

WING REGULATION)
NUMBER 55-905)

HEADQUARTERS, 301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base, La., 1 February 1956


OPERATIONS

Aiming Point Review Panel

1. PURPOSE. To establish a panel to review the findings of the Wing Radar Prediction Team and make final determination of aiming point selection in connection with EWP and/or Evaluation.
2. SCOPE. This regulation applies to Operations Directorate and tactical squadrons.
3. RESPONSIBILITY. It is the responsibility of personnel shown in paragraph 5 to implement this regulation.
4. PROCEDURES.
 - a. When available target materials have been fully exploited by the Wing Radar Prediction Team, the panel will be convened by the Director of Operations.
 - b. The panel will consider every conceivable factor and resolve any variances of opinion. Final determination of aiming point under consideration will be made by the panel before adjournment.
5. The Aiming Point Review Panel will consist of the following Wing personnel:
 - a. Director of Operations (President)
 - b. Chief, Bomb-Nav Division (VicePresident)
 - c. Wing Radar Prediction Officer
 - d. Chief, Target Intelligence Branch
 - e. Tactical Squadron Staff Observers (Evaluation only)
 - f. Crew Observer whose aiming point is being determined (EWP only)

BY ORDER OF THE COMMANDER:

OFFICIAL:


CURTIS C CORLEY
Major, USAF
Adjutant

CURTIS C CORLEY
Major, USAF
Adjutant

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WING REGULATION)
NUMBER 65-2)

HEADQUARTERS, 301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base, La, 15 February 1956

SUPPLY AND MAINTENANCE

Inventory of Selected Air Force Property Installed in Aircraft
AF Form 187, RCS: AF-845

1. WHAT THIS REGULATION DOES: This regulation establishes a procedure for the preparation and reporting the inventory of Selected Air Force Property installed in aircraft. This inventory is required for compliance with Air Force Regulation 65-103. [REDACTED]

2. TO WHOM THIS REGULATION APPLIES: This regulation applies to all organizations possessing aircraft, assigned or attached to the 301st Bombardment Wing (H).

3. WHO IS RESPONSIBLE: The 301st Armament and Electronics Squadron Commander, 32nd Bombardment Squadron, 352nd Bombardment Squadron, 353rd Bombardment Squadron, 301st Air Refueling Squadron, Engineering Officers, and OIC of Base Flight will be responsible for the implementation of this regulation.

4. GENERAL: Report only those items and systems listed in the attachment to Air Force Regulation 65-103.

a. The report will be prepared on AF Form 187.

b. The report will be prepared semi-annually as of 31 January and 31 July each year.

5. PROCEDURE: The 301st Armament and Electronic Squadron personnel will conduct the inventory of selected items for each aircraft upon request of each squadron 263 section. The completed inventory will be turned over to the requesting 263 section who will prepare the final report.

a. The report will be prepared in triplicate; the original and one copy will be forwarded through the Wing Reports and Administration Section to Second Air Force. The reporting organization will retain one file copy.

b. The completed reports will be classified in accordance with Second Air Force Message DGRSR 12291, dated 7 December 1955.

c. The report will be submitted to Reports and Administration not later than the 29th of January and 29th of July of each year.


301BOMMG REG 65-2
Page 2 of 2 Pages

d. Organizational copies will be retained until 263 records are transferred or the Air Force Regulation is rescinded, which ever is sooner.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CURTIS C CORLEY
Major, USAF
Adjutant


CURTIS C CORLEY
Major, USAF
Adjutant

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MING REGULATION)
NUMBER 66-4)

HEADQUARTERS, 301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base, La, 15 February 1956

MAINTENANCE

Ground Power Equipment Responsibility

1. PURPOSE: To supplement the procedure outlined in SAC Manual 66-6.
2. SCOPE: This regulation is directive upon all personnel concerned with the operation, inspection, and maintenance of ground power equipment assigned to the 301st Bombardment Wing.
3. RESPONSIBILITIES: The flight line maintenance activities and Field Maintenance activities are responsible for those portions of this directive that pertain to their activity.
4. PROCEDURE:
 - a. Field Maintenance Activity:
 - (1) Maintenance Supervision:
 - (a) Will assign personnel to the ground power section to accomplish its mission in accordance with SAC Manual 66-6.
 - (b) Will process all damage assessments to the D.M. for necessary action.
 - (c) Will insure all shops using ground powered equipment comply with those portions of this directive as pertain to operators of ground powered equipment.
 - (2) Ground Power Section:
 - (a) Will be organized and operated in accordance with SAC Manual 66-6 and this directive.
 - (b) Ground power will dispatch and pick up power units on instruction from job control.
 - (c) The driver delivering the power unit will require the person receiving the power unit to surrender his operator's permit. The permit will be attached to the SAC Form 405. The power unit will not be issued to any person unless he surrenders his operator's permit.

(SUPERSEDES 301BOMWG REG 66-3, dated 14 FEB 56
SUBJ: Ground Power Equipment Responsibility)

- (d) The driver picking up the power unit will insure that the AFIO Form 11 has been completed and that the power unit is in a serviceable condition. Any signs of misuse will be grounds for not returning the persons operators permit.
- (e) The shop chief will make a report of damage and cost of repair to the maintenance supervisor or any unit turned back in an unserviceable or misused condition.
- (f) The dispatch section will turn the operators permit in to Wing Maintenance Standardization Branch for filing until satisfactory compliance of retraining is completed.

(3) Field Maintenance Personnel:

- (a) Any persons requiring ground power will contact job control to have a unit dispatched.
- (b) The person authorized to operate the unit will surrender his operators permit upon signing the SMC Form 405. The unit will not be accepted unless the operator is satisfied with it's condition.
- (c) The operator is responsible for notifying job control when the unit is to be picked up.
- (d) The operator is responsible for rolling the cables and filling out the AFIO Form 11 prior to calling job control for pickup.

b. Maintenance Activities.

(1) Squadron Commanders:

- (a) Will process statement of charges for damages as forwarded by the D.M. from Field Maintenance Supervision.
- (b) Will require the operator damaging or misusing a power unit to complete a course of instruction on operation and use of power units prior to requiring him to operate a power unit.

(2) Squadron Maintenance Personnel:

- (a) Same as Field Maintenance Personnel, (3), (a).
- (b) Same as Field Maintenance Personnel, (3), (b).
- (c) Same as Field Maintenance Personnel, (3), (c).
- (d) Same as Field Maintenance Personnel, (3), (d).
- (e) The operator will roll and strap the aircraft cables on the inrathon rectifiers and motor generators any time power is not going to be applied to the aircraft.

BY ORDER OF THE COMMANDER:

OFFICIAL:

(b) (7)

CURTIS C CORLEY
Major, USAF
Adjutant

CURTIS C CORLEY
Major, USAF
Adjutant

DISTRIBUTION
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AIRCRAFT INCIDENT REPORT		
20 Feb 56		
1-541-12		
TO: Commander 301st Bomb Wing (M) Barksdale AFB, La.	FROM: 352d Bomb Sq Squadron Flying Safety Officer, RFB, La.	THRU: Commander 352d Bomb Sq. Barksdale AFB, La.

