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n: WING/0301/BOMBARDMENT (MEDIUM) CTYPE: Periodic History Call: K-WG-301-HI IxIS Number: 454205 BegDate: Mar 1 1956 12:00AM EndDate: Mar 31 1956 12:00AM PubDate: Author: Title Extension: Title Extension: Title Added Entries: OPERATIONS ORDER 23-56: BIG WIND, 6 MAR 56 Class: SECRET LNFT: 0 AudioRec: MajCom: Subject: Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Abstract: INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE, Determine the state of the state



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HISTORY

OF THE

301ST BOMBARDMENT WING, MELIUM

BARKSDALE AIR FORCE BASE, LOUISIANA

1 March 1956 - 31 March 1956

ASSIGNED UNITS

301st Headquarters Squadron Section 32 Bombardment Squadron 352nd Bombardment Squadron 353rd Bombardment Squadron 301st Field Maintenance Squadron 301st Feriodic Maintenance Squadron 301st Air Refueling Squadron 301st Armament and Electronics Maintenance Squadron 301st Tactical Hospital

TYPED BY: TROY L. SHEPARD S/SGT., USAF

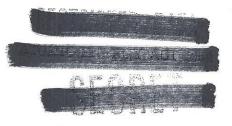
WRATTEN BY: ach le

ACK W. GRIER 2NDLT, USAF Historical Officer

APPROVED BY: obust & Borders, Col USAF RETT N. HOLSTROM

Colonel, USAF Commander

STRATEGIC AIR COMMAND SECOND AIR FORCE FOURTH AIR DIVISION



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HEADQUARTERS 4TH AIR DIVISION

OPERATIONS ORDER

NUMBER: 23-56

DATE: 6MAR56

HEADQUARTERS 4TH AIR DIVISION BARKSDALE AFB, LA.

30-6-55

SECRET

4TH AIR DIVISION OPERATIONS ORDER SERIAL NO. 23-56 "BIG WIND"

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HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

OPERATIONS ORDER

SERIAL NO. 23-56

"BIG WIND"

CHART OR MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

GOOSE TASK FORCE

301st Bombardment Wing

376th Bombardment Wing

805th Air Base Group

3rd Strategic Support Squadron

- 1. <u>GENERAL SITUATION</u>: Requirement exists to conduct a USCM and Cold Weather exercise for 4th Air Division units. X-day commences 20/0900Z March 1956. Unclassified nickname is "BIG WIND".
 - a. Intelligence: See Annex "A".
 - b. Friendly Forces:
 - AMC, MATS, NEAC and 1st Weather Group: Provide normal support, including, as appropriate, base facilities, weapons, search and rescue and weather information.
 - (2) ADC-EADF: Provides fighter interception, SAC Regulation 51-6 applies.





- (3) COMNEAC, PEPPERRELL 64 AD (Def): Provides fighter interception, SAC Regulation 51-6 applies.
- (4) 8th Air Force: Provides air refueling support in the WEST-OVER and GOOSE areas, and normal support at GOOSE in accordance with SAC and 2AF Operations Order 23-56.
- (5) 7th Air Division will:
 - (a) Exercise support responsibility IAW SAC Manual 55-12.
 - (b) Secure altitude reservation (as required) and brief appropriate traffic control agencies on appropriate portion of 4th Air Division routes. Confirmation of approval will be provided Second Air Force Headquarters and 4th Air Division.
 - (c) Provide photographic film processing and scoring services as required.
 - (d) Redeploy the 301st and 376th Bombardment Wings IAW Annex"F" and Second Air Force Execution Orders.
 - (e) Submit reports as indicated in Annex "H".
- (6) 806th Air Division: Will provide Task Organizations from Division resources as indicated in Annex "I", "GOOSE TASK FORCE".
- (7) Chief, Arctic Research and Indoctrination Branch will exercise301st and 376th Air Refueling Squadrons.
- (8) 7th Aviation Depot Squadron: Provide support required in Annex"I", "GOOSE Task Force".

2. MISSION:

a. Conduct USCM for 301st and 376th Bombardment Wings.





- (4) Deploy one B-47^{AiROLAFT} reconnaissance in the GOOSE area. BAY REFUELING AREAS.
- (5) Deploy 376th AREFS to GOOSE Air Base.
- c. 805th Air Base Group:
 - Provide personnel and equipment to the GOOSE TASK FORCE as provided in 4th Air Division Operations Plan 44-56.
 - (2) Provide personnel on LAKENHEATH post-strike team as provided in Annex "E".
 - (3) Provide base services as required to support launching strike aircraft and deployment and redeployment of KC-97, C-124 and B-47 aircraft.
- d. 3rd Strategic Support Squadron: Provide airlift support IAW Annex "E".
- e. GOOSE TASK FORCE: See Annex "I".
 - (1) Coordinate, control and support B-47 pre-strike operations at GOOSE AB.
 - (2) Provide required strike air refueling support in the MAKEUP and GALE STORM areas.
 - (3) Redeploy KC-97's and one B-47 weather reconnaissance aircraft after completion of strike mission; redeploy remaining B-47 weather reconnaissance aircraft after completion of redeployment air refueling.
 - (4) Reschedule ZI launched B-47's which abort into GOOSE AB at discretion of TF Commander; reschedule 68th Bombardment Wing aborting aircraft on extra wave.





- (5) Remain activated until the majority of the Task Force has been redeployed to their home stations. The remainder of the tasks may then be assigned to the Deputy Commander, GOOSE TASK FORCE.
- (6) Furnish Second Air Force Headquarters with redeployment schedule of KC-97 and B-47 weather reconnaissance aircraft as soon as possible to expedite publication of necessary execution orders.
- x. General Instructions:
 - SAC Manual 55-12, September 1955, applies except as modified herein.
 - (2) Execution:
 - (a) Second Air Force Headquarters will issue separate execution orders for B-47 strike and redeployment waves, including refueling support thereof.
 - (b) Execution orders will normally be issued twelve (12)hours prior to scheduled departure time.
 - (c) Second Air Force Operations Order 23-56 constitutes an execution order for C-124 movements and all individual KC-97 missions.
 - (3) Security:
 - (a) IAW existing directives.
 - (b) Direct coordination with SAC and non-SAC agencies on a minimum necessary basis, is authorized for all units.





- (4) Each bombardment wing will provide SAC Headquarters, ATTN: DOOPO, information copy to Second Air Force Headquarters, ATTN: DODP, and 4th Air Division the following information for each scheduled strike cell. Information will be in format indicated and forwarded by teletype to reach addressees NLT X minus 10. Times will be expressed in terms of X-Day and Z time. (This does not eliminate normal requirement for detailed direct coordination between receiver and tanker forces.)
 - (a) Cell color.
 - (b) First take-off times for cell from strike launch base.
 - (c) Cell arrival time in BEARD A/R area.
 - (d) Cell arrival time in MAKEUP A/R area.
 - (e) First and last aircraft target time for each cell.
 - (f) First and last aircraft landing time for each cell.
 - (g) Number of aircraft in each cell.
- (5) Clearances:
 - (a) 4th Air Division Operations will accomplish necessary coordination with and submit block altitude clearance reservation to appropriate ARTCC for KC-97 deployment and complete B-47 strike mission.
 - (b) 7th Air Division will obtain block altitude clearances for flight through all oceanic controlled areas for B-47 redeployment to ZI.





- (c) GTF will obtain necessary clearances for KC-97 redeployment.
- (6) 7th Air Division Manual "Approaches and Descents to 7AD Bases", and 7th Air Division Regulation 55-28, 21 July 1955, "UNITED KINGDOM Entry Procedures for Peacetime Deployment", Route Coca applies.
- (7) Maximum available crews will be scheduled for participation.
- (8) No press release will be made of this operation. If queried, ISO may state "Aircraft are engaged in a routine training exercise".
- (9) KC-97 Deployment
 - (a) 301st and 376th AREFS will each furnish two KC-97's for airlift of GTF Headquarters personnel. Aircraft will depart at 1000Z, 1015Z, 1030Z and 1045Z, X-3.
 - (b) All other KC-97 aircraft will deploy on X-1, with time schedule as indicated in 4th Air Division Operations Plan 40-56, X-Hour adjusted to 0900Z.
- (10) Flying safety takes precedence over all phases of this operation.
- 4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex "E".
- 5. COMMAND AND COMMUNICATIONS MATTERS:
 - a. Command: Normal
 - b. Communications:
 - (1) Z time will be used.
 - (2) See Annex "C".



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PRESTON Brigadier General Commander

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OFFICIAL:

DOHN W. CARROLL Colonel, USAF Director of Operations





ANNEX "A" TO OPERATIONS ORDER SERIAL NO. 23-56 INTELLIGENCE

1. INTELLIGENCE SUMMARY:

- a. General Situation:
 - (1) See Volume I, Section I, BIPG dated March 1955.
 - (2) For the purpose of this mission, enemy territory is designated as follows:
 - (a) 301st Bomb Wing (M) All of France.

376th Bomb Wing (M) - All of France

(3) Refer to Second Air Force USCM Catalog, dated 7 Feb 56 for all matters pertinent to Intelligence not covered in this Annex, all instructions in the Second Air Force USCM Catalog will apply unless otherwise specified.

2. ADDITIONAL INSTRUCTIONS:

- a. Fighter/Radar Reaction Forecasts:
 - (1) The 301st and 376th Bomb Wings (M) will each prepare one fighter/radar reaction analysis on a typical target.
- b. Flak and Guided Missile Analysis:
 - (1) The 376th Bomb Wing (M) will prepare a Flak Analysis on target La Rochelle.
 - (2) The 301st Bomb Wing (M) will prepare a Guided Missile Analysis on target - Paris.
 - (3) All analyses will be forwarded to 2AF Hq not later than 20 Mar 56.

ANNEX "A" 4AD OPFORD 23-56 6 Mar 56



c. Both wings will submit simulated Intelligence Summary Reports (Report Code No. B-25) from post-strike base.

3. INTELLIGENCE ACTIVITIES:

- a. Targets and Target Materials:
 - (1) Refer to Annex "D" to this operations order.
 - (2) Refer to Second Air Force USCM Intelligence Catalog for additional target information and instructions.
- b. Photography and IBDA:
 - (1) Refer to Annex "B" of 2AF USCM Intelligence Catalog, dated 7 Feb 56.
- c. Survival Intelligence:
 - (1) General:
 - (a) All crew members will have Geneva Convention Cards
 (DD Form 528) in their possession as directed by letter
 Hq SAC, IGAP, subj: Issuance of Identification Forms,
 22 Sep 55.
 - (b) All crew members will be informed of instructions aet forth in 2AF message DICB 55-2989, DTG 272100Z Oct 55, classified TOP SECRET.
 - (c) Authorized survival equipment will be issued to crew members.
 - (d) Simulated blood chits will be issued by number for recovery at interrogation.
 - (e) Crew members will be apprised of other available aids such as cloth charts, information booklets and language guides.
 - (f) Forced landing procedures will be as outlined in SAC Reg 200-8.

OPERATIONS ORDER SERIAL NO. 23-56

ANNEX "B"

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ANNEX "B" 4AD OPORD 23-56 6 Mar 56

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ANNEX "C" <u>TO</u> OPERATIONS ORDER SERIAL NR. 23-56 COMMUNICATIONS

1. GENERAL:

- a. JANAP's, ACP's, SACCEI, Radio Facility Charts, Supplementary Flight Information Documents, appropriate SAC manuals in the 55-8 series, SAC Manual 100-1, and other appropriate procedures apply except as modified herein.
- Emergency procedures will be in accordance with ACP
 130 and 135, current Radiò Facility Charts and
 Supplementary Flight Information Documents.
- c. Identification, recognition and IFF in accordance with SACCEI.
 - (1) IFF within the United States, Canada and NEAC area in accordance with SAC Reg. 55-23, dated 25 August 1954, as amended by Change 2, dated 12 January 1956 (see paragraph Sc).
 - (2) IFF within the USAFE area in accordance with
 USAFE letter EBEL, dated 22 April 1954, subject,
 "(Unclassified) Employment of Mark X IFF",

ANNEX "C" 4AD OPORD 23-56 6 Mar 56



forwarded as inclosure to 5AD letter, dated 21 July 1954, subject same as above, by 1st Indorsement Second Air Force, dated 4 November

1955. WITHIN THE UNITED KINGDOM AREA OF OPERATIONS WILL BE (a) IFF WITHIN THE DIVISION OF 2407.3 (CHANGE 2).
(3) SAC Reg. 55-14, dated 26 October 1955, as amended, applies for identification of aircraft in the NEAC area.

- d. Authentication will be in accordance with the current edition of AFSAL 5104.
- e. Recall word is "LAP OVER". HF Airways Station will contact airborne force using unit tactical call sign of the airborne force for recalling an individual force. To recall all forces, the ground station will use the call sign "BIG WIND FORCES" when contacting the airborne forces. This call sign will apply to all "BIG WIND" forces.

2. SPECIAL INSTRUCTIONS:

EX "C"

6 Mar 56

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- a. SAC monitoring Procedure ALFA (reference SACCEI 2101.4a (17)) is prescribed. In the event of a recall, ground stations will transmit recall message during this period.
- b. Wing Communications Officers will comply with SACCEI 2101.4a (8) in briefing crew members in the use of frequencies and frequency propagation.
- c. Task Force Commanders and/or Senior Controllers will coordinate with the appropriate AACS Commander to



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CONFIDENTIAL

alert their facilities and to insure SAC operational traffic is given expeditious and preferential handling.

- d. Second Air Force Headquarters will be information addressee on all correspondence and messages concerning communications aspects of this operation.
- e. All crew members will be briefed to be especially security conscious during all voice transmissions.
 Particular emphasis will be given to this subject.
- f. RS-6 and URC-4 emergency radios will be carried, however LOTP's and EWP crystals will not be issued.
- 3. FREQUENCIES:
 - a. VHF frequencies and channelization in accordance with SACCEI figures 11-1, 11-5, 11-7, and 11-9.
 - b. UHF frequencies and channelization:
 ZI: In accordance with SACCEI figure 11-15.
 NEAC: In accordance with SACCEI figure 11-23.
 UK: In accordance with SACCEI figures 11-19B and 11-19C.
 - c. HF air/air back-up frequencies for VHF/UHF in accordance with SACCEI figure 11-33 (to be used in the event of an emergency).
 - d. HF frequencies and channelization will be as prescribed by the respective Wing Commanders with in-flight rechannelization as required to fulfill all requirements.
- 4. CALL SIGNS:

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6 Mar 56

- a. AACS Airways HF ground stations as listed in current Radio Facility Charts.
- b. Weather Scout aircraft will use their unit tactical





call sign suffixed with the nickname of the air refueling area. Example, "WINEGLASS 12 PACKRAT". Aircraft tactical call signs in accordance with SACCEI:

44	AREFS		•	MABEL
68	AREFS	-	•	ZOLA
301	AREFS		•	WINEGLASS
376	AREFS		•	CUTOUT
4050	AREFWG	-	-	ESQUIRE
44	BW	-	-	SPIRAL
68	BW	-	-	MORTAL
301	BW			CANTEEN
376	BW	-		OATMEAL

5. HF COMMUNICATIONS CONTROL STATIONS FOR STRIKE REPORTS:

a. French targets:

C.

