

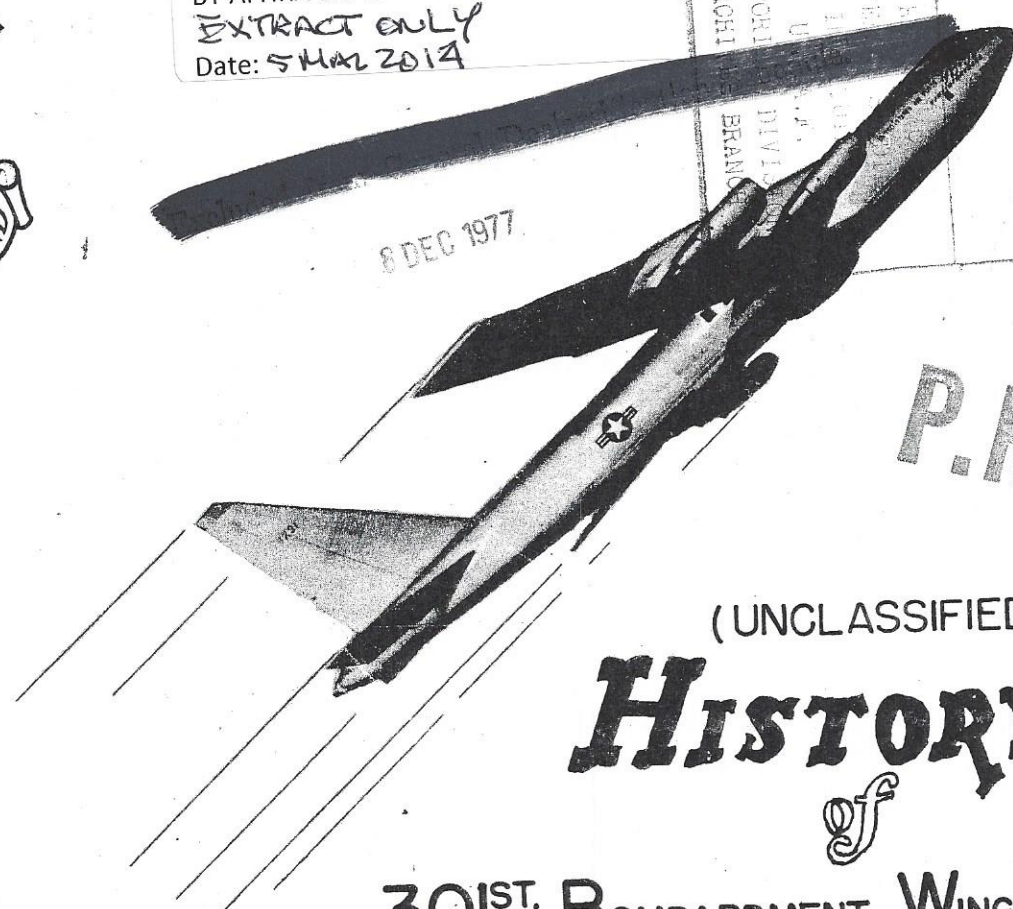
**n:** WING/0301/BOMBARDMENT (MEDIUM)  
**CTYPE:** Periodic History **Call:** K-WG-301-HI  
**IRIS Number:** 454205  
**BegDate:** Mar 1 1956 12:00AM **EndDate:** Mar 31 1956 12:00AM **PubDate:**  
**Author:**  
**Title Extension:**  
**Title Added Entries:** OPERATIONS ORDER 23-56: BIG WIND, 6 MAR 56  
**Class:** SECRET **LNFT:** 0 **AudioRec:** **MajCom:**  
**Subject:**  
**Abstract:** INCLUDES INFORMATION ON OPERATION RED WING, OPERATION PALM TREE,  
 OPERATION BIG WIND (UNIT SIMULATED COMBAT MISSION AND COLD WEATHER EXERCISE)  
 AND OPERATION DEVIL FISH.  
**DateRcvd:** **IRISRef:** N0180  
**Admin:** No Administrative Markings Listed  
**SecInfo:**  
**DNotes:** CONTAINS SUPPORTING DOCUMENTS.  
**AccNotes:** **OldAcc:** 3-4046-5A **AccsnrID:** **DateAccs:** **Reel:** 14212 **Frame:** 1104 **FrameLast:**  
 1384  
**DateScnd:** **DateMflm:** **ScanrID:** **IndexID:** 46 **QCID:**  
**DOC\_LINK:**

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Date: 5 MAR 2014



HISTORICAL DIVISION  
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K-1065-391-H-1  
1/10/1 1956

8 DEC 1977



P.R.C.

(UNCLASSIFIED)

# History

## 30<sup>th</sup> BOMBARDMENT WING, MEDIUM

BARKSDALE AIR FORCE  
BASE LA.

8 DEC 1977

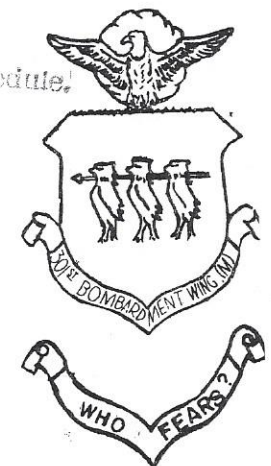
Excluded from General Declassification Schedule

### 1-31 MARCH 1956

2<sup>ND</sup>  
AIR FORCE

30<sup>th</sup> BOMBARDMENT WING  
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Date: **5 Mar 2014**

Classification: Secret  
Authority: Co, 301st Bomb Wg  
Initials: *Cosley*  
Date: *10 May 56*

HISTORY  
OF THE  
301ST BOMBARDMENT WING, MEDIUM  
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 Periodic Maintenance Squadron  
301st Air Refueling Squadron  
301st Armament and Electronics Maintenance Squadron  
301st Tactical Hospital

---

TYPED BY:

*Troy L. Shepard*  
TROY L. SHEPARD  
S/SGT., USAF

WRITTEN BY:

*Jack W. Grier*  
JACK W. GRIER  
2NDLT, USAF  
Historical Officer

APPROVED BY:

*for Robert H. Borders, Col USAF*  
EVERETT W. HOLSTROM  
Colonel, USAF  
Commander

STRATEGIC AIR COMMAND  
SECOND AIR FORCE  
FOURTH AIR DIVISION

[REDACTED]  
[REDACTED]  
[REDACTED]

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**HEADQUARTERS  
4TH AIR DIVISION**

# **OPERATIONS ORDER**

NUMBER: 23-56

DATE: 6 MAR 56

**HEADQUARTERS  
4TH AIR DIVISION  
BARKSDALE AFB, LA.**

30-6-55  
3-6-1028



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

4TH AIR DIVISION

OPERATIONS ORDER

SERIAL NO. 23-56

"BIG WIND"

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6 Mar 56

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CLASS: SECRET  
AUTH: COMDR 4AD  
DATE: 6 Mar 56  
NAME: *Carroll*

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. GENERAL SITUATION: 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:

(1) 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.

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6 Mar 56

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- (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 exercise 301st 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.

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6 Mar 56

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- (4) Deploy ~~one~~ <sup>TWO</sup> B-47<sup>A</sup> <sup>AIRCRAFT</sup> and crews on X-2 to GOOSE Air Base for weather reconnaissance in the GOOSE area. *BAY REFUELING AREAS.*
  - (5) Deploy 376th AREFS to GOOSE Air Base.
- c. 805th Air Base Group:
- (1) 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.

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- (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:

- (1) 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.

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(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.

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- (c) GTF will obtain necessary clearances for KC-97 re-deployment.
- (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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6 Mar 56

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PRESTON  
Brigadier General  
Commander

DISTRIBUTION:

SAC, ATTN DOOPO.....3  
2AF, ATTN DODP.....2  
8AF.....2  
7AD.....2  
806AD.....1  
68BW.....2  
44BW.....2  
7ADS, GOOSE BAY.....1  
COMDR, SAC LIAISON TEAM.....2  
C.....1  
DO.....4  
DP.....1  
DM.....1  
I.....1  
301C.....2  
301DO.....5  
301DM.....3  
301 Bomb Sq. (2 each).....6  
301 AREFS.....2  
301 Maint Sq. (1 each).....3  
301 Hq. Sq.....1  
376C.....2  
376DO.....5  
376DM.....3  
376 Bomb Sq. (2 each).....6  
376 AREFS.....2  
376 Maint. Sq. (1 each).....3  
376 Hq. Sq.....1  
805C.....2  
BO.....1  
BCR.....1  
EM.....2  
BPM.....1  
3SSS.....2  
Base WX.....1 / 3 extra copies of Annex "G"  
BAC.....1

OFFICIAL:

  
JOHN W. CARROLL  
Colonel, USAF  
Director of Operations

4AD OPORD 23-56  
6 Mar 56

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

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.

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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 set 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.

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

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 23-56

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NOT USED

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NOT USED

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

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

ANNEX "C"

TO

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.
- b. Emergency procedures will be in accordance with ACP 130 and 135, current Radio 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 8c).
  - (2) IFF within the USAFE area in accordance with USAFE letter EBEL, dated 22 April 1954, subject, "(Unclassified) Employment of Mark X IFF",

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6 Mar 56

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forwarded as inclosure to 5AD letter, dated 21 July 1954, subject same as above, by 1st Indorsement Second Air Force, dated 4 November 1955.

(3) SAC Reg. 55-14, dated 26 October 1955, as amended, *(CA) IFF WITHIN THE UNITED KINGDOM AREA OF OPERATIONS WILL BE IAW 7th AIR DIVISION ODI 2407.3 (CHANGE 2).*

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:

- 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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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:

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

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call sign suffixed with the nickname of the air refueling area. Example, "WINEGLASS 12 PACKRAT".

c. 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:

LAJES AIRWAYS - Primary      WHEELUS AIRWAYS - Secondary

NOTE: Every effort will be made to submit reports to the primary station.

6. AIRBORNE REPORTING PROCEDURES:

- a. 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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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 ADG, CAA, or AACS.

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

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

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

STRIKE

1. CONCEPT: 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 00W to 51 OON 04 30W.
  - c. Relative HHCL times are as specified in unit assignments.
  - d. Special timing procedures:
    - (1) 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:

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

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

8. GUNNERY: Wing Commander's Discretion.

9. PHOTOGRAPHY AND IBDA: See Annex A.

10. TACTICS: a. Enroute, penetration and withdrawal tactics IAW SAC Tactical Doctrine.

b. Breakaway will be accomplished after expiration of ATF and only when flying safety considerations do not preclude its use.

c. Altitude separation between forces and aircraft will be assigned between aircraft and forces.

11. WAVE RESPONSIBILITY:

a. First Wave: 301st Bomb Wing

b. Second Wave: 376th Bomb Wing

c. Third Wave: 301st Bomb Wing

d. Extra Wave: 376th Bomb Wing (Unless there are no participating 376th Aircraft)

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

APPENDIX 1

TO

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"  
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c. FORCE WHITE:

TO: 64 30N 20 00W

56 00N 03 10W

50 00N 01 15E

TARGETS

3. SECOND WAVE STRIKE ROUTES:

a. FORCE ORANGE: Same as Force Black

b. FORCE BLUE: Same as Force Gray

c. FORCE PINK: Same as Force White

4. THIRD WAVE STRIKE ROUTES:

a. FORCE CHERRY: Same as Force Black

b. FORCE SCARLET: Same as Force Gray

c. FORCE IVORY: Same as Force White

5. EXTRA WAVE STRIKE ROUTES:

a. FORCE CREAM: Same as Force Gray

b. FORCE TAN: Same as Force White

6. COMMON ROUTE POST STRIKE:

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"  
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- 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 utilized.
- 3. Method of Attack: Formation to break-up point IAW SAC Tactical Doctrine, individual bomb runs.

**SECRET**



WAVE	FORCE	RELATIVE HHCT	1ST REFUEL BEARD 1	2ND REFUEL MAKEUP 1	LAKENHEATH POSTSTRIKE BASE
1	BLACK GRAY WHITE	H+0000	ANN OPAL CORA	ANN CORA EDNA	HH144 TO HH215 HH210 TO HH256 HH224 TO HH239
2	ORANGE BLUE PINK	H+0000	ANN OPAL CORA	ANN CORA EDNA	HH214 TO HH237 HH215 TO HH222 HH220 TO HH256
3	CHERRY SCARLET IVORY	H+0000	ANN OPAL CORA	ANN CORA EDNA	HH152 TO HH155 HH218 TO HH239 HH236 TO HH256
EXT- RA	CREAM TAN	H+0000	OPAL CORA	CORA EDNA	HH244 TO HH255 HH219 TO HH256

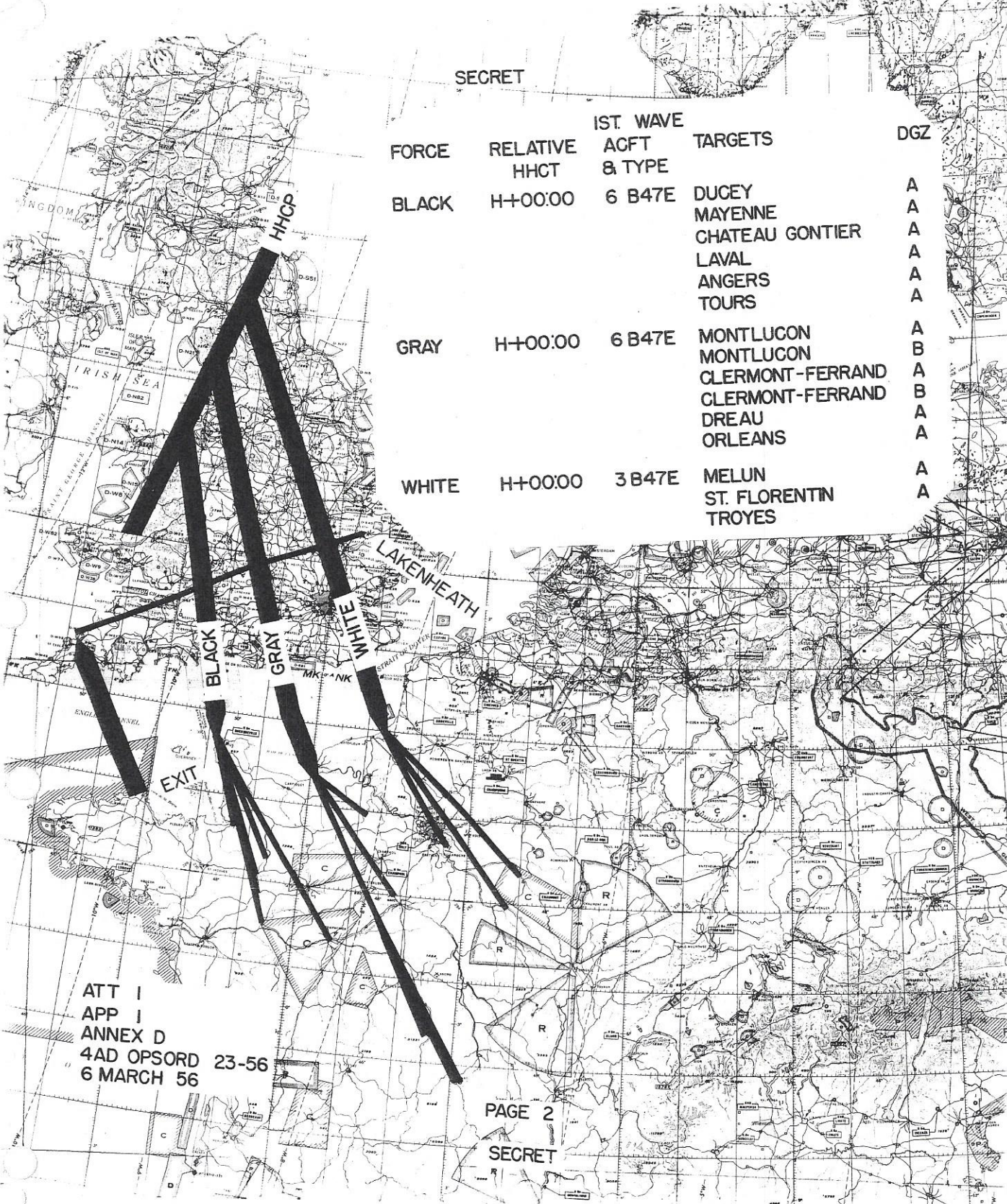
ATT 1  
 APP 1  
 ANNEX D  
 4 AD OPSORD 23-56  
 6 MARCH 56

ATLANTIC OCEAN



SECRET

FORCE	RELATIVE HHCT	IST. WAVE ACFT & TYPE	TARGETS	DGZ
BLACK	H+00:00	6 B47E	DUCEY MAYENNE CHATEAU GONTIER LAVAL ANGERS TOURS	A A A A A A
GRAY	H+00:00	6 B47E	MONTLUCON MONTLUCON CLERMONT-FERRAND CLERMONT-FERRAND DREAU ORLEANS	A B B B A A
WHITE	H+00:00	3 B47E	MELUN ST. FLORENTIN TROYES	A A



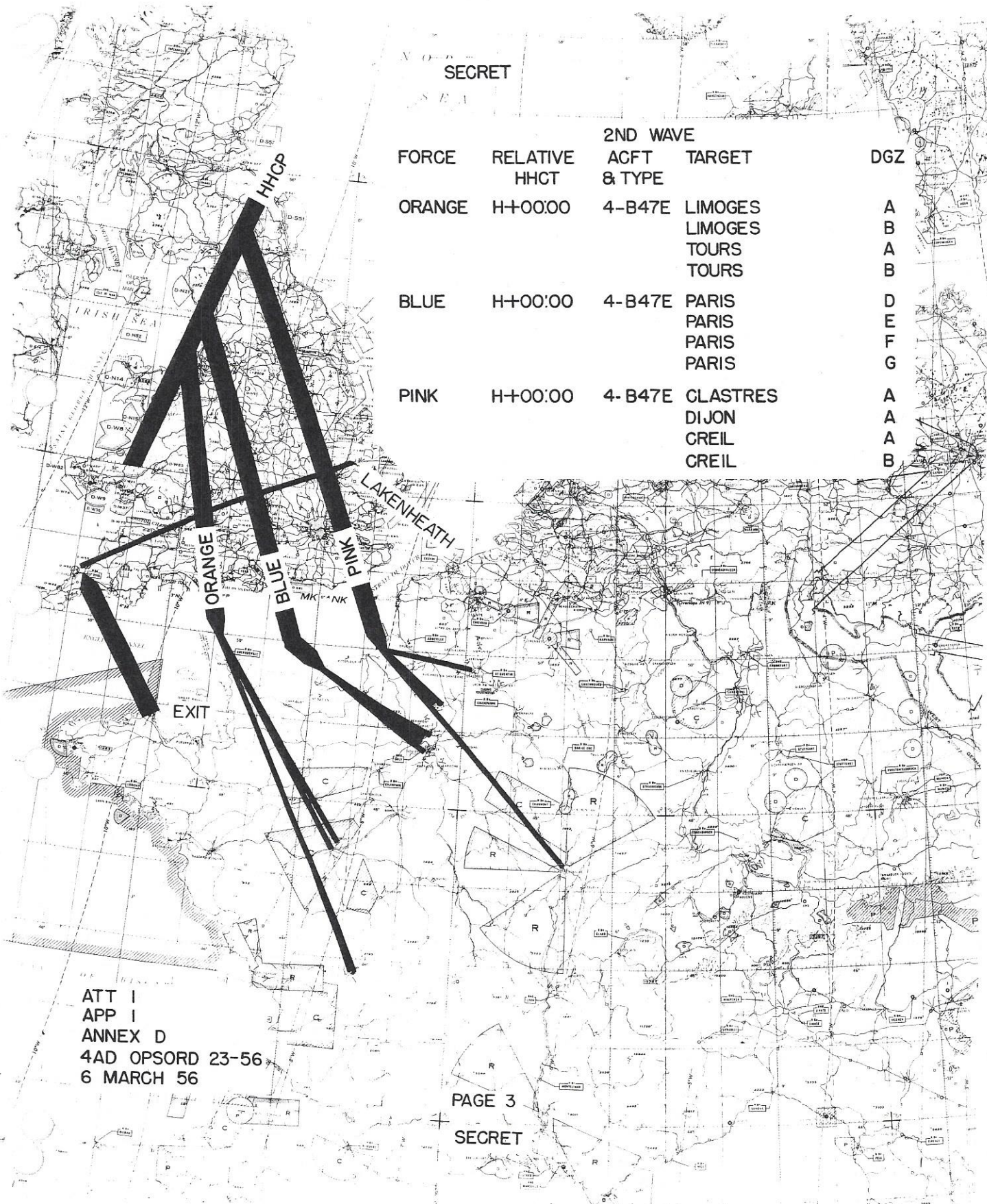
ATT I  
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SECRET