SECTION I

1. PLACE OF INCIDENT: Mac Mill AFB, Fla.
2. BASE DEPARTED: Barksdale AFB, La.
3. Date: Dark
4. CLEARANCE: IFR
5. MISSION OR ACTIVITY ENGAGED IN: CCTM
6. PHASE OF FLIGHT: Taxiing
6. ALTITUDE: N/A
7. AIRCRAFT: a. TYPE: B-47E #1414 b. ORGANIZATION TO WHICH AIRCRAFT IS ASSIGNED TO: 352d Bombardment Sq.

8. DESCRIPTION OF DAMAGE TO AIRCRAFT: Underside of #4 engine plus underside of right wing where #4 engine is faired to the wing, plus left side of fairing connecting #4 and #5 engines to the wing burned to the extent that it warped the fairing, necessitating sheet metal work on the fairing and #4 engine change.

9. NARRATIVE REPORT:

a. DESCRIBE WHAT LED TO THE INCIDENT: Landing accomplished with #6 engine in cutoff due to zero oil pressure. Drag chute failed to blossom on touchdown. #1 and #2 throttles were placed in cutoff. I thought I was placing #5 and #6 throttles in cutoff also, but since #6 was already in cutoff #4 and #5 were placed in cutoff instead.

b. WHAT DID YOU DO: Landed with help of GCA. I touched down further down the runway than I normally would without GCA. After I reduced speed to taxi speed I turned off the runway, and stopped on the taxi strip in order to attempt a ground start on #4 engine.

c. WHAT WAS THE IMMEDIATE RESULT: Ignition switch was placed to the normal position. Start selector and over-ride switch were activated with no immediate result. Fire button had not been pulled after landing so I tried to start #4 engine again. This time a loud explosion was heard and fire observed at #4 engine.

d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT: Fuel accumulation resulting probably from #4 engine throttle not being completely in cutoff prior to attempted start, and drag chute not blossoming probably because it caught on the guns which were approximately five to ten degrees below the horizontal.

e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE: Do not attempt engine starts without adequate fire guard, paying particular attention that check list is accomplished prior to engine starts.

SECTION II

10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT: Pilots statements indicate the incident all started with the shut down of #6 engine due to low oil pressure. He was landing from a GCA which put him farther down the runway than normal. He touched down, pulled the brake chute and it did not blossom. In attempting to slow the A/C down he immediately shut down what he thought was the outboards #1-2, #5-6, not realizing at that instant he already had #6 shut down. After A/C was slowed to taxi speed, he realized that only #3 was running. He rolled off the runway onto the taxiway and stopped and attempted a restart of #4 engine. He stated that he attempted

AIRCRAFT INCIDENT REPORT (Cont'd)

the restart because he wanted the additional insurance of hydraulic pressure from the right hand main pump for braking and taxiing. During the restart procedure a loud explosion was heard and #4 engine started burning. Pilot stated that fire was probably caused by the throttle not being in full cutoff at shut down and since fire button had not been pulled, fuel possibly was leaking into fire cans. Check list was not used for restart and the pilot relied on his memory for restart procedure. This is the reason the #4 throttle was not checked for full cutoff position. Pilot stated that the crew had been in the air 9:30 hours prior to this and that his decision to restart the engine from memory was to expedite the start and he felt his fatigued condition was partially responsible for his decision. After fire was extinguished and aircraft parked, inspection of brake chute did not reveal positive cause for brake chute being a streamer. Guns were found to be in a 10° down position which could possibly have fouled the chute on release.

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT: The incident has been brought to the attention of all of the pilots in the Wing at B-47 Flying Safety Meeting.

12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS: Caution all pilots that no start should ever be made without a fire guard. Have pilots review emergency procedures on engine fire on the ground. Bring to pilots attention that the B-47E can be taxied with reasonable safety with one engine (3 or 4) and no need for restarting is necessary in an incident of this nature.

13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED: No.

14. DATE OF INVESTIGATION:
27 February 1956

14. NAME & GRADE OF FLYING SAFETY OFF.
DANIEL A HURLEBURT
Captain, USAF

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15th AF March AFB, Calif.	15 cys
8th AF Westover AFB, Mass	2 cys
Base Operations	2 cys ea
301st - DC, DM, FM, A&E	6 cys ea
32nd, 352, 353rd, 301st IRS	10 cys
396th BW	

AIRCRAFT INCIDENT REPORT

TO: Commander, 352nd Bomb Sq (M) FROM: 353rd Bomb Sq TTHS: Commander
Barksdale Air Force Base, La. Squadron Flying 353rd Bomb Sq
ATTN: Wing Flying Safety Officer Safety Officer Barksdale AFB, La.
BAFB, Louisiana

AIRCRAFT INCIDENT REPORT 20 February 1956 1-SAC-F2
SECTION I

1. PLACE OF INCIDENT: Over Shreveport Omni
2. BASE DEPARTED: Barksdale AFB, La.
3. Dark
4. CLEARANCE: IFR
5. MISSION OR ACTIVITY ENGAGED IN: CCTM
6. PHASE OF FLIGHT: Descent
7. AIRCRAFT: a. TYPE: B-47E #2366 b. ORGANIZATION AIRCRAFT ASSIGNED TO: 352nd Bomb Squadron

8. DESCRIPTION OF DAMAGE TO AIRCRAFT: Small cut in right aft main gear door

9. NARRATIVE REPORT:

a. DESPITE WHAT LED TO THE INCIDENT: First attempt to lower drag gear failed to produce down indication for the right outrigger. Gear was recycled and again attempted with same indication.

b. WHAT DID YOU DO: Attempted to lower gear again with main landing gear handle and still had no down indication. EIGE system was tried to its full limit and still the right outrigger would not indicate down. Gear was retracted and aircraft was put into a steep dive from 23,000 feet to an indicated airspeed of approximately 290 knots. I pulled back sharply on the control column and at the same time dropped the gear again.

c. WHAT WAS THE IMMEDIATE RESULT: Both outriggers came down simultaneously into the down and locked position, but still the gear failed to register down and locked. Flaps were lowered, and throttles reduced to idle. Horn did not blow and light in landing gear handle did not illuminate indicating to me that gear was down and locked. Approximately five minutes later the gear did indicate down and locked.

d. WHAT IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT: It is believed that left main power shield in the forward wheel well came loose at this time and struck the right aft main gear door.

e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE: Make doubly sure that power shield are totally secure on preflight.

SECTION II

10. FROM YOUR INVESTIGATION, WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT: After retraction tests trouble found to be faulty gear indicator. Reason for loss of power shield cover undetermined. Copilot stated that he did check the power shield on preflight but he could not remember if he checked each fastener.

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT: Crews have been briefed on this incident and advised to make closer inspection of power shield latches.

12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS: Closer inspection by maintenance and aircrews.

AIRCRAFT DEFENSE REPORT (CONT'D)

Wing Director of Safety comments: The exterior inspection portion of the check-
list, Section B, "Forward Wheel Well," item 13 states, "Forward Power Shield
Covers (3) -- SECURE." Page 123, Section II, TO 1B-47E-1 of the same amplified
checklist states, "Hand check three forward power shield covers secure and fas-
teners latched." All pilots must use the checklist exactly as prescribed in
order to pin point cause factors on incidents of this nature.