LAJES AIRWAYS - Primary WHEELUS AIRWAYS - Secondary NOTE: Every effort will be made to submit reports to the primary station.

6. AIRBORNE REPORTING PROCEDURES:

- Aircraft commanders will be briefed to follow cross band reporting procedures outlined in "Procedure ALFA",
 M-19 Report, SAC Manual 55-8M and SACCEI for ARTC
 position reporting while over-flying Canadian territory.
- b. In the interest of security, HF radio silence will be maintained except for strike reporting, Procedure ALFA position reporting, recall, diversion and emergencies.

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ANNEX "C" 4AD OPORD 23-56 6 Mar 56



and 301.4 mcs during the ECM portion of this exercise. All ECM activity will cease immediately upon receipt of code phrase "SIERRA JULIET" from ADC, CAA, or AACS.

c. IFF will be on standby during the ECM portion of this exercise.

ANNEX "C" 4AD OPORD 23-56 6 Mar 56





ANNEX "D"

<u>TO</u> OPERATIONS ORDER SERIAL NO. 23-56 STRIKE

- 1. <u>CONCEPT</u>: Multiple wave strike effort employing forces launched from home station and incorporating:
 - a. Two pre-strike A/R's.
 - b. A strike on targets in Northern and Central France.
 - c. A post-strike staging at Lakenheath in the United Kingdom.

2. TIMING:

- a. H-Hour by waves:
 - (1) First Wave 2100Z X plus One
 - (2) Second Wave 0900Z X plus Two
 - (3) Third Wave 2100Z X plus Two
 - (4) Extra Wave 0900Z X plus Three
- b. HHCL is a line extending from 56 OON 02 OOW to 51 OON 04 30W.
- c. Relative HHCL times are as specified in unit assignments.
- d. Special timing procedures:
 - Take-offs will be adjusted for the latest metro winds to make good first A/R Time.
 - (2) After take-off, wave compressibility at the HHCL, rather than "making good" the HHCT, will become the primary timing objective.

ANNEX "D" 4AD OPSORD 23-56 6 Mar 56

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6. NAVIGATION:

- Routes: See Appendices 1 and 2, this annex. a.
- B-47 flight plans will be computed on a wind/temperature basis using b. data contained in 2AF Manual 55-1.

AIR REFUELING: See Appendix 3, this annex. 7.

- GUNNERY: Wing Commander's Discretion. 8.
- 9. PHOTOGRAPHY AND IBDA: See Annex A.
- TACTICS: a. Enroute, penetration and withdrawal tactics IAW SAC Tactical 10. Doctrine.
 - Breakaway will be accomplished after expiration of ATF and only when b. flying safety considerations do not preclude its use.
 - c. Altitude separation between forces and aircraft will be assigned between aircraft and forces.

WAVE RESPONSIBILITY: 11.

- First Wave: 301st Bomb Wing а.
- b. Second Wave: 376th Bomb Wing
- Third Wave: 301st Bomb Wing C.
- d. Extra Wave: 376th Bomb Wing (Unless there are no participating

376th Aircraft)

ANNEX "D" 4AD OPSORD 23-56 6 Mar 56





APPENDIX 1

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ANNEX D

OPERATIONS ORDER

SERIAL NO 23-56

301ST BOMB WING TARGET ASSIGNMENT AND ROUTES

1. COMMON ROUTE ALL FORCES PRE STRIKE:

BARKSDALE, AFB

BEARD A/R

MAKEUP A/R

- 2. FIRST WAVE STRIKE ROUTES:
 - a. FORCE BLACK:
 - TO: 63 30N 20 00W
 - 55 10N 04 50W
 - 55 00N 04 00W
 - 50 00N 02 00W

TARGETS

- b. FORCE GRAY:
 - TO: 64 00N 20 00W 55 40N 04 00W
 - 50 00N 00 30W

TARGETS

APP 1, ANNEX "D" LAD OPOSORD 23-56 6 Mar 56

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- c. FORCE WHITE:
 - TO: 64 30N 20 00W

56 OON O3 10W 50 OON **O1** 15E TARGETS

SECOND WAVE STRIKE ROUTES:

3.

40

5.

6.

	ACTION OF A CONTRACTOR OF A CO					
а.	FORCE	ORANGE:	Same	as	Force	Black
b.	FORCE	BLUE:	Same	as	Force	Gray
C.	FORCE	PINK:	Same	aș	Force	White
THI	RD WAVI	E STRIKE ROUT	res:			
a.	FORCE	CHERRY:	Same	as	Force	Black
b.	FORCE	SCARLET:	Same	as	Force	Gray
C .	FORCE	IVORY:	Same	as	Force	White
EXTI	RA WAVI	STRIKE ROUT	TES:			
a.	FORCE	CREAM:	Same	as	Force	Gray
b.	FORCE	TAN:	Same	as	Force	White
COM	ION ROL	JTE POST STRI	KE:			

- a. 48 50N 03 05W
- b. St. Eval
- c. Bristol
- d. Upper Heyford
- e. Lakenheath
- 7. BOMBING:

a. All air crews will simulate release of EWP weapons and capsule assignment.

APP 1, ANNEX "D" 4AD OPSORD 23-56 6 Mar 56





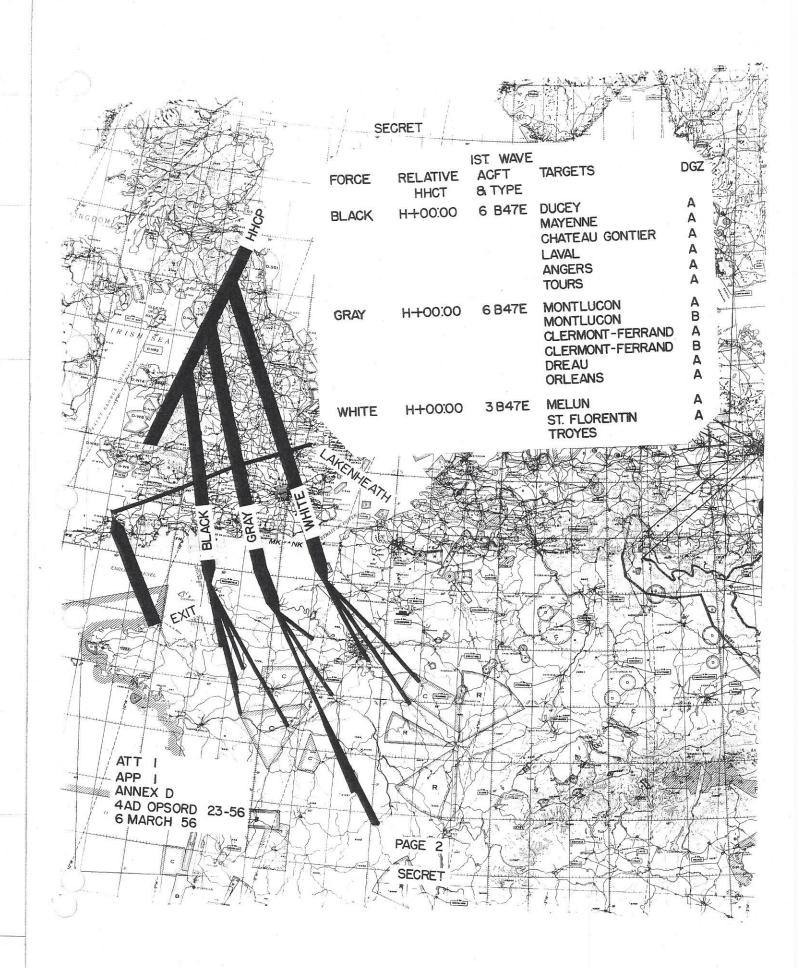
- b. Baro setting minus 3000 feet and contact burst for all aircraft.
- c. Method of Bombing:
 - (1) Radar Synchronous, direct or offset.
 - (2) Emergency: Per SAC Manual 55-5A.
- d. Scoring: The cross-over method will be utlized.
- 3. <u>Method of Attack</u>: Formation to break-up point IAW SAC Tactical Doctrine, individual bomb runs.

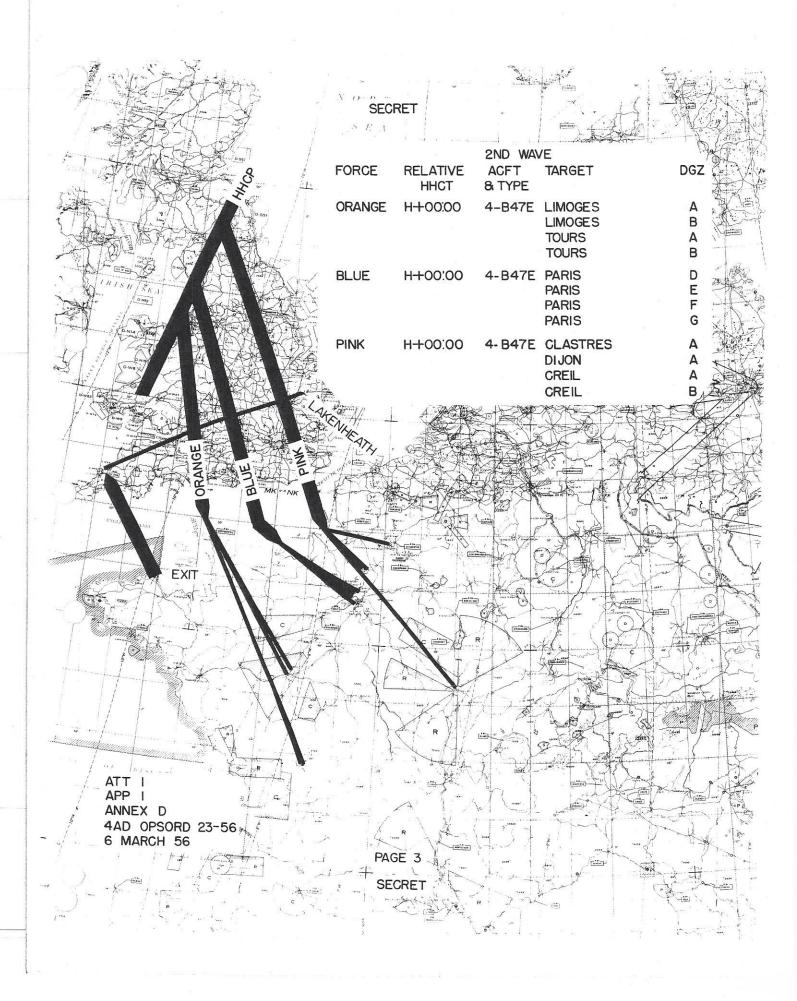
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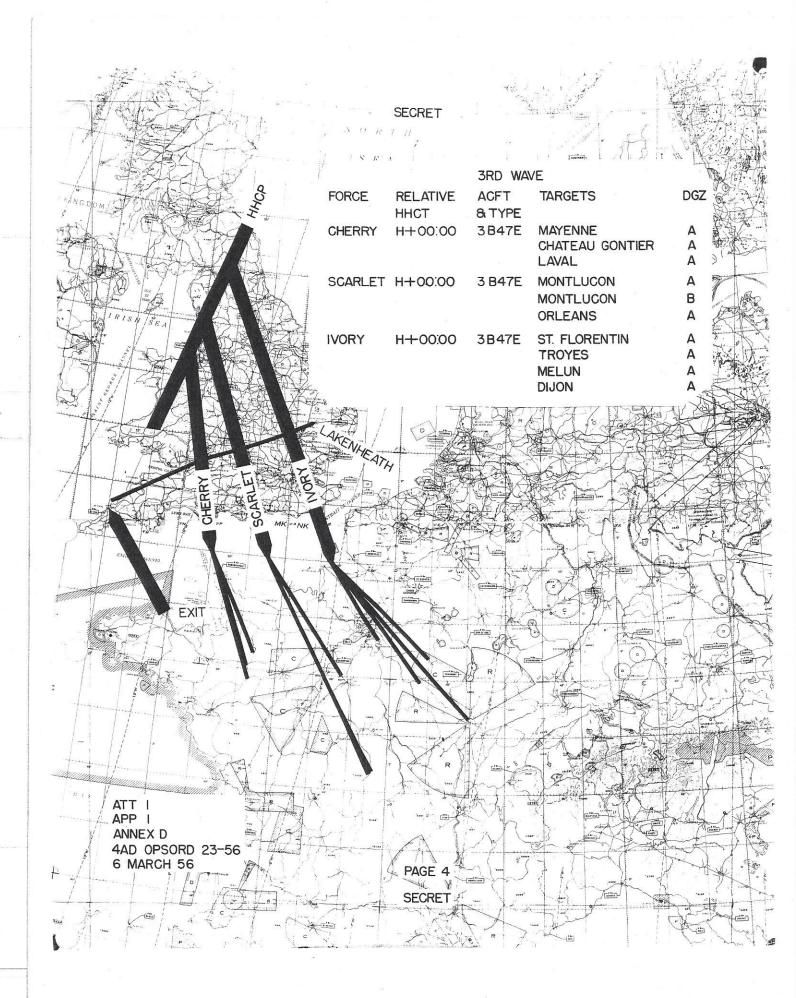
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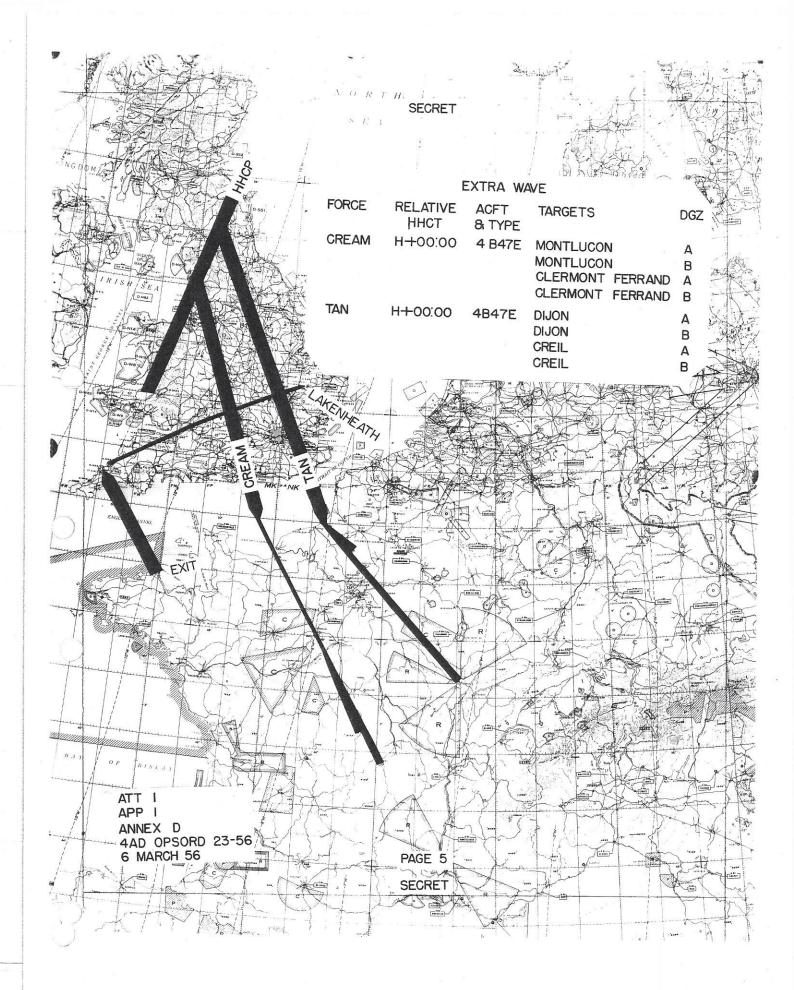
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PINK FORCE. (LONGEST ROUTE)