SECRET

FORCE	RELATIVE HHCT	2ND WAVE ACFT & TYPE	TARGET	DGZ
ORANGE	H+00:00	4-B47E	LIMOGES LIMOGES TOURS TOURS	A B A B
BLUE	H+00:00	4-B47E	PARIS PARIS PARIS PARIS	D E F G
PINK	H+00:00	4-B47E	CLASTRES DIJON CREIL CREIL	A A A B



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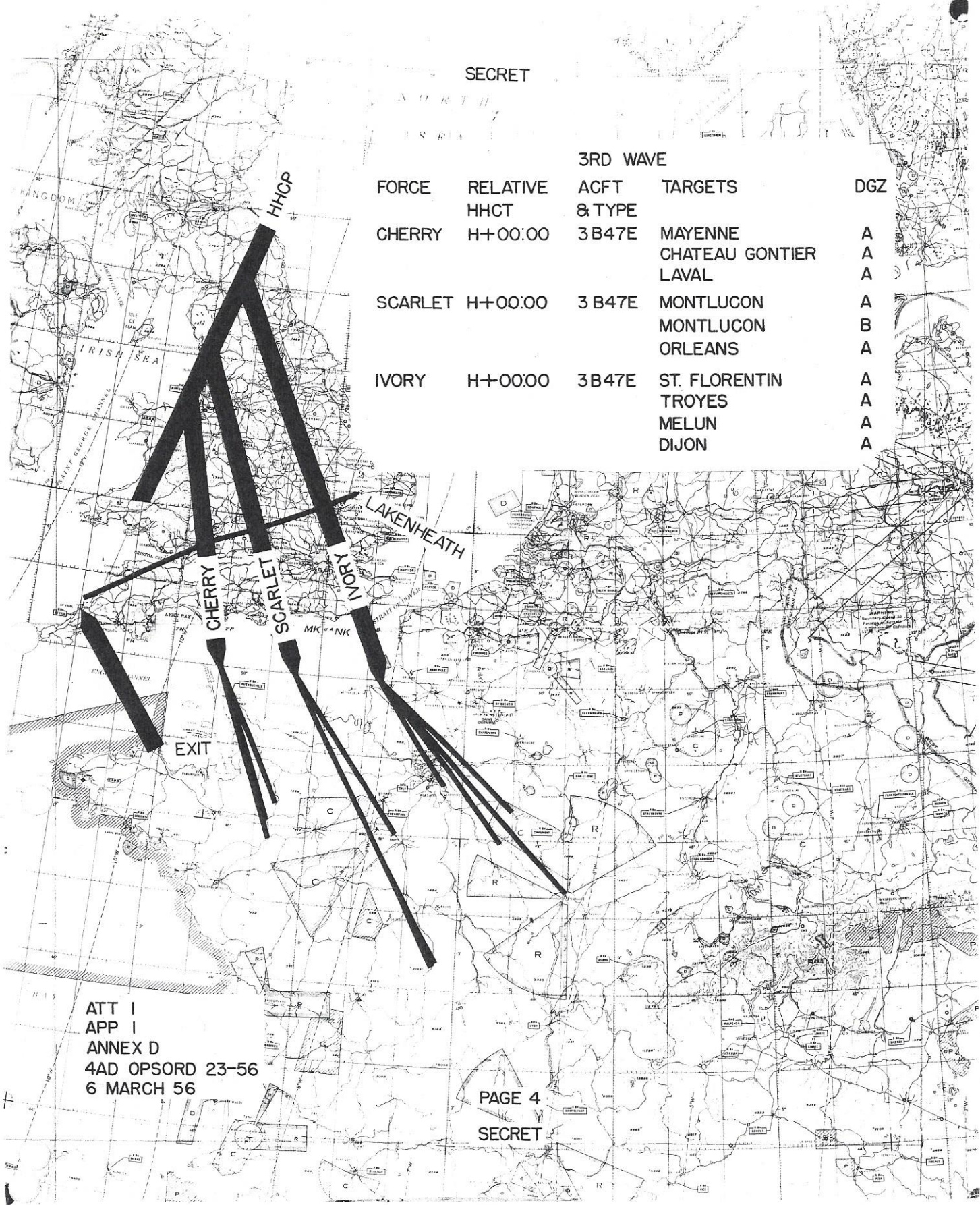


SECRET

NORTH  
SEA

3RD WAVE

FORGE	RELATIVE HHCT	ACFT & TYPE	TARGETS	DGZ
CHERRY	H+00:00	3 B47E	MAYENNE CHATEAU GONTIER LAVAL	A A A
SCARLET	H+00:00	3 B47E	MONTLUCON MONTLUCON ORLEANS	A B A
IVORY	H+00:00	3 B47E	ST. FLORENTIN TROYES MELUN DIJON	A A A A



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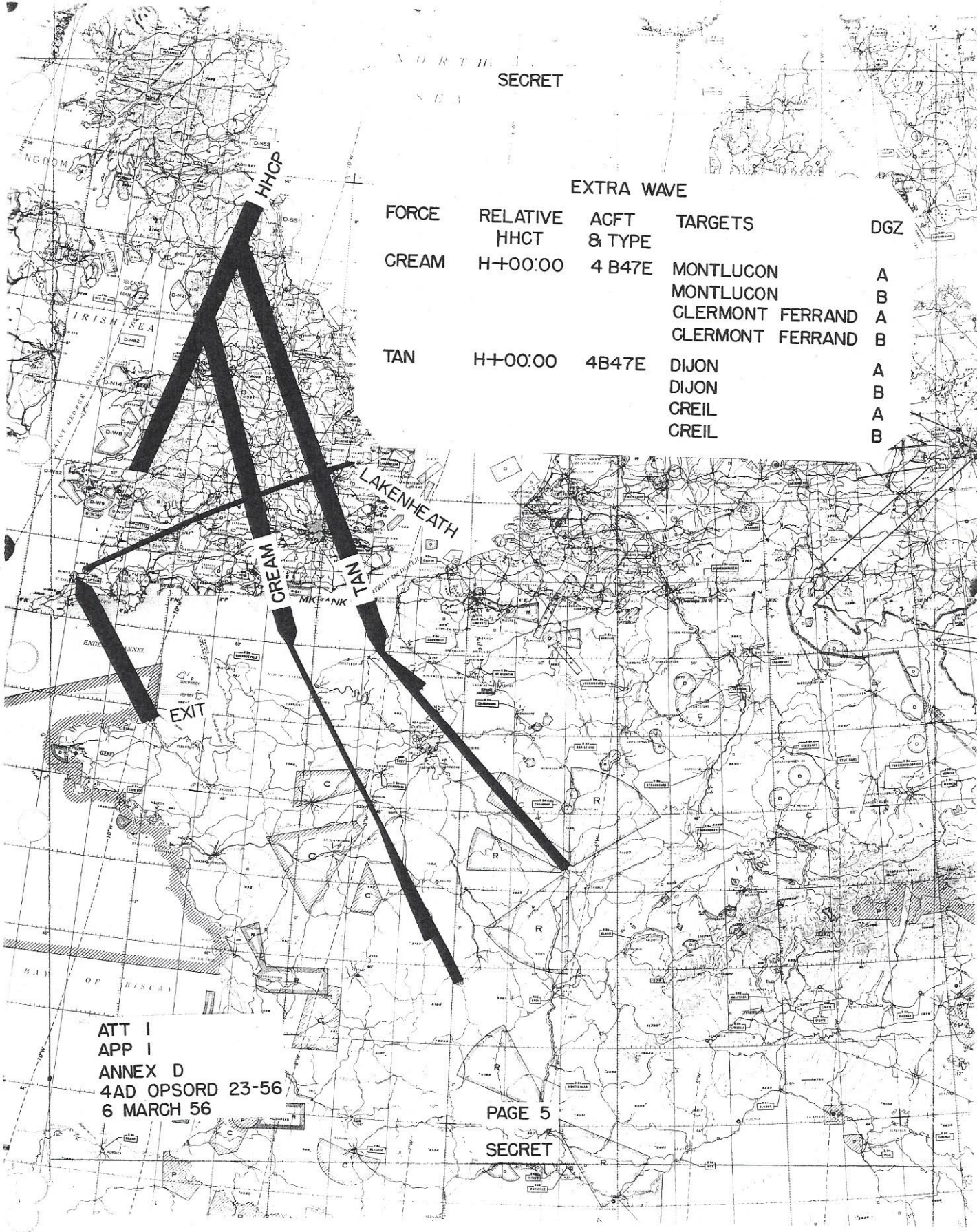
SECRET



NORTH  
SECRET

EXTRA WAVE

FORCE	RELATIVE HHCT	ACFT & TYPE	TARGETS	DGZ
CREAM	H+00:00	4 B47E	MONTLUCON	A
			MONTLUCON	B
			CLERMONT FERRAND	A
			CLERMONT FERRAND	B
TAN	H+00:00	4B47E	DIJON	A
			DIJON	B
			CREIL	A
			CREIL	B



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SECRET



FLIGHT PLAN

C.O. AND NICKNAME

UNIT

TYPE AT

WAVE

CELL CALL SIGN

REMARKS

**SECRET**

AIRCRAFT		CREW WEIGHT		OIL WEIGHT		ATO WEIGHT		RACK WEIGHT		EXT. TANKS WEIGHT (EMPTY)		MISCELLANEOUS		OPERATING WEIGHT		BOMBS WEIGHT		AMMO WEIGHT		WATER AUG WEIGHT		INITIAL GROSS WEIGHT		START ENGINES AND TAXI FUEL ALLOWANCE		TAKEOFF GROSS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		NUMBER OF ATO BOTTLES EMPTY		ADJUSTED TAKE-OFF WEIGHT		ADJUSTED TAKE-OFF DISTANCE		ATO FIRING SPEED		PRESSURE ALT.		LENGTH		AIR TEMP.		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP.	
BASIC WEIGHT		3		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0			

PRE-FLIGHT PLAN

FROM:	ROUTE	FLT. COND.	T. C.	WIND COMP		T. H.	VAR.	M. H.	TEMP.		MACH.	T. A. S.	G. S.	GRD DIS		TIME	AIR DIS		ETA	FUEL FLIGHT PLAN		
				+OR-	DRIFT				ALT.	ACC.				GRD DIS	ACC.		AIR DIS	PREL. FUEL REMAINING		GROSS WEIGHT		
BARB																					93504	184511
START ENG RUNUP																					4621	9121
PAVI TO AGC																					88883	175090
																					4900	4900
																					83983	170190
																					3200	3200
																					80783	166990
																					1000	1000
																					79783	165990
																					6400	6400
																					73383	159590
																					5000	5000
																					68383	154590
																					10750	10750
																					57633	143840
																					5700	5700
																					51933	138140
																					350	350
																					51583	137790
																					600	600
																					50983	137190
																					9700	9700
																					41283	127490
																					45000	45000
																					86283	172190



PINK FORCE (LONGEST ROUTE)

FROM:	27N 44M	END REF	FLT COND	T.C	WIND COMP + OR - DRIFT	H	VAR.	M.H.	MP	MACH	TAS	GS	3RD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PREL. FUEL REMAINING	IT PLAN LOSS WEIGHT
	ACC			050			419		-20		360	360	6	:01	6		500	500
47 28N	L/O		CL	053	270/30		422		-30		425	448	94	:13	89		4500	4500
56 48N	FAN PT				-3				TO30M		425	448	1646	:55	1525		81283	167190
52 45N	XRAY		CR	042	260/40		429		-50		425	455	418	:55	389		10470	10470
59 40N	BEGIN				-1				30M		425	455	2064	:50	1914		70813	157020
54 22N	DEB		CR	050	240/30		434		-50		425	445	150	:20	143		3740	3740
56 21M	EDNA				0				30M		425	445	2214	:10	2057		67073	153280
	L/O				245/22				-30		415	437	47	:06	45		350	350
45 58N	REND		DES	053	0		434		TO15M		415	437	2261	:16	2102		66723	152930
54 06M	EDNA				216/18		434		-20		280	280	11	:02	11		600	600
53 32N	REND		RENT	053	0		435		15M		360	360	2272	:18	2113		66123	152330
52 15M	END				216/18				-20		425	448	113	:25	105		7550	7550
	REF		A/B	070	0		435		15M	IAS	252	271	2385	:43	2218		58573	144780
	START								ON LOAD								40000	40000
	CLIMB		ACC	070			435		-20		360	360	6	:01	6		98573	184780
56 50N	L/O		CL	044	244/25		435		15M		360	360	2391	:44	2224		500	500
49 55M	YOKE				-1				-30		425	448	104	:14	98		4700	4700
60 03N	YOKE		CR	047	240/30		436		TO30M		425	448	2495	:58	2322		93373	179580
43 13M	L/O		CL	059	-1		436		-49		425	452	285	:38	268		8300	8300
	TCL				266/23				30M		425	452	2780	:36	2590		85073	171280
62 10N	TCL		CL	063	-2		435		-51		425	449	37	:05	35		1000	1000
35 00M	TCL		CR	063	266/23		435		TO32M		425	449	2817	:41	2625		84073	170280
64 30N	OBOE		CR	070	-1		432		-51		425	450	3051	:31	221		5900	5900
20 00M	TURB				266/23				30M		425	450	428	:57	404		78173	164380
	L/O		CL	130	254/25		425		-51		425	441	7	:01	7		600	600
58 08N	TP		CR	135	267/29		420		32M		425	441	3486	:10	3257		66573	152780
06 25M	TP		CL	130	43		425		-51		425	441	37	:05	35		1000	1000
56 49N	TP		CR	152	267/29		413		TO34M		425	441	3523	:15	3292		65573	151780
05 07M	TP		CR	152	43		413		-51		425	437	501	:10	496		12150	12150
56 00N	EGHO		CR	127	267/29		412		34M		425	446	89	:12	87		2030	2030
03 10M	T/O		CR	127	42		412		-51		425	446	82	:11	78		51393	137600
	T/O		CL	154	281/33		411		34M		425	446	4195	:48	3953		1780	1780
					43		411		-53		425	440	37	:05	35		49613	135820
									TO36M		425	440	1232	:53	3988		1000	1000
																	48613	134820

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2AF FORM 124A NOV 54

SECRET



PINK FORCE (LONGEST ROUTE)

FROM	TO	ROUTE	FLT COND.	T.C	WIND COM + OR -	DRIFT	T.H	VAR	M.H	TEMP	MACH	T.A.S	G.S.	GRD DIS	ACC GRD DIS	TIME	ACC TIME	AIR DIS	ACC AIR DIS	ETA	FUEL	PREP. FUEL REMAINING	GROSS WEIGHT	LT PLAN
03 10W	ECHO																							
55 10N	HHCP		CR	154	282/33	43		411		-53		440	455	17	17	:02		16		48513	135820	1400	1400	
02 28W	HOTEL		CR	154	282/33	43		411		36M		440	455	342	342	:45		331		47213	133420	6750	6750	
50 00N	FOXTRPT		CR	156	267/40	43		409		-53		440	455	4591	4591	10:40		4335		1715	1715	126670	126670	
01 11E	FOXTRPT		CR	137	267/40	44		408		36M		440	466	83	83	:11		79		38748	12955	1370	1370	
49 001	PRE		CR	137	267/40	44		408		-53		440	466	68	68	:09		64		37378	123585	1430	1430	
48 10N	TP		CR	138	267/40	44		407		36M		440	466	71	71	:09		67		35948	122155	1500	1500	
03 52E	TP		CR	138	267/40	44		407		-53		440	466	21	21	:03		21		34448	120655	7500	7500	
47 16 25N	TGT		BR	139	267/40	44		407		36M		440	466	4834	4834	11:12		4566		26948	113155	500	500	
05 05 11E	TGT		BR	139	267/40	44		407		-53		440	466	6	6	:01		6		26448	112655	2470	2470	
IBDA RIGHT AFTER	ATF									38M		440	397	122	122	:18		130		23978	110185	1000	1000	
48 50N	BATT		CR	288	284/38	-2		409		-55		440	403	334	334	:51		375		1000	1000	109185	109185	
03 06W	BATT		CR	288	284/38	-2		409		38M		440	403	5168	5168	12:03		4947		26948	113155	500	500	
TURN										-55		440	397	5174	5174	12:04		4947		26448	112655	2470	2470	
50 28N	ST. SYAT.		CR	323	284/38	-3		410		38M		425	397	122	122	:18		130		23978	110185	1000	1000	
04 57W	SYAT.		CR	323	284/38	-3		410		-55		425	397	14	14	:02		14		1000	1000	109185	109185	
TURN										38M		425	397	5310	5310	12:24		5091		22978	109185	1000	1000	
51 33N	BRISTOL		CR	057	284/38	-3		411		-54		425	453	102	102	:14		96		1800	1800	107385	107385	
02 38W	BRISTOL		CR	057	284/38	-3		411		38M		425	453	5412	5412	12:38		5187		21178	107385	1500	1500	
START DESCENT			CR	067	280/30	-2				-53		425	451	21	21	:03		21		19678	105885	250	250	
UPPER HEYFORD	VOR		CR	067	280/30	-2		410		38M		425	451	35	35	:05		35		19428	105635	1335	1335	
START DESCENT			CR	074	275/25	-2		409		T025M		425	451	59	59	:08		56		18093	104300	200	200	
LAKENHEATH	VOR		CR	074	270/20	-2		409		25M		425	450	14	14	:02		14		17893	104100	200	200	
			CR	074	270/20	-2		409		T020M		425	446	5541	5541	12:56		5313		17893	104100	200	200	

ATT 2, APR 1, ANNEX D, 4AD OPSORD 23-56, 6 MAR 56

2AF FORM 12A



~~SECRET~~

WEIGHT AND BALANCE CLEARANCE FORM F TACTICAL (USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)						FOR USE IN AN 01-1B-40			
DATE 21 March 1956		AIRPLANE B-47-E		FROM BARKSDALE					
MISSION 23-56 "BIG WIND"		SERIAL NO. Heaviest		TO LAKENHEATH					
REMARKS  Fuel Load Fwd Main 18750 Center Main 18000 AFT Main 22000 Fwd Aux 6354 Bomb Bay 20600 W/O 7800 Full Int 93504  All crew wts & misc taken from 2AF Planning Manual  E-1062  COMPUTER PLATE NO. (If used)		REF	ITEM		WEIGHT		INDEX OR MOM/		
		1	BASIC AIRPLANE (From Chart C)		8	3500		250	
		2	OIL (56.4 Gal.)			423		250	
		3	DISTRIBUTION OF LOAD						
			COMPT.	CREW NO.   WEIGHT	BAGGAGE	CARGO AND MISC.			
			A	1   352			3	52	240
			B	1   352			3	52	240
			B	2   704			7	04	228
			D		160	268	4	28	225
		<b>Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.</b>  CORRECTIONS (Ref. 11)  COMPT.      ITEM      CHANGES (+ or -) WEIGHT      INDEX OR MOM/		4	COMPT.	ROUNDS	CALIBER		
				700	20MM	4	48	250	
TOTAL WEIGHT REMOVED				-	-				
TOTAL WEIGHT ADDED				+	+				
NET DIFFERENCE (Ref. 11)									
LIMITS									
*GROSS WEIGHT TAKEOFF (lb.)				*GROSS WEIGHT LANDING (lb.)					
200000				125000					
*PERMISSIBLE C. G. TAKEOFF				FROM	TO (% M. A. C.)				
				21.5	34				
*PERMISSIBLE C. G. LANDING		FROM	TO (% M. A. C.)						
		18	34						
				5	OPERATING WEIGHT	8	6207	250	
				6	FORWARD				
				AFT					
				EXTERNAL					
				ROCKETS					
				7	BUILT IN ( 14610 Gal.)	9	3504	600	
				BOMB BAY ( Gal.)					
				EXTERNAL ( Gal.)					
				8	WATER INJ. FLUID ( 662 Gal.)	4	800	538	
				9	JATO OR RATO				
				10	TAKEOFF CONDITION (Uncorrected)	1	87511	230	
				11	CORRECTIONS (If required)	-	2561	-12	
				12	TAKEOFF CONDITION (Corrected)	1	87950	523	
				13	TAKEOFF C. G. IN % M. A. C.	29	42		
				14	JATO OR RATO				
				BOMBS 4800 ADI		-	4800	-58	
				AMMUNITION					
				FUEL		-	72000	-170	
				15	ESTIMATED LANDING CONDITION	1	05150	298	
				16	ESTIMATED LANDING C. G. IN % M. A. C.				