13. WAS DD FORM 535, UNSATISFACTORY REPORT, SUBMITTED: No

14. DATE OF INVESTIGATION:
27 Feb 56

15. SQUADRON
352nd Bomb Sq.

16. NAME AND GRADE OF FLY-
ING SAFETY OFFICER:
DANIEL A. HURLBURT, JR.
Captain, USAF

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15th AF March AFB, Calif.	10 cys
8th AF Westover AFB, Mass	10 cys
Base Operations	2 cys
301st -- Do, DM, FM, A&E	2 cys ea
32nd, 352nd, 353rd, 301 AFS	6 cys ea
376th BW	10 cys

6

MINUTES
SAFETY COMMITTEE MEETING
January 1956

29 February 1956

EXTRACT

* * * * *

FLYING SAFETY:

* * * * *

2. A restriction to landings on runway 32 continues to exist at Barksdale Air Force Base. The restriction is pecan trees extending up into the runway clear zone thereby rendering the first 1,600 feet of runway unusable for landing because glide angle criteria cannot be met. Negotiations with the property owner for removal of the pecan trees has proved unsuccessful. On 15 February 1956 the Corps of Engineers, Little Rock District forwarded formal condemnation proceedings through their channels to the Justice Department. Based upon information furnished by the Corps of Engineers, a court order granting right of entry to the property should be received about 15 April 1956.

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4. Sweepers being used have long proven less than satisfactory for keeping the airdrome free of foreign matter which could damage jet engines. The Material member advised that a new vacuum type sweeper is presently under procurement. No anticipated delivery date was given.

Action Taken: The Chairman directed that all commanders and supervisors continue to emphasize ramp cleanliness. The best sweeping equipment would not be able to get close to aircraft, therefore individual and collective emphasis continues to be one of the most important aspects of ramp and airdrome cleanliness.

* * * * *

/s/ L. D. PYLE
Major, USAF
Director of Safety, 805th AB Gp.
Recorder

A TRUE EXTRACT COPY:

[Redacted Signature]

JACK W. GRIER
2NDLT., USAF

7

Foreign Objects Damage

Base Commander

301C

7 Feb 56

1. During the recent SAC IG inspection, an inspection of the taxiways, ramps and run-up areas revealed that they were covered with all sizes of rocks and mud. In several sections of the taxiway the concrete is starting to break. The weakness of the concrete and the abundance of foreign objects has proven to be a costly and dangerous item.
2. During the month of January the 301st had 9 engine changes on B-47's due to foreign objects damage. It cannot be assumed that the total damage from foreign objects was caused by the condition of the ramps and taxiways.
3. Some immediate action should be taken for the repair of the ramps and taxiways and continued effort must be made on a daily basis to keep these areas free from rocks.

EVERETT W. HOLSTROM
Colonel, USAF
Commander

STATISTICAL SERVICES OFFICE
 105th Air Base Group
 FORTWALD AIR FORCE BASE, LA

SUBJECT: Semi-Monthly Strength Report as of 29 February 56 OFFICERS

ORGANIZATION	AUTH	ASGD	PPD	ATCHD	AV STR PPD
HQ 301st BOMWG	10	9	9		9
HQ 301st BOMWG	46	44	44		45
32nd BOMRON	77	64	45		44
352nd BOMRON	77	64	52	1	46
353rd BOMRON	77	64	42		51
301st A WPS	100	87	75		75
301st A & E WA SQ	13	11	11		11
301st FLD WA SQ	1	6	6		6
301st PER WA SQ	4	2	2		2
301st TAC HOSP	27	22	21		21
TOTAL 301ST BOMWG	424	367	311	1	301
HQ 376th BOMWG	65	70	56		60
512th BOMRON	77	62	42		50
513th BOMRON	77	57	46		46
514th BOMRON	77	50	44		46
376th A WPS	100	94	76		61
376th A & E WA SQ	18	16	13		13
376th FLD WA SQ	8	4	4		4
376th PER WA SQ	4	3	3		3
376th TAC HOSP	27	24	20		22
TOTAL 376th BOMWG	453	390	318		327
HQ 805th AGRU	95	89	107	25	94
805th SUP SQ	16	13	9		11
805th MTR VEH SQ	6	5	4		5
805th ATRON SQ	13	5	5		5
805th INSTL SQ	7	8	6		6
805th FOOD SVC SQ	5	3	3		3
805th OPRON SQ	23	14	12		12
1230th USAF HOSP	24	22	22		22
2nd ALT CHAMBER	2	2	2		2
745th AF BAND	1	1	1	1	1
TOTAL AGRU	196	162	171	26	161
3rd STRAT SUP SQ	64	73	57		59
TOTAL ASGD UNITS	1152	1002	752	27	857
HQ SQ 2AF	262	261	235	2	231
1304th SUPP SQ	3	4	3		3
46th COMM SQ	15	11	11		10
2nd REDON TCH SQ	63	53	47		49
1927th AACS	9	5	5		4
26th Weather Sq	29	23	20		20
TOTAL TENDANT UNITS	381	357	303	2	317
AGGREGATE TOTAL	1533	1359	1055	29	1174

9

STATISTICAL SERVICES OFFICE
 105th Air Base Group
 LAWSDALE AIR FORCE BASE, LA

SUBJECT: Semi-Monthly Strength Report as of 29 February 54 AIRMEN

ORGAN	AMTH	ASGD	PTD	ATCHD	AV STR PTD
Hq 44th TDIV	7	7	6		7
Hq 301st BOMGM	109	124	126		125
32nd BOMGN	100	74	72	2	70
352nd BOMGN	100	77	85	8	75
353rd BOMGN	100	79	66		71
301st AREFS	224	215	190		197
301st A & E MA SQ	329	349	302		308
301st FLD MA SQ	425	419	370	5	377
301st PER MA SQ	109	90	3		41
301st TAG HOSP	94	90	3		83
TOTAL 301ST BOMGM	1590	1537	1277	15	1390
Hq 376th BOMGM	126	137	124		130
512th BOMGN	100	83	7		79
513th BOMGN	100	86	71	1	80
514th BOMGN	100	89	71		83
376th AREFS SQ	224	217	211	8	210
376th A & E MA SQ	397	465	415		420
376th FLD MA SQ	429	444	376		291
376th PER MA SQ	109	103	99		77
376th TAG HOSP	94	87	83		79
TOTAL 376th BOMGM	1679	1683	1582	9	1449
Hq 805th ABGRU	447	563	521	3	502
805th SUP SQ	417	333	288		302
805th MTR VEH SQ	194	277	157		165
805th APRON SQ	423	328	339	36	340
805th INTL SQ	262	298	254		251
805th FOOD SVC SQ	354	298	240	1	275
805th OPKW SQ	222	275	250		261
4230th USAF HOSP	41	49	50	3	58
2nd ALT CHAMBER	13	16	14		15
745th AF BAND	34	24	24		24
TOTAL ABGRU	2407	2861	2195	43	2196
3rd STRAT SUP SQ	260	270	257		270
TOTAL ASGD UNITS	5943	6057 5757	5369	67	5312
HQ SQ 2AF	0	6	3	0	2
430th SUP SQ	406	411	390	10	395
46th COMM SQ	317	268	224		230
2nd RECON TOW SQ	346	327	315	4	312
1927 AACS	106	60	59	5	57
26th Weather Sq	71	44	39		38
TOTAL TENDANT UNITS	1246	1116	1026	19	1034
AGGREGATE TOTAL	7189	7574 6974	6425	86	6346

~~SECRET~~

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HEADQUARTERS
301ST BOMBARDMENT WING (M)

OPERATIONS
PLAN
(BOMBARDMENT)

NUMBER 400-56
DATE 3 Jan 56

~~RESTRICTED DATA~~

~~SECRET~~

36-08

4-6-161

0918

~~SECRET~~

CLASS: ~~SECRET~~
AUTH: Comdr 301BW
NAME: *Hessling*
DATE: 3 January 1956

HEADQUARTERS
301ST BOMBARDMENT WING (M)
Barksdale Air Force Base
Louisiana

301DOP

3 January 1956

SUBJECT: (Unclassified) 301st Operations Plan 400-56

TO: See Distribution:

1. Enclosed is the 301st Bombardment Wing (M) Operations Plan 400-56. This plan becomes an operations order upon receipt of the order of execution.