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4.10 OPSORD 23-56 6 Mar 56



HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

ATTACHMENT 4

TO

APPENDIX 1

TO

OPERATIONS ORDER

SERIAL NO. 23-56

301ST BOMB WING TAKE OFF DATA: WET

GROSS WEIGHT ON CHOCKS	184511#
START ENG. TAXI AND RUN UP FUEL	2561#
GROSS WEIGHT AT TAKE OFF	181950#
RUNWAY LENGTH	11600 FEET
RUNWAY TEMP (2AF MAN. 55-1)	82° F
CRITICAL FIELD LENGTH (WET)	8600 I
GROUND ROLL (WET)	75001
TAKE OFF SPEED	155 KNTS
REFUSAL SPEED (WET)	131 KNTS
LINE SPEED (29001)	105 KNTS
LINE SPEED (5800°)	140 KNTS
FUEL LOADING SEE FOR "F" ATT 3 THIS APP	

ATT 4, APP 1, ANNEX "D" 4AD OPSORD 23-56 6 Mar 56





WAVE	REF NO	TARGET	CODE	DGZ	REL HHCL TIME
3	095	LAVAL	*CHERRY NCA	A	H PLUS 00:00
	037	CHATEAU GONTIER	CHERRY 2	A	
	111	MAYENNE	CHERRY 3	A	
Γ	122	MONTLUCON	*SCARLET NCA	A	
	122	MONTILUCON	SCARLET 2	B	e
	137	ORLEANS	SCARLET 3	A	
- r	050	DIJON	*IVORY NCA	A	H PLUS 00:00
	169	ST. FLORENTIN	IVORY 2	A.	
	180	TROYES	IVORY 3	Ä.	
	115	MELUN	IVORY 4	<u>A</u>	and with the state of the state
EXTRA	041	CLERMONT FERRAND	*CREAM NCA	В	H PLUS 00:00
THEFT	_22	MONTLUCON	CREAM 2	A	II 1100 00100
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	122	MONTLUCON	CREAM 4	B	a a construction of the second s
1° †	047	CREIL	*TAN NCA	B	H PLUS 00:00
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*Color Code used for Cell Indentification and Air Refeuling Voice Contact.

ATT 5, APP 1, ANNEX "D" 4AD OPSORD 23-56 6 Mar 56



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HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

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APPENDIX 2

TO

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

376TH BOMB WING ROUTES AND MISSION ASSIGNMENTS

1. <u>MISSION</u>: Provide maximum <u>simulated</u> ECM coverage for 301st Bomb Wing forces penetrating highly defended target areas.

2. FORCES:

WAVE	FORCE H-HCL TIME
1	LEMON (5 acft) H Minus 00:06
	PEACH (5 acft) H Minus 00:06
	RUST (5 acft) H Plus 00:00
2	GOLD (6 acft) H Minus 00:06
	SILVER (6 acft) H Plus 00:00
3	RED (6 acft) H Plus 00:00
	BROWN (3 acft) H Plus 00:00
EXTRA	GREEN, YELLOW (? acft) H Plus 00:00
ROUTES:	- 20
BARKSDALE AFB	
BEARD A/R	
MAKEUP A/R	

APP 2, ANNEX "D" 4AD OFORD 23-56 6 Mar 56

3.

PENETRATION AXIS

ST. EVAL

BRISTOL

UPPER HEYFORD

LAKENHEATH

4. PENETRATION AXIS:

lst Wave:	LEMON:	55-00N 04-00W/46-00N 00-30E
	PEACH:	56-00N 02-50W/46-00N 03-00E
	RUST:	55-00N 03-30W/46-00N 01-30E
2nd Wave:	GOLD; S	LVER: 56-00N 04-00W/46-00N 01-30E
		55-00N 04-00W/46-00N 00-30E
	BROWN:	56-00N 02-50W/46-00N 03-00E
Extra Wave:	GREEN:	55-00N 04-00W/46-00N 00-30E
	YELLOW:	56-00N 02-50W/46-00N 03-00E

5. SPACING :

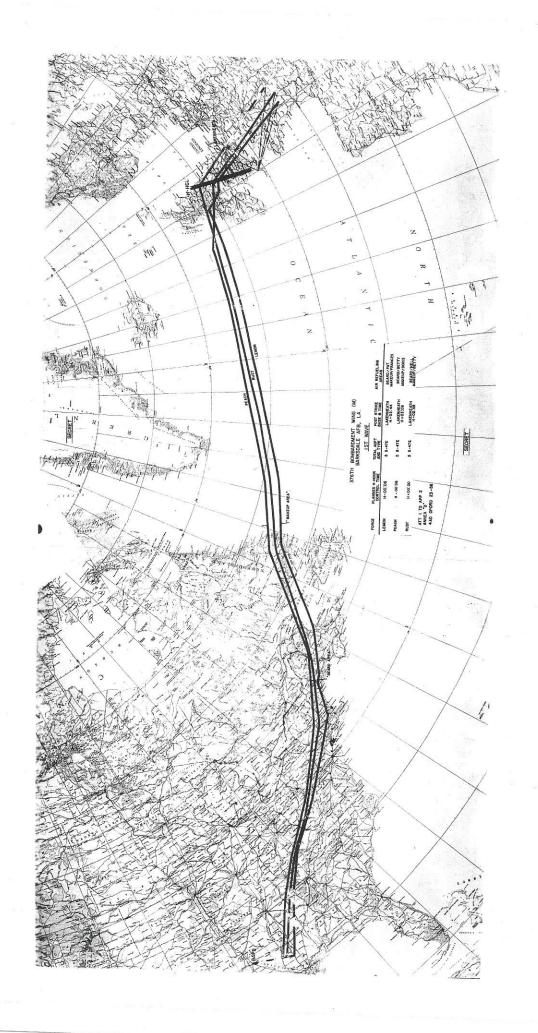
1st Wave:	LEMON:	11 NM
	PEACH:	11 NM
	RUST:	15 NM
2nd Wave:	GOLD, SILVER:	20 NM
3rd Wave:	RED, EROWN:	lo nm
EXTRA WAVE	GREEN, YELLOW	lo nm

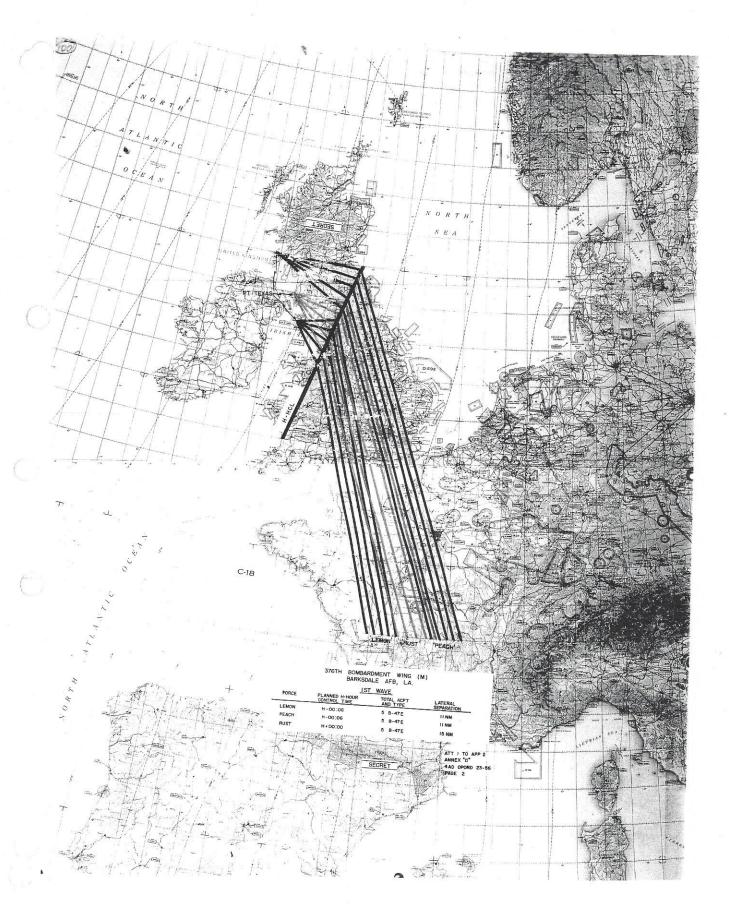
6. Les Renerse page.

APP 2, ANNEX "D" 4AD OPORD 23-56 6 Mar 56

SECRET

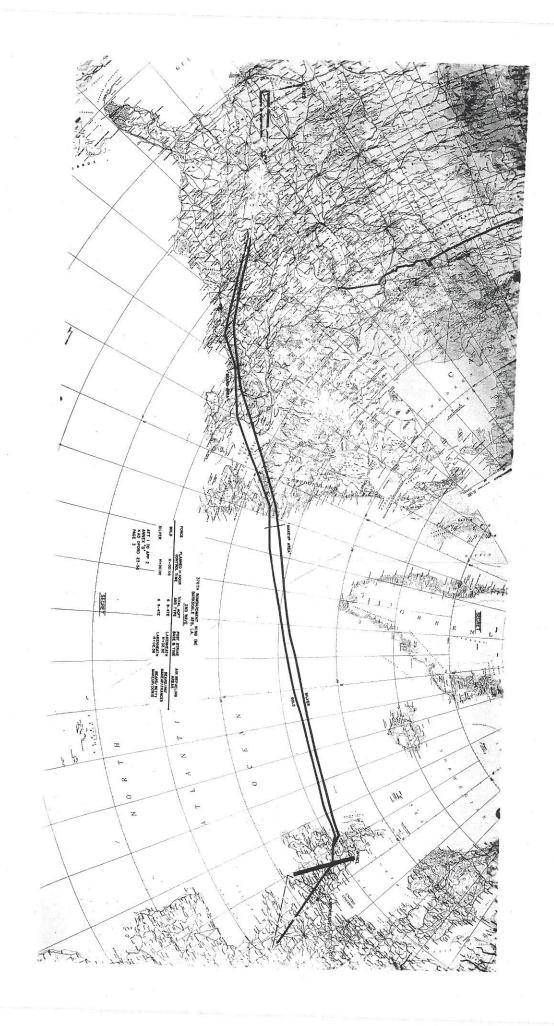
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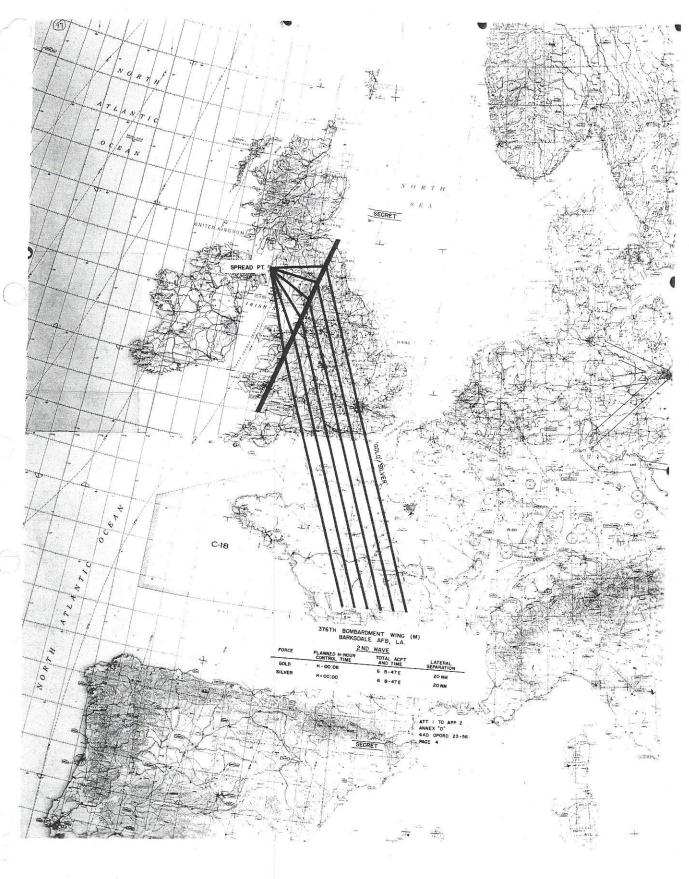