1 Enter constant used.  
2 Enter values from current applicable TO.  
3 Applicable to gross weight (Ref. 12).  
4 Applicable to gross weight (Ref. 13).

COMPUTED BY  
WEIGHT AND BALANCE TECHNICIAN  
PILOT

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

~~SECRET~~

**SECRET**

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'
GROUND ROLL (WET)	7500'
TAKE OFF SPEED	155 KNTS
REFUSAL SPEED (WET)	131 KNTS
LINE SPEED (2900')	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

**SECRET**

**SECRET**

WAVE	REF NO.	TARGET	CODE	DGZ	REL HH:MM TIME
3	095	LAVAL	*CHERRY NCA	A	H PLUS 00:00
	037	CHATEAU GONTIER	CHERRY 2	A	
	111	MAYENNE	CHERRY 3	A	
	122	MONTLUCON	*SCARLET NCA	A	
	122	MONTLUCON	SCARLET 2	B	
	137	ORLEANS	SCARLET 3	A	
	050	DIJON	*IVORY NCA	A	H PLUS 00:00
	169	ST. FLORENTIN	IVORY 2	A	
	180	TROYES	IVORY 3	A	
	115	MELUN	IVORY 4	A	
EXTRA	041	CLERMONT FERRAND	*CREAM NCA	B	H PLUS 00:00
	122	MONTLUCON	CREAM 2	A	
	041	CLERMONT FERRAND	CREAM 3	A	
	122	MONTLUCON	CREAM 4	B	
	047	CREIL	*TAN NCA	B	H PLUS 00:00
	050	DIJON	TAN 2	A	
	047	CREIL	TAN 3	A	
	050	DIJON	TAN 4	B	

\*Color Code used for Cell Identification and Air Refueling Voice Contact.

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

**SECRET**



**SECRET**

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

APPENDIX 2

TO

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

376TH BOMB WING ROUTES AND MISSION ASSIGNMENTS

1. MISSION: Provide maximum simulated 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

3. ROUTES:

BARKSDALE AFB

BEARD A/R

MAKEUP A/R

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

**SECRET**

**SECRET**

PENETRATION AXIS

ST. EVAL

BRISTOL

UPPER HEYFORD

LAKENHEATH

4. PENETRATION AXIS:

1st 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, SILVER: 56-00N 04-00W/46-00N 01-30E

3rd Wave: RED: 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

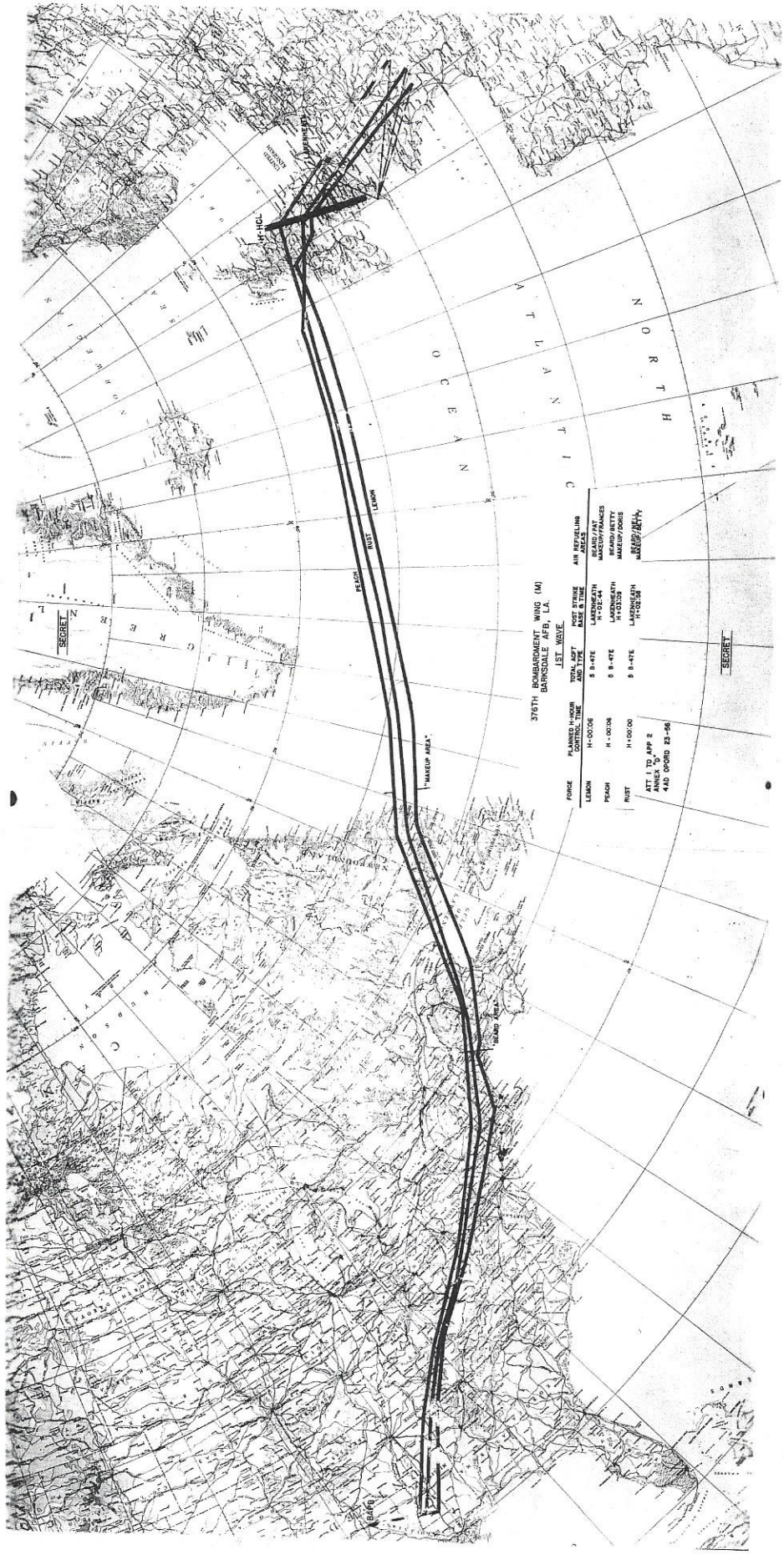
3rd Wave: RED, BROWN: 10 NM

EXTRA WAVE: GREEN, YELLOW 10 NM

*6. See Reverse page.*

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

**SECRET**



376TH BOMBARDMENT WING (M)  
 BARKSDALE AFB, LA

FORCE	PLANNED HOUR	CONTROL TIME	POST STAGE	AIR REFUELING
LEMON	11-0000	11-0000	LANCERS 11-0000	LANCERS 11-0000
PEACH	11-0000	11-0000	LANCERS 11-0000	LANCERS 11-0000
MUST	11-0000	11-0000	LANCERS 11-0000	LANCERS 11-0000

ATTN: TO APP 2  
 ANNEX 7, APP 2  
 440 DPCRD 23-86

SECRET

SECRET



100

NORTH  
ATLANTIC  
OCEAN

NORTH  
SEA

SECRET

PT. TEXAS

H-RCL

C-18

LEMON RUST PEACH

376TH BOMBARDMENT WING (M)  
BARKSDALE AFB, LA.

FORCE	1ST WAVE		
	PLANNED H-HOUR CONTROL TIME	TOTAL ACFT AND TYPE	LATERAL SEPARATION
LEMON	H-00:06	5 B-47E	11 NM
PEACH	H-00:06	5 B-47E	11 NM
RUST	H+00:00	5 B-47E	15 NM

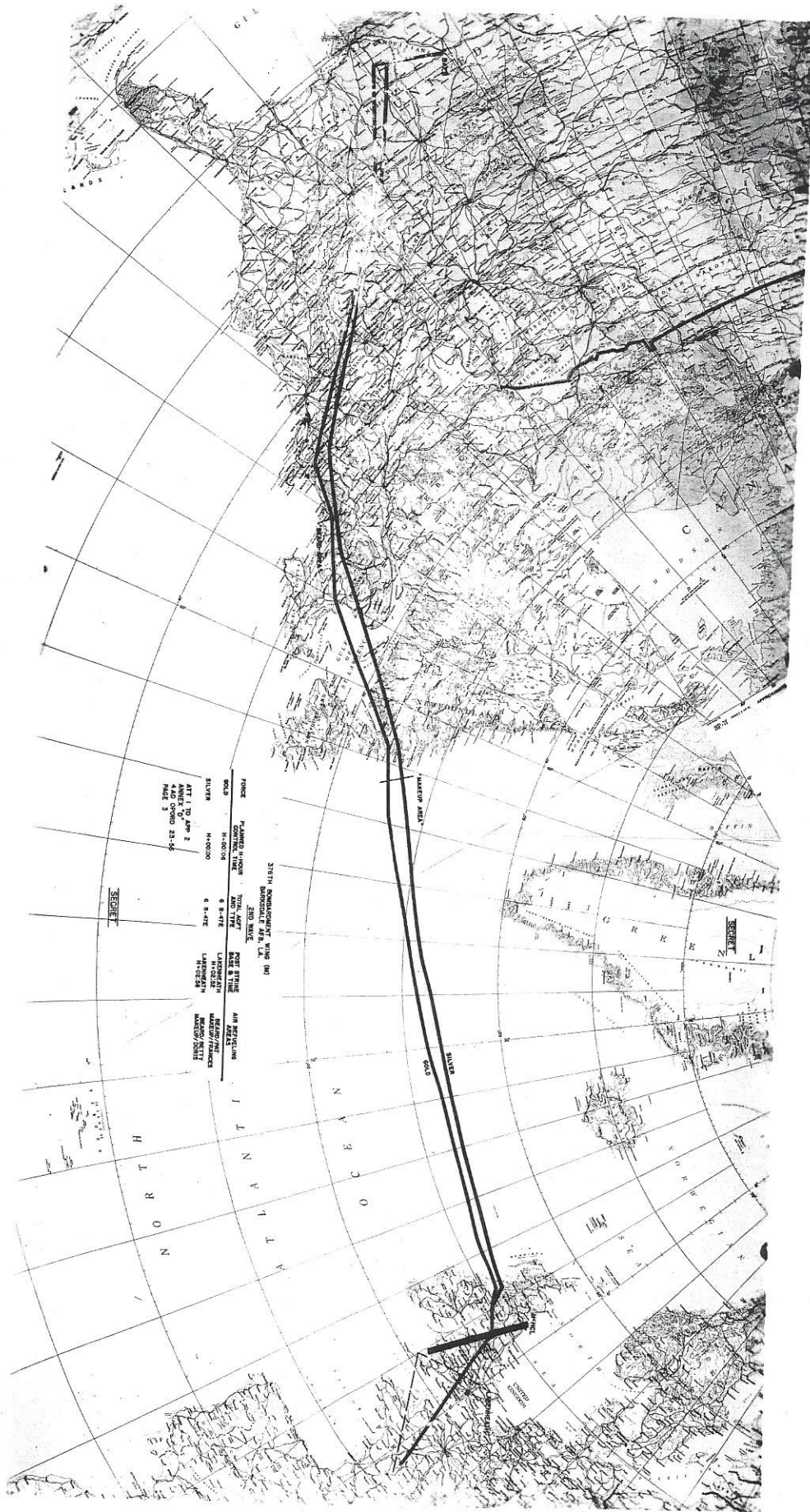
ATT 1 TO APP 2  
ANNEX 'A'  
44D OPOD 23-56  
PAGE 2

SECRET

NORTH  
ATLANTIC  
OCEAN

MEDITERRANEAN  
SEA





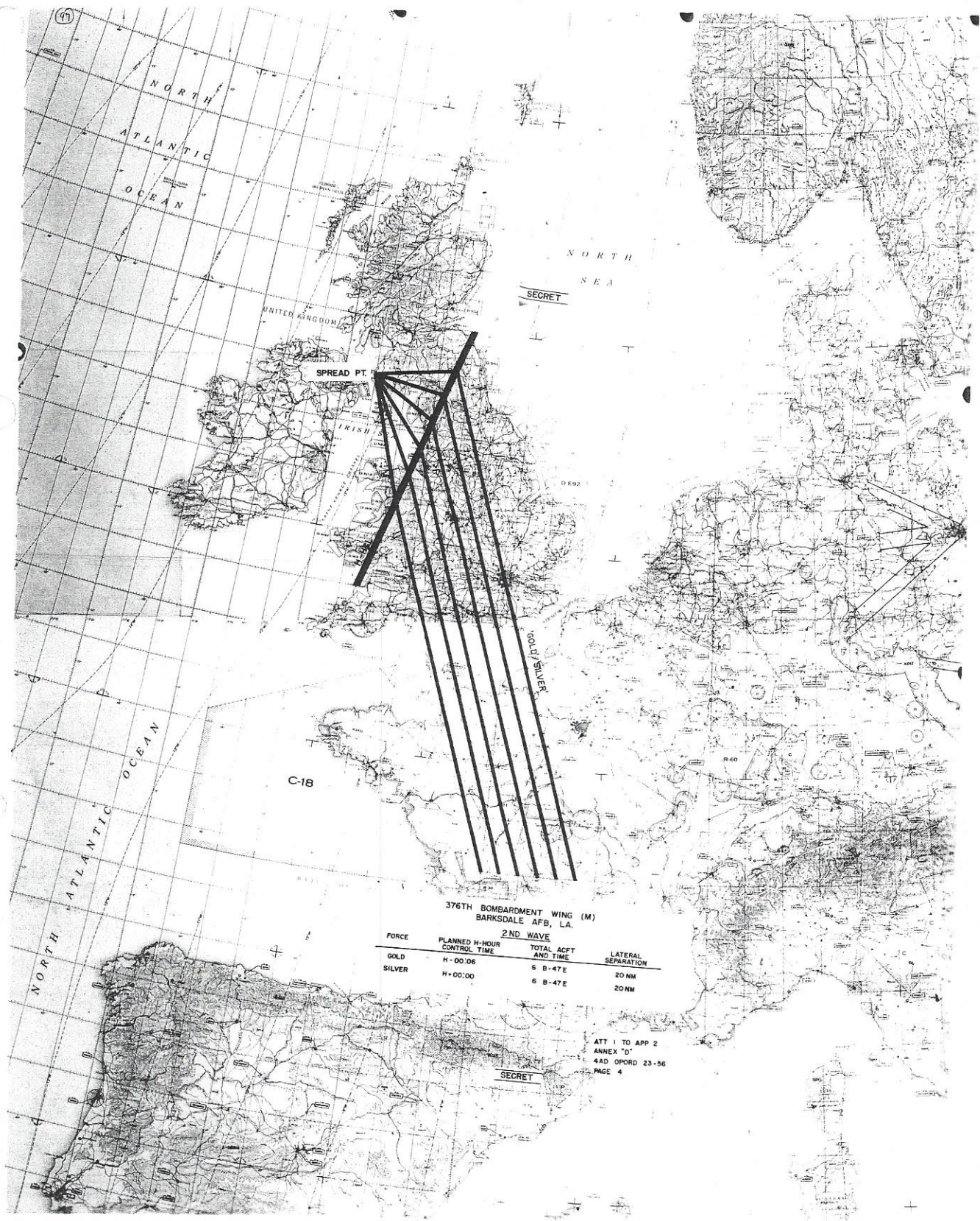
37TH PARALLEL 47N, 10W

FORME	PARALLEL NAME	TIME	END NAME	END TIME	AIR ROUTING
GOLD	N-0000	0 5-47Z	END NAME	0 5-47Z	END TIME
SILVER	N-0000	0 5-47Z	END NAME	0 5-47Z	END TIME

271 1 20 200 2  
 440 0000 23-15  
 200 3

**SECRET**





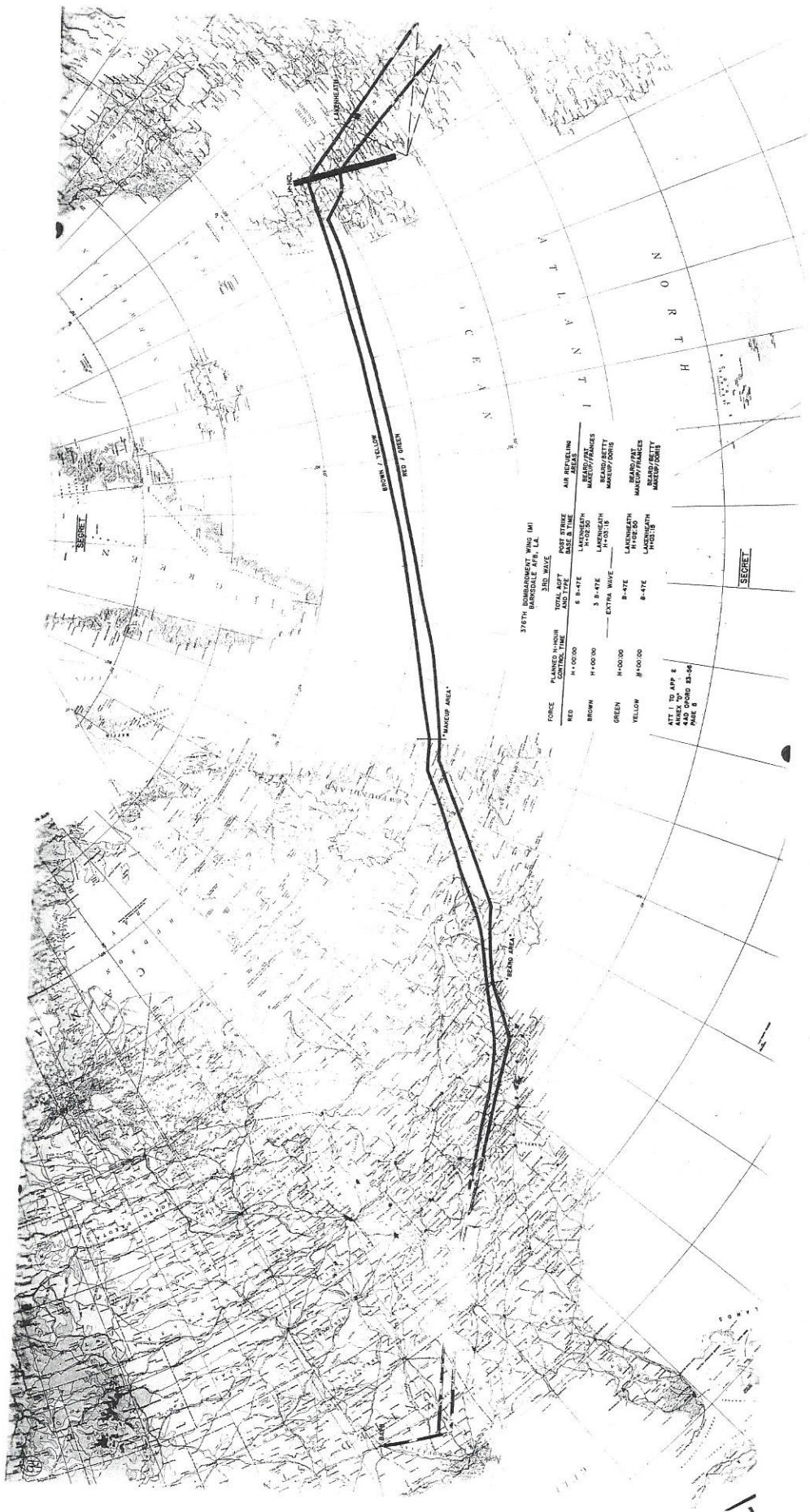
376TH BOMBARDMENT WING (M)  
 BARKSDALE AFB, LA.  
 2ND WAVE

FORCE	PLANNED H-HOUR CONTROL TIME	TOTAL ACFT AND TIME	LATERAL SEPARATION
GOLD	H+00:06	6 B-47E	20 NM
SILVER	H+00:00	6 B-47E	20 NM