2. This plan was made in compliance with a requirement by the Inspector General, SAC Headquarters. Under this requirement, designated units of the Second Air Force are instructed to prepare a Unit Planned USCM for execution at any time during the period 30 January - 31 May 1956. In accordance with supplementary instructions issued by Headquarters Second Air Force, the order to execute this plan will be initially received by the Commander 4th Air Division.

3. In the event that orders are not received to execute this plan prior to 31 May 1956, it will be used, with modifications as required, for a 301st Wing quarterly Unit Planned USCM during a subsequent quarter.

4. This letter is a part of the plan and will not be withdrawn. The following abbreviations are used in classifying individual paragraphs.
~~Secret~~ /S/, ~~Confidential~~ /C/, Unclassified /U/.

FOR THE COMMANDER:

(U)

CURTIS C CORLEY
Major, USAF
Adjutant

~~SECRET~~

~~SECRET~~

HEADQUARTERS 301ST BOMBARDMENT WING (A)
Barksdale Air Force Base, Louisiana
3 January 1956

OPERATIONS PLAN

SERIAL NO 400-56

"TAILGATE"

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301 OPLAN 400-56
3 Jan 56

~~SECRET~~

~~SECRET~~

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1955

OPERATIONS PLAN

SERIAL NO 400-56

"TAILGATE"

CHART OR MAP REFERENCES: JN and NAC Series as required, target material as indicated in Annex A.

TASK ORGANIZATIONS:

Headquarters Squadron	Lt E. H. Edgerton
32d Bombardment Squadron	Lt Col D. H. Merten
352d Bombardment Squadron	Lt Col D. R. Taylor
353d Bombardment Squadron	Major W. R. Goode
301st Air Refueling Squadron	Lt Col A. A. Lathan
301st Armament&Electronic Maint Squadron	Major W. H. Charlton
301st Field Maintenance Squadron	Major C. D. Huckleberry
301st Periodic Maintenance Squadron	Major M. C. Hemphill
301st Tactical Hospital	Major R. R. Patterson

1. GENERAL SITUATION: A requirement exists for the 301st Bombardment Wing to accomplish USCM, including Air Weapons exercise, in conjunction with an EMP Evaluation Inspection. X-Day is any date during the period 30 January - 31 May 1956. ~~7/~~
 - a. Intelligence: See Annex A. /U/
 - b. Friendly Forces:
 - (1) SAC IG: Conducts inspection of the 301st Bomb Wing at any time during the period 30 January - 31 May 1956. The inspection will evaluate the capability of this wing to execute a unit planned USCM, with particular emphasis on realistic advance notice. /U/

301 OPLAN 400-56
3 Jan 55

-1-
~~SECRET~~
③

~~SECRET~~

- (2) ADG: 26th Air Division (Def), Eastern Air Defense Force provides necessary radar coverage and fighter interception. ~~/S/~~
 - (3) AMC: Supports this exercise, when necessary, in accordance with existing directives. /U/
 - (4) 4TH AIR DIVISION: Monitor planning, briefing, and execution of this exercise.
 - (5) 376TH BOMBARDMENT WING (M)
 - (a) Receives an evaluation inspection at the same time. ~~/S/~~
 - (b) Supports this exercise by providing ECM coverage. ~~/S/~~
 - (c) Furnishes the 26th Air Division with routes, altitudes and other detailed information as required to insure minimum necessary coordination upon receipt of execution order. ~~/S/~~
 - (6) 805TH AIR BASE GROUP: Provide required personnel and equipment in support of this exercise. See Annex C. /U/
2. MISSION: With a minimum of advance notice, launch simulated nuclear bombardment attacks against selected targets, supported by required air refueling sorties. Capability to launch Quick Strike Force is required. Corollary missions are to accomplish: ~~/S/~~
- a. Air Weapons exercise. ~~/S/~~
 - b. Maximum 50-8 Training. /U/
3. TASKS FOR SUBORDINATE UNITS:
- a. Headquarters Squadron: Provide personnel and equipment as required. /U/
 - b. 32d Bombardment Squadron
 - (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide qualified aircraft commander to act as Tower Officer during takeoff periods of B-47 aircraft. /U/

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- c. 352d Bombardment Squadron:
- (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide qualified aircraft commander to act as Tower Officer during landing periods of B-47 aircraft returning to BARKSDALE. /U/
- d. 353d Bombardment Squadron:
- (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide a qualified aircraft commander at Spreveport Approach Control to act as Liaison Officer during landing periods of B-47 aircraft returning to BARKSDALE. /U/
- e. 301st Air Refueling Squadron:
- (1) Provide air refueling support GRAND PRIZE area in accordance with Appendix 2, Annex B. ~~/S/~~
 - (2) Coordinate with Wing Plans Division to receive adjusted refueling rendezvous point time immediately after receipt of order of execution. /U/
- f. 301st Armament and Electronic Maintenance Squadron:
- (1) Provide personnel, equipment and maintenance support prior to and during the execution of this exercise. /U/
 - (2) Provide air weapons support as outlined in Annex C. ~~/S/~~
- g. 301st Field Maintenance Squadron: Provide personnel, equipment and maintenance support prior to and during the execution of this exercise. /U/
- h. 301st Periodic Maintenance Squadron: Provide personnel, equipment and maintenance support prior to and during the execution of this exercise. /U/
- i. 301st Tactical Hospital: Provide support to this exercise as required. /U/

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x. GENERAL INSTRUCTIONS:

(1) This operations plan becomes an order upon receipt of the order of execution. /U/

(2) Unclassified nickname of this exercise is "TAILGATE".

(3) Execution:

(a) Execution of this plan will be initiated upon receipt of execution order from SAC Inspector General. ~~/S/~~

(b) Unclassified recall word is "WATCH DOG". Upon receipt and proper authentication, participating aircraft will immediately obtain inflight clearance and proceed to home station. /U/

(4) Timing Concept:

(a) X-Day will be the calendar day in Greenwich time designated for launching initial attack in the order of execution. For planning purposes, it is assumed that X-Day will be 1200 ~~GMT~~ of any calendar day during the period 30 January - 31 May 1956. ~~/S/~~

(b) H-Hour, Relative H-Hour Control Time, and H-Hour Control Time: As defined in SAC Tactical Doctrine. See Tab C, Appendix 1, Annex B for location of H-Hour Control Points for strike forces on this exercise. ~~/S/~~

(c) H-Hour Times: H-Hour times for each wave will be established by the SAC Inspector General in the execution order. These