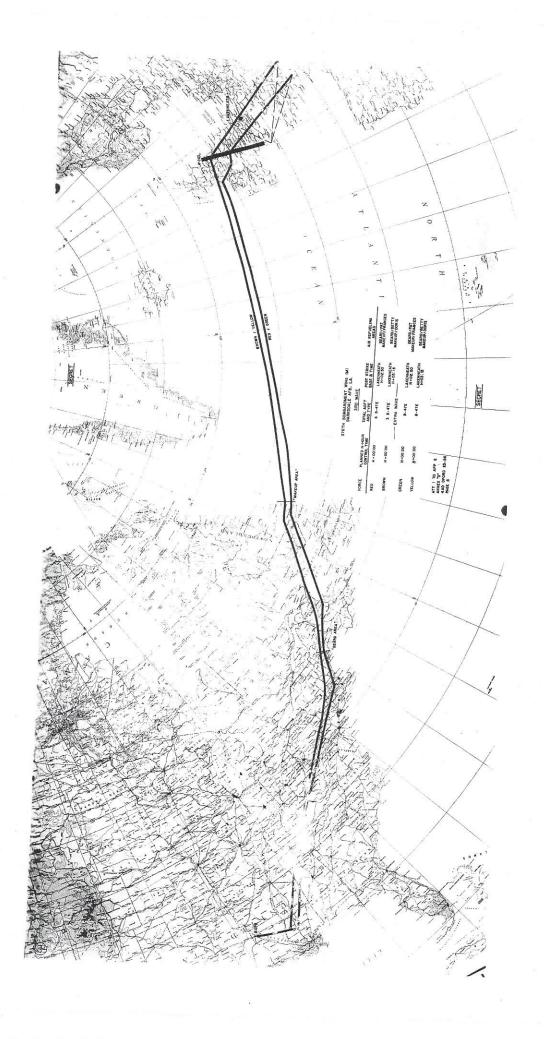


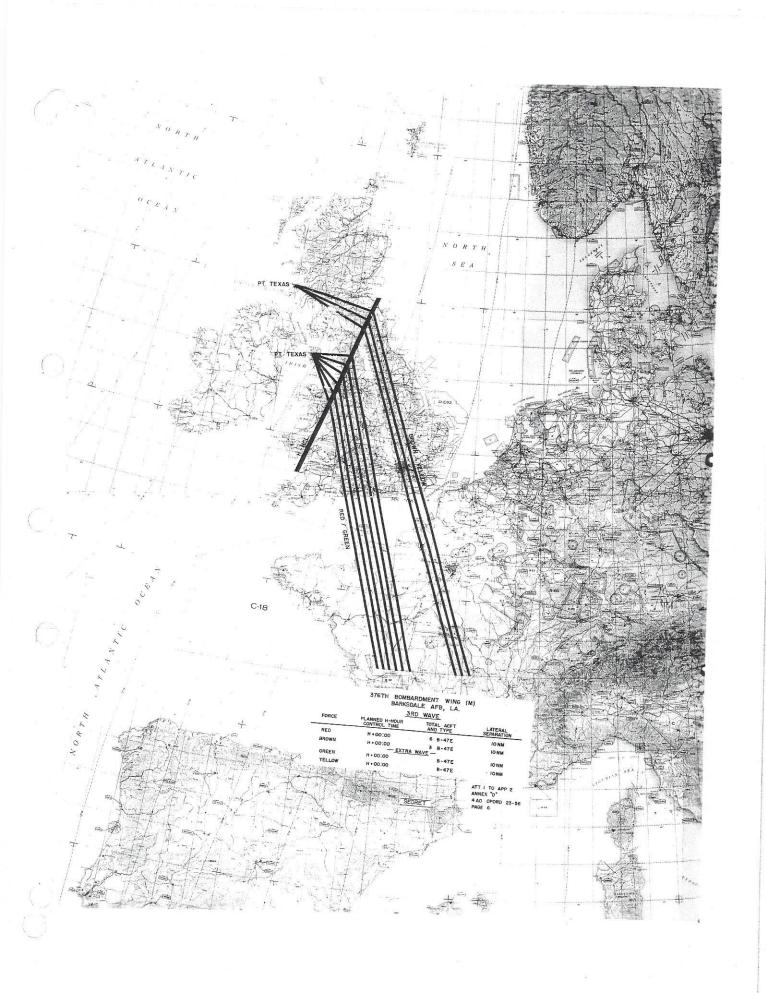
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AIR FORCE - 2AF BARKSDALE NOV 55

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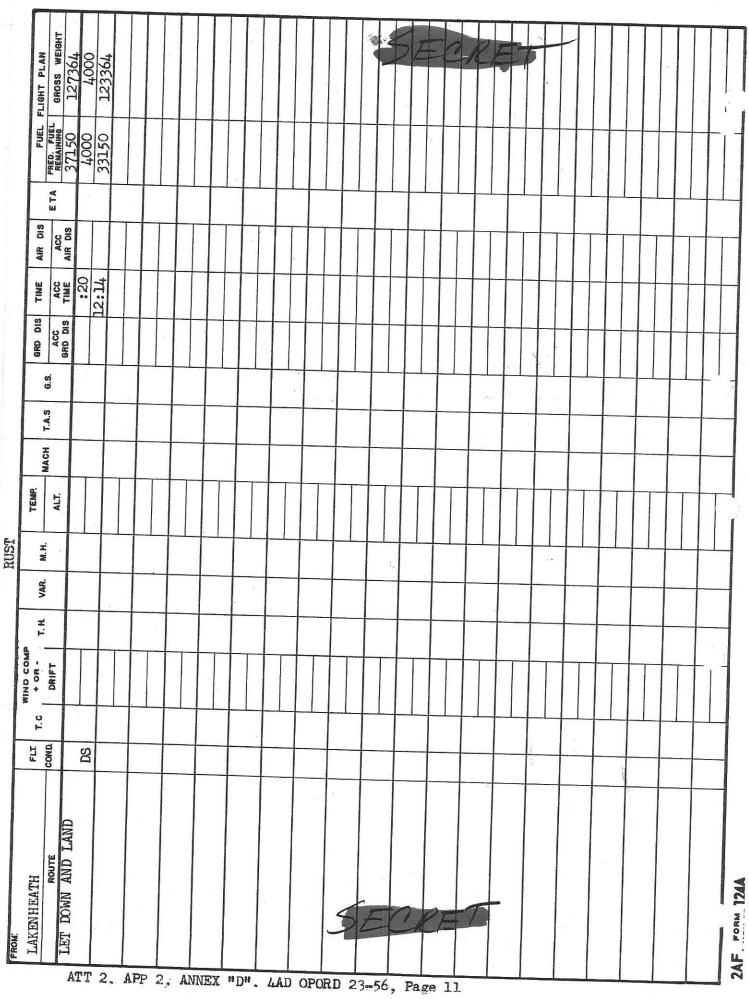
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AIR FORCE - 2AF BARKSE



2AF DAF

AIR FORCE

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		and the second secon			AL (1562	Gal.)		1	00	00	0		91	10	++
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SECRET

HEADQUARTERS 4TH AIR DI VISION Barksdale Air Force Base, La. 6 March 1956

	ATTACHMENT 4	
	<u>T0</u>	
	APPENDIX 2	
	TO	
	ANNEX "D"	
	TO	
	OPERATIONS ORDER	
	SERIAL NO. 23-56	
	TAKE-OFF DATA	
1. <u>A</u>	IRCRAFT LOADING:	
a	. Basic airplane	02 0/2
b		83,063
с		423
d		1,535
		1,000
e	Blue Cradle	3,355
f	Chaff (ATO compartment)	390
g	Ammunition (700 rds, 20 MM)	448
h	Fuel (JP-4)	104,000
i,	Water Injection Fluid (600 Gal.)	5,000
j.	Take-off Weight (Uncorrected)	199,214
k.	Start Engines and Taxi Fuel	-
	ADI Fluid Take-off Correction	3,000
	Take-off Weight (Corrected)	193,214
	APP 2	

ATT 4, APP 2 ANNEX "D" 4AD OPORD 23-56 6 Mar 56



SE(DET

2. TAKE-OFF DATA:

ft. Also

50 m. 15 11

a.	Condiderations:	
	(1) Temperature	82°F
	(2) Field Pressure Altitude	179 ft
	(3) Runway Length	11,600 ft
	(4) Wet Take-off.	
. b.	Critical Field Length	9,900 ft
C.	Take-off Distance	8,700 ft
d.	Take-off Speed	160 KTS
е,	Maximum refusal speed	129 KTS

ATT 4, APP 2 ANNEX "D" 4AD OPORD 23-56 6 Mar 56





- (2) MAKEUP 1 (GOOSE): Alternate MAKEUP 2- Key RDVU Point 58-00N 59-00W.
- (3) Transfer, A/R tracks, altitudes, Nr's aircraft, RDVU Points, etc, as listed in corresponding attachments hereto.

f. Weather Reconnaissance: As directed by Tanker Task Force Commanders.

3. EMERGENCY STAND-BY TANKERS: As determined by Commander, Eighth Air Force.

4. TANKER SPARES: Ground/air spares at discretion of Commander, Eighth Air Force and Goose Task Force Commander, as applicable.

APP 3, ANNEX "D" 4AD OPORD 23-56 6 Mar 56



2

HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

APPENDIX 3 TO ANNEX "D" TO OFERATIONS ORDER SERIAL NO. 23-56

STRIKE AIR REFUELING

- 1. FORCES:
 - a. Tanker units committed to strike support will be positioned as follows:
 - (1) WESTOVER 4050th Air Refueling Wing.
 - (2) GOOSE AB 44th, 68th, 301st and 376th Air Refueling Squadrons.

2. GENERAL INSTRUCTIONS:

- a. Areas and Rendezvous Points: See attachments hereto.
- b. Communications: IAW SAC Tactical Doctrine, SAC Manual 100-1, Communications Annex and attachments hereto.
- c. Emergency Refueling Procedures: IAW SAC Tactical Doctrine and SAC Manual 50-31.
- d. Procedures SAC Manuals 100-1, 55-5 and 55-10 apply.
- e. Air Refueling Areas:

(1) BEARD - 1 (WESTOVER): Alternate - BEARD - 2 - Key RDVU Point 46-00N 76-00W.

APP 3, ANNEX "D" 4AD OPORD 23-56 6 Mar 56





AREA	BEARD - 1	(WES	STOVER)	KEY RDVU POINT	44-40N 70-40W
REFUEL	ING TRACK	0500	Name of Street, St	TRANSFER	50.000 LBS.
MISSED	A/R ALTERNATE	BARKSDALL WESTOVER	E - PRIMARY - SECONDARY	ALTITUDE	15.000 FT.
COMMUN	ICATIONS VOICE I	REQUENCE A	SSIGNMENT: ZI	(SECTION II, FIG	1, SM 100-1)
WAVE	RDVU PT	UNIT	NR ACFT	BOMBER CALL	ETA' RDVU
l	ANN PAT	301	6	CAN TEEN BLACK	x / 1 1408
10 (1) 27 (1) 30 ¹⁰	OPALNELL	301	6	CANTEEN GREY	X / 1 1421
	CORADPAL	301	3	CANTEEN WHITE	X / 1 1420
	PAT BETTY	376	5	OATMEAL LEMON	X / 1 1453
	BETTY ANN	376	5	OATMEAL PEACH	X / 1 -1449
	NELL CORA	376	5	OATMEAL RUST	X / 1 1500
2	ANN PAT	301	4	CANTEEN CRANGE	X 7 2 0210
}	OPAL NELL	301	4	CANTEEN 'BLUE'	X / 2 0221
	-GORA OPHL	301	4	CANTEEN PINK	X / 2 0218
	PAT BETTY	376	6	OATMEAL GOLD	X / 2 02562
Contractor and a second second	BETTY ANN	376	. 6	OATMEAL SILVER	X / 2 02525
3	ANN PAT	301	3	CANTEEN CHERRY	X / 2 14112
	OPAL NELL	301	3	CANTEEN SCARLET	X / 2 14212
	CORA OPAL	301	4	CANTEEN IVORY	X / 2 14172
<u>}</u>	-PAT BETTY	376	6	OATMEAL RED	X / 2 14592
	BETTY MAN	376	3	OATMEAL BROWN	X / 2 14552
EXTRA	OPALNELL	301	INDEFINITE	CANTEEN CREAM	X / 3 02212
× 4	CORA OPAL	301	n	CANTEEN TAN	X / 3 0218Z
	PAT BETTY	376	11	OATMEAL GREEN	X / 3 0259Z
·	BETTY ANN	376	18	OATMEAL YELLOW	X + 3 0255Z

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AREA	MAKE UP - 1	(GOOSE)		KEY RDVU PT 54-00N	54-30W
REFUE	LING TRACK	0700	1.000	TRANSFER 50,000	
MISSE	D A/R ALTERNATE	BARKSDALE LORING AFB	AFB - PRIMARY - SECONDARY	ALTITUDE 15,000	
COMMU	NICATIONS VOICE	FREQ ASSIGNM	ENT: NEAC ALF	FA (SECTION II, FIG 1.	SM 100-1)
WAVE	RDVU PT	UNIT	NR ACFT		ra RDVU
1	ANN	301	6		+ 1 16152
	CORA	301	6		<i>+</i> 1 16202
	EDNA	301	3		<i>f</i> 1 16272
	FRANCES	376	5		≠1 1646z
	DORIS	376	5	OATMEAL PEACH X	
	BETTY	376	5		<u>4 1 1654</u> 2
2	ANN	301	4		<u>/ 2 0417</u> 2
• • • •	CORA	301	4		/ 2_ 0420Z
	EDNA	301	4	10 10 10 10 10 10 10 10 10 10 10 10 10 1	4 2 0425Z
	FRANCES	376	6		f 2 0449Z
and the second	DORIS	376	6		<u>4 2 0453Z</u>
3	ANN	301	3		4 2 1618Z
	CORA	301	3		2 1620Z
	'EDN'A	301	4		2 16252
	FRANCES	376	6	P	2_1652Z
-	DORIS	376	3	OATMEAL BROWN & X	
EXTRA	CORA	301	INDEFINITE		3 0420Z
- je	EDNA	301	90		3 0425Z
	FRANCES	376	88		3 0452Z
	DORIS	376	11	ан а	<u>3 0456Z</u>

ATT 2, APP 3 ANNEX "D" 4AD OPORD 23-56 6 Mar 56



AREA	GALE STORM	(SM - (<u>14)</u>	KEY BOVU POIN	r sm 55-14
REFUELING	J TRACK	245 ⁰		TRANS FER	50,000 LBS.
MISSED A	R ALTERNATE		- PRIMARY - SECONDARY	' ALTITUDE	15,000 FT.
COMMUNICA	TIONS VOICE F	REQUENCY A	SSIGNMENT :	NEAC BRAVO (SECT	II, FIG 1 SM 100-
WAVE	RDVU PT	UNIT	NR A		
1	DORIS	44	6		URPLE X / 1 15592
	BETTY	44	. 3	SPIRAL R	OSE X / 1 16022
 	A NN	. 68	5	MORTAL W	ALNUT X / 1 16052
a a constantino de la constantino de la En la constantino de l	CORA	68	3	MORTAL L	IME X / 1 ,1613Z
2.	DORIS	44	3	SPIRAL R	
	PAT	44	· 4	SPIRAL A	MBER X / 2 0407Z
	BETTY	44	5	SPIRAL O	LIVE X / 2 0402Z
	ANN	68	6	MORTAL CO	DPPER X / 2 0405Z
5" 	CORA	68	5	MORTAL RU	JBY X / 2 0413Z
	DORIS	44	5	SPIRAL CE	ROME X / 2 1547Z
- 7	PAT	44	5	SPIRAL SI	ATE X / 2 1553Z
e f	BETTY	44	.6 ,	SPIRAL PI	NTO *
	ANN	68	6	MORTAL MA	HOGANY X ≠ 2 1603Z
	OPAL	68	6		ONZE X / 2 1619Z
	CORA	68		MORTAL NI	CKEL X / 2 1614Z
TRA	DORIS	44	INDEFINITE		ASS X / 3 0357Z
	PAT	44	1 9	SPIRAL CAL	RDINAL X / 3 0407Z
	CORA	68	92		TENDER X / 3 0413Z
	ANN	68	97 j	MORTAL MAL	NE X / 3 0405Z

ATT 3, APP 3 Annex "D" 4AD OPORD 23-56 6 Mar 56 * Acft not available this Force

 $(\tilde{t}_{i,k})_{i} = (1, \dots, n)$



HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

ANNEX "E" TO OPERATIONS ORDER SERIAL NO. 23-56

ADMINISTRATIVE AND LOGISTICS MATTERS

. . .