ATT 1 TO APP 2  
 ANNEX "D"  
 44D OPRD 23-56  
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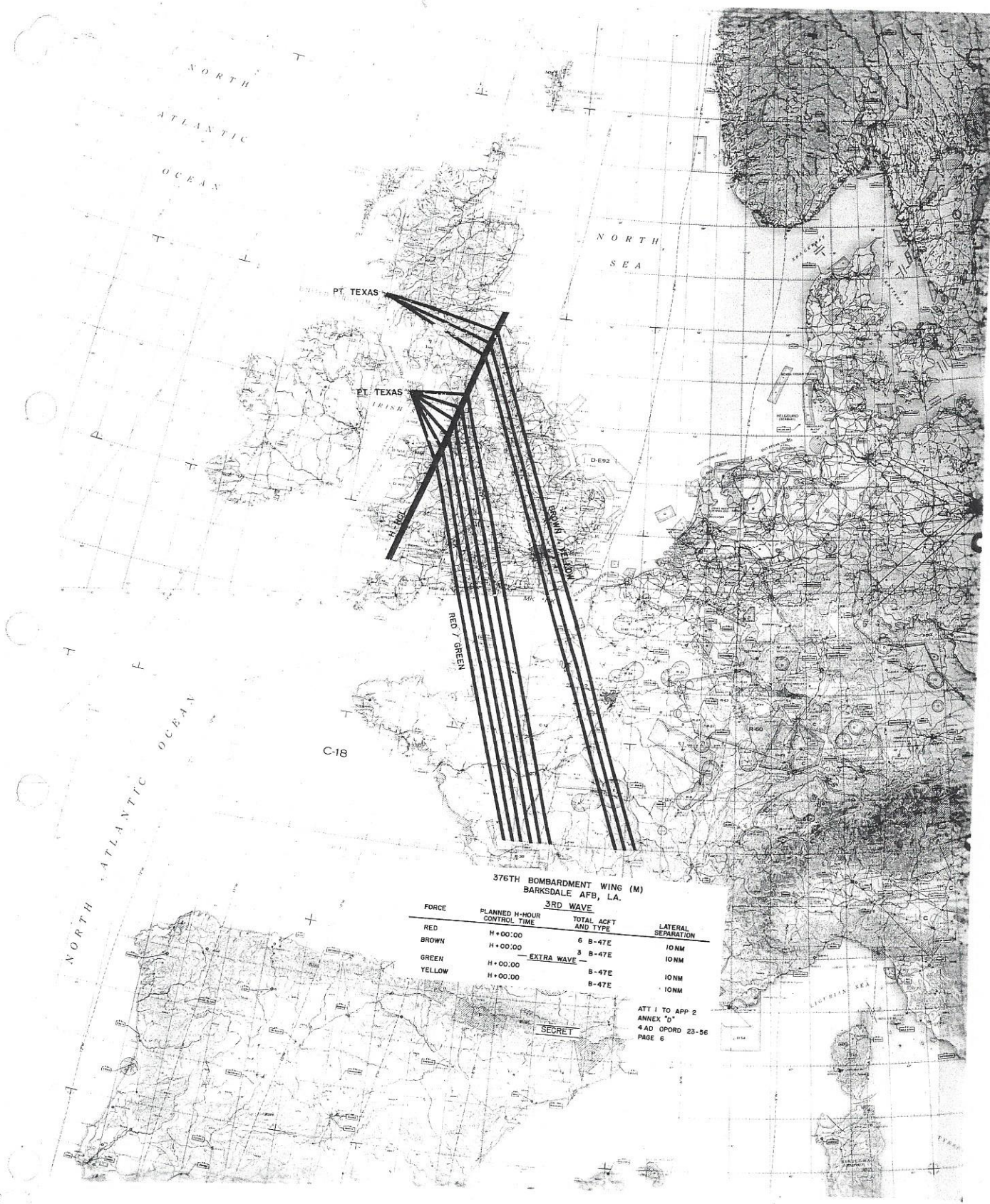
375TH BOMBARDMENT WING (M)  
 BANGS DALE AFB, TX

FORCE	PLANNED HOUR	POST STRIKE	AIR RECD/AM
	CONTROL TIME	USE & TIME	AREAS
RED	8:10:00	6 B-47E	MANEUP/FRANCES
BROWN	8:40:00	3 B-47E EXTRA WAVE	REAR/SETTY MANEUP/FRANCES
GREEN	9:00:00	LAWRENSEN LAWRENSEN	REAR/SETTY MANEUP/FRANCES
YELLOW	9:40:00	8 B-47E	REAR/SETTY MANEUP/FRANCES MANEUP/FRANCES

ATTN: TO APP 8  
 ANEX TO FORM 82-56  
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C-18

376TH BOMBARDMENT WING (M)  
BARKSDALE AFB, LA.

3RD WAVE

FORCE	PLANNED H-HOUR CONTROL TIME	TOTAL ACFT AND TYPE	LATERAL SEPARATION
RED	H+00:00	6 B-47E	IONM
BROWN	H+00:00	3 B-47E	IONM
GREEN	H+00:00	— EXTRA WAVE —	IONM
YELLOW	H+00:00	5-47E	IONM
		B-47E	IONM

SECRET

ATT 1 TO APP 2  
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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT		TYPE ACFT		WAVE		CELL CALL SIGN		REMARKS: COMMON FROM BARKSDALE TO 55-42N FOR LEMON, GOLD, RED, GREEN 06-15W	
AIRCRAFT BASIC WEIGHT		BIG WIND # 23-56		376		B-47E							
CREW WEIGHT		FM 18,500		BOMBS WEIGHT		REFUSAL		129		PRESSURE ALT.		RUNWAY	
OIL WEIGHT		CM 18,500		AMMO WEIGHT		SPEED		148		179		LENGTH	
ATO WEIGHT CRADLE (MISC) 3995		AM 21,500		WATER AUG WEIGHT		NUMBER OF ATO BOTTLES EMPTY		5000		CRITICAL FIELD LENGTH		AIR TEMP.	
RACK WEIGHT		FWD AUX 6,500		INITIAL GROSS WEIGHT		ADJUSTED TAKE-OFF WEIGHT		199214		9900 (WET)		CRITICAL AIR TEMP.	
EXT. TANKS WEIGHT (EMPTY)		B.B. 21,000		START ENGINES AND TAXI FUEL ALLOWANCE		ADJUSTED TAKE-OFF DISTANCE		6000		DISTANCE		TAKE-OFF SPEED	
MISCELLANEOUS		ATO 8,000		TOTAL FUEL		ATO FIRING SPEED		193214		8700		160	
OPERATING WEIGHT		EXT 10,000		104,000		PRE-FLIGHT PLAN				1ST LEG		2ND LEG	
89,766										3D LEG			

FROM:	ROUTE	FLT. COND.	T. C.	WIND COMP +OR- DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN	
																PRED. FUEL REMAINING	GROSS WEIGHT
BARKSDALE AFB																109000	199214
ST ENG, TAXI, T/O AND ACCEL			140					1671				10	:03	10		9600	9600
L/O AUSTIN				275/19		-8						80	:11	76		99400	189614
21-52N 92-05W		CL	113	71		-7		10000		415	435	90	:14	86		5400	5400
MC COMB												92	:15	88		94000	184214
31-14N 90-27W		CR	113	71		-7		20000		350	368	182	:29	174		3000	3000
BOLSE				267/19								72	:12	70		91000	181214
32-06N 89-43W		CR	036	-2		-6		20000		350	362	254	:41	244		2300	2300
L/O CASPER												67	:09	65		88700	178914
33-00N 88-55W		CL	036	-4		-5		25000		430	450	321	:50	309		3100	3100
DENVER												134	:18	129		85600	175814
34-46N 87-17W		CR	038	-5		-4		30000		430	460	455	:08	438		3800	3800
DULUTH												198	:26	187		81800	172014
37-02N 87-22W		CR	046	-5		-2		31000		430	467	653	:34	625		5350	5350
ELKINS												242	:31	222		76450	166664
38-55N 79-52W		CR	062	-3		72		32000		430	478	895	:05	847		6150	6150
WESTOVER												392	:51	365		70300	160514
42-12N 72-03W		CR	059	-3		79		33000		430	465	1287	:56	1212		9600	9600
ST DS AUGUSTA												180	:24	172		60700	150914
44-19N 69-38W		CR	045	-4		716		34000		430	460	1467	:20	1384		4300	4300
BEARD PAT												40	:05	36		56400	146614
44-44N 68-53W		DS	050	-2		719		34000		430	450	1507	:25	1420		2000	2000
IND AR PARCO												120	:27	113		54400	144614
46-001 6-42W		CR	050	-4		721		15000		250	268	127	:52	1533		8000	8000

SECRET



SECRET

COMMON FOR LEMON, GOLD, RED, AND GREEN

FROM: END AR FARGO ROUTE

END AR FARGO ROUTE	FLT COND.	T.C	WIND COMP + OR -		T.H	VAR.	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME	AIR DIS		ETA	FUEL FLIGHT PLAN		
			DRIFT					ALT.	ACC GRD DIS				ACC AIR DIS	PRED. FUEL REMAINING		GROSS WEIGHT					
TRANSFER																				46400	136614
L/O GEORGIA	CL	060	270/26					29000			430	450	97	1724	1:13	90				50000	50000
46-48N 64-40W			-1		f23															96400	186614
HARVARD	CR	045	240/30					29000			430	460	458	1724	4:05	1623				4500	4500
52-05N 56-17W			-1		f27															91900	182114
ST DS IDAHO	CR	074	240/30					29000			430	460	2182	458	1:00	430				12900	12900
52-23N 54-38W			f1		f33															79000	169214
MAKE-UP FRANCES	DS	070	247/18					29000			430	460	2245	63	5:08	57				1600	1600
52-35N 53-36W			0		f34															77400	167614
END AR JOPLIN	CR	070	247/18					15000			250	268	120	40	5:13	2110				2000	2000
53-17N 50-29W			0		f34															75400	165614
TRANSFER																				8400	8400
L/O KANSAS	CL	070	247/18																	67000	157214
53-48N 48-00W			0		f34			28000			420	438	95	2500	5:58	2349				47000	47000
LINCOLN	CR	072	255/35					28000			430	465	325	325	6:42	300				114000	204214
55-22N 39-00W			0		f33															4400	4400
MICHIGAN	CR	080	255/35					29000			430	465	2825	2825	6:40	2649				109600	199814
56-12N 30-00W			0		f30															9800	9800
NEBRASKA	CR	087	255/35					30000			430	463	307	307	7:40	287				99800	190014
56-27N 21-00W			f1		f25															8850	8850
OHIO	CR	095	275/30					30000			430	463	302	302	7:20	2936				90950	181164
56-02N 12-00W			0		f20															8450	8450
RENO	CR	096	275/30					32000			430	460	3434	3434	7:59	3216				82500	172714
55-42N 06-15W			0		f15															7800	7800
																				74700	164914
																				5050	5050
																				69650	159864

SECRET



**SECRET**

COMMON FROM 55-42N - 06-15W to LAKENHEATH FOR LEMON, RED AND GREEN

FROM:

FLI COND	T.C	WIND COMP + OR		T.H	VAR.	M.H.	TEMP		MACH	T.A.S	G.S.	GRD DIS ACC	GRD DIS	TIME		AIR DIS ACC	AIR DIS	ETA	FUEL FLIGHT PLAN		
		DRIFT	OR				ALT.	ACC TIME						TIME	PRED REMAINING				GROSS WEIGHT		
55-42N 06-15W																				69650	159864
ROUTE																					
SPREAD TEXAS	CR 149	275/30			413		32000			430	447	4036	105	9:14	100				2650	2650	
54-13N 04-43W		275/30										60		9:18	3783				67000	157214	
H-HCP WHISKEY														10:32	4325				1500	1500	
53-50N 03-10W	CR 112				411		33000			430	460	4096	494	9:26	3870				65500	155714	
46-00N 00-30E	CR 163	280/30			49		33000			440	452	4590	345	1:06	485				12100	12100	
ST EVAL		280/30											4935	10:32	4325				53400	143614	
50-29N 04-58W	CR 320	-3			49		30000			430	407	4935	109	1:51	366				8450	8450	
BRISTOL		275/30											109	11:23	4691				44950	135164	
51-28N 02-35W	CR 057	-2			410		30000			430	450	5044	109	1:15	108				2500	2500	
UPPER HEYFORD		275/30												11:38	4799				42450	132664	
51-58N 01-15W	CR 061	-2			49		25000			430	455	5102	58	8:08	57				1450	1450	
52-25N 00-36E	CR 067	275/30												11:46	4856				41000	131214	
LAKENHEATH		-2			49		25000			430	455	5175	73	1:10	72				1800	1800	
LETDOWN														11:56	4928				39200	129414	
LAND	DS													12:16					4414	4414	
																			34786	125000	

**SECRET**



SECRET

GOLD FROM 55-42N, 06-15W TO LAKENHEATH

FROM:	FLY. COND.	T.C	WIND COMP + OR -		T.H	VAR.	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
			DRIFT	OR				ALT.	ACC				GRD DIS	ACC	TIME	ACC	DIS	FUEL REMAINING		GROSS WEIGHT	
55-42N 06-15W													63	08	57					69650	159864
SPREAD TEXAS		138	275/30			13		32000			430	452	3994	08	57					1500	1500
54-56N 05-02W			13																		
HCP WHISKEY		120	275/30			12		32000			430	460	82	11	79					2100	2100
54-14N 03-00W			12										4076	09	23					66050	156264
46-00N 01-30		161	280/30			9		33000			440	452	522	10	512					11600	11600
ST EVAL			161										4598	10	33					54450	144664
50-29N 04-58W		316	280/30			9		33000			430	407	370	05	395					9100	9100
BRISTOL			-2										4968	11	28					45350	135564
51-28N 02-35W		055	275/30			10		30000			430	450	109	15	108					2500	2500
UPPER HEY FORD			-3										5077	11	43					42850	133064
51-58N 01-15W		060	275/30			9		30000			430	452	58	08	57					1300	1300
LAKENHEATH			-2										5135	11	51					41550	131764
52-25N 00-36E		067	275/30			9		25000			430	455	73	10	72					1700	1700
LET DOWN & LAND			-2										5208	12	01					39850	130064
														20						4000	4000
														12	21					35850	126064

SECRET



SECRET

COMMON ROUTE FROM BARKSDALE TO 56-00N 06-15W FOR PEACH, SILVER, BROWN, YELLOW

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT		WAVE		CELL CALL SIGN		REMARKS	
23-56 - BIG WING		B76BW		B-47E							
AIRCRAFT BASIC WEIGHT	83,063	FM	18,500	BOMBS WEIGHT	REFUSAL	NUMBER OF BOTTLES EMPTY	129	PRESSURE ALT.	1791	RUNWAY LENGTH	11600
CREW WEIGHT	750	CM	18,500	AMMO WEIGHT	448	ADJUSTED TAKE-OFF WEIGHT		CRITICAL FIELD LENGTH	9900 FT (WET)	AIR TEMP.	82°F
OIL WEIGHT	423	AM	21,500	WATER AUG WEIGHT	5,000	ADJUSTED TAKE-OFF DISTANCE		1ST LEG	8700 FT	CRITICAL AIR TEMP.	
ATO WEIGHT	CRADLE (MISC) 3995	FWD AUX	6,500	INITIAL GROSS WEIGHT	199,214	ATO FIRING SPEED		2ND LEG		3RD LEG	
RACK WEIGHT		B.B.	21,000	START ENGINES AND TAXI FUEL ALLOWANCE	6000						
EXT. TANKS WEIGHT (EMPTY)	1,535	ATO	8,000	TAKEOFF GROSS WEIGHT	193214						
MISCELLANEOUS WEIGHT		EXT	10,000								
OPERATING WEIGHT	89766	TOTAL FUEL	104,000								

PRE-FLIGHT PLAN

FROM:	ROUTE	FLT. COND.	T. C.	WIND COMP + OR -	DRIFT	T. H.	VAR.	M. H.	ALT.	TEMP.	MACH.	T. A. S.	G. S.	GRD DIS	ACC. GRD DIS	TIME	ACC. TIME	AIR DIS	ACC. AIR DIS	ETA	FUEL FLIGHT PLAN		
																					FUELED	REMAINING	
BARKSDALE AFB																					109000	199214	
ST ENG, TAXI, TO AND ACCELERATION		140				-8			1671					10		:03		10				9600	9600
L/O AUSTIN		113		275/19		-7		10000				415	435	80		:11		76				99400	189614
31-52N 92-05W		113		267/19		-7		20000				350	368	90		:14		86				5400	5400
RUDE														62		:10		58				2000	2000
31-27N 91-00W														152		:24		144				92000	182214
BOISE		039		267/19		-6		20000				350	362	102		:17		99				3300	3300
32-46N 89-43W				-2										254		:41		243				88700	178914
L/O CASPER				270/36		-5								67		:09		65				3000	3000
33-37N 88-54W		040		-3				25000				430	450	321		:50		308				85700	175914
FLORENCE		040		270/53		-4		30000				430	462	94		:12		86				2600	2600
34-48N 87-40W				-5										415		1:02		394				83100	173314
SOMERSET														202		:26		187				5300	5300
37-05N 84-36W		048		-5		-3		30000				430	468	617		1:28		581				77800	168014
CHARLESTON		062		270/53		-1		31000				430	475	162		:21		150				4150	4150
38-22N 81-37W				-3										779		1:49		731				73650	163864
WILKES-BARRE														318		:41		294				7950	7950
41-16N 75-52W		057		270/43		-6		32000				430	465	1097		2:30		1025				65700	155914
PITTSFIELD		058		270/43		-12		33000				430	467	136		:18		129				3300	3300
42-27N 73-14W				-3										1233		2:48		1154				62400	152614
ST DS DENVER		050		270/43		-15		34000				430	460	130		:17		122				3150	3150
43-51N 70-57W				-4										1363		3:05		1276				59250	149464
BEARD-BETTY		050		270/26		-17		34000				430	471	40		:05		36				2000	2000
34 IN 70-12W				-2										1403		3:10		1312				571	7464

2AF, NOV 55

AIR FORCE - 2AF BARKSDALE NOV 55

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SECRET



COMMON FOR PEACH, SILVER, BROWN AND YELLOW

SECRET

FROM:	BEARD-BETTY ROUTE	FLI COND.	T.C	WIND COMP		T.H	VAR.	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
				↑ OR ↓	DRIFT				ALT.	ACC GRD DIS				GRD DIS	ACC TIME	TIME	ACC AIR DIS	AIR DIS	PRED. FUEL REMAINING		GROSS WEIGHT	
	END AR FARGO 45-34N 68-03W		050	270/26	-4	f20		15000				250	268	120	1523	3:27	3:37	113	1425		8000	147464
	TRANSFER																				50000	50000
	L/O GEORGIA 46-47N 66-28W		043	270/26	-2	f22		23000				430	448	97	1620	3:50	3:50	90	1515		99250	189464
	DULUTH 49-30N 62-25W		045	240/30	-1	f26		29000				430	457	232	1852	4:21	4:21	222	1737		94750	184964
	HARVARD 52-18N 57-23W		048	240/30	-1	f29		30000				430	460	255	2107	4:54	4:54	237	1974		6850	6850
	ST DS IDAHO 52-50N 54-58W		070	240/30	41	f34		31000				430	460	94	2201	5:06	5:06	86	2060		87900	178114
	MAKE-UP-DORIS 53-04N 53-55W		070	247/18	0	f34		31000				430	450	40	2241	5:11	5:11	2096	2096		6900	6900
	END A/R JOPLIN 53-47N 50-48W		070	247/18	0	f34		15000				250	268	120	2361	5:38	5:38	2209	2209		81000	171214
	TRANSFER																				2500	2500
	L/O KANSAS 54-20N 48-20W		070	247/18	0	f34		22000				430	448	97	2458	5:51	5:51	2299	2299		76500	166714
	LINCOLN 55-57N 39-00W		073	255/35	0	f33		28000				430	465	336	2794	6:35	6:35	2586	2586		8400	8400
	MICHIGAN 56-48N 30-00W		080	255/35	0	f30		29000				430	465	302	3096	7:14	7:14	280	280		68100	158314
	NEBRASKA 57-00N 21-00W		087	255/35	f1	f26		30000				430	465	295	3391	7:52	7:52	3139	3139		114400	204614
	OHIO 56-37N 12-00W		094	275/30	0	f20		31000				430	460	300	3691	8:31	8:31	280	280		4400	4400
	SPREAD - TEXAS 56-00N 06-15W		101	275/30	f1	f15		32000				430	460	197	3888	8:57	8:57	3606	3606		9400	9400
																					8800	8800
																					91800	182014
																					8250	8250
																					83550	173764
																					8150	8150
																					75400	165614
																					5100	5100
																					70300	160514

