**72nd BOMB WING (M)
STANDARDIZATION ACTIVITIES**

THE NUMBER OF INDIVIDUALS ON THIS LIST WHO ARE CALLED UPON ACCORDING TO AN APPROPRIATE SUPPLEMENT OF SAC REG 51-A
 OF NUMBER OF ABOVE INDIVIDUALS WHO ALSO FIGURE IN ELEMENT STANDARDIZATION CHECK IN ACCORDANCE WITH THEIR APPROPRIATE SUPPLEMENT OF SAC REG 51-A

RCS 28775

When Examining, refer to...

DATE: _____ PERIOD: _____ TO: _____ POSTED AS OF: _____

NAME	REGULATORY REQUIREMENT A STANDARDIZATION CHECK												NAME	REGULATORY REQUIREMENT A STANDARDIZATION CHECK												NAME	REGULATORY REQUIREMENT A STANDARDIZATION CHECK											
	1	2	3	4	5	6	7	8	9	10	11	12		1	2	3	4	5	6	7	8	9	10	11	12		1	2	3	4	5	6	7	8	9	10	11	12
BAKEMAN													BECKER													BELMONT												
BURTON													BRADY													BROWN												
CLARK													COLE													CORCORAN												
FRANK													FRANKS													GARDNER												
GRANT													GRANT													HARRIS												
GREEN													HARRIS													HARRIS												
WATSON													WATSON													WATSON												
WATSON													WATSON													WATSON												
WATSON													WATSON													WATSON												
WATSON													WATSON													WATSON												

ATTACHED