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3 Jan 56

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- (d) Quick Strike: Quick Strike is planned to be either a separate effort or an integral part of the first wave. It is assumed that the order of execution will specify force launching to include "Quick Strike" as separate effort or as an integral part of first wave. ~~/S/~~
- (e) Quick Strike Crews: Primary Quick Strike Crews are listed on Tab B, Appendix 1, Annex B. Dependant upon the availability of crews, Quick Strike aircraft will be manned by either the designated primary crews or by the crews on alert status at the time. Upon receipt of the order of execution, Wing Plans Division will furnish CANTEN CONTROL with final crew assignments for the Quick Strike force and subsequent waves. ~~/S/~~
- (f) Wave Timing: For planning purposes on this exercise the H-Hour control time for the initial and successive waves will be as tabulated below: ~~/S/~~
- | <u>X-DAY</u> | <u>H-HOUR</u> | <u>WAVE</u> |
|--------------|---------------|----------------|
| X-Day | X / 18 hours | "Quick Strike" |
| X/1 | X / 36 hours | First Wave |
| X/2 | X / 48 hours | Second Wave |
| X/2 | X / 60 hours | Third Wave |
- (g) Take-off Times: After receipt of order of execution, Wing Plans Division will furnish B-47 aircraft wave take-off times to CANTEN CONTROL Room. Final adjusted take-off times will be furnished to crews at Weather Briefing. ~~/S/~~
- (h) Refueling Rendezvous Point Times: See Tab A, Appendix 2, Annex B. Adjusted Rendezvous Point times will be furnished by Wing Plans Division to Commander 301st AREFS after receipt of

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execution order. ~~/S/~~

- (5) Security:
- (a) IAW existing directives. /U/
 - (b) This plan will not be distributed to non-SAC Agencies. Necessary direct coordination with SAC or non-SAC agencies, on a minimum basis, is authorized. /U/
 - (c) Essential elements of aircraft movements may be treated as UNCLASSIFIED for clearances and similar purposes. /U/
- (6) Flight Clearances: Operations and Training Division will: /U/
- (a) Coordinate flight clearances on this exercise with 376th Wing Operations and Training Division.
 - (b) Accomplish necessary coordination with and furnish necessary route and altitude data to Fort Worth ARTCC for strike routes and GRAND PRIZE air refueling area by 14 January 1956, with information copy of same data to Headquarters Second Air Force.
 - (d) Upon receipt of execution order, immediately advise Fort Worth ARTCC to activate the flight plans as filed.
- (7) Crew Transportation: It will be the responsibility of the 301st Wing Director of Materiel to provide required transportation. /U/
- (8) Weather Minimum: As established by local regulation or AFR 60-16, whichever is most restrictive. /U/
- (9) Fuel Reserve Minimums:
- (a) B-47, 12,000 lbs over missed A/R alternate or destination. ~~/S/~~
 - (b) KC-97, IAW AFR 60-16. /U/
- (10) Public Information: No press release will be made. ISO's may state that aircraft are engaged in a brief training exercise. ~~/S/~~

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- (11) Force Composition: In accordance with Appendix 1, Annex B. ~~/S/~~
 - (12) Air Weapons: In accordance with Annex C. ~~/S/~~
 - (13) Coordination with Non-SAC Agencies: Headquarters SAC will perform necessary coordination with Air Rescue, RBS Sites, and agencies having jurisdiction over affected Warning Areas.
 - (14) Gunnery:
 - (a) Air gunnery will be conducted during daylight and VFR conditions only. /U/
 - (b) Instructions for gunnery portion of exercise are contained in Annex E. /U/
 - (15) ECM: As outlined in Annex D. ~~/S/~~
 - (16) IFF: In accordance with Annex D. ~~/S/~~
 - (17) SPARE AIRCRAFT:
 - (a) B-47 spares as determined by the Wing Chief of Maintenance.
 - (b) KC-97 Ground and air spares as determined by the 301st AREFS Commander.
 - (18) Flying Safety: Takes precedence over all phases of this exercise. /U/
 - (19) Reports: In accordance with Annex A. /U/
4. ADMINISTRATIVE AND LOGISTIC MATTERS: /U/
Omitted.
5. COMMAND AND COMMUNICATIONS MATTERS:
 - a. Command: Normal
 - (1) Headquarters, Second Air Force retains operational and support responsibility for participating aircraft.
 - b. Communications: In accordance with Annex D.

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3 Jan 56

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HOLSTROM
Colonel
Commander

ANNEXES:

"A" - Intelligence
"B" - Operations
"C" - Air Weapons
"D" - Communications & Electronics
"E" - Gunnery
"F" - Weather

DISTRIBUTION:

SAC6 cys (3 cys ATTN: IG)
2AF2
4AD2
805ABGp2
Det 19, 26Wea^S1
376DOP1
301C1
301DC1
301DO1
301DOB2
301DOI3
301DOC1
301DOT1
301DOCO1
301DOO1
301DOP5
301DM4
301HIST4
301HSC1
32BS3
352BS3
353BS3
301ARS3
301A&E1
301FMS1
301FMS1
301THC1

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DISTRIBUTION: (CONT'D)
"EXTRACTS"

Tab A, App 1, Annex B
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Tab C, App 1, Annex B
301DOP.....10
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Tab D, App 1, Annex B
301DOP.....10
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301DOP.....10
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353BS.....27
301AREFS.....20

OFFICIAL:

(U) (S)

WILLIAM B. COLSON
Lt Colonel, USAF
Deputy Director of Operations

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3 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
13 January 1956

ANNEX A

OPERATIONS PLAN

SERIAL NO ACC-56

INTELLIGENCE

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HEADQUARTERS 301ST BOMBARDMENT WING M
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX A

OPERATIONS ORDER

SERIAL NO 400-56

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) See Volume 1, Section 1, EITG dated March 1955. (U)
- (2) For the purpose of this mission, enemy territory is designated as the area inclosed by the following coordinates: ~~(S)~~
4230N/7300W to 4100N/7000W
4100N/7000W to 3600N/7400W
3600N/7400W to 3700N/8100W
3700N/8100W to 4230N/7800W.
- (3) 26th Air Division of the Central Air Defense Force (USAF) will simulate an aggressive, well-directed, enemy defense force and will make interceptions, day and night, simulating gun and rocket attacks in the target area and withdrawal routes. ~~(S)~~

b. Enemy Order of Battle:

(1) Aircraft Order of Battle:

- (a) The 26th Air Division possesses the following number and type aircraft: ~~(S)~~
93 F-86D
26 F-86F
76 F-94G.

ANNEX A
301BW OP ORD 400-56
3 Jan 56

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(b) For detailed information on disposition of enemy aircraft refer to SAC Intelligence Brief No 158 dated 4 Dec 54. (U)

(2) Radar Order of Battle:

(a) Permanent EW/GCI radar sites in the area of interest are located as follows: ~~(S)~~

4104N/7152W

4023N/7360W

4121N/7419W

3913N/7441W

3837N/7736W

3703N/7557W

4017N/7835W.