1. GENERAL:

a. To provide administrative and logistical instructions pertaining to the deployment of personnel and cargo of the 376th and 301st Bombardment Wings in support of Operation "BIG WIND".

b. This paragraph and sub-paragraphs encompass the administrative and logistical activities at Barksdale Air Force Base and staging bases.

?. SUPPLY:

a. Installations.

(1) Barksdale Air Force Base, La.

- (2) Goose Air Base, Labrader
- (3) Lakenheath Air Base, U.K.

b. Class I.

- (1) Normal home base rations and messing facilities.
- (2) Inflight Lunches.

ANNEX "E" 4AD OPORD 23-56 6 Mar 56 Page 1



d. Class III and IIIA.

(1) Barksdale AFB will provide POL as required to deploy the 376th and 301st Bomb Wings. (EWP aircraft fuel loads).

e. Class V and VA.

(1) Weapons will be deployed by each squadron. Weapons and ammunition will be boxed and loaded in accordance with Appendices: 1, 2 and 3.

(2) Basic Lead UNIT OF FIRE:

(a) Carbine - 60 rounds.

(b) Pistel - Cal 45 - 10 rounds.

(c) Sub-machine guns, Cal 45 - 200 rounds.

(d) Gun Revolver, 38 Cal - 10 rounds.

(3) 20mm AV/AMMO will be leaded in the B-47 aircraft at the discretion of each Wing Commander. Training ammunition will be utilized.

(4) 805th Air Base Group will deploy material required to support one flight line defense team.

f. Special Supply Instructions:

(1) Any materiel or logistical communications will refer to the Big Tin project number listed below with control point at OCAMA:

(a) 301st BW: Big Tin - 97

(b) 376th BS: Big Tin - 98

(c) 301st AREFS: Big Tin - 100

(d) 376th AREFS: Big Tin - 101

(2) Parts I, II and III of RCS: S-52 (SAC-1) report will be submitted Monday thru Thursday and Parts I thru V will be submitted on Friday. Part I will

ANNEX "E" 'AD OPSORD 23-56 6 Mar 56 Page 3





be classified "CONFIDENTIAL" for transmission only. Such messages will be marked "CONFIDENTIAL" and will bear the abbreviation "RUUR" (Regarded unclassified upon receipt) as last word in the message text. Reference SAC Regulation 67-25 and SAC message IM3A556-3-41143, 18 November 55. Reports will be submitted direct to headquarters SAC with information to this headquarters and home station.

(3) SAC Regulation 67-31 will be complied with.

(4) SAC RCS: S17 report is not required.

(5) 2AF messages IM3D-4305, 24 October 55 and IM3A2-0483, 4 January 56 will be complied with.

(6) Headquarters SAC will not be an information addressee on reports required by proposed Volume XVI, AF Manual 67-1.

3. ARMAMENT & ELECTRONICS:

a. Passive defense.

(1) Each Wing's Munitions Supervisor will deploy with the post-strike staging team to supervise the monitoring and decontamination of returning aircraft and crews.

(2) Each Wing's Radiac equipment will be deployed for use in monitoring of aircraft and crew for radiological contamination.

(3) All personnel including crew members will carry a DT-60 personal desimeter.

4. MAINTENANCE:

a. The maintenance activity at Barksdale will be organized and operated as prescribed in the 66 series of SAC Regulations.

b. Maintenance support required enroute will be provided from the resources of the organization as determined by the organization commander.

ANNEX "E" 4AD OPSORD 23-56 6 Mar 56 Page 4



c. Maintenance support required at staging bases will be provided from the resources of the turnaround and post-strike staging teams.

d. Maintenance support required that is beyond the combined capabilities of the SAC and local forces at any point will be reported to Headquarters 2AF.

e. The SAC maintenance activity at the post-strike base will be organized and operated as prescribed in SACR 66-12.

f. Maintenance activity at the turnaround base will be organized and operated as prescribed in the GTF OPLAN.

g. Necessary action will be taken to assure that propositioned equipment enroute and forwarded operating station receive proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of appropriate responsible personnel at the staging base.

h. Special Maintenance Instructions:

(1) 301st AREFS will exercise AMC maintenance support type "D" alert team capability in accordance with applicable instructions contained in paragraphs 4, 5, 6, 8, 9 and 10, section V, SAC Manual 400-3, dated September 55 and as supplemented by the fellowing:

- (a) Two KC-97 aircraft will be scheduled to land at Griffis AFB any time of day or might within 20 days before or after the execution date of this Operations Order.
- (b) Aircraft on the return leg of this mission may be used; however, other aircraft on routine SAC Regulation 50-8 training missions should be used if it is deemed to be more practical.
- (c) The nickname "Red Scramble" will be used as prescribed by paragraph 6a, section V, SAC Manual 400-3. Only those specific

ANNEX "E" 4AD OPSORD 23-56 6 Mar 56 Page 5



aircraft commanders selected to conduct the exercise will use the nickname "Red Scramble" to obtain high priority maintenance support.

- (d) Reports will be submitted in accordance with paragraph 10, section V, SAC Manual 400-3.
- (e) Simulated requirements for radiological decontamination will be included for each aircraft scheduled to land. 4.h. (2) Lee rendrate page.

5. TRANSPORTATION:

a. Personnel and cargo requirements in support of this operation for the 301st and 376th Bomb Wings are as follows:

(1) Deployment:

Support Airlift	376th Bemb Wing	301st Bomb Wing
3rd SSS (5 - C-124s)	86 Persennel	77 Personnel
а н	30,350 Cargo	24,469 Cargo
MATS (4 - C-124s)	4 Personnel	4 Personnel
	54,702 Cargo	53,100 Cargo
Unit Aircraft		
KC-97	426 Persennel	427 Personnel
	56,457 Cargo	55,024 Cargo
Redeployment:		
Support Airlift	376th Bomb Wing	301st Bomb Wing
3rd SSS (3 - C-124s)	56 Personnel	73 Personnel
	30,350 Cargo	10,000 Cargo
MATS (4 - C-124s)	4 Personnel	4 Personnel
	54,702 Cargo	53 100Garge

53,100Cargo

ANNEX "E" 4AD OPSORD 23-56 6 Mar 56 Page 6

(2)



TT P.L.	Aircraft
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KC-	97	426	Personnel	427	Personnel
	54,	702	Cargo	55,024	Cargo
B-2	7	120	Personnel	132	Personnel
		0	Cargo	14,469	Cargo

(3) 3rd SSS: Unit will provide 5 C-124 aircraft for combined support airlift for the 301st Bomb Wing and 376th Bomb Wing as outlined in paragraphs (1) and (2) above. These aircraft must be available for loading on 14 March 56.

- (a) Upon completion of airlift to Lakenheath and after necessary aircraft maintenance and crew rest, 2 C-124 aircraft will depart for Lajes, to provide support airlift for 4 persons and 28.5 tons of cargo (100 AREFS) from Lajes to Robins AFB on 21 March 56. After completion of airlift to Robins AFB, aircraft will return to home station. (Reference paragraph 4b (12) (a) Annex F, 2AF Operations Order 22-56 "Blue Cross").
- (b) Last C-124 aircraft in the stream to Lakenheath will carry a spare C-124 aircraft power pack and necessary special engine tools. This aircraft will remain with the force in the U.K.

b. Manifesting and loading of personnel and cargo scheduled to deploy on support aircraft will be the responsibility of the Commercial Transportation Officer of the 805th Air Base Group. (Reference paragraph 5a(1). Further, he is responsible for unloading all support aircraft upon redeployment from the staging bases. (Ref. paragraph 5a(2).

c. Personnel and cargo for deployment on Support Aircraft will be assembled at Hangar #1 at the times indicated in Appendix #3 to this Annex.

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d. Personnel transported in unit aircraft be limited by SACR 60-10.

e. Cargo and personnel will be loaded aboard KC-97 aircraft in accordance with Appendix 1&2, this Annex. Cargo will be loaded aboard KC-97 aircraft NLT X-3 and personnel loaded on X-1.

f. Reports:

(1) (RCS: SAC-J4) will be submitted daily by priority (P) message to Hq SAC, ATTN: DM5A, with an information copy to Hq 2AF. Reports will indicate:

- (a) The total number of personnel and cargo scheduled to move each successive date of deployment in support airlift.
- (b) The total number of personnel and weight of cargo actually departing daily at each station. This information will be in the following form: Type of support aircraft, trip number, number of personnel airlifted each trip, weight of cargo airlifted each trip, date of departure of each trip and total backlog remaining on station.

6. MEDICAL:

a. Medical personnel and equipment will be deployed as follows:

(1) 301st Bomb Wing: Unit will deploy 1 X Part II, AD, AL, T.O. 1-9022, medical personnel and equipment, equivalent.

(2) 376th Bomb Wing: Unit will deploy 1 X Part II, AD, AL, T.O. 1-9022, medical personnel and equipment, equivalent.

(3) 301AREFS: Unit will deploy 1 X Part II, AD, AL, T.O. 1-9022, medical personnel and equipment, equivalent.

(4) 376AREFS: Unit will deploy 1 X Part II, AD, AL, T.O. 1-9022, medical personnel and equipment, equivalent.

ANNEX "E" 4AD OPSORD 23-56 6 Mar 56 Page 8



b. Personnel deploying in support of this operation will be immunized in accordance with provisions of AFR's 160-101, as amended and 160-102, and SACR 160-1.

c. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and staging bases. In an emergency and if determined necessary by the Wing surgeon, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient(s). 7. PERSONNEL:

a. Deploying personnel are as indicated in Appendices to this Annex.

b. Personnel in the following categories will not be deployed:

(1) Officers who have been recommended for elimination under AFR's 36-66, as amended, or 36-2, as amended.

(2) Personnel undergoing investigation or awaiting trial by Courts Martial.

(3) Personnel on whom action has been initiated under AFR 35-62, as amended, as security risks.

c. Uniform Compliances:

(1) Personnel will deploy with authorized field equipment and personal clething as reflected in applicable Bomb Wings Mobility Plans SOPS. All personnel will have on their person ID tags, Immunization Records and DD Form 528.

(2) Arctic clothing will be provided in sufficient quantity to support deploying personnel.

(3) Maintenance personnel will deploy with applicable mobility vest and will wear them at the TF base.

d. Squadren Commanders will insure that their personnel are briefed concerning the following:

(1) Customs and courtesies of the country to which deployed.

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(2) Prohibitions and penalties relative to illegal and blackmarket activities.

(3) Pertinent foreign currency data, including restrictions on use, import, and export, and exchange procedures.

e. Personal Affairs and casualty reporting will be in accordance with AFR's 35-11, as amended, 34-33, SACR8s 30-3 and 34-8.

f. Pay and personnel records will not be deployed.

8. ADJUTANT:

a. Orders covering movement of personnel will indicate TDY and be prepared in accordance with paragraph 18, Chapter 3, AFM 30-3, 1 Apr 53. CIPAP will be included in these orders. Orders will be unclassified.

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

c. Per diem is payable in the same manner as for ordinary TDY.9. COMPTROLLER:

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

b. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section 3, SAC Manual 172-1, July 1951, as amended, and AFL 177-4.

c. SAC funding number OM-208 applies.

10. JUDGE ADVOCATE:

a. Personnel who are assigned or attached for temporary duty with 7th AD or NEAC are under the jurisdiction of the Commanders, 7th AD or NEAC, for purposes of Courts-Martial and USMJ Article 15.

11. SECURITY:

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SECRET



a. SACR 205-8 will be complied with.

b. Air Police will be deployed in accordance with provisions of Inclosure 1, Hq SAC letter, file IGAP, dated 3 Oct 54, subject: "Air Police Mobility Planning Criteria."

12. WEATHER:

a. Weather Officers, (AFSC 2524) will be deployed as follows:

(1) 301st Bomb Wing - one each to Lakenheath.

(2) 376AREFS - two each to Goose Air Base.

13. MISCELLANEOUS:

a. Necessary regulations, Technical Orders, stock lists, SAC Forms and directives will be deployed as required.

b. All aircraft will carry a minimum of two (2) aerosol bombs and will be sprayed 30 minutes prior to first landing subsequent to crossing the United States boundary.

c. Two (2) personnel, for security purposes, will accompany each supporting aircraft carrying cargo.

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APPENDIX 2

TO

ANNEX "E"

TO

OFERATIONS ORDER

SERIAL NO. 23-56

301ST AIR REFUELING SQUADRON LOADING PLAN

To be published at a later date.

APP 2, ANNEX "E" 1D OPSORD 23-56 > Mar 56



APPENDIX 3

<u>T0</u>

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

SUPPORT AIRCRAFT LOADING PLAN

To be published at a later date.

3 APP 1, ANNEX "E" D OPSORD 23-56 Mar 56





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ANNEX "F"

TO

OPERATIONS ORDER SERIAL NO. 23-56 B-47 RE-DEPLOYMENT

1. MISSION:

- a. Re-deploy 4th Air Division B-47 aircraft from LAKENHEATH to BARKSDALE in accordance with Appendix 1, this Annex.
- b. Additional mission for 376th Bomb Wing is to conduct electronic jamming and chaff dispensing during the re-deployment for the purpose of providing ECM training for units of the Eastern Air Defense Force (EADF).

2. <u>GENERAL INSTRUCTIONS:</u>

- a. The times listed in Appendix 1 are approximate with the exception of those at APOLOGY rendezvous. Take-off times from LAKENHEATH will be adjusted according to latest winds to make good the rendezvous times at APOLOGY.
- b. The first and third cells each day will be composed of ECM equipped aircraft of the 376th Bomb Wing. Further composition of cells is at discretion of LAKENHEATH Task Force Commander.
- 3. <u>ROUTES</u>: LAKENHEATH TIREE APOLOGY (Air Refuel) HOULTON RANGE -READING, PA - BARKSDALE. NOTE: After completion of air refueling, the 376th Bomb Wing ECM aircraft assume 20 mile lateral separation from HOULTON RANGE to end ECM abeam ELKINS VOR.

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APPENDIX 1

TO

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

APOLOGY REFUELING AREA

	Comment			
MISSED A/R ALTERNATE:	LORING		TANKERS:	GOOSE and HARMON
REFUELING TRACK: 240°			TRANSFER:	45,000 LBS
AREA: APOLOGY (49-27N	62-52W	RDVU PT)	ALTITUDE:	15,000 FT

Communications Voice Freq Assignment - NEAC

BRAVO

SM 100-1

DATE	NR ACFT	BOMBER CALL	<u>T.O.(Z)</u>	RDVU PT ETA (Z)	ETA (Z) BAFK SDALE	C/R PLAN
X / 5	5	FOCUS ALFA	0953	1600	2100	ANN
X 🖌 5	5	FOCUS BRAVO	103 3	1640	2140	BETTY
X 7 5	5	FOCUS COCA	1113	1720	2220	CORA
X / 5	5	FOCUS DELTA	1153	.1800	2300	DORIS
X 🗲 5	5	FOCUS ECHO	1233	1840	2340	EDNA

NOTE: (1) Same schedule will apply on X / 6 and X / 7 for a like number of aircraft. All remaining aircraft will redeploy on X / 8 utilizing above schedule.