SECRET



COMMON ROUTE FROM 56-00N 06-15W to LAKENHEATH FOR PEACH, BROWN YELLOW

FROM: 56-00N 06-15W  
SPREAD - TEXAS

ROUTE	FLY COND.	T.C	WIND COMP + OR.		T.H	VAR.	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
			DRIFT	DRIFT				ALT.	GRD DIS				ACC	GRD DIS	ACC	ACC	DIS	PRED. FUEL REMAINING		GROSS WEIGHT	
H-HCP WHISKEY		106	275/30										135	:18	129				70300	160514	
55-22N 02-22W		160	280/30			712		32000			430	460	4023	9:15	3735				66900	157114	
46-00N 03-00E		310	280/30				33000				440	452	600	1:20	587				15000	15000	
ST EVAL		055	275/30				30000				430	405	4623	10:35	4322				51900	142114	
50-29N 04-58W		060	275/30				30000				430	450	415	1:02	445				10700	10700	
BRISTOL		067	275/30				30000				430	450	5038	11:37	4767				41200	131414	
51-28N 02-35W			275/30								430	450	109	:15	108				2500	2500	
UPPER HEYFORD			275/30								430	450	5147	11:52	4875				38700	128914	
51-58N 01-15W			275/30				25000				430	452	58	:08	58				1450	1450	
LAKENHEATH			275/30								430	455	5205	12:00	4933				37250	127464	
52-25N 00-36E											430	455	74	:10	72				1800	1800	
LET DOWN													5279	12:10	5005				35450	125664	
AND LAND																			4000	4000	
																			31450	121664	

~~SECRET~~

~~SECRET~~



SILVER FROM 55-42N 06-15W TO LAKENHEATH

FROM: 56-00N 06-15W ROUTE	FLT. COND.	T.C	WIND COMP + OR -		T.H	VAR.	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
			T.C	DRIFT				ALT.	ACC				GRD DIS	ACC	TIME	ACC	AIR DIS	PRED. FUEL REMAINING		GROSS WEIGHT	
SPREAD - VICTOR		147	275/30								430	450	75	3963	9:07	72	3678		70300	160514	
54-56N 05-02W		120	275/30		113						430	460	82	4045	9:18	79	3757		68350	158564	
H-HCP - WHISKEY		161	280/30		112						440	452	522	4567	10:28	512	4269		2100	2100	
54-14N 03-00W		316	275/30		109			33000			430	407	370	4937	11:23	395	4664		66250	156464	
46-00N 01-30E		055	275/30		110			30000			430	450	109	5046	11:38	4772	108		13000	13000	
ST EVAL		060	275/30		109						430	452	58	5104	11:46	4829	57		53250	143464	
50-29N 04-58W		067	275/30		109						430	455	73	5177	11:56	4901	72		9500	9500	
BRISTOL																			43750	133964	
51-28N 02-35W																			2500	2500	
UPPER HEYFORD																			41250	131464	
51-58N 01-15W																			1450	1450	
LAKENHEATH																			39800	130014	
52-25N 00-36E																			1800	1800	
LET-DOWN AND LAND																			38000	128214	
																			4000	4000	
																			34000	124214	

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MISSION FLIGHT PLAN		O. G. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS:	
		23-56 - BIG WIND		376	B-47E			RUST	
AIRCRAFT BASIC WEIGHT	83,063	FM	18,500	BOMBS WEIGHT					
CREW WEIGHT	750	CM	18,500	AMMO WEIGHT	448		REFUSAL		
OIL WEIGHT	423	AM	21,500	WATER AUG WEIGHT	5000		NUMBER OF ATO BOTTLES EMPTY	129	
ATO WEIGHT	CRADLE (MISC) 3995	FWD AUX	6,500	INITIAL GROSS WEIGHT	199214		ADJUSTED TAKE-OFF WEIGHT		
RACK WEIGHT		B.B. ATO	21,000	START ENGINES AND TAXI FUEL ALLOWANCE	6000		ADJUSTED TAKE-OFF DISTANCE		
EXT. TANKS WEIGHT (EMPTY)	1,535	EXT	10,000	TOTAL FUEL	104,000		ATO FIRING SPEED		
MISCELLANEOUS									
OPERATING WEIGHT	89,766								

PRE-FLIGHT PLAN															
FROM: BARKSDALE AFB															
ROUTE	FLT. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN REPER. FUEL REMAINING
ST ENG, TAXI, T/O AND ACCELERATION		140			-8		1671				10	:03	10		109000
L/O AUSTIN	CL	113	275/19		-7		10000		415	435	80	:11	76		9600
NATCHEZ	CR	114	267/19		-7		20000		350	368	90	:14	86		99400
31-52N 92-05W	CR	039	267/19		-6		20000		350	362	125	:21	123		5400
L/O CASPER	CL	040	270/36		-5		25000		430	450	39	:06	35		94000
34-02N 88-58W	CR	040	270/53		-4		30000		430	462	129	:20	121		5400
DENVER	CR	040	270/53		-4		30000		430	462	39	:06	35		94000
34-55N 88-03W	CR	040	270/53		-3		30000		430	470	125	:21	123		1150
DULUTH	CR	050	270/53		-3		30000		430	470	254	:41	244		92850
37-00N 85-00W	CR	058	270/43		-2		31000		430	475	67	:09	65		4150
CLARKSBURG	CR	052	270/43		-6		32000		430	462	129	:20	121		88700
39-17N 80-20W	CR	060	270/43		-11		33000		430	467	67	:09	65		3000
WILLIAMSPORT	CR	052	270/43		-16		33000		430	462	321	:50	309		85700
41-15N 77-00W	CR	050	270/26		-19		33000		430	45	70	:09	65		1900
ALBANY	CR	060	270/43		-11		33000		430	467	260	:33	244		83800
42-40-73-45W	CR	052	270/26		-2		33000		430	462	195	:25	180		5150
ST DS ELKO	CR	052	270/43		-3		33000		430	462	586	1:24	554		78650
44-42N 70-03W	DS	050	270/26		-2		33000		430	45	260	:33	244		6750
BEARD-WELL	DS	050	270/26		-2		33000		430	45	846	1:57	798		71900
45 TN 69-21W	DS	050	270/26		-2		33000		430	45	193	:25	180		4850
											1039	2:22	978		67050
											168	:22	158		4100
											1207	2:44	1136		62950
											203	:27	194		4800
											1410	3:11	1330		58150
											40	:05	36		2000
											1450	3:16	1366		561

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2AF, 1 NOV 55



RUST

FROM	FLY COND	ROUTE	T.C	WIND COMP + OR		T.H	VAR	M.H.	TEMP.		MACH	T.A.S	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
				DRIFT	DRIFT				ALT.	ACC				GRD DIS	ACC	TIME	ACC	ACC	PRED FUEL REMAINING		GROSS WEIGHT	
45-07N 69-21W		FARGO	050	270/26			f21		15000			250	268	120	:27	113				56150	146364	
46-24N 67-08W	CR			-4										1570	3:43	1479				8000	8000	
TRANSFER																				48150	138364	
L/O GEORGIA																				50000	50000	
47-37N 65-40W	CL		040	270/26			f23		23000			430	445	97	:13	90				98150	188364	
HARVARD				-3										1667	3:56	1509				4500	4500	
49-42N 62-50W	CR		042	240/30			f26		29000			430	460	167	:22	158				93650	183864	
HAMPTON				-1										1834	4:18	1727				4900	4900	
52-45N 57-55W	CR		045	240/30			f31		30000			430	460	262	:34	244				88750	178964	
ST DS IDAHO				-1										2096	4:52	1971				7200	7200	
53-19N 55-15W	CR		070	240/30			f34		31000			420	460	102	:13	93				81550	171764	
MAKE-UP BETTY				f1										2198	5:05	2064				2650	2650	
53-32N 54-13W	DS		070	247/18			f34							40	:05	36				78900	169114	
END AR JOPLIN				0										2238	5:10	2100				2000	2000	
54-12N 51-02W	CR		070	247/18			f34		15000			250	268	120	:27	113				76900	167114	
TRANSFER														2358	5:37	2213				8400	8400	
L/O KANSAS																				68500	158714	
54-43N 48-28W	CL		070	247/18			f34		22000			430	448	97	:13	90				45900	45900	
LINCOLN				0										2455	5:50	2303				114400	204614	
56-15N 39-00W	CR		074	255/35			f33		28000			430	465	334	:44	315				4400	4400	
MICHIGAN				0										2789	6:34	2618				110000	200214	
57-07N 30-60W	CR		080	255/35			f31		29000			430	465	300	:39	280				10900	10900	
NEBRASKA				0										3089	7:13	2898				99100	189314	
52-19N 21-00W	CR		087	255/35			f26		30000			430	465	296	:38	273				8700	8700	
OHIO				f1										3385	7:51	3171				90400	180614	
56-56N 12-00W	CR		095	275/30			f20		31000			430	460	296	:39	280				8000	8000	
SPREAD - TEXAS				0										3681	8:30	3451				82400	172614	
54-56N 05-02W	CR		116	275/30			f15		32000			430	460	264	:35	251				7950	7950	
H-HCP - WHISKEY				f1										3945	9:05	3702				74450	164664	
54-11N 03-00W	CR		120	275/30			f12		32000			430	460	82	:11	79				6650	6650	
TURN PT				f2										4027	9:16	3781				67800	158014	
46-00N 01-50E	CR		160	280/30			f9		33000			440	452	533	:10	512				2100	2100	
ST EVAL				f3										4560	10:26	4293				65700	155914	
50-29N 04-58W	CR		315	280/30			f10		30000			430	450	385	:55	395				13500	13500	
UPPER HEYFORD				-3										4945	11:36	4796				52200	142414	
51-58N 01-15W	CR		060	275/30			f9		25000			430	452	58	:08	57				9300	9300	
LAKENHATH				-2										5003	11:44	4853				40400	130614	
52-25N 3-36E	CR		067	275/30			f9					430	452	73	:10	72				1450	1450	
				-2								430	452	5076	11:54	4925				38950	129164	
																				1800	1800	
																				37150	64	

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FROM:

LAKENHEATH

ROUTE

LET DOWN AND LAND

RUST

FLT. COND.

DS

WIND COMP + OR - DRIFT

T. H.

M. H.

TEMP. ALT.

G. S.

GRD DIS ACC GRD DIS

ETA

FUEL FLIGHT PLAN

PRED. FUEL REMAINING GROSS WEIGHT

37150 127364

4000 4000

33150 123364

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## WEIGHT AND BALANCE CLEARANCE FORM F TACTICAL

(USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)

FOR USE  
AN 01-1

DATE		AIRPLANE		FROM	
		B-47E		BARKSDALE AFB	
MISSION		SERIAL NO.		TO	
BIG WIND		HEAVIEST		LAKEN HEATH	
REMARKS					
TAKE-OFF 36.9					
FM	18.5	0.0			
CM	18.5	4.1			
AM	21.5	75.4			
FWD AUX	6.5	55.2			
ATO	8.0	70.4			
B.B.	21.0	81.7			
EXT TK	10.0	90.5			
LAND 36.9					
FM	9.6	20.8			
CM	9.6	23.0			
AM	13.8	67.0			
COMPUTER PLATE NO. (If used)					
E 1007					
Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.					
CORRECTIONS (Ref. 11)					
COMPT.	ITEM	CHANGES (+ or -)			
		WEIGHT	INDEX OR MOM		
FM	FUEL	1000	+2.1		
CM	FUEL	1000	-0.2		
AM	FUEL	1000	-3.2		
	WATER INJ FLUID	3000	+3.3		
TOTAL WEIGHT REMOVED		- 6000	- 5.4		
TOTAL WEIGHT ADDED		+	+ 3.4		
NET DIFFERENCE (Ref. 11)		-6000	+2.0		
LIMITS					
GROSS WEIGHT TAKEOFF (lb.)		GROSS WEIGHT LANDING (lb.)			
200,000		125,000			
PERMISSIBLE C. G. TAKEOFF		FROM	TO (% M. A. C.)		
		21.5	34		
PERMISSIBLE C. G. LANDING		FROM	TO (% M. A. C.)		
		34	34		
4		COMPT.	ROUNDS	CALIBER	
		H	700	20 MM	448 369
5		OPERATING WEIGHT			
		89766 342			
6		FORWARD			
		AFT			
		EXTERNAL			
		ROCKETS			
7		BUILT IN ( 11588 Gal.)	73000	707	
		BOMB BAY ( 3256 Gal.)	21000	210	
		EXTERNAL ( 1562 Gal.)	10000	905	
8		WATER INJ. FLUID ( 600 Gal.)	5000	850	
9		JATO OR RATO			
10		TAKEOFF CONDITION (Uncorrected)			
		199214 850			
11		CORRECTIONS (If required)			
		-6000 420			
12		TAKEOFF CONDITION (Corrected)			
		193214 870			
13		TAKEOFF C. G. IN % M. A. C.			
		31.0 %			
14		JATO OR RATO			
		BOMBS			
		AMMUNITION			
		FUEL			
		68214			
15		ESTIMATED LANDING CONDITION			
		125000 870			
16		ESTIMATED LANDING C. G. IN % M. A. C.			
		27%			
COMPUTED BY MAJ JAMES R. BLACKBURN					
WEIGHT AND BALANCE TECHNICIAN					
PILOT					

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

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

ATTACHMENT 4

TO

APPENDIX 2

TO

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

TAKE-OFF DATA

1. AIRCRAFT LOADING:

a. Basic airplane	83,063
b. Oil (56 Gal.)	423
c. Empty Wing Tanks	1,535
d. Crew and Baggage	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	- 3,000
l. ADI Fluid Take-off Correction	- 3,000
m. Take-off Weight (Corrected)	193,214

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ANNEX "D"  
4AD OPOD 23-56  
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2. TAKE-OFF DATA:

a. Considerations:

- (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

e. Maximum refusal speed 129 KTS

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4AD OPORD 23-56  
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- (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"  
44D OPORD 23-56  
6 Mar 56

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

APPENDIX 3

TO

ANNEX "D"

TO

OPERATIONS 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.

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AREA BEARD - 1 (WESTOVER) KEY RDVU POINT 44-40N 70-40W

REFUELING TRACK 050° TRANSFER 50,000 LBS.

MISSED A/R ALTERNATE BARKSDALE - PRIMARY WESTOVER - SECONDARY ALTITUDE 15,000 FT.

COMMUNICATIONS VOICE FREQUENCY ASSIGNMENT: ZI (SECTION II, FIG 1, SM 100-1)

WAVE	RDVU PT	UNIT	NR ACFT	BOMBER CALL	ETA RDVU	
1	ANN PAT	301	6	CANTEEN BLACK	X / 1 1408Z 1415	
	OPAL NELL	301	6	CANTEEN GREY	X / 1 1421Z 142	
	CORA OPAL	301	3	CANTEEN WHITE	X / 1 1420Z 140	
	PAT BETTY	376	5	OATMEAL LEMON	X / 1 1453Z 144	
	BETTY ANN	376	5	OATMEAL PEACH	X / 1 1449Z 1450	
	NELL CORA	376	5	OATMEAL RUST	X / 1 1500Z 145	
2	ANN PAT	301	4	CANTEEN ORANGE	X / 2 0210Z 021	
	OPAL NELL	301	4	CANTEEN BLUE	X / 2 0221Z 022	
	CORA OPAL	301	4	CANTEEN PINK	X / 2 0218Z 0220	
	PAT BETTY	376	6	OATMEAL GOLD	X / 2 0256Z 0241	
	BETTY ANN	376	6	OATMEAL SILVER	X / 2 0252Z 0245	
	ANN PAT	301	3	CANTEEN CHERRY	X / 2 1411Z 1410	
3	OPAL NELL	301	3	CANTEEN SCARLET	X / 2 1421Z 1421	
	CORA OPAL	301	4	CANTEEN IVORY	X / 2 1417Z 1425	
	PAT BETTY	376	6	OATMEAL RED	X / 2 1459Z 1451	
	BETTY ANN	376	3	OATMEAL BROWN	X / 2 1455Z 1450	
	EXTRA	OPAL NELL	301	INDEFINITE	CANTEEN CREAM	X / 3 0221Z 022
		CORA OPAL	301	"	CANTEEN TAN	X / 3 0218Z 022
	PAT BETTY	376	"	OATMEAL GREEN	X / 3 0259Z 025	
	BETTY ANN	376	"	OATMEAL YELLOW	X / 3 0255Z 0250	

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ANNEX "D"  
LAD OPORD 23-56  
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AREA MAKE UP - 1 (GOOSE)

KEY RDVU PT 54-00N 54-30W

REFUELING TRACK

070°

TRANSFER 50,000 LBS

MISSED A/R ALTERNATE

BARKSDALE AFB - PRIMARY

LORING AFB - SECONDARY

ALTITUDE 15,000 FT

COMMUNICATIONS VOICE FREQ ASSIGNMENT: NEAC ALFA (SECTION II, FIG 1, SM 100-1)

WAVE	RDVU PT	UNIT	NR ACFT	BOMBER CALL	ETA RDVU
1	ANN	301	6	CANTEEN BLACK	X / 1 1615Z
	CORA	301	6	CANTEEN GRAY	X / 1 1620Z
	EDNA	301	3	CANTEEN WHITE	X / 1 1627Z
	FRANCES	376	5	OATMEAL LEMON	X / 1 1646Z
	DORIS	376	5	OATMEAL PEACH	X / 1 1650Z
	BETTY	376	5	OATMEAL RUST	X / 1 1654Z
2	ANN	301	4	CANTEEN ORANGE	X / 2 0417Z
	CORA	301	4	CANTEEN BLUE	X / 2 0420Z
	EDNA	301	4	CANTEEN PINK	X / 2 0425Z
	FRANCES	376	6	OATMEAL GOLD	X / 2 0449Z
	DORIS	376	6	OATMEAL SILVER	X / 2 0453Z
3	ANN	301	3	CANTEEN CHERRY	X / 2 1618Z
	CORA	301	3	CANTEEN SCARLET	X / 2 1620Z
	EDNA	301	4	CANTEEN IVORY	X / 2 1625Z
	FRANCES	376	6	OATMEAL IRED	X / 2 1652Z
	DORIS	376	3	OATMEAL BROWN	X / 2 1656Z
EXTRA	CORA	301	INDEFINITE	CANTEEN CREAM	X / 3 0420Z
	EDNA	301	"	CANTEEN TAN	X / 3 0425Z
	FRANCES	376	"	OATMEAL GREEN	X / 3 0452Z
	DORIS	376	"	OATMEAL YELLOW	X / 3 0456Z

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ANNEX "D"  
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AREA GALE STORM (SM - 55-14) KEY RDVU POINT SM 55-14

REFUELING TRACK 245° TRANSFER 50,000 LBS.