(b) For forecasting purposes, the sites listed above are assumed to have an EW range of 170NM and a GCI range of 80NM. ~~(S)~~

(c) Ground radars in the EADF area include both 'S' and 'L' band types. ~~(S)~~

(d) For detailed information on types of equipment see SAC Intelligence Brief No 158 and 2AF Listing of North American Radar. (U)

c. Capabilities of Enemy Forces:

(1) Aircraft and Radar:

(a) Refer to Sac Intelligence Brief No 158. (U)

2. INTELLIGENCE REQUIREMENTS:

a. Routes will be studied by Intelligence Division, 301st Bombardment Wing (M), to forecast possible and potential interception areas. (U)

ANNEX A
301BW OP ORD 400-56
3 Jan 56

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b. Essential Elements of Information:

- (1) Specific EEI are listed on the interrogation form. (U)
- (2) Staff agencies will submit to DOLDOJ WLF 10 January 1956 special EEI designed for each agency. (U)

c. Means of Obtaining EEI:

- (1) Interrogation of combat crews. (U)

d. Means of Reporting Information:

- (1) Reports will be submitted in accordance with procedures outlined in paragraph 3d below. (U)
- (2) Information not transmitted in accordance with SAC Manual 55-8 and existing regulations should be forwarded on AF Form 112 in accordance with USAF Intelligence Collection Instructions. (U)

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

- (1) As per Aero Chart Catalog, USAF Domestic Vulnerability Materials Catalog and 2AF Domestic Radar Photo Catalog. (U)

b. Photography and IBDA:

- (1) Refer to Annex "B" of 2AF USCM Intelligence Catalog dated 13 September 1955. (U)

c. Survival Intelligence:

- (1) General:
 - (a) Crew members will be briefed on the best possible evasion routes from the simulated enemy territory. ~~(S)~~
- (2) Equipment: ~~(S)~~
 - (a) Sustenance kits, type E-1 or E-2, when available, will be issued.

ANNEX A
301EW OF ORD 400-56
3 Jan 56

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- (b) Simulated blood chits will be issued by number and recovered at interrogation.
- (c) Crews will be issued the following:
 - 1 B-5 vest per crewman
 - 1 A-1 sustenance kit modified to include liferaft.
- (d) Crew members will be apprised of other available aids such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally.
- (e) Forced landing procedures will be as outlined in SAC Regulation 200-3.

d. Reports and Distribution:

- (1) Submit reports in accordance with SAC Manuals 55-8, 55-8B, and 55-8T dated October 1955. (U)
- (2) Strike Mission: (U)
 - (a) Distribution A:
B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-21 and reports required by paragraph 6a(1) SAC Manual 55-8.
 - (b) Distribution B:
B-27, B-25, B-30, B-31
 - (c) Distribution C:
M-36
- (3) Air Refueling: (U)
 - (a) Distribution A:
T-2, T-10, T-11, T-15, T-17, T-18, T-21, T-21 and reports required by paragraph 6a(1) SAC Manual 55-8.

ANNEX A
DOWNS OF ORD 400-56
3 Jan 56

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(b) Distribution B:

T-27

(c) Distribution C:

M-36

ANNEX A
COLUMN OF GRID 400-56
3 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX E

OPERATIONS PLAN

SERIAL NO 400-56

OPERATIONS

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX B

OPERATIONAL PLAN

SERIAL NO 400-56

OPERATIONS

1. GENERAL: This Annex contains operational data necessary for execution of a USCM. Penetration routes and timing are such that maximum ECM support will be obtained for the greatest concentration of bomber aircraft possible on each wave. ~~/S/~~
2. TACTICAL CONCEPT: Minimum elapsed time from receipt of initial alert to launching of forces. Multiple - wave strike effort, using one pre-target air refueling.
3. TIMING:
 - a. For planning purposes it is assumed that X-Day will be 1200Z on any day during the period 30 January - 31 May 1956. /U/
 - b. H-Hour by waves: ~~/S/~~
 - (1) Quick Strike 0600Z, X / 1
 - (2) First Wave 24:00Z, X / 1
 - (3) Second Wave 12:00Z, X / 2
 - (4) Third Wave 24:00Z, X / 2
 - c. Relative H-Hour time for all forces is H plus 00:00. ~~/S/~~
 - d. The H-Hour control times will be contained in the execution order. ~~/S/~~
4. ABORTS: Aborting aircraft will be re-scheduled on any subsequent wave, tanker availability permitting. /U/
5. BOMBING: ~~/S/~~
 - a. All bomb carriers simulate release of assigned weapons.

Annex B
301 OPLAN 400-56
3 Jan 56

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- b. Target assignments are listed in Appendix 1, this Annex.
 - c. Method of Bombing:
 - (1) Free style bombing techniques.
 - (2) Emergency: IAW SAC Manual 55-5A.
 - d. Scoring: Targets are RBS sites.
 - e. Method of Attack: Formation, enroute, penetration and withdrawal tactics in accordance with SAC Tactical Doctrine. Individual bomb runs 440 KTS TAS from HHCP to target.
6. NAVIGATION:
- a. B-47 Routes: In accordance with Tab G, Appendix 1, this Annex. /U/
 - b. KC-97 Routes: As directed by Commander 301st Air Refueling Squadron. Refueling Rendezvous point and track as per Tab A, Appendix 2, this Annex. /U/
 - c. B-47 take-off times will be adjusted, on the basis of latest metro information, to make good HHCP time given in execution order. /S/
 - d. A Time Control Point is established at point MIKE (Charleston RACON). Procedures as contained in SAC Tactical Doctrine will be used to effect compression of forces of the waves at the HHCP.
7. AIR REFUELING: In accordance with SAC Manuals 50-31, 55-10 and 100-1. See Appendix 2, this Annex. /U/
8. WEATHER RECONNAISSANCE: Weather Reconnaissance aircraft will proceed to GRAND PRIZE refueling area at least two hours prior to first scheduled B-47 arrival. Weather scout will remain in area until last expected B-47 of the wave has passed through. Weather scout will transmit weather information as indicated in Annex D. /U/
9. PHOTOGRAPHY: /U/
- a. Radar Scope: In accordance with SAC Manual 50-38.
 - b. IRDA:

Annex B
301 OPLAN 400-56
3 Jan 56

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10. GUNNERY: In accordance with Annex E. /U/
11. ECM: In accordance with Annex C. /U/
12. TRAINING REQUIREMENTS:
 - a. Photo scored navigation leg (grid or grid celestial)
 - b. Rendezvous
 - c. Air Refueling (at least 40,000 lbs)
 - d. Aerial Gunnery (daylight and weather permitting)
 - e. Cell
 - f. ECM
 - g. RBS Run
 - h. IBDA
 - i. Strike Report
13. DANGER AREAS:
 - a. W-92
 - b. W-106
 - c. W-107
 - d. W-108
 - e. R-109
 - f. R-25
 - g. R-82
 - h. W-386
 - i. W-454
14. EMERGENCY AIRFIELDS:
 - a. Priority:
 - (1) Any SAC Base
 - (2) Any Military Base
 - (3) Any Airfield

Annex B
301 OPLAN 400-56
3 Jan 56

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<u>b. Suggested Emergency Bases</u>	<u>Runway Length</u>
(1) Lake Charles AFB, La	10,000 Ft
(2) Kelly AFB, Texas	7500 Ft
(3) Eglin AFB, Fla	10,000 Ft
(4) Brookley AFB, Ala	8,800 Ft
(5) Hunter AFB, Ga	10,500 Ft
(6) Andrews AFB, Md	7,200 Ft
(7) Lockbourne AFB, Ohio	10,500 Ft
(8) Campbell AFB, Ky	9,900 Ft

15. BRIEFING:

a. KC-97 Crews: General, Specialized and Final Weather Briefing at time and place as directed by Commander 301st Air Refueling Squadron. /U/

b. B-47 Crews:

- (1) General Briefing: Will be conducted as three separate briefings of each of the corresponding forces in each wave at a time and place to be scheduled by the Wing Plans Division. /U/
- (2) Specialized Briefing: Will be conducted in the Wing Target Section immediately after each General Briefing. /U/
- (3) Final Weather Briefing: 32nd Bomb Squadron Briefing Room 3 hours prior to take-off time for each wave, excepting Quick Strike force which will be briefed in Wing War Room 3 hours prior to take-off. /U/

16. INTERROGATION: /+

a. B-47, 32nd Bombardment Squadron Flight Planning Room.

b. KC-97, 301st Air Refueling Squadron Flight Planning Room.