(2) Although various C/R Plans are indicated only the primary rendezvous point will be utilized by all flights.

APP 1, ANNEX "F" 4AD OPORD 23-56 6 Mar 56



APPENDIX 2

TO ANNEX F TO OPERATIONS ORDER SERIAL NO. 23-56 REDEPLOYMENT ECM

1. GENERAL:

a. The 376th Bombardment Wing (M) will conduct electronic jamming and chaff dispensing during the re-deployment phase of this operation order for the purpose of providing ECM training for units of the Eastern Air Defense Force (EADF).

2. TACTICS:

a. Electronic Jamming:

- (1) Sweep type "L" and "S" band electronic jamming will be employed against Early Warning and Ground Intercept Radars in the 1230 to 1350 and 2700 to 3100 mcs frequency bands.
- b. Electronic Equipment:
 - (1) Each aircraft will be equipped with four AN/ALT-6As and two AN/ALT-8 transmitters. Each AN/ALT-6A will sweep the 2700 to 3100 mcs frequency band. One AN/ALT-8 will sweep the 2700 to 2900 mcs frequency band and the second AN/ALT-8 will sweep the 2900 to 3100 mcs frequency band.

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- (2) One formation (five aircraft) will be equipped with two additional AN/ALT-8A transmitters to cover the 1230 to 1350 mcs frequency band.
- c. Chaff:
 - (1) Chaff hoppers numbers one and two (ATO) will each be equipped with one-half carton of RR-20 A/U (65 units each) chaff. If RR-6 A/U chaff is already installed in the aircraft it will not be removed.
- d. Chaff Dispensing:
 - (1) Random chaff dispensing will be accomplished by setting the chaff dispenser control units on position "E" which will automatically dispense one unit of chaff every three minutes.
- e. Operation Procedure:
 - (1) Take-Off:
 - (a) The alternator selector switch will be in the CRADLE NORMAL position for the take-off.
 - (2) Five minutes after take-off, the ECM inverter switches will be placed in the ON position.
 - (3) Eight minutes after take-off, place transmitter control switches 3, 4, 8, 9, 10 and 14 to the STAND-BY position. The five aircraft equipped with the two additional AN/ALT-8 transmitters will also place transmitter control switches 7 and 13 to the STAND-BY position.
 - (4) HOULTON RANGE (A beam):

(a) Place transmitter control switches 3, 4, 8, 9, 10 and 14
 APP 2, ANNEX **F**
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to the TRANSMIT position. The five aircraft equipped with the two additional AN/ALT-8 transmitters will also place transmitter control switches 7 and 13 to the TRANSMIT position.

- (b) Start random chaff dispensing by placing chaff dispenser number one or two to position ""E" and turn ON.
- (5) ELKINS VOR (Abeam):
 - (a) Transmitters will be turned to the OFF position.
 - (b) Cease random chaff dispensing.
 - (c) Place ECM inverter in the OFF position.
 - (d) Pull circuit breakers for transmitters, chaff dispensers and ECM inverters.

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3



ATTACHMENT 1 <u>TO</u> <u>APPENDIX 2</u> <u>TO</u> <u>ANNEX F</u> <u>TO</u> <u>OPERATIONS OFDER</u> <u>SERIAL NO. 23-56</u> ECM AIRCRAFT LOADING

1. GENERAL:

a. The 376th Bombardment Wing (M) will conduct electronic jamming and single bundle chaff dispensing during re-deployment phase of this operation. The aircraft will re-deploy in formations of five aircraft.

b. Five aircraft (LEMON Force on deployment) will be equipped with two additional "L" band AN/ALT-8A transmitters installed on the cradle. ECM Maintenance Officer will contact OATMEAL Control for aircraft numbers in LEMON force. These five aircraft must fly in the same force on redeployment.

c. Each aircraft will be equipped with the Blue Cradle. The cradles will be equipped with ECM transmitters as outlined below.

2. ECM INSTALLATION:

a. Blue Cradle:

(1) The cradle of each aircraft, except five aircraft equipped with two additional "L" band AN/ALT-8A transmitters, will be equipped as follows.

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- (a) Four AN/ALT-6A transmitters:
 - 1. Each transmitter will be set to sweep the 2700 to 3100 mcs frequency band.
 - 2. Each transmitter will use a sweep rate of 20 mcs per second.
- (b) Two AN/ALT-8 transmitters:
 - 1. One transmitter will be set to sweep the 2700 to 2900 mcs frequency band, and the second transmitter will be set to sweep the 2900 to 3100 mcs frequency band,
 - 2. Each transmitter will use a sweep rate of 1200 mcs per second (six hits per second).
- (c) Two T-464/ALT-7 transmitters:
 - 1. These two transmitters will be pre-set as directed in 376th Bomb Wing Operations Plan 50-56.
- 2. Switch numbers 6 and 11 will be taped to the OFF position.
 (d) One T-464/ALT-7 transmitters
 - 1. This transmitter will be pre-set as directed in 376th Bomb Wing Operations Plan 50-56.
 - 2. Switch number 5 will be taped to the OFF position.
- (2) The cradles of the five aircraft equipped with two additional "L" band AN/ALT-8A transitters will be equipped as follows:
 - (a) Six AN/ALT-6A transmitters:
 - 1. Four transmitters will be set to sweep the 2700 to 3100 mcs frequency band using a sweep rate 20 mcs per second.

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- 2. One transmitter will be set to sweep the 2700 to 2900 mos frequency band using a sweep rate of 1200 mos per second. (six hits per second.)
- 3. One transmitter will be set to sweep the 2900 to 3100 mcs frequency band using a sweep rate of 1200 mcs per second. (six hits per second.)
- (b) Two AN/ALT-SA transmitters:
 - 1. The OA-327/ALT-8A oscillators will be installed in the AN/ALT-8A transmitters.
 - 2. Each transmitter will be set to sweep the 1230 to 1350 (center frequency 1290) mcs frequency band.
 - 3. Each transmitter will use a sweep rate of three cycles per second. (six hits per second.)
 - 4. Diamond antennas will be used with the two AN/ALT-SA ("L" band) transmitters.
- (c) Two T-464/ALT-7 transmitters (Sweep Jamming):
 - 1. These two transmitters will be pre-set directed in 376th Bomb Wing Operations Plan 50-55.
 - 2. Switch numbers 6 and 11 will be taped to the OFF position.
- (d) One T-464/ALT-7 transmitter (barrage jamming);
 - 1. This transmitter will be pre-set as directed in 376th Operations Plan 50-56.
 - 2. Switch number 5 will be taped to the OFF position.

b. ATO compartment of each aircraft will be equipped as follows:

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SECRET

- (1) Chaff hoppers one and two will be equipped with one-half carton of ER-20 A/U chaff in each hopper.
 - (a) The RR-6 A/U chaff loaded on the aircraft for 50-8 training will not be removed. RR-20 A/U chaff will be loaded on top of the RR-6 A/U chaff if RR-6 A/U chaff is already installed in the aircraft.
- (2) Chaff countermeasures intervalometer TD-93/ALE-1 will be set so that one unit of chaff will be dispensed every three minutes when set on position "E."
- (3) Chaff dispenser control units will be set on position "E" when preflighted by ECM maintenance crews.

c. Pilots compartment will be equipped with one QRC-8 transmitter. This transmitter will be pre-set as directed in 376th Bomb Wing Operations Plan 50-56.

d. ECM transmitters will be connected to swtiches as indicated below.

 All aircraft except the five equipped with two additional "L" band AN/ALT-8A transmitters:

TRANSMITTER	SWITCH	FREQUENCY	SWEEP RATE
AN/ALT-6A	3	2700 to 3100 mcs	20 mcs/sec
AN/ALT-6A	4	2700 to 3100 mcs	20 mcs/sec
AN/ALT-6A	9	2700 to 3100 mcs	20 mcs/sec
AN/ALT-6A	10	2700 to 3100 mcs	20 mcs/sec
AN/ALT-7	5	See 376th OPLAN 50	-56
AN/ALT-7	6	See 376th OPLAN 50-	-56
AN/ALT-7	11	See 376th OPLAN 50-	-56

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	DECI	KEI		
AN/ALT-8	8	2700	to 2900 mcs	1200 mcs/sec
AN/ALT-8	14	2900	to 3100 mcs	1200 mcs/sec
Five aircraf	t equipped	with two	additional "L"	band AN/ALT-8A

transmitters. (LEMON Force on Deployment.)

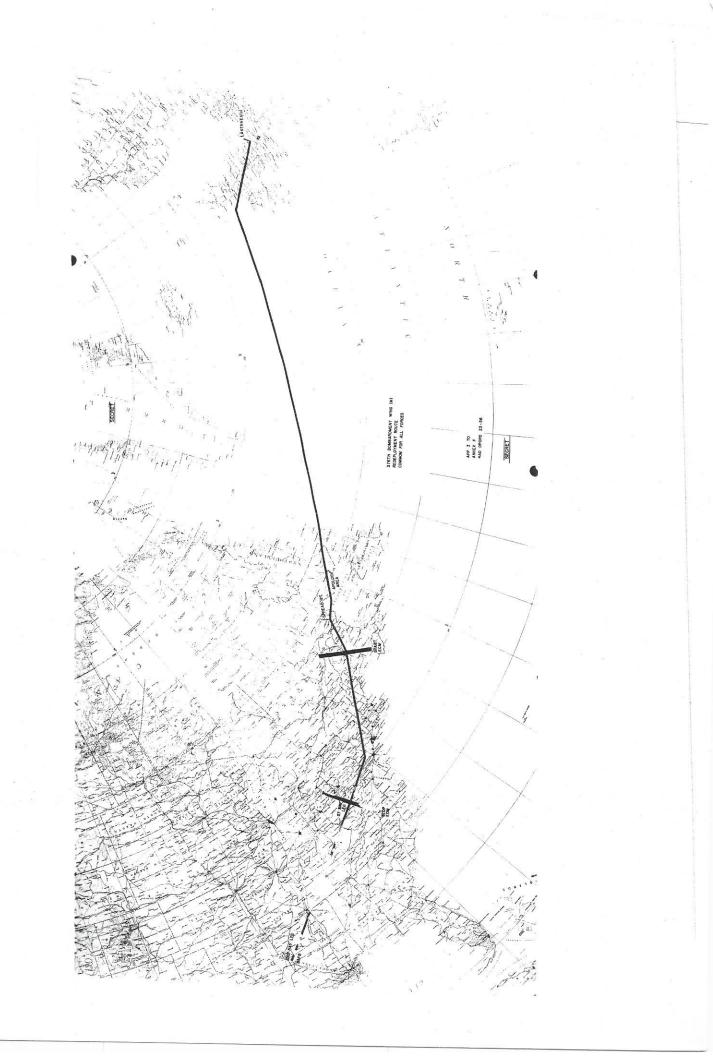
TRANSMITTER	SWITCH	FREQUENCY	SWEEP RATE
AN/ALT-6A	3	2700 to 3100 mcs	20 mos/sec
AN/ALT-6A	4	2700 to 3100 mes	20 mcs/sec
AN/ALT-6A	9	2700 to 3100 mcs	20 mos/sec
AN/ALT-6A	10	2700 to 3100 mcs	20 mcs/sec
AN/ALT-6A	7	2700 to 2900 mcs	1200 mcs/sec.
AN/ALT-6A	13	2900 to 3100 mcs	1200 mcs/sec
AN/ALT-8A	8	1230 to 1350	3 cycles/sec
AN/ALT-8A	14	1230 to 1350	3 cycles/sec
AN/ALT-7	5	See 376th OPLAN 50-5	6
AN/ALT-7	6	See 376th OPLAN 50-5	6
AN/ALT-7	11	See 376th OPLAN 50-5	6

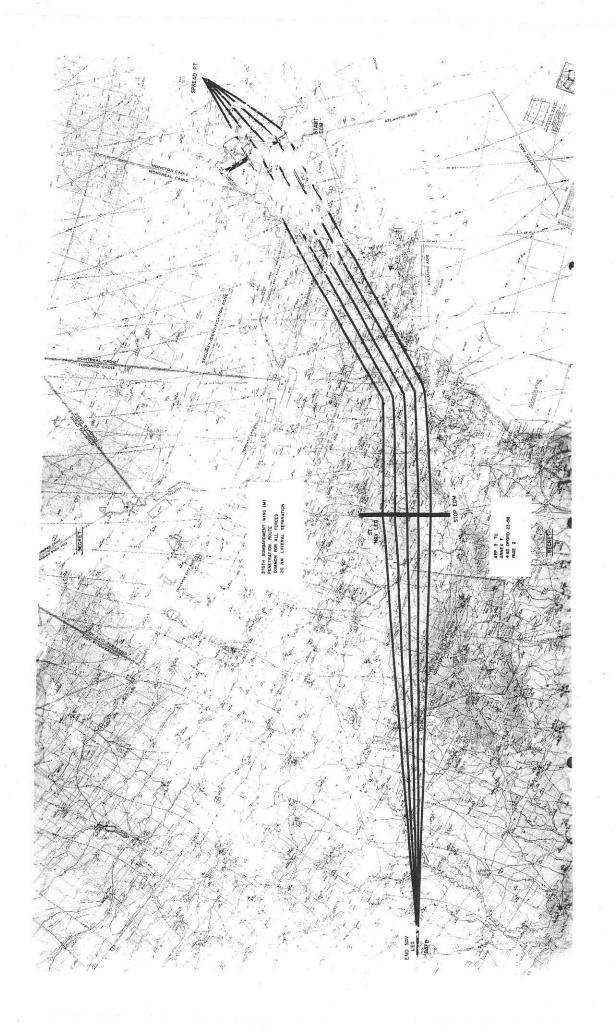
e. ECM maintenance will forward to 7DOP a copy of the postflight report on ECM equipment. The postflight report will include malfunctions, cause of malfunctions and frequency settings for each transmitter.