MISSED A/R ALTERNATE GOOSE - PRIMARY ALTITUDE 15,000 FT.  
LORING - SECONDARY

COMMUNICATIONS VOICE FREQUENCY ASSIGNMENT: NEAC BRAVO (SECT II, FIG 1 SM 100-1)

WAVE	RDVU PT	UNIT	NR ACFT	BOMBER CALL	ETA
1	DORIS	44	6	SPIRAL PURPLE	X / 1 1559Z
	BETTY	44	3	SPIRAL ROSE	X / 1 1602Z
	ANN	68	5	MORTAL WALNUT	X / 1 1605Z
	CORA	68	3	MORTAL LIME	X / 1 1613Z
2	DORIS	44	3	SPIRAL RUST	X / 2 0357Z
	PAT	44	4	SPIRAL AMBER	X / 2 0407Z
	BETTY	44	5	SPIRAL OLIVE	X / 2 0402Z
	ANN	68	6	MORTAL COPPER	X / 2 0405Z
	CORA	68	5	MORTAL RUBY	X / 2 0413Z
3	DORIS	44	5	SPIRAL CHROME	X / 2 1547Z
	PAT	44	5	SPIRAL SLATE	X / 2 1553Z
	BETTY	44	6	SPIRAL PINTO	*
	ANN	68	6	MORTAL MAHOGANY	X / 2 1603Z
	OPAL	68	6	MORTAL BRONZE	X / 2 1619Z
	CORA	68	6	MORTAL NICKEL	X / 2 1614Z
EXTRA	DORIS	44	INDEFINITE	SPIRAL BRASS	X / 3 0357Z
	PAT	44	"	SPIRAL CARDINAL	X / 3 0407Z
	CORA	68	"	MORTAL LAVENDER	X / 3 0413Z
	ANN	68	"	MORTAL MAUVE	X / 3 0405Z

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44D OPOD 23-56  
6 Mar 56

\* Acft not available this Force

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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.

2. SUPPLY:

a. Installations.

- (1) Barksdale Air Force Base, La.
- (2) Goose Air Base, Labrador
- (3) Lakenheath Air Base, U.K.

b. Class I.

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

ANNEX "E"  
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6 Mar 56  
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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) Pistol - 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 loaded in the B-47 aircraft at the discretion of each Wing Commander. Training ammunition will be utilized.

(4) 805th Air Base Group will deploy materiel 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

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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 DM3A556-3-41143, 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 DM3D-4305, 24 October 55 and DM3A2-0483, 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 dosimeter.

### 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.

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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 prepositioned 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 following:

- (a) Two KC-97 aircraft will be scheduled to land at Griffis AFB any time of day or night 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

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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. b. (2) See reverse 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 Bomb Wing	301st Bomb Wing
3rd SSS (5 - C-124s)	86 Personnel	77 Personnel
	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 Personnel	427 Personnel
	56,457 Cargo	55,024 Cargo

(2) 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	53,100 Cargo

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Unit Aircraft

KG-97	426 Personnel	427 Personnel
	54,702 Cargo	55,024 Cargo
B-47	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.

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

APPENDIX 2

TO

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

301ST AIR REFUELING SQUADRON LOADING PLAN

To be published at a later date.

APP 2, ANNEX "E"  
ID OPSORD 23-56  
5 Mar 56

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

APPENDIX 3

TO

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"  
ID OPSORD 23-56  
6 Mar 56

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

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. GENERAL INSTRUCTIONS:

- 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. ROUTES: 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.

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

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

APPENDIX 1

TO

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

APOLOGY REFUELING AREA

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

Communications Voice Freq Assignment - NEAC

BRAVO

SM 100-1

<u>DATE</u>	<u>NR ACFT</u>	<u>BOMBER CALL</u>	<u>T.O. (Z)</u>	<u>RDVU PT</u> <u>ETA (Z)</u>	<u>ETA (Z)</u> <u>BARKSDALE</u>	<u>C/R</u> <u>PLAN</u>
X / 5	5	FOCUS ALFA	0953	1600	2100	ANN
X / 5	5	FOCUS BRAVO	1033	1640	2140	BETTY
X / 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.

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

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 (Abeam):
  - (a) Place transmitter control switches 3, 4, 8, 9, 10 and 14

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

ATTACHMENT 1

TO

APPENDIX 2

TO

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

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 transmitter:

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 transmitters 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 mcs frequency band using a sweep rate of 1200 mcs 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-8A 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-8A ("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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(1) Chaff hoppers one and two will be equipped with one-half carton of RR-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 switches as indicated below.

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

<u>TRANSMITTER</u>	<u>SWITCH</u>	<u>FREQUENCY</u>	<u>SWEEP RATE</u>
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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AN/ALT-8	8	2700 to 2900 mcs	1200 mcs/sec
AN/ALT-8	14	2900 to 3100 mcs	1200 mcs/sec

(2) Five aircraft equipped with two additional "L" band AN/ALT-8A transmitters. (LEMON Force on Deployment.)

<u>TRANSMITTER</u>	<u>SWITCH</u>	<u>FREQUENCY</u>	<u>SWEEP RATE</u>
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-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 50-56	
AN/ALT-7	6	See 376th OPLAN 50-56	
AN/ALT-7	11	See 376th OPLAN 50-56	

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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31ST BOMBARDMENT WING (M)  
DEVELOPMENT ROUTE  
COMMON FOR ALL FORCES

APP 3 TO  
AFM 11-1  
4 AUG 1960 03-56

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APOLLO

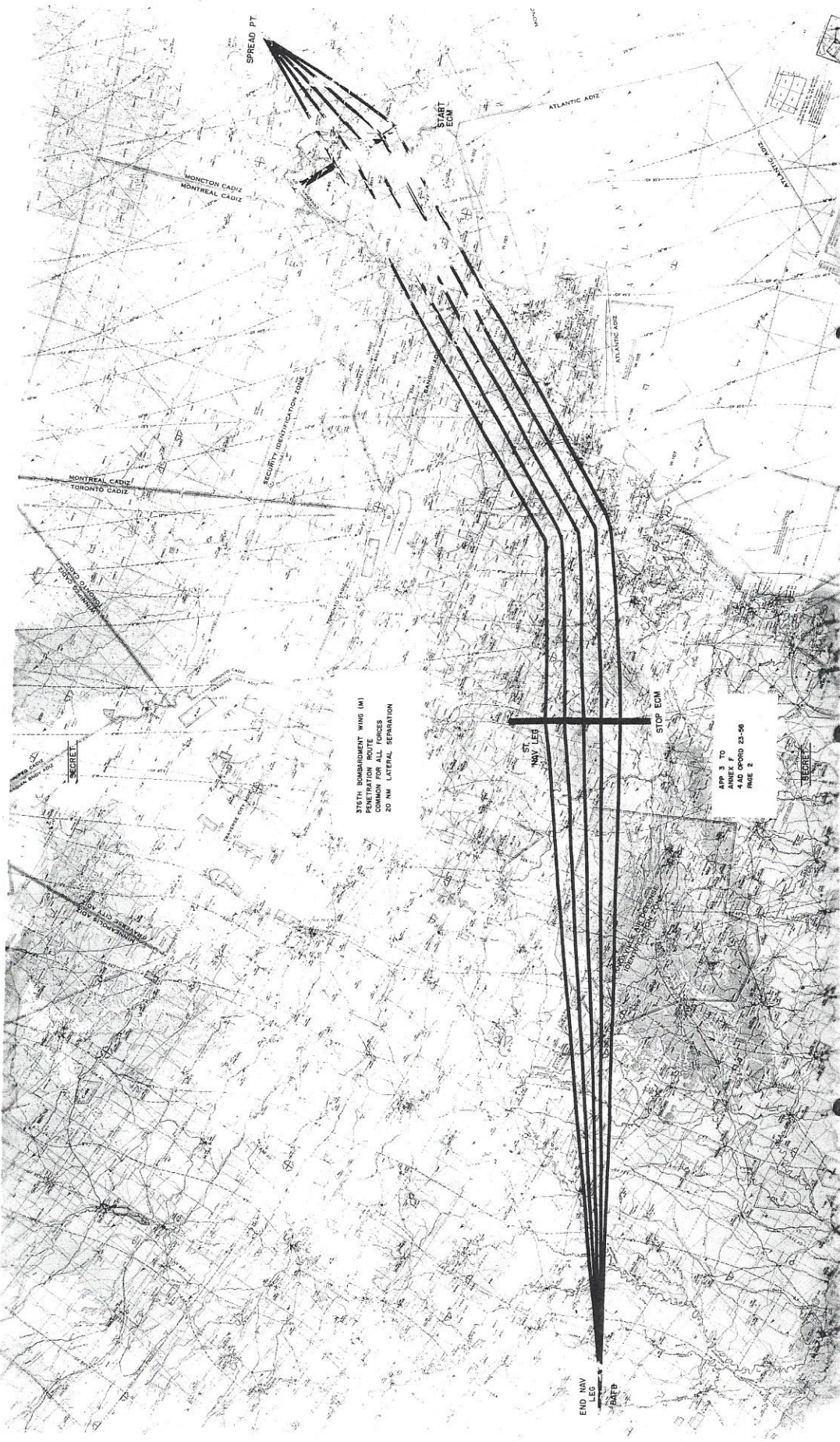
START

START

HARRISON

LAWRENCE





37TH BOMBARDMENT WING (M)  
 PENETRATION ROUTE  
 CONSIDER ALL THICKS  
 20 NM LATERAL SEPARATION

APP 3 TO  
 ANEX F  
 2010 01-96  
 PAGE 2

SECRET

SECRET

END NAV  
 LEG

NAV LEG

STOP EDM

SPREAD PT

ST. CATHERINE

ATLANTIC ADIZ

MONTREAL CADIZ  
 MONTREAL CADIZ

MONTREAL CADIZ  
 TORONTO CADIZ

SECURITY IDENTIFICATION ZONE

ST. LAZARE  
 ST. STICHTER

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE

ST. CATHERINE



FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE	WAVE	CELL CALL SIGN	REMARKS
83,063		23-56 "BIG WIND"		376	B-47E			
AIRCRAFT	BASIC WEIGHT	FM	BOMBS WEIGHT				NUMBER OF ATO BOTTLES REQUIRED FULL	PRESSURE ALT.
	1,000	CM	AMMO WEIGHT				NUMBER OF ATO BOTTLES EMPTY	9,000
	423	AM	WATER AUG WEIGHT				ADJUSTED TAKE-OFF WEIGHT	82
	700	FWD AUX	INITIAL GROSS WEIGHT				ADJUSTED TAKE-OFF DISTANCE	9,000
	3,045	B.B.	START ENGINES AND TAXI FUEL ALLOWANCE				ATO FIRING SPEED	151 K
	1,535	ATO	TAKEOFF GROSS WEIGHT					
MISCELLANEOUS								
OPERATING WEIGHT	90,016	TOTAL FUEL	85,000					

PRE-FLIGHT PLAN

FROM:	FLT. COND.	T. C.	WIND COMP + OR -	DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN	
																FUEL REMAINING	GROSS WEIGHT
LAKENHEATH																85,000	175,016
ST ENG - TAXI												10	:03	10		4,600	4,600
TAKE-OFF & ACCEL												10	:03	10		80,400	170,416
TURN	CL											10	:02	10		400	400
L/O	CL	318	269/18			f10		32000		430	420	20	:05	20		80,000	170,016
53-51N 02-20W	CL		-2									126	:18	130		8,000	8,000
TIRRE	CR	315	275/30			f12		-51		430	408	146	:23	150		72,000	162,016
56-30N 06-55W	CR							32000				223	:33	236		6,100	6,100
ALLEN			283/34			f18		-52		430	396	369	:56	386		65,900	155,916
57-11N 18-58W	CR	276	f1		277			34000				400	1:01	433		10,900	10,900
BOB												769	1:57	819		55,000	145,016
56-46N 31-12W	CR	267	252/40			f27		-51		430	390	400	1:01	441		10,300	10,300
CHARLES	CR	257	-1		266			35000				1169	2:58	1260		44,700	134,716
55-16N 42-48W	CR		252/40			f31		-51		430	390	400	1:01	441		9,700	9,700
DON	CR	247	-0		257			36000				1569	3:59	1701		35,000	125,016
52-49N 53-20W	CR	247	246/43			f34		-51		430	384	400	1:03	448		9,100	9,100
ED	CR	242	0		247			38000				1969	5:02	2149		25,900	115,916
51-17N 58-08W	CR	242	271/50			f33		-52		430	385	200	:31	222		4,300	4,300
START DSC	CR	240	f3		245			40000				2169	5:33	2371		21,600	111,616
49-46N 62-05W	CR	240	271/50			f28		-52		430	385	177	:28	200		3,600	3,600
L/O RDVU APOLOGY	CR	238	f4		244			40000				2346	6:01	2571		18,000	108,016
49-27N 62-52W (ANN)	CR	240	270/30		240			15000		400	376	37	:06	40		2,000	2,000
REFUEL FRED	CR	240	f2		242			-13		250	230	113	:29	122		7,200	7,200
48-31N 65-23W	CR	240	273/26		242			15000				2496	6:36	2733		8,800	98,816



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FROM:	EL. FRED ROUTE	FLT. COND.	T.C.	WIND COMP		VAR.	M.H.	EMP. ALT.	MACH	T.A.S.	G.	GRD DIS		TIME	AIR DIS		ETA	FUEL		HT PLAN	
				+ OR -	DRIFT							ACC	GRD DIS		ACC	AIR DIS		PRED.	REMAINING		ROSS
	TRANSFER																				
	L/O GEORGE	CL 216		270/30															8,800	98,816	
	47-30N 66-30W			f3	219	f24		35000	370	350		76	:13	87				45,000	45,000		
	HOULTON RNG-ST ECM	CR 215		270/50				-52	430	400		95	6:49	2820				53,800	143,816		
	46-10N 67-47W			f6	221	f22		36000	430	400		190	:14	100				3,800	3,800		
	NORTH CONWAY REN	CR 227		270/50				-52	430	391		2667	7:03	2920				50,000	140,016		
	44-01N 71-07W			f5	232	f17		36000	430	391		190	:29	208				2,300	2,300		
	KINGSTON, N.Y. (CITY)	CR 225		270/50				-52	430	393		2857	7:32	3128				47,700	137,716		
	41-55N 73-58W			f5	230	f13		37000	430	393		179	:27	194				4,300	4,300		
	READING PA (CITY)	CR 223		270/65				-53	430	380		3036	7:59	3322				38,700	128,716		
	40-20N 75-56W			f7	230	f11		37000	430	380		130	:20	147				3,200	3,200		
	5N ELKINS VOR STOP ECM	CR 248		270/63				-53	430	370		3166	8:19	3469				35,500	125,516		
	39-01N 80-08W			f3	251	f6		38,000	430	370		210	:34	244				5,100	5,100		
	13 N. SOMERSET KY	CR 245		270/63				-53	430	370		3376	8:53	3713				30,400	120,416		
	37-19N 84-38W			f4	249	f2		39000	430	370		235	:38	272				5,300	5,300		
	2 NW JACKSON RNG	CR 241		270/63				-53	430	372		3611	9:31	3985				25,100	115,116		
	35-34N 88-32W			f4	245	-3		39000	430	372		216	:35	251				4,800	4,800		
	EAST TIP GADDO	CR 238		270/63				-53	430	372		3827	10:06	4236				20,300	110,316		
	LAKE - 32-42N 93-54W			f4	242	-6		40000	430	372		319	:52	369				6,700	6,700		
	SHREVEPORT VOR																	13,600	103,616		
	DESCEND AND LAND																	1,500	1,500		
																		12,100	102,116		
																		4,000	4,000		
																		8,100	98,116		

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

APPENDIX 6

TO

ANNEX "F"

TO

OPERATIONS ORDER

SERIAL NO. 23-56

REDEPLOYMENT TAKEOFF DATA

1. AIRCRAFT LOADING:

a. Basic Airplane	83,063#
b. Oil (56 gals)	423#
c. Empty Wing Tanks	1,535#
d. Crew and Baggage	1,000#
e. Blue Cradle	3,355#
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° F
(2) Field pressure altitude	82° ft
(3) Runway Length	9000 ft

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

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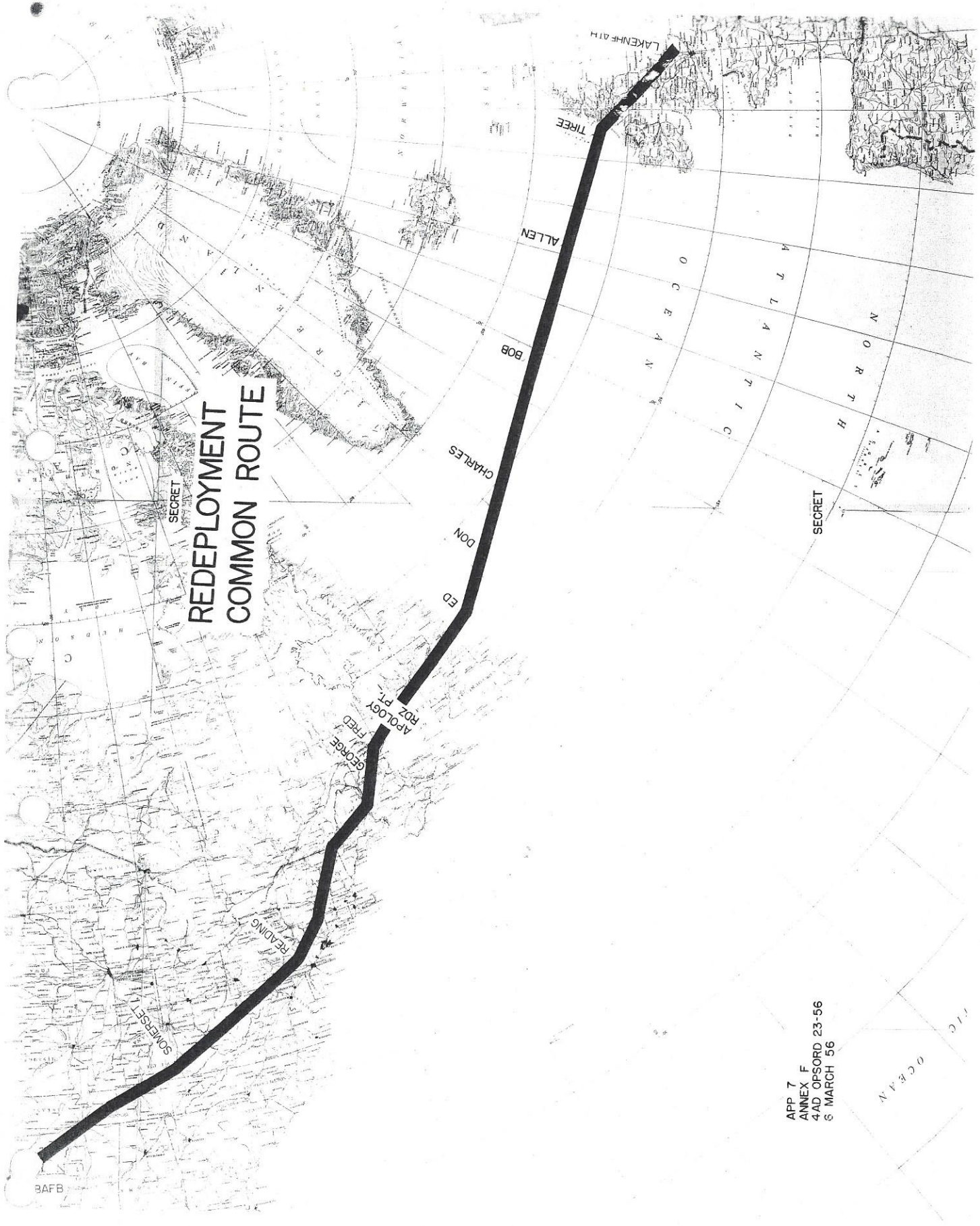
**SECRET**

b. Critical Field Length	9000 ft
c. Take-off Distance	7600 ft
d. Take-off Speed	151 knots
e. Maximum Refusal	118 knots

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

**SECRET**

# REDEPLOYMENT COMMON ROUTE



APP 7  
ANNEX F  
4AD OPSORD 23-56  
& MARCH 56

ATLANTIC OCEAN



NVA ALL FUJUDO ON REFUEL/TURN

**MISSION FLIGHT PLAN**

ACFT: **B-47E**    UNIT: **301**    O.O. AND NICKNAME: **23-56**    CELL-CALL: **SECRET**    REMARKS:

ACFT: **B-47E**    UNIT: **301**    O.O. AND NICKNAME: **23-56**    CELL-CALL: **SECRET**    REMARKS:

AIRCRAFT BASIC WEIGHT	301	BOMBS WEIGHT	
CREW WEIGHT		AMMO WEIGHT	
OIL WEIGHT		WATER AUG WEIGHT	
ATO WEIGHT		INITIAL GROSS WEIGHT	
RACK WEIGHT		START ENGINES AND TAXI FUEL ALLOWANCE	
EXT. TANKS WEIGHT (EMPTY)		TAKEOFF GROSS WEIGHT	
MISCELLANEOUS			
OPERATING WEIGHT			
IFPN			
TOTAL FUEL			

**PRE-FLIGHT PLAN**

FROM:	ROUTE	FLT. COND.	T. C.	WIND COMP + OR - DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN	
																PRED. FUEL REMAINING	GROSS WEIGHT
LAKENHEATH																85000	175016
ST ENG TAXI												10	:03	10		4600	4600
TAKEOFF & ACCEL												10	:03	10		80400	170416
TURN		CL										20	:05	20		400	400
53 51N				269/18								126	:18	130		8000	8000
02 20W		CL	318	-2		410		32M		430	420	146	:23	150		72000	162016
56 30N				273/30				-51				223	:33	236		6100	6100
06 55W		CR	315			412		32M		430	408	369	:56	386		65900	155916
57 11N				283/34				-52				400	1:01	433		10900	10900
18 58W	ALLEN	CR	276	41		418		34M		430	396	769	1:57	819		55000	145016
56 46N				252/40				-51				400	1:01	441		10300	10300
31 12W	BOB	CR	267	-1		427		35M		430	390	1169	2:58	1260		44700	134716
55 16N				252/40				-51				400	1:01	441		9700	9700
42 48W	CHARLES	CR	257	0		431		36M		430	390	1569	3:59	1701		35000	125016
52 49N				246/43				-51				400	1:03	448		5100	9100
53 20W	DON	CR	247	0		434		38M		430	384	1969	5:02	2149		25900	115916
51 17N				271/50				-52				200	:31	222		4300	4300
58 08W	ED	CR	242	43		433		40M		430	385	2169	5:33	2371		21600	111616
49 46N	START	CR	240	44		428		-52				177	:28	200		3600	3600
62 05W	DESC	CR	240	44		428		40M		430	385	2346	6:01	2571		18000	108016
49 27N	L/O REND	REND	238	42		427		15M		400	376	37	:06	40		2000	2000
62 52W	APOLOGY/ANN	REND	238	42		427		15M		400	376	2383	6:07	2611		16000	106016
48 31N	END REFUEL	AR	240	42		426		-13		250	230	113	:29	122		7200	7200
65 23W	FRED	AR	240	42		426		15M		250	230	2496	6:36	2733		8800	98816

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NCA ALL FORCES ON REDEPLOYMENT

FR	31N REFUEL FRED 62 23W END ROUTE	FLT COND.	T.C	WIND CC + OR DRIFT	T.H	VAR.	M.H.	TEMP.	MACH	T.A.S	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PRED. FUEL REMAINING	LIGHT PLAN GROSS WEIGHT
47 30N	L/O			270/30											8800	98816
66 30W	GEORGE	GL	216	f3		f24		35M		370	76	:13	87		45000	45000
46 10N				270/50				-52			2572	6:49	2820		53800	143816
67 47W	HOULTON RNG	CR	215	f6		f22		36M		430	95	:14	100		3800	3800
44 01N	NORTH			270/50				-52			2667	7:03	2920		50000	140016
71 07W	CONWAY RBM	CR	227	f5		f17		36M		430	190	:29	208		47000	47000
41 55N	KINGSTON	CR	225	f5		f13		-52		430	2857	7:32	3128		43000	133016
73 58W	N.Y. (City)	CR	223	f7		f11		37M		430	179	:27	194		4300	4300
40 20N	READING	CR	223	f7				-53		430	3036	7:59	3322		38700	128316
75 56W	Pa. (City)	CR	223	f7				37M		430	130	:20	147		3200	3200
39 01N				270/63				-53		430	3166	8:19	3469		35500	125516
80 08W		CR	248	f3		f6		38M		430	210	:34	244		5100	5100
37 19N				270/63				-53		430	3376	8:53	3713		30400	120416
84 38W		CR	245	f4		f2		39M		430	235	:38	222		4800	4800
35 34N	JACKSON	CR	241	f4				-53		430	3611	9:31	3985		25100	115116
88 32W	RNG	CR	241	f4		-3		39M		430	216	:35	251		4800	4800
32 42N	EAST TIP	CR	238	f4		-6		40M		430	3827	10:06	4236		20300	110316
93 54W	CADDO LAKE	CR	238	f4				-53		430	319	:52	369		6700	6700
								40M		430	4146	10:58	4605		13600	103616
	SHERWEEPT VOR	CR										:10			1500	1500
	DESCEND AND LAND											11:08			12100	102116
												:15			4000	4000
												11:23			8100	98116

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<b>WEIGHT AND BALANCE CLEARANCE FORM F</b> TACTICAL (USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)							FOR USE IN AN 01-1B-40		
DATE 27 March 1956		AIRPLANE B-47-E		FROM LAKENHEATH					
MISSION 23-56 "BIG WIND"		SERIAL NO. Heaviest		TO BARKSDALE					
REMARKS  FUEL LOAD Fwd Main 18750 Center Main 18000 AFT Main 22000 FWD Aux 6354 Bomb Bay 12096 ATO 7800 <u>85000</u>  Crew wts & misc from 2AF Planning Manual  E-1062		REF	ITEM			WEIGHT		INDEX OR MOM	
		1	BASIC AIRPLANE (From Chart C)			83500		250	
		2	OIL ( 56.4 Gal.)			423		250	
		3	DISTRIBUTION OF LOAD						
		COMPT.	CREW		BAGGAGE	CARGO AND MISC.			
			NO.	WEIGHT					
		A	1	352				240	
		BB	1	352				248	
		B	2	704				228	
		D			160	268	428		225
COMPUTER PLATE NO. (If used)									
Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.				4	COMPT.	ROUNDS	CALIBER		
CORRECTIONS (Ref. 11)						700	20MM	448 250	
COMPT.	ITEM	CHANGES (+ or -)							
		WEIGHT	INDEX OR MOM						
TOTAL WEIGHT REMOVED		-	-						
TOTAL WEIGHT ADDED		+	+						
NET DIFFERENCE (Ref. 11)									
LIMITS									
GROSS WEIGHT TAKEOFF (lb.)		GROSS WEIGHT LANDING (lb.)							
200000		125000							
PERMISSIBLE C. G. TAKEOFF		FROM	TO (% M. A. C.)						
		21.5	34						
PERMISSIBLE C. G. LANDING		FROM	TO (% M. A. C.)						
		18	34						
				5	OPERATING WEIGHT		86207 250		
				6	FORWARD				
					3809 (J-47 Eng)		3809 201		
					AFT				
				EXTERNAL					
				ROCKETS					
				7	BUILT IN ( Gal.)				
					BOMB BAY ( 85000 Gal.)		85000 510		
					EXTERNAL ( Gal.)				
				8	WATER INJ. FLUID ( Gal.)				
				9	JATO OR RATO				
				10	TAKEOFF CONDITION (Uncorrected)		17501.6 510		
				11	CORRECTIONS (If required)		3000 15		
				12	TAKEOFF CONDITION (Corrected)		17201.6 495		
				13	TAKEOFF C. G. IN % M. A. C.		28.7%		
				14	JATO OR RATO				
				15	BOMBS				
					AMMUNITION 448		-448 -25		
					FUEL		-7320.0 -175		
				6000 AFT					
				1000 Ctr 1000 FW					
				15	ESTIMATED LANDING CONDITION		197668 2915		
				16	ESTIMATED LANDING C. G. IN % M. A. C.		19.5%		
COMPUTED BY									
WEIGHT AND BALANCE TECHNICIAN									
PILOT									

APP 9, ANNEX "F"  
4AD OPSORD 23-56  
6 Mar 56

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

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	9000'
RUNWAY TEMPERATURE	60° F
CRITICAL FIELD LENGTH (DRY)	9000'
GROUND ROLL (DRY)	7600'
TAKE OFF SPEED	151 KNTS
REFUSAL SPEED (DRY)	118 KNTS
LINE SPEED (4500')	122 KNTS

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

**SECRET**



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

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

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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.

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- (2) 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 O P E R A T I O N A L I M M E D - I A T E.

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

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Weather Central.

8. Weather Scout Procedures:

- a. The weather scout mission must be tailored to the existing 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-

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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-11 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-11 reports will be addressed to Houseboy and Curfew.

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

6. M-11 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.

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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

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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) See Reverse 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".

**SECRET**

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

APPENDIX 1

ANNEX "I"

OPERATIONS ORDER

SERIAL NO. 23-56

OPERATIONS

1. GENERAL: 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 adjusted 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 fifteen-minute intervals between unit aircraft. First departure for the 44th AREFS KC-97 aircraft will be at 1300Z, subsequent departures at fifteen-minute 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.

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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.

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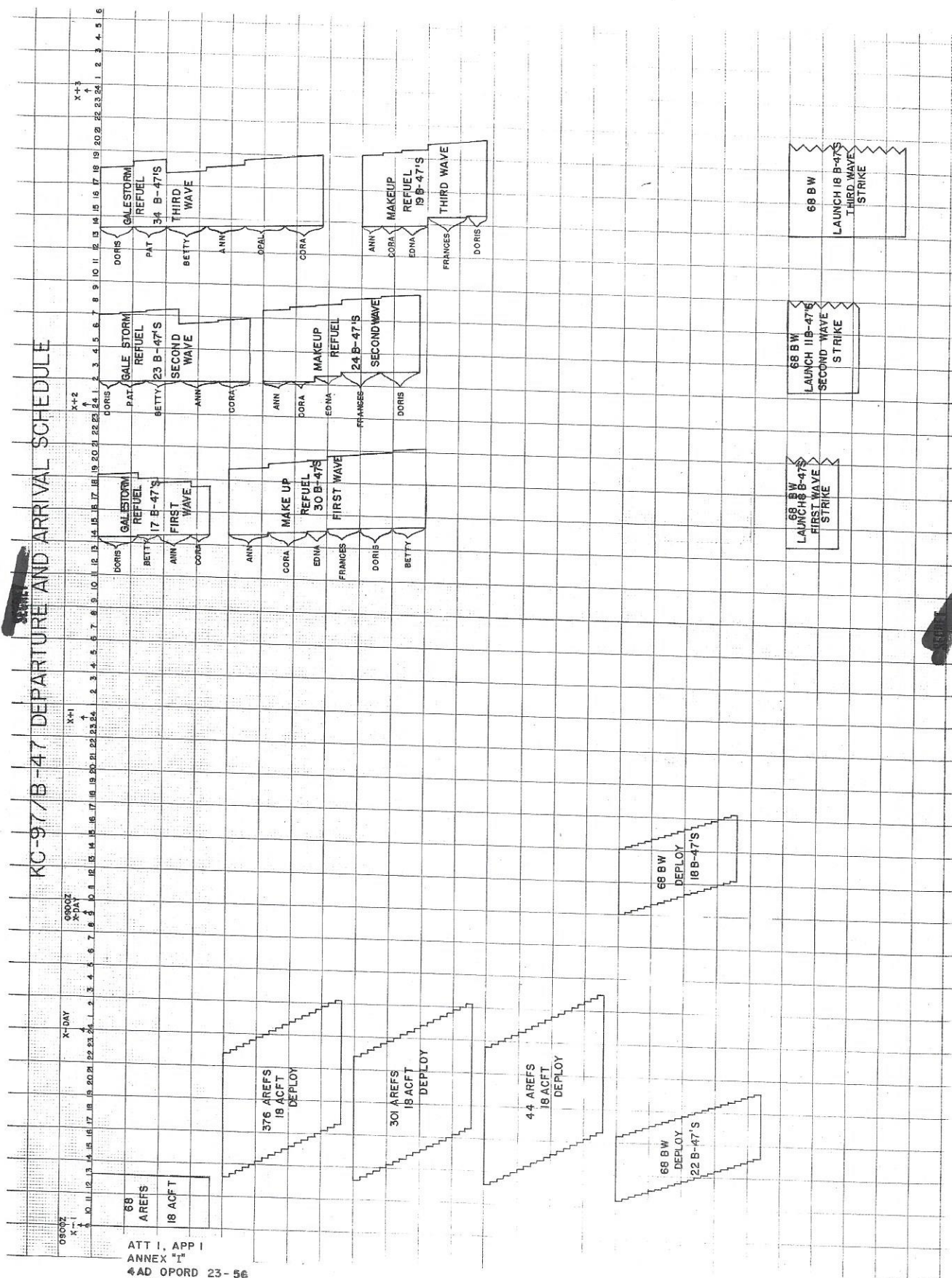
- (b) Tanker Force Commanders will make a position report to Cape Harrison Radio at station passage.
  - (c) GOOSE Approach Control will be contacted by Tanker Force Commander on 119.7 or 236.6 mcs as soon as possible after passing Cape Harrison Radio. At this time, the Force Commander will give GOOSE 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 Approach Control and give a position report as soon as possible

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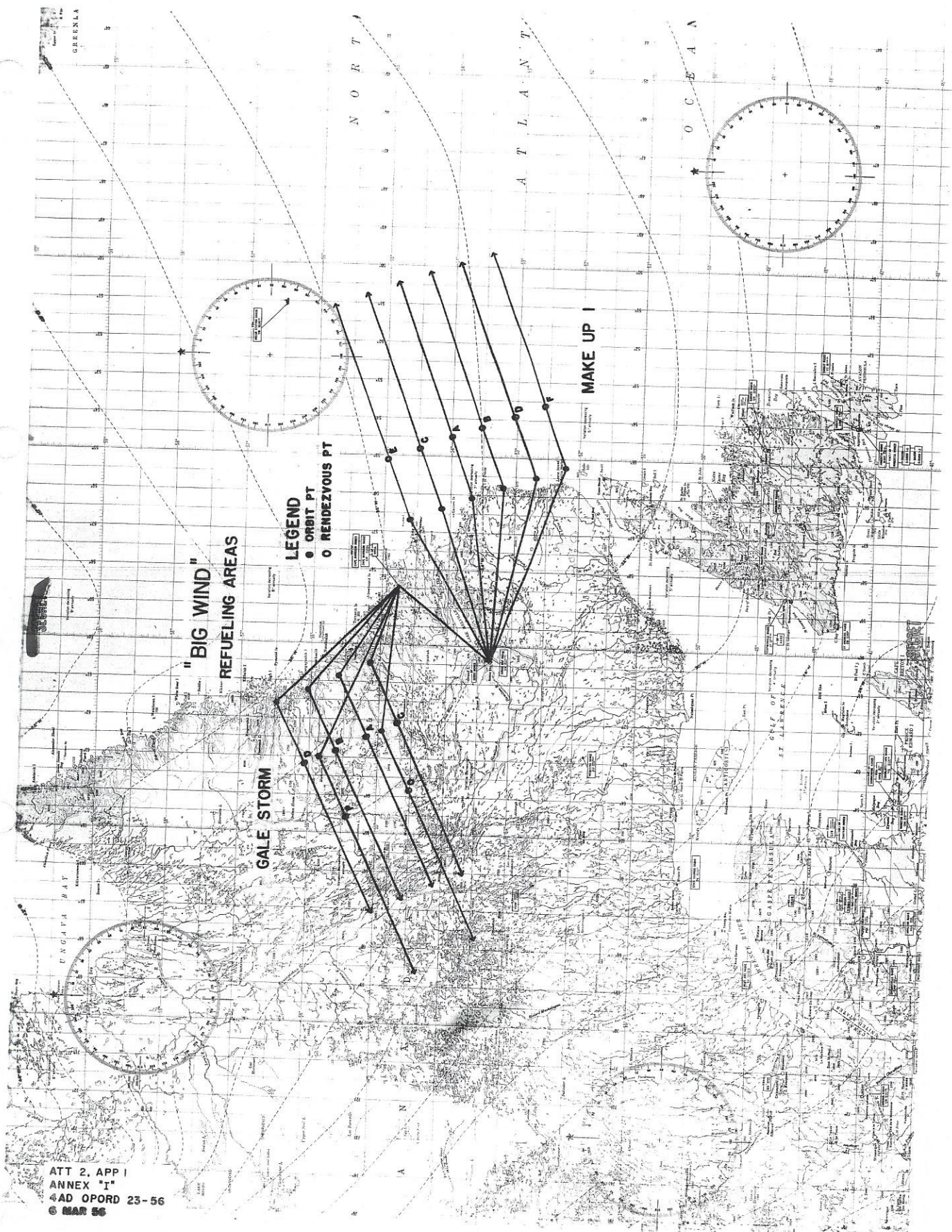


# KC-97/B-47 DEPARTURE AND ARRIVAL SCHEDULE



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ATT 2, APP I  
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MISSION FLIGHT PLAN		O. O. AND NIC NAME		UNIT		TYPE ACFT		WAVE		L CALL		REMARKS	
Ops Ord 23- BigWind		KC-97G		1-2-3		1-2-3		REFUELING AREA "CALE S1 M"					
AIRCRAFT	90000	1		BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		PRESSURE ALT.		RUNWAY		AIR TEMP.	
BASIC WEIGHT	2230	2		AMMO WEIGHT		BOTTLES		144		LENGTH		00 C	
CREW WEIGHT	1470	3		WATER AUG WEIGHT		EMPTY		None		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP	
OIL WEIGHT		4		INITIAL GROSS WEIGHT		ADJUSTED TAKE-OFF WEIGHT		6400		TAKE-OFF SPEED		W/A	
ATO WEIGHT		CW		START ENGINES AND TAXI FUEL ALLOWANCE		ADJUSTED TAKE-OFF DISTANCE				1ST LEG		3D LEG	
RACK WEIGHT		EXT		TAKEOFF GROSS WEIGHT		ATO FIRING SPEED				CRITICAL WIND COMPONENT			
EXT. TANKS WEIGHT (EMPTY)	231	IFR		50000		173875						138	
MISCELLANEOUS				Usable Load									
OPERATING WEIGHT	93981			50000									

FROM:	ANN ROUTE	FLT. COND.	T. C.	WIND COMP + OR -	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	EAS T. A. S.	G. S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN	
																PRED. FUEL REMAINING	GROSS WEIGHT
53-19N	60-23 Goose		039			+35		-16		196		111	33				
54-44N	58-25W CP Radio							12000		202		111	33				
54-44N	58-25W CP Radio		301			+37		-16		196		81	24				
55-26N	60-30W LO							12000		202		192	:57				
55-26N	60-30W LO		301			+37		-27		205		16	:04				
55-34N	60-52W ORBIT							17500		231		208	1:01				
ORBIT			065			+37		-27		205		-	:30				
ORBIT			245					17500		231		208	1:31				
55-10N	62-28W Rend		245			+36		-27		205		60	:15				
55-10N	62-28W Rend							17500		231		268	1:46				
55-10N	62-28W Rend		245			+33		-27		225		150	:36				
54-06N	66-27W E/Ref							17,500		254		418	2:22				
1st Wave Return ST LES Base ALT 6500			245			+31		-18		200		35	:10				
53-22N	67-20W TP							13000		210		453	2:32				
53-22N	67-20W TP		098			+33		-9		215		250	1:11				
Goose Radio Range								8,500		210		703	3:43				
2nd Wave Return St LES Base Alt 8000			103			+32		-20		198		49	:14				
53-56N	65-05W LO							14000		210		467	2:36				
Goose Radio Range			103			+33		-12		209		173	:50				
3rd Wave Return ST LES Base Alt 8000			100					10500		210		640	3:26				
53-57N	66-59W TP					+31		-12		209		173	:50				
Goose Radio Range			100					14000		210		439	2:28				
Goose Radio Range			100			+33		-12		209		240	1:08				
								10500		210		679	3:36				

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FROM:

BETTY

FLY COND	T.C	ND COMP POR DRIFT	T.H	VAR.	M.H.	TEMP ALT.	MACH	G.S.	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL MAINING	FLIGHT PL	GROSS
53-19N 60-23W Goose	039			435		-16 12000	196 202		111	:33					
54-44N 58-25W CP Radio				437		-16 12000	196 202		111	:33					
55-35N 60-17N L/O	309			437		-27 17500	205 231		192	:57					
56-02N 61-16W ORBIT	309			437		-27 17500	205 231		42	:11					
ORBIT	065 245					-27 175000	205 231		234	1:08					
55-37N 62-54W Rend	245			436		-27 175000	205 231		234	1:38					
54-33N 66-52W E/Ref	245			431		-19 13500	200 210		60	:15					
1st Wave Return ST DES	Base Alt 9000								294	1:53					
54-07N 68-30W TP	245			431		-19 13500	200 210		63	:18					
Goose Radio Range	100			432		-12 10000	211 210		507	2:47					
2nd Wave Return ST DES	Base Alt 5000								295	1:25					
53-53N 69-19W TP	245			432		-17 12500	203 210		802	4:12					
Goose Radio Range	97°			433		-7 7500	218 210		95	:27					
CORA									539	2:56					
53-19N 60-23 Goose	039			435		-16 12000	196 202		111	:33					
54-44N 58-25W CP Radio						-16 12000	196 202		111	:33					
55-07N 60-30W Orbit LO	287			436		-27 17500	205 231		73	:24					
ORBIT	065 245					-27 17500	205 231		184	:57					
54-40N 62-08W Rend	245			435		-27 17500	205 231		-	:30					
53-36N 62-00W E/Ref	245			433		-27 17500	205 231		184	1:27					
1st Wave Return ST DES	Base Alt 5000								60	:15					
53-29N 63-45W L/O	096			432		-16 11750	204 210		244	1:42					
Goose Radio Range	096					-4 6000	224 210		150	:36					
2nd Wave Return ST DES	Base Alt 11000								294	2:18					
53-26N 60-33W TP	245			431		-23 15500	194 210		80	:23					
Goose Radio Range	092			433		-18 13500	200 210		474	2:41					

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2AF FORM 124A  
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AIR FORCE - 2AF BAF



FROM	GORA ROUTE	FLT COND	T.C	ND COMP + OR - DRIFT	T.H	VAR.	M.H.	TEMP ALT	MACH	A.S	G.S	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLA		
												ACC GRD DIS	GRD DIS	ACC TIME	TIME	ACC AIR DIS	AIR DIS		FUEL MAINING	GROSS V	
	3rd Wave Return St DES	Base	Alt 5000																		
	52-55N 68-23W TP		245			f 29		-16		204		95	27								
	Goose Radio Range		086			f 32		11750		210		489	2:45								
								-4		224		294	1:24								
								6000		210		783	4:09								
	DORIS																				
	53-19N 60-23W Goose							-16		196		111	33								
	54-44N 58-25W CP Radio		039			f 35		1200		202		111	33								
								-16		196		81	24								
	55-41N 60-09W L/O		314			f 37		12000		202		192	57								
								-27		205		69	18								
	56-03N 63-16W Orbit		314			f 38		17500		231		261	1:15								
								-27		205		261	30								
	ORBIT		065			f 38		17500		231		60	1:45								
			245					-27		205		60	1:15								
	56-03N 63-16W Rend		245			f 37		17500		231		321	2:00								
								-27		225		150	36								
	54-59N 67-15W E/Ref		245			f 34		17500		254		471	2:36								
	1st Wave Return ST DES	Base	Alt 10500					-23		194		92	26								
	54-19N 69-09W TP		245			f 32		15250		210		563	3:02								
								-18		200		337	1:36								
	Goose Radio Range		101			f 32		13000		210		900	4:38								
								-26		189		56	16								
	2nd Wave Return ST DES	Base	Alt 14000					17000		210		527	2:52								
	54-35N 68-42W TP		245			f 32		-25		192		308	1:28								
								16500		210		835	4:20								
	Goose Radio Range		105			f 33				205		70	20								
	3rd Wave Return ST DES	Base	Alt 5000					17		205		541	2:56								
	54-32N 65-23W L.O.		113			f 32		12500		210		196	56								
								-7		218		737	3:52								
	Goose Radio Range		113			f 33		7500		210											
	OPAL																				
	53-19N 60-23W Goose							-16		196		111	33								
	54-44N 58-25W CP Radio		039			f 35		12000		202		111	33								
								-16		196		81	24								
	54-51N 60-48W LO		274			f 36		12000		202		192	57								
								-27		205		53	14								
	54-54N 62-19W ORBIT		274			f 35		17500		231		245	1:11								
								-27		205		245	30								
	ORBIT		065			f 35		17500		231		245	1:41								
			245					-27		205		245	30								
								17500		231		245	1:41								

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"MAKEUP-1"

FROM: ALL WAVES	CORP FORCE	ROUTE	FLT. COND.	T.C.	ID COMP OR DRIFT	T.H.	VAR.	M.H.	TEMP.		MACH	AS	G.S.	GRD DIS	TIME	AIR DIS		ETA	FUEL FLIGHT PLA		
									ALT.	ALT.						ACC	ACC		J. REMAINING	GROSS W	
55-22N	50-42W	45 L. TURN START	CR4	025	DESC/BASE ALT 13000		336		-23	15500		175		40	:12						
55-58N	50-10W	TP										198		398	2:30						
"	"	"										175		295	1:30						
54-44N	58-23W	CP RADIO	CR4	256			336		-23	15500		198		693	4:00						
"	"	"										175		111	:34						
53-19N	60-23W	GOOSE	CR5	218			335		-23	15500		198		804	4:34						
ALL WAVES																					
EDNA FORCE																					
53-19N	60-23W	GOOSE	RTO						-16			196		150	:57	TO ORBIT					
54-38N	56-43W	ORBIT	CR1	058			335		12000			202		150	:57	AT ALT.					
ORBIT												205			:30						
54-38N	56-43W	ORBIT	CR1	250			335		17500			231			1:27						
54-58N	55-09W	RNDZ	CR2	070			336		-27			205		60	:15						
"	"	"							17500			231		210	1:42						
55-50N	51-00W	E/R	CR3	070			336		-27			225		150	:36						
"	"	"							17500			254		360	2:18						
"	"	"										174		60	:18						
56-44N	50-16W	TP	CR4	025			336		-27			198		420	2:36						
"	"	"							17500			174		300	1:31						
54-44N	58-25W	CP RADIO	CR5	247			336		-27			198		720	4:07						
"	"	"							17500			174		111	:34						
53-19N	60-23W	GOOSE	CR6	218			335		-27			198		831	4:41						
ALL WAVES																					
FRANCES FORCE																					
53-19N	60-23W	GOOSE	RTO						-16			196		200	:59	TO ORBIT					
52-11N	55-11W	ORBIT	CR1	110			333		12000			202		200	:59	AT ALT.					
ORBIT												205			:30						
52-11N	55-11W	ORBIT	CR1	250			333		-27			231			1:29						
52-32N	53-35W	RNDZ	CR2	070			333		-27			205		60	:15						
"	"	"							17500			231		260	1:44						
53-28N	49-29W	E/R	CR3	070			333		-27			225		150	:36						
"	"	"							17500			254		410	2:20						
"	"	"										193		40	:12						
54-04N	48-57W	TP	D1	025	DESC/BASE ALT 10000		334		-16			198		450	2:32						
"	"	"							12500			198		336	1:42						
54-44N	58-25W	CP RADIO	CR4	277			335		-16			198		786	4:14						
"	"	"							12500			198		111	:34						
53-19N	60-23W	GOOSE	CR5	218			335		-16			198		897	4:48						
"	"	"							12500												

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2AF FORM 124A  
1 NOV 55

AIR FORCE - 2AF BARK

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"MAKEUP-1"

FROM: ALL WAVES	ROUTE	FLI COND.	T.C	WIND COMP. DRIFT	T.H	VAR.	M.H.	TEMP.		MACH	E/T.	G.S.	GRD DIS		TIME		AIR DIS		ETA	PRE REM.	MEL FLIGHT PLAN
								ALT.	ALT.				ACC	GRD DIS	ACC	TIME	ACC	AIR DIS			
DORIS FORCE																					
53-19N 60-23W GOOSE	RTTO		103			/33		-16	12000		196		182	:57	TO ORBIT						
52-39N 55-30W ORBIT	CLL					/33		-27	17500		202		182	:57	AT ALT						
ORBIT	CR1		250			/33		-27	17500		205			:30							
52-39N 55-30W ORBIT						/33		-27	17500		205		60	:15							
53-01N 53-51W RNDZ	CR2		070			/33		-27	17500		231		242	1:42							
"						/33		-27	17500		225		150	:36							
53-55N 49-45W E/R	CR3		070			/34		-23	17500		254		392	2:18							
" 45 L. TURN START	DESC					15000		-23	15500		175		80	:24							
55-07N 48-48W TP	D 1		025			/34		-23	15500		198		472	2:42							
"						/35		-23	15500		175		334	1:41							
54-44N 58-23W CP RADIO	CR4		266			/35		-23	15500		198		806	4:23							
"						/35		-23	15500		175		111	:34							
53-19N 60-23W GOOSE	CR5		218			/35		-23	15500		198		917	4:57							
ALL WAVES																					
BETTY FORCE ** LONGEST FLIGHT																					
53-19N 60-23W GOOSE	RTTO					/34		-16	12000		196		172	:57	TO ORBIT					31119	175000
53-09N 55-47W ORBIT	CLL		093			/34		-27	17500		202		172	:57	AT ALT					8475	8475
ORBIT	CR1		250			/34		-27	17500		205			:30						22544	166525
53-09N 55-47W ORBIT						/34		-27	17500		231			1:27						2800	2800
53-30N 54-11W RNDZ	CR2		070			/34		-27	17500		205		60	:15						19744	163725
"						/34		-27	17500		231		232	1:42						1400	1400
52-24N 50-05W E/R	CR3		070			/34		-27	17500		225		150	:36						18344	162325
"						/34		-27	17500		254		382	2:18						4500	4500
" MAINTAIN ALT. 45 L. TURN	CR4		025			/35		-27	17500		174		119	:36						1332	1332
56-11N 48-34W TP	CR4		025			/35		-27	17500		198		501	2:54						12512	106493
"						/36		-27	17500		174		352	1:47						3960	3960
54-44N 58-23W CP RADIO	CR5		256			/36		-27	17500		198		853	4:41						8552	102533
"						/35		-27	17500		174		111	:34						1235	1235
53-19N 60-23W GOOSE	CR6		218			/35		-27	17500		198		964	5:15						7317	101298
DESC/LAND COMMON														:40						990	990
														5:55						6327	100308

AIR FORCE - 2AF DAMBALL

**SECRET**

2AF FORM 12A  
1 NOV 55

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MISSION FLIGHT PLAN		O. G. AND NICKNAME		E. ACFT		WAVE		CELL CALL		REMARKS	
23-56 BigWii		30LAREP		U-97G		Deploy		514N		Master Flt Plan	
AIRCRAFT	90,000	1	10354	BOMBS	7000	NUMBER OF ATO		PRESSURE ALT.	11500	RUNWAY	
BASIC WEIGHT	2513	2	8565	AMMO WEIGHT		BOTTLES		LENGTH		AIR TEMP.	73
CREW WEIGHT	1470	3	8565	WATER AUG		REQUIRED FULL		CRITICAL FIELD LENGTH		CRITICAL	
OIL WEIGHT		4	10354	WEIGHT		BOTTLES				AIR TEMP.	
ATO WEIGHT		FUEL		INITIAL GROSS	170884	EMPTY		TAKE-OFF			
RACK WEIGHT		EXT		WEIGHT		ADJUSTED		DISTANCE	6000	SPD	136
EXT. TANKS				START ENGINES		TAKE-OFF		CRITICAL WIND COMPONENT			
WEIGHT (EMPTY)	16901			AND TAXI		DISTANCE		1ST LEG		2ND LEG	
MISCELLANEOUS				FUEL ALLOWANCE	1125			3RD LEG			
OPERATING				WEIGHT		ATO FIRING					
WEIGHT	110884			TOTAL FUEL	53,000	SPEED					

PRE-FLIGHT PLAN														
FROM	FLT. COND.	T. C.	WIND COMP + DRIFT	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	E. A. S. G. S.	GRD DIS ACC. GRD DIS	TIME:01 ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN
to Goose AB														
Barksdale AFB, La	RTTO		78	047	-8	039	73		195	103	:31	99		53000
4/0 33-33N 92-0WW	CLI	051	-4				6700		191	103	:32	99		5225
Enter ADIZ			711	048	-6	042	-7		207	170	:46	164		47775
35-18N 89-21W	CRI	052	-4				11,000		213	273	1:18	263		3450
Exit ADIZ			711				-7		206	98	:26	92		44325
36-18N 87-44W	CR2	054	-4	050	-4	046	11,000		212	371	1:44	355		1900
PRTSMTHS, Ohio			712	052	-2	050	-7		206	273	1:13	258		42425
38-44N 82-57W	CR3	056	-4				11,000		212	644	2:57	613		5220
ELM RNG St/Cl			711	050	75	055	-7		206	341	1:32	325		37205
42-09N 76-56W	CR4	054	-4				11,000		212	985	4:29	938		6060
44-22N 76-36W			713	045	710	055	-14		189	18	:05	17		31145
L/O	CL2	049	-5				12,500		197	1003	4:34	955		625
BTV Rng			719	045	712	057	-15		203	198	:51	181		30520
44-30N 73-12 W	CR5	049	-4				13,000		213	1201	5:25	1136		2800
Enter PQI ADIZ			724	069	718	087	-15		202	194	:50	177		27720
45-35N 68-51 W	CR6	071	-2				13,000		212	1395	6:15	1313		2620
MLT Rng			724				-15		201	12	:03	11		25100
45-39N 68-38W	CR7	071	-2	069	719	088	13,000		211	1407	6:18	1324		155
PQI Range			78	013	721	034	-15		201	69	:19	67		24945
46-45N 68-04W	CR8	019	-6				13,000		211	1476	6:37	1391		980
Enter MOCT CADIZ			715	031	722	053	-15		201	21	:06	21		23965
47-04N 67-46W	CR9	036	-5				13,000		211	1497	6:43	1412		308
ENT Goose CADIZ			715	031	726	057	-15		201	316	1:24	295		23657
51-17N 62-57W	CR10	036	-5				13,000		211	1813	8:07	1707		141541
														4240
														19417
														137301

2AF FORM 1 NOV 55 124

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



FROM: Barksdale AFB, La. Goose AB	ROUTE	FLI. COND.	T.C	WIND COMP		T.H.	VAR.	M.H.	TEMP.		MACH	T.	G.S.	GRD DIS		TIME		AIR DIS		ETA	JEL FLIGHT PLAN	
				T.C	WIND				ALT.	ACC				GRD DIS	ACC	GRD DIS	ACC	GRD DIS	PRE RE.		JEL AB	GROSS WEIGH
Goose	53-17N 60-23W		036	+15	-5	031	432	063	13,000	-15		200	225	154	1967	8:42	8:49	147	1854		2040	2040
Decent & Land												210				9:21					1043	135,261
Highest Terrain	6288' Mt. Washington																				16334	134,218
Danger Area																						
R-439	Shumaker, Ark	8,000' Days																				
R-135	Pinebluff, Ark	9000' Days																				
R-63	Camp Camp Bell Ky	UNL UNL																				
R-64	Fort Knox, Ky	22,000 UNL																				
R-109	Wilmington, Ohio	UNL UNL																				
R-80	Presque Isle Me,	3550 UNL UNL																				

SECRET







COM. BARKSDALE AFB, LA GOOSE AB, LAB ROUTE	FLT COND.	T.C	COMP OR DRIFT	T.H	VAR.	M.H.	TEMP.		MACH	H.A.S.	G.S.	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN			
							ALT.	ALT.				ACC GRD DIS	GRD DIS	ACC TIME	TIME	ACC AIR DIS	AIR DIS		FUEL	GROSS WE		
51-17N 62-57W			19					-21		200		154	8:39	141	1980				1980			
53-19N 60-23W GOOSE AB	CR1	036	-5	031	432	063	15000			216	235	1967	8:28	1807	16070				133954			
												DESC/LAND										
												TOTAL TIME		9:14						14850		132734
HIGHEST TERRAIN 6288' MT. WASHINGTON 42NM SOUTH OF TRACK BETWEEN BTV AND MIT																						
DANGER AREAS:																						
R-439 SHUMAKER, ARK. 8000'																						
R-135 PINE BLUFF, ARK. 9000'																						
R- 63 CAMP CAMPBELL, KY. UNL.																						
R- 64 FORT KNOX, KY. 22000'																						
R-109 WILMINGTON, OHIO UNL.																						
R- 80 PRESQUE ISLE, ME. UNL.																						

SECRET

ZAF FORM 124A  
1 NOV 54

ATT 7, APP 1  
ANNEX I  
4 AD OPORD 23-56  
6 Mar 56



**WEIGHT AND BALANCE CLEARANCE FORM F**  
**TRANSPORT AND CARGO**  
 (USE REVERSE FOR TACTICAL MISSIONS)

FOR USE IN  
 AN 01-1B-40

DATE	AIRPLANE KC-97G	FROM BARKSDALE AFB, LA.
MISSION DEPLOYMENT	SERIAL NO.	TO GOOSE AB, LAB.

PRELIMINARY ESTIMATE		WEIGHT	REF	ITEM	WEIGHT	INDEX OR MOM	
ALLOWABLE GROSS WEIGHT		175000					
TOTAL AIRPLANE AND FUEL WEIGHT (Ref. 11)		147264	1	BASIC AIRPLANE (From Chart C)	90000	810	
ALLOWABLE LOAD (Ref. 18)		27736	2	OIL ( 196 Gal.)	1470	768	
LIMITS			3	CREW (No.) 7 @ 359	2513	700	
<sup>2</sup> GROSS WEIGHT TAKEOFF (lb.)	<sup>1</sup> GROSS WEIGHT LANDING (lb.)		4	CREW'S BAGGAGE in crew wt.			
175000	134218		5	STEWARD'S EQUIPMENT			
<sup>3</sup> PERMISSIBLE C. G. TAKEOFF	FROM 18.5	TO (% M. A. C.) 30.5	6	EMERGENCY EQUIPMENT	281	699	
<sup>4</sup> PERMISSIBLE C. G. LANDING	FROM	TO (% M. A. C.)	7	EXTRA EQUIPMENT			
<sup>1</sup> Enter constant used.			8	OPERATING WEIGHT			
<sup>2</sup> Enter values from current applicable TO.			9	TAKEOFF FUEL ( 9600 Gal.)	53000	701	
<sup>3</sup> Applicable to gross weight (Ref. 15).			10	WATER INJ. FLUID ( Gal.)			
<sup>4</sup> Applicable to gross weight (Ref. 18).			11	TOTAL AIRPLANE AND FUEL WEIGHT	147264	701	

REMARKS  
 COMPUTED FOR THE HEAVIEST ACFT.  
 WTS. ACCORDING TO SAC PAMPHLET 50-2

12 DISTRIBUTION OF ALLOWABLE LOAD					
COMPT.	UPPER COMPARTMENTS			LOWER COMPARTMENTS	
	PASSENGERS NO.	WEIGHT	CARGO	PASSENGERS NO.	WEIGHT
			CARGO		16520
			JP-4		7000

COMPUTER PLATE NO. (If used)  
 E-1035

CORRECTIONS (Ref. 14)				13	TAKEOFF CONDITION (Uncorrected)	170884	708
COMPT.	ITEM	CHANGES (+ or -)		14	CORRECTIONS (If required)		
		WEIGHT	INDEX OR MOM	15	TAKEOFF CONDITION (Corrected)		
				16	TAKEOFF C. G. IN % M. A. C.	25.1	
				17	LESS FUEL	36666	719
				18	ESTIMATED LANDING CONDITION	134218	714
				19	ESTIMATED LANDING C. G. IN % M. A. C.	23.9	

TOTAL WEIGHT REMOVED	-	-	WEIGHT AND BALANCE TECHNICIAN
TOTAL WEIGHT ADDED	+	+	PILOT
NET DIFFERENCE (Ref. 14)			

**SECRET**

**SECRET**

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. GENERAL: 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 / 1.
  - 2nd Wave - 24 aircraft - 1200Z, X / 2.
  - 3rd Wave - 19 aircraft - 2400Z, X / 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 OPOD 23-56  
6 Mar 56

**SECRET**