17. CRITIQUE: 301st Air Refueling Squadron Briefing Room at a time to be announced after the exercise. /U/

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HEADQUARTERS 301ST BOMBARDMENT WING (IC)
Barksdale Air Force Base, Louisiana
3 January 1956

APPENDIX 1, ANNEX B

OPERATIONS PLAN

SERIAL NO. 100-56

B-47 STRIKE

- TAB A - Target Assignment Sheet
- TAB B - Quick Strike Target Assignment Sheet
- TAB C - Flight Plans
- TAB D - Weight and Balance and Take-Off Data

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

TAB A APPENDIX 1 ANNEX B

OPERATIONS PLAN

SERIAL NO 400-56

TARGET ASSIGNMENT SHEET

WAVE	CODE	ACFT COMDR	TARGET	DCEZ	RELATIVE HNC
1	BLUE				H / 0:00
	1 C1	*Krig ✓	Atlanta 1411	I	
	2 C2	Lewis ✓	Atlanta 1467	I	
	3 C3	Miller ✓	Atlanta 3347	I	
	4 W3	Garrington ✓	Atlanta 3367	I	
	5 C5	Adams ✓	Atlanta 3354	I	
	6 C1	Courtesy ✓	Atlanta 3450	I	
	BLACK				
	1	Zuber ✓ 2000	Charlotte 2371	L	H / 0:00
	2	Frater ✓ 2000	Charlotte 1412	L	
	3	Elliott ✓ 2000	Charlotte 3373	L	
	4	Carlson ✓ 2000	Charlotte 1416	L	
	5	Torres ✓ 2100	Charlotte 2200	L	
	GREEN				
	1	Field ✓ 500	Richmond 3368-5103	F	H / 0:00
	2	Kessler ✓	Richmond 1409	F	
	3	Nelson ✓	Richmond 2197	F	
	4	Moore ✓	Richmond 2201	F	

*Wave Commander

Tab A, App 1
Annex B
301 OPLAN 400-56
3 Jan 56

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WAVE	CODE	ACFT COMDR	TARGET	DOZ	RELATIVE HECT
2	RED				
	OK1	Fry ✓	Atlanta 145	I	H / 0:00
	2	Klassen ✓	Atlanta 2219	I	
	3	Moller Stulting	Atlanta	I	
	4	Leonard ✓	Atlanta	I	
	AMEER				
	OK1	Van Zandt	Charlotte	L	H / 0:00
	OK2	Brock	Charlotte	L	
	OK3	Hurlburt ✓	Charlotte	L	
	4	Williamson Curtis	Charlotte	L	
	TAN				
	1	McClellan Farrar ✓	Richmond	F	H / 0:00
	2	Hodge ✓	Richmond	F	
	3	Gilmer ✓ Roy	Richmond	F	
	4	Dwight Bennett ✓ Ortiz	Richmond	F	

* Wave Commander

Tab A, App 1
Annex B
301 OPLAN 400-56
3 Jan 56

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WAVE	CODE	ACFT COMDR	TARGET	DGZ	RELATIVE HGT
3	ORANGE				
	1	Horton	Atlanta	I	H / 0:00
	2	Meyer	Atlanta	I	
	3	Carter	Atlanta	I	
YELLOW					
	1	Helms	Charlotte	L	H / 0:00
	2	Pearson	Charlotte	L	
	3	Wood	Charlotte	L	
GRAY					
	1	Farrar	Richmond	F	H / 0:00
	2	Kessler	Richmond	F	
	3	Lindeman	Richmond	F	

NOTE: WAVE COMMANDER 376th WING (OATMEAL)

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Tab A, App I
Annex B
301 OPLAN 400-56
3 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

TAB B APPENDIX 1

ANNEX B

OPERATIONS PLAN

SERIAL NO 400-56

QUICK STRIKE TARGET ASSIGNMENT SHEET

WAVE	CODE	ACFT COMDR	TARGET	DCZ	RELATIVE LBCT
QS	BLUE				
	1	✓Krig	Atlanta	"I"	H / 0:00
	2	✓Lewis	Atlanta	"I"	H / 0:00
	3	Miller	Atlanta	"I"	H / 0:00
	4	Carrington	Atlanta	"I"	H / 0:00
	5	✓Adams	Atlanta	"I"	H / 0:00
	6	✓Courtney	Atlanta	"I"	H / 0:00

Tab B App 1, Annex B
301 OPLAN 400-56
3 Jan 56

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ORIGINAL ROUTE 577 ALL FORCE FROM BARKSDALE TO ORCE

UNION FLIGHT PLAN		440-56		[REDACTED]		CELL CALL		REMARKS		
ADJUSTED BASIC WEIGHT	82000	P U E L	INDEXED WEIGHT	778	NUMBER OF ATO BOTTLES	11,000	PRESSURE ALT.	11,000	AIR TEMP.	
CREW WEIGHT	1056		WATER AND WEIGHT	1.00	990	NUMBER OF ATO BOTTLES EMPTY			92.5	
OIL WEIGHT	423							11,000	AIR TEMP.	
ATO WEIGHT										
BACK WEIGHT										
EMPTY WEIGHT	1530									
MISCELLANEOUS										
OPERATING WEIGHT	85009									
			TOTAL FUEL	93504	TAKEOFF GROSS WEIGHT	177390	ATO FUELING SPEED			

Tab 9, App 1, Annex B, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

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PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT. COND.	T. C.	WIND COMP. * CR.	T. H.	VAR.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	GRD DIS
				DRIFT								ASD	AGL TIME	ASD		FUEL REMAINING	GRD DIS
BARKSDALE								10								2561	2561
START AND TAXI								0								90943	177390
T.O. AND ACCEL								10								1250	1250
								0								80693	176140
								0								1800	4800
C I ME 926		CL	112	271/31	114	-7	107	20				325	355	85	1:15	85	171340
31 14N LO				270/64				-34						82	1:11	82	3800
90 28W ALFA		CL	112	270/64	115	-7	108	29-31				425	485	177	1:29	177	81093
29 18N FAN T.				270/74				49						134	1:16	126	3472
89 06W BRAVO		CR	148	270/74	157	-6	151	29-31	.72			420	455	311	1:17	303	7262
START NAV IEG								-43						14	1:02	14	400
TURN		CR						29-31	.72					325	1:49	317	77221
27 56W START				263/69				-43						125	1:21	117	3945
91 12W GUNNERY		CR	237	263/69	241	-6	235	29-31	.71			420	359	450	1:10	454	73276
26 01N END				263/69				-43						212	1:35	246	6428
94 28W GUNNERY		CR	236	263/69	240	-8	232	29-31	.71			420	359	662	1:45	710	65848
25 05W				263/69				43						05	1:16	112	2838
05 53N JULI		CR	235	263/69	239	-9	230	29-31	.71			420	359	757	2:01	822	64010
TURN		CR						-43						37	1:02	14	400
								29-31	.71					771	2:03	836	6
96 36W DELTA		CR	310	270/64	300	-9	291	29-31	.71			420	368	802	2:08	871	62734
TURN		CR						43						14	1:02	14	400
								29-31	.71					814	2:10	885	62334