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PP 5, ANNEX "F", 4AD OPORD 23-56, 6 Mar 56

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APPENDIX 6
TO
ANNEX "F"
TO
OPERATIONS ORDER
SERIAL NO. 23-56

REDEPLOY MENT TAKEOFF DATA

1.	AIRCRAFT LOADING:	
	a. Basic Airplane	8 3, 06 3#
	b. Oil (56 gals)	423#
	c. Empty Wing Tanks	1,585#
	d. Crew and Baggage	1,000#
	e. Blue Cradle	3, 35 5#
= 0.	f. Chaff (ATO Compartment)	390 #
	g. Fuel (JP-4)	85,000
÷	h. Take-off Weight (Uncorrected)	175,016 #
	i. Start Engine and Taxi Fuel	- 3,000#
	j. Take-off Weight (Corrected)	172,016#
2.	TAKE-OFF DATA:	
	a. Considerations:	
	(1) Temperature	60 ⁰ F
	(2) Field pressure altitude	82° ft
	(3) Runnway Length	9000 ft
4AD	6, ANNEX F OPORD 23-56 r 56	



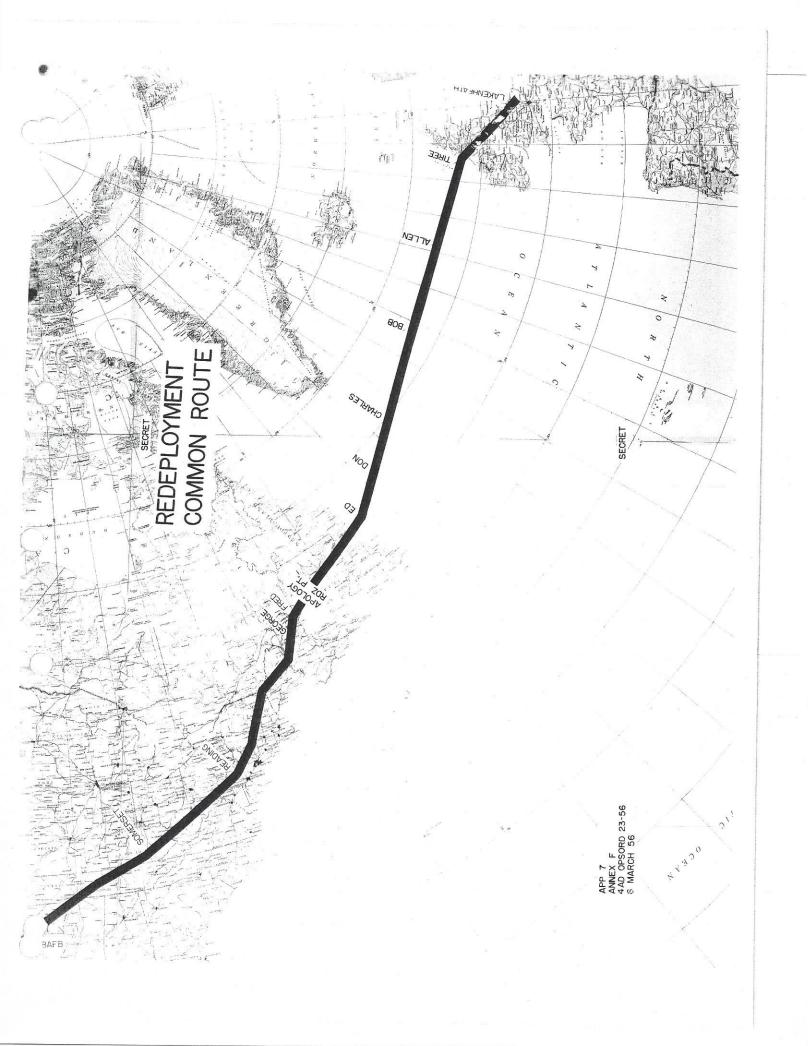
6 Mar 56



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b.	Critical Field Length	9000	ft
с.	Take-off Distance	7600	ft
d.	Take-off Speed	151	knots
e.,	Maximum Rofusal	118	knots

APP 6, ANNEX "F" 4AD OPORD 23-56 6 Mar 56





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4.0 OPSORD 23-56 6 Mar 56



APPENDIX 10

TO

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

301ST BOMB WING TAKE OFF DATA

GROSS WEIGHT ON CHOCKS	175016#
START ENG. TAXI, RUN UP	3000#
GROSS WIGHT AT TAKE OFF	172016#
RUNWAY LENGTH	90001
RUNWAY TEMPERATURE	60° F
CRITICAL FIELD LENGTH (DRY)	90001
GROUND ROLL (DRY)	76001
TAKE OFF SPEED	151 KNTS
LEFUSAL SPEED (DRY)	118 KNTS
LINE SPEED (4500')	122 KNTS

1PP 10, ANNEX "F" 4AD OPSORD 23-56 6 Mar 56



RECDE

ANNEX "G" TO OPERATIONS ORDER SERIAL NO. 23-56 WEATHER

- 1. General:
 - a. Weather support of the 4th Air Division will be provided by the Barksdale Weather Detachment.
 - b. Weather support of the Goose Task Force will be provided by the Goose Bay Weather Detachment augmented by the Goose Task Force Weather Officer.
 - c. Weather support of the Lakenheath Task Force will be provided by the Lakenheath Weather Detachment augmented by the Lakenheath Post-Strike Team Weather Officer.
 - d. Weather planning information is contained in 2AF Manual
 55-1. Additional weather planning data will be provided as outlined in paragraph 2a(1).
 - e. Deployment of Weather Officers is contained in Annex E.

ANNEX "G" 4AD OPSORD 23-56 6 Mar 56





- 3. Tasks For Subordinate Units:
 - a. The senior weather officer deployed from the Barksdale Weather Detachment will be the Goose Task Force Weather Officer. He will be responsible to the Goose AB Weather Detachment Commander for:
 - (1) Control and utilization of weather officers deployed to the Goose Task Force.
 - (2) Coordination for weather support required of the Goose AB Weather Detachment.
 - (3) Arranging for required weather briefings.
 - (4) Coordination and transmission of A/R forecasts for the A/R areas in NEAC.
 - (5) Coordination and transmission of terminal forecasts for
 Goose Bay and Harmon for a period 4 hours before through
 4 hours after each planned A/R time.
 - (6) Redeployment route forecasts for KC-97 and B-47 weather scout aircraft. (forecasts need not be transmitted)
 - b. The weather officer deployed from the Barksdale Forecast Center will be the Lakenheath Post-Strike Team Weather Officer. He will be responsible to the Lakenheath Detachment Commander for:
 - (1) Coordination for weather support required of the Lakenheath Weather Detachment.
 - (2) Arranging for required weather briefings for bomber redeployment.

ANNEX "G" 4AD OPSORD 23-56 6 Mar 56



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- After the 12 hour operational forecast has been issued, any significant change in the forecast will be transmitted immediately to the same addressees as the original forecast.
- (3) All messages from bases outside the U.S. will be transmitted by ZIPPO message over the SACCOMNET. The SAC Controller will provide a ZIPPO number and transmission instructions.
- (4) All messages from bases in the U.S. will be transmitted as OPERATIONAL IMMED-IATE.
- b. Addresses of forecasts:
 - (1) Forecasts will be transmitted to:
 - (a) Offutt Weather Central.
 - (b) 2AF Controller Attn: Barksdale Forecast Center, Barksdale AFB, La.
 - (c) 8AF Controller Attn: Staff Weather Officer, Westover AFB, Mass.
 - (d) B-47 departure base (for appropriate routes).
- 7. Coordination of Forecasts:
 - a. Forecast requests to Offutt Weather Central will be made by or through the numbered Air Force Weather Officer.
 - b. The forecasts provided for herein will be the official forecasts and will be changed only after coordinating with the numbered Air Force Staff Weather Officer and the Offutt

ANNEX "G" 4AD OPSORD 23-56 6 Mar 56





Weather Central.

8. Weather Scout Procedures:

- The weather scout mission must be tailored to the existing a. and expected weather conditions in the re-fueling area. Extent of the mission, timing, areas covered, etc., must be the result of close coordination between the Goose Task Force Commander and the Weather Officer. Under no condition will the weather scout mission be planned without full consideration of existing and expected weather. In-flight changes in the weather scout flight plan should be anticipated and best possible alternate areas should be pre-determined before take off. Not only the entire refueling area itself - orbit areas, rendezvous areas and refueling track must be scouted, but also those areas from which weather could move into the refueling area; e.g., should the weather be forecast to be moving 20 kts and the area be scouted 4 hours prior to ETA of receiver force, the weather scout should reconnoiter a similar area 80 to 100 miles in the direction from which the weather is moving.
- b. The weather scout mission should be timed to allow a complete scouting of areas of concern, and final decision of area to be used, in time to incorporate this information in the Tanker crew briefing.
- c. When a weather officer is flying on the weather scout air-

ANNEX "G" 4AD OPSORD 23-56 6 Mar 56

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d. B-51 reports for 301st Bomb Wing aircraft will include 3921st Reconnaissance Technical Squadron and 301st Bomb Wing (M) as addressees.

e. T-ll and T-18 reports for tankers supporting the aircraft of both the 4th and 806th Air Divisions will be addressed to Red Grange and Curfew.

f. B-ll reports will be addressed to Houseboy and Curfew.

5. Simulated B-25 reports will be submitted by strike forces of both wings.

6. M-ll reports will be submitted for strike forces of both wings.

7. T-11 and T-18 reports will be transmitted by UHF to the nearest SAC Control Room, who will transmit them by ZIPPO message.

8. High frequency radio will not be used for the submission of any reports required by SAC Manual 55-8 with the exception of B-11 (strike) reports, ICAO reports, and transmissions of an emergency nature.

9. Reports will not, in any case, be transmitted by high frequency radio telephone except in the interest of Flying Safety.

ANNEX "H" 4AD OP ORD 23-56 6 Mar 56



- x. General Instructions:
 - (1) 4th Air Division will activate the GOOSE TASK FORCE Headquarters on X minus 3. The 301st, 376th and 44th Bombardment Wings each will provide two KC-97 aircraft and crews for airlift of respective GTF Headquarters and support personnel so as to arrive at GOOSE Air Base during the period 2000Z - 2100Z on X minus 3. These aircraft will be subtracted from each total of unit aircraft indicated for X minus 1 deployment in Attachment 1, Appendix 1, this Annex.
 - (2) Deployment of Air Refueling Squadrons will be accomplished on X minus 1, using timing schedules in unit 40 Plan adjusted for an X hour of 0900Z. See Attachment 1, Appendix 1, this Annex.
 - (3) The 68th Bombardment Wing will deploy twenty-two B-47 aircraft on X minus 1, and eighteen B-47 aircraft on X day. Deployment schedules are generally the same as listed in the GTF OPLAN 44-56 except that X hour is adjusted to 0900Z and take-off interval between aircraft is ten minutes. See Attachment 1, Appendix 1, this Annex.
 - (4) The 301st and 376th Bombardment Wings each will provide one B-47 weather scout aircraft and crew to the GOOSE TASK FORCE. These aircraft are scheduled to arrive at GOOSE Air Base on X-2.
 - (5) GOOSE TASK FORCE will re-deploy KC-97 aircraft and one B-47 weather reconnaissance aircraft upon completion of GTF strike refueling commitments. Remaining B-47 weather reconnaissance aircraft will be re-deployed after completion of air refueling

ANNEX "I" 4AD OPORD 23-56 6 Mar 56

2

for B-47 aircraft re-deploying from post strike base.

- (6) The GOOSE TASK FORCE Headquarters will remain activated until the majority of the task force has been returned to home stations. The remainder of the tasks may then be assigned to the Deputy Commander, GOOSE TASK FORCE.
- (7) Headquarters, GOOSE TASK FORCE will furnish Headquarters, Second Air Force with re-deployment schedules of KC-97 aircraft and B-47 weather reconnaissance as soon as possible for the purpose of expediting re-deployment execution orders.
- (8) Reports: See Annex "H".

(9) Weather: See Annex "G". (10) Lee Revense page (maintenance + POL) 4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex "E".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: In accordance with GTF OPLAN 44-56.

b. Communications:

(1) Z time will be used.

(2) See Annex "C".

ANNEX "I" 4AD OPORD 23-56 6 Mar 56

APPENDIX 1

ANNEX "I"

OPERATIONS ORDER

SERIAL NO. 23-56

OPERATIONS

1. <u>GENERAL</u>: The purpose of this Appendix is to modify or expand on operations instructions contained in GOOSE TASK FORCE Operations Plan 44-56.

2. DEPLOYMENT:

a. Deployment of Air Refueling Squadrons will be accomplished on X minus 1, using timing schedules in unit 40 Plan ajdusted for an X hour of 0900Z. First KC-97 aircraft departing from Barksdale AFB will be from the 376th AREFS at 1300Z, the second departure will be a 301st AREFS KC-97 aircraft at 1301Z; subsequent departures will be at fifteenminute intervals between unit aircraft. First departure for the 44th AREFS KC-97 aircraft will be at 1300Z, subsequent departures at fifteenminute interval between aircraft.

b. Routes, altitudes and airspeeds will be in accordance with unit master flight plan. Deployment master flight plans for 301st and 376th AREFS are contained in Attachments 6 and 7 this Appendix.

c. Aircraft Commanders will contact GOOSE Approach Control on 119.7 or 236.6 mcs when approximately 100 NM inbound to GOOSE AB.



d. Approach procedures will be in accordance with SAC Manual 55-15, January 1956.

e. Aircraft Commanders will be permitted to land with gross weight in excess of recommended 130,000 pounds upon deployment arrival at GOOSE AB.

3. STRIKE AIR REFUELING:

a. KC-97E and F series aircraft flight plans and forms "F" will be adjusted as required to modify G series flight plans and forms "F" listed in Attachments 3, 4 and 5, this Appendix.

b. Air Traffic:

(1) The key to successful Air Traffic Operations is rigid adherence to briefed flight plans, with particular emphasis upon true airspeed and route timing. KC-97 Aircraft Commanders must fly precise instruments throughout the entire return route to GOOSE Air Base in order to insure successful traffic control. All tanker forces in the MAKEUP and GALE STORM refueling areas will fly to the end of their refueling legs before "start descent" on return routes to GOOSE AB. Individual force return routes are as specified in the master flight plans contained in Attachments 3 and 4 this Appendix.

- (2) MAKEUP Refueling Area: (KC-97 Aircraft)
 - (a) Tanker Force Commanders will insure that their forces arrive over Cape Harrison Radio at briefed control times and altitudes. Aircraft within the forces must be spaced at three-minute intervals and stacked up with 500 feet separation between aircraft.

APP 1, ANNEX "I" 4AD OPORD 23-56 6 Mar 56



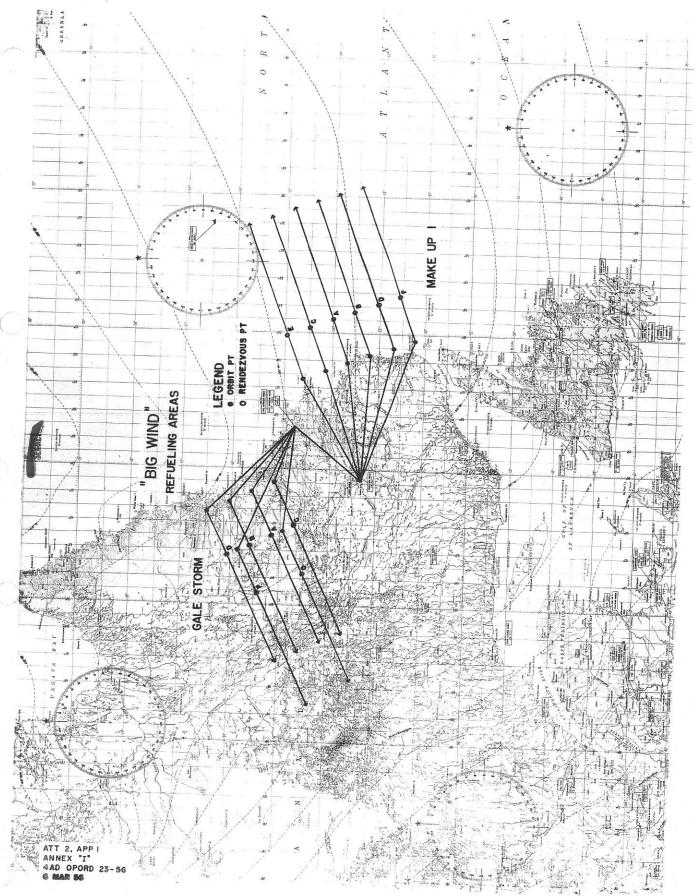


- (b) Tanker Force Commanders will make a position report to Cape Harrison Radio at station passage.
- (c) GOOSE Approach Control will be contacted by Tanker Force Commander on 119.7 or 236.6 mcs as soon as possible after passing Cape Harrison Radio. At this time, the Force Commander will give GOOSE Approach Control the call sign and formation position of each aircraft in his force. GOOSE Approach Control will issue descent and approach instructions to the Force Commander only, all other aircraft will follow the instructions issued to the Force Commander except for maintenance of three-minute spacing and 500 feet altitude separation, stacked up. GOOSE Approach Control will instruct Aircraft Commanders individually when to switch to GCA pick-up frequency.
- (d) Missed approach procedures will be as outlined in current let-down charts and SAC Manual 55-15, January 1956.
- (e) Aircraft with receivers only will maintain briefed position within their respective force.
- (f) Aircraft with complete radio failure will follow the "Fly-catcher" procedure as outlined in current radio facility chart.
- (3) GALE STORM Refueling Area: (KC-97 Aircraft)
 - (a) Tanker Force Commanders will contact GOOSE ApproachControl and give a position report as soon as possible

APP 1, ANNEX "I" 4AD OPORD 23-56 6 Mar 56



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54-59N 67-15W B/Ref	245			434	175	2005	মার	5/2	120	2	:36			-	
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.m.	OPAL		54-28N	53-25N	A	53-15N	Goose Ra	PAT	N97-725	1		55-51N			55-25N		NEK T-HC	ZHO WAVE HEUITH		Goose Ra	3rd Wave Return ST		astrat at a soon	Desc/Land	* INdic	0	-	
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	NG AREA "MAKEUP.		CRITICAL FIELD LEVEN	<u> </u>	TAKE-OFF SPEED	0400 138 CRITICAL WIND COLL	15T LEG ZND LEG 3D LEG		AIR DIS	ACC. ETA PRE	5	AT ALT													AT ALT					AIR FORCE - 2AF BARKSDALE NOV 55
E CELL CALL REMARKS	NUMBER OF ATO	REQUIRED FULL NUMBER OF ATO	EMPTY	ADJUSTED TAKE-OFF WEIGHT	1	T	SP EED	EAS	T	V V	202 156 557		[]		216 1	00T	2 2000	101 - 2 692 86T	+	649	160 4818		87	148 57	¢ 30		208 7.42	150		
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T T MISSION FLIGHT PLAN	, AP	OIL WEIGHT ATO WEIGHT	RACK WEIGHT	EXT. TANKS WEIGHT (EMPTY) MISCELLANTOLO		18626	1 0220 19	ANN FORCE ROUTE	60-2 3W GOOSE	-	ORBIT	53-39N 56-05W ODDIM	54-30W	-	54-53N 50-25N E/R CR	" 45 L. TURN	20W TP D	144N 58-255 GW CTD DAD	"	53-19N 60-2 3N GOOSE 2R5	ALL WAVES CORA FORCE	60-2311	CEW ORBIT		56-2 BN ORBIT		22N 50-42W F /b	a 124		

MEX "I"

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".NIAKEU P-1"		States and states				N. Contraction	the second								
ALL W	511		ID COMP		-		TEMP.	ST		GRD DIS	TIME	AIR DIS			FLIGHT PLA
CUKA FUKCE ROUTE	COND	U L d	DRIFT	т. Н	VAR.	W.H.	ALT. MACH	10 11	ເ ເ ເ ເ	ACC	ACC	10	ETA	PEMAINING	GROSS W
45 1	RUS	тарт	mesc / PAdr	1	COST 1		52	176			ami i	AIK DIS			
50-10W TP	° A			1185 5	£36	_	15500	198		398	2: 30	x	81 		
54-44N 58-25W CP RADIO	CR4	256			436		-23	198		295	1:30				
	1				Zac .		=23	175		111	5 6 6				
L WAVES	C 44	010			202		1 2200	198		804	4:34				
VA FORCE													- -		
60-23W	RTIO	음		3	,	<u> </u>	-16	196		150	: 57	TO ORBI	E		
TIANU WC4-00 NUC-40	1	1058			435		12000	202		150	: 57	AT ALT.			
ORBIT	CR1	070			735		17500	205			: 30		10		
56-43W					2		-27	205		60	:15		T		
58N 55	CR2	010			\$36		17500	231		210	1:42	-	4		
					,		=27	225		150	: 36				2
	CR3	010		1	136		17500	254		360	2:18	1.			
TAN	E C				1		=27	174		60	\$18				
44M 00	6.R4	9.20			×36		T7500	198		420	2;36				
54-44N 58-25W CP RADIO	CR5	247	-		136		<u>-27</u> 17500	174		300	1:31 4:07				
=							=27	174		111	\$ 34				
DS-LUN 60-23W GOOSE	CR6	218		-	≠35		17500	198	I	831	4:41		<u> </u>		
FRANCES FORCE															
BW GOOSE	RTTO			-	+	1	16	196		200	• 50	THO OPPT	E L		
ORBIT	CLID	110			133		12000	202	-	200	20 20 20				
ORBIT	CRI	070			233		=27 17500	205			: 30	1 1			
52-11N 55-11W ORBIT 52-33N 53-33W RND7	6au	040			122		-27	205		60	115				
I IIIII		5			20		000 JT	100		002	1: 44				
53-28N 49-29W E/R	CR3	070		*	£33		17500	225	L	410	: 36				
1	\$ TAR	START DESC.	BASE	ALT 10	0000		-16	193		40	:12				
54-04N 48-57W TP	10-	025		2	434		12500	198		450	2:32		L		
44N 58-25W CF RADIO	CR4	277			135		-16 12500	193 198		336 786	1:42		l		
E TON LO SAM COORD	ц С	016				8 7	-16	193		111	: 34				
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2AF FORM 1244					N		01-24							AIR FOR	

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Se-S-BW GG-23W GOORSE HTM Los Lab		CONE		DRIFT	e -			04		ກ່ ອ	ACC GRD DIS				UEL	GROSS WEIGH
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Ex-38M 6.5-30M CRBIT CRB 070 $\frac{-27}{25}$ $\frac{2}{17500}$ $\frac{2}{216}$ $\frac{1}{242}$ $\frac{1}{242}$ 55-61W 42-4W $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{2}{10}$ $\frac{1}{10}$	ORBIT	GRI	070 250			433	17	27 500	205			: 30 1:27				
	55-30W 53-51W	CR2	010			433	17	27 500	205		60 242	:15				
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Normation μ ν	45 L. TURN	TAR		BASE	1	000		23	175		80	24				
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MAT WANDS MAT WANDS MAT WANDS MAT WANDS BETTY FORCE ** LONGEST FLIGHT 55-191 5-201 57 77 57 70 77 57 70 70 55-191 55-270 0032 217 255 172 57 71 1172 57 71 1172 57 71 0171 55-091 55-470 070 250 205 172 505 172 50 56 1727 57 71 1177 57 71 1177 57 1127 157 1127 50 55 157 71 117 50 531 1157<	00-231 GOOSE	CR5	+		3	125 135		000 000	175 175 198		111 917	4; 57 4; 57				
	ALL WAVES BETTY FORCE **	IGES 1		<u>днт</u>						1						17 6000
OBN 55-47W ORBIT (11) 093 $\sqrt{24}$ 12000 202 172 $s57$ $aTtr attr attr< attr< attr attr at$	53-19N 60-23N GOOSE	RITC				.	Î	16	961		172	: 57			75	8475
UKBLT CR1 250 $\cancel{\cancel{4}34}$ $\cancel{\cancel{1}7500}$ $\cancel{\cancel{2}31}$ $\cancel{\cancel{1}27}$ 09N 55-4TW CREIT 200 $\cancel{2}31$ $\cancel{2}75$ $\cancel{2}75$ $\cancel{2}75$ $\cancel{2}75$ $\cancel{1}7500$ $\cancel{2}31$ $\cancel{1}750$ $\cancel{3}0N$ 54-1JW RNDZ $\boxed{0}70$ $\boxed{2}31$ $\cancel{1}7500$ $\cancel{2}31$ $\cancel{1}22$ $\cancel{1}42$ $\cancel{3}0N$ 54-1JW RNDZ $\boxed{0}70$ $\boxed{2}31$ $\cancel{2}32$ $\cancel{1}42$ $\cancel{1}22$ $\cancel{3}0N$ 54-1JW RNDZ $\boxed{0}70$ $\cancel{2}31$ $\cancel{2}32$ $\cancel{1}42$ $\cancel{1}22$ $\cancel{3}0N$ 741 $\cancel{4}51$ $\cancel{7}74$ $\cancel{1}760$ $\cancel{2}86$ $\cancel{1}86$ $\cancel{4}M$ 58-28W TP $\boxed{MAINTAIN}$ MAIN ALT $\cancel{4}51$ $\cancel{1}7500$ $\cancel{1}74$ $\cancel{1}10$ $\cancel{3}26$ $\cancel{1}41$ $\overset{W}{M}$ $\overset{W}{M}$ $\cancel{2}25$ $\cancel{1}760$ $\cancel{1}96$ $\cancel{1}26$ $\cancel{1}26$ $\cancel{1}11$ $\cancel{3}26$ $\cancel{1}26$ $\overset{W}{M}$ $\overset{W}{M}$ $\cancel{2}25$ $\cancel{1}26$ $\cancel{1}26$ $\cancel{1}26$ $\cancel{1}26$ $\cancel{1}26$ $\cancel{1}26$	55-47W ORBIT	GLJ	093			434	12(000	202		172	: 57		225	44	16652.5 2 800
OSN 55-4TW CREIT CN -27 -27 205 60 115 142 30N 54-11W RNDZ πRDZ πRDZ πRDZ πRDZ πRDZ 1242 1242 1242 1242 1242 $24N$ 50-05TE/R πRDZ πRDZ πRDZ 1272 1262 1362 1342 142 $MAINTAIN ALTA 45 H_{a} \pi RDZ \pi RZ 17500 2554 232 2182 2182 2182 2182 2182 2182 2182 2162 1267 174 111 534 126$		¢R1	250					200	231			1:27		1974	34	163725
30N 54-11W RNDZ $\overline{0}$ R2 070 $\overline{2}$ 34 17500 231 232 1:42 24N 50.05W E/R 0R3 070 $\overline{2}$ 54 17500 255 382 2:18 24N 50.05W E/R 0R5 075 $\overline{2}$ 55 175 255 382 2:18 11M 48-34W TP 0R4 025 $\overline{2}$ 55 17500 198 501 2:54 11M 48-34W TP 0R4 025 $\overline{2}$ 55 17500 198 501 2:54 11M 48-34W TP 0R4 025 $\overline{2}$ 55 17500 198 552 1:47 11M 48-34W TP 0R4 025 $\overline{2}$ 55 17500 198 552 1:47 11M 48-34W TP 0R6 218 $\overline{2}$ 55 17500 198 552 1:47 19N 60-23W GOOSE CP RADIO CRAS 2:6 $\overline{2}$ 55 177500 198 564 5:15 19N 60-23W GOOSE CR6 2:18 $\overline{2}$ 55 177 174 111 :34 19N 60-23W GOOSE CR6 2:18 $\overline{2}$ 55 177 174 111 :340 19S 7/LAND COMON 198 17500 198 5:515 140 <t< td=""><td>55-47W ORBIT</td><td></td><td></td><td></td><td></td><td></td><td>Ĩ</td><td>27</td><td>205</td><td></td><td>60</td><td>:15</td><td></td><td>14(</td><td>00</td><td>1400</td></t<>	55-47W ORBIT						Ĩ	27	205		60	:15		14(00	1400
24M 60-05W \overline{k}	54-11W RNDZ	CR2	040		+	≠34	17	500	231		232	1:42		183	44	162325
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	50-05W E/R	¢R3	010		- 14 - 1	434	141	200	204		382	2:18		1384	44	107825
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19N 60-23Y GOOSE CR6 218 455 17500 198 964 5:15 770 198 964 5:15 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6							1	75	174		111	: 34		12	35	1235
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ANNEA "I" 4AD OPORD 23-56

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RESTRICTED (When filled in) SECURITY INFORMATION

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ANNEX "I" LAD OPORD 23-56

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RESTRICTED (When filled in) SECURITY INFORMATION

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HEADQUARTERS 4TH AIR DIVISION Barksdale Air Force Base, La. 6 March 1956

ANNEX "J"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

POST-STRIKE ACTIVITIES AT LAKENHEATH

1. <u>GENERAL</u>: Post-strike activities at LAKENHEATH will be IAW procedures set forth in 7th Air Division Manual 65-2, dated 1 November 1955. Deploying post-strike personnel will be integrated into operational and maintenance functions of the 3910 Air Base Group for all post-strike activity at LAKENHEATH.

2. POST-STRIKE TEAM Deployment and Redeployment Schedule

a. DEPLOYMENT: Depart BARKSDALE AFB on X-5; arrive LAKENHEATH on X-3 or X-2.

b. REDEPLOYMENT: Depart LAKENHEATH approximately X/8; arrive BARKSDALE AFB on X/9 or X/10.

3. POST-STRIKE TEAM COMPOSITION: See Appendix 3 to Annex "E".

4. B-47 arrival schedule at LAKENHEATH.

1st Wave - 30 aircraft - 2400Z, $X \neq 1$. 2nd Wave - 24 aircraft - 1200Z, $X \neq 2$. 3rd Wave - 19 aircraft - 2400Z, $X \neq 2$.

Extra Wave - Aborts from first 3 Waves - 1200Z, X / 2.

5. B-47 Departure Schedule from LAKENHEATH: See Appendix 1, Annex "F"

ANNEX "J" 4AD OPORD 23-56 6 Mar 56