2AF, FORM 124, NOV 58

AIR FORCE - 2AF BARKSDALE NOV 58

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COMMON ROUTE FOR ALL FORCES ~~SECRET~~ PARADE DATE TO OBOE (COLI'D)

PAGE	ROUTE	FLT COND	T.C	WIND COMP + or - DRIFT	021	-9	012	29-31	72	420	455	GRD DIS		TIME		AIR DIS		ETA	FUEL		WT PLAN GROSS WEIGHT
												GRD DIS	TIME	ACC GRD DIS	ACC TIME	ACC AIR DIS	ACC AIR DIS		PREL FUEL RESERVE		
29 54N	PAR TP END	NAV	066	269/69									292	1:39	274			6719	6719		
29 57N	OGCA	CR	029	-8	021	-9	012	29-31	72	420	455	1108	2:49	1159				55615	141614		
30 49N	DFCLN			270/74									134	1:16	112			2671	2671		
31 37N	DESCENT	CR	066	-4	062	-7	058	29-31	72	420	486	1242	3:05	1277				52914	138943		
	L.O.	DES	067							81	440	440	44	1:06	44			330	330		
31 12N				270/42									11	1:02	11			600	600		
31 30N	ANN	RV	067	-3	064	-7	057			280	280	1297	3:13	1326				53014	138013		
31 57N	END			270/42									123	1:23	108			6900	6900		
88 16N	A/R	A/R	068	-3	065	-6	059			280	320	1420	3:36	1434				48390	48390		
	ON LOAD	A/JPA																93504	179503		
	ACCEL RATE												6	1:01	6			500	500		
32 53N				270/53									1426	3:37	1440			93004	179003		
86 20N	TO WTR	CL	070	-2	068	-4	064	29-31		425	476	1525	3:50	1532				88404	174403		
32 42N				270/74									99	1:13	92			4600	4600		
79 55N	MIKE	CR	088	0	088	-1	087	29-31	72	420	493	1351	4:30	1362				80204	8020		
32 30N				268/75									72	1:09	63			1760	1760		
78 30N	EXT	CR	100	12	102	12	104	29-31	72	420	494	1923	4:39	1875				78624	164623		
32 30N				268/75									280	1:34	238			6450	6450		
73 00N	KILO	CR	089	0	089	15	094	29-31	72	420	495	2203	5:13	2113				72174	156173		
	LEVEL OFF	CL	048	-5	042	18	050	31-33		425	425	2246	5:10	2156				1300	1300		
34 00N				268/75									43	1:06	43			7004	156873		
71 00N	OBOE	CR	048	-6	042	19	051	31-33	72	420	475	92	1:12	84				2194	2194		
	END OF COMMON FORCES												2338	5:31	2240			68680	154679		

Feb 6, 1956, 10:30 AM, 301 O'Brien Ave. 56
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 3 Jan 56

GREEN FORCE FIRST WAVE TAN FORCE SECOND WAVE GRAY FORCE THIRD WAVE

A	ROUTE	FLT COND	T.O	WIND *COMP		T.G	E.S	ALT	MACH	T.A.S	S.S	SRO. DIS		TIME		AID. DIS		ETA	FLIGHT PLAN		
				DRIFT	DRIFT							ACC	DIS	ACC	TIME	ACC	AIR DIS		PREP. TIME	GROSS WT	
35 58N	START	GR	342	267/83	-11	331	410	343	-15			123	1:19	133			68600	151670			
71 42N	CLIMB	GR	342	267/83	-11	331	410	343	32	.75	420	392	2461	5:50	2373			65240	151239		
36 37N	HNGP	GR	342	267/83	-11	331	410	343	33	.72	420	392	2503	5:56	2415			1200	1200		
71 37N																		64040	150039		
				GREEN #1														64040	150039		
35 57N	TURN	GR	255	267/83	-12	257	49	266	-48				155	1:26	192			4920	4920		
75 02W															33	.75	440	358	2658	6:22	2607
									-48				14	1:02	14			400	400		
38 58N	TURN	GR	010	267/83	-10	360	48	008	-48				2172	6:24	2621			58710	144700		
74 40N															33	.75	440		2840	6:46	2783
									-48				22	1:03	22			600	600		
38 34N	TURN	GR	239	267/83	-15	244	48	252	-48				2862	6:49	2805			54160	140150		
76 05W															33	.75	440	365	2921	6:59	2878
				GREEN #2														65040	150039		
36 58N	TURN	GR	279	267/83	-2	277	49	286	-49				143	1:24	177			4540	4540		
74 52N															33.5	.75	440	358	2646	6:20	2592
									-49				14	1:02	14			400	400		
38 58N	TURN	GR	010	267/83	-10	360	48	008	-49				2660	6:22	2606			59100	145000		
74 40N															33.5	.75	440	450	2765	6:36	2709
									-49				105	1:14	103			2480	2480		
38 34N	TURN	GR	239	267/83	-10	244	48	252	-49				2787	6:39	2731			56000	144200		
76 05W															33.5	.75	440	365	2846	6:49	2804
				GREEN #3														64040	150039		
35 32N	TURN	GR	241	267/83	-15	246	49	255	-50				126	1:29	213			5460	5460		
75 05W															34	.75	440	365	2679	6:21	2628
									-50				22	1:13	22			600	600		
38 58N	TURN	GR	010	267/83	-10	360	48	008	-50				2700	6:28	2650			59280	143000		
74 40N															34	.75	440	450	2914	6:56	2856
									-50				213	1:28	206			5030	5030		
38 34N	TURN	GR	239	267/83	-10	244	48	252	-50				2934	6:59	2878			52350	138349		
76 05W															34	.75	440	365	2995	7:09	2951
									-50				22	1:03	22			600	600		
38 34N	TURN	GR	239	267/83	-15	244	48	252	-50				59	1:10	73			1695	1695		
76 05W															34	.75	440	365	2995	7:09	2951

35 58N, 71 42N, 36 37N, 71 37N, 35 57N, 75 02W, TURN, 38 58N, 74 40N, PETER, TURN, 38 34N, 76 05W, ITEM, GREEN #1, GREEN #2, GREEN #3

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2AF, Form 124A, Annex B 301 ORIGIN 400-96 3 Jan 96
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ROUTE	FLY COND	T.C	WIND * + C DRIFT	T.N	VAR.	M.M.	TEMP	MACH	T.A.S	A.S.	GRD DIS		TIME	AIR DIS		ETA	FLIGHT PLAN	
											ACC	ORD DIS	ACC	TIME	ACC		AIR DIS	FUEL REMAINING
				GREEN #4								2503	5:56	2435		64040	150039	
38 50R 74 40R	HEYR	GR 217	267/83 -8	309	A0	319	-51 34.5	.76	440	353	196	5:31	228	5860	5860	58180	141179	
	TURN	GR					-51 34.5	.76	440	351	14	5:02	14	600	600	57580	143579	
38 34R 76 05R	ITEM	GR 239	267/83 A5	244	A8	252	-51 34.5	.76	440	365	59	5:10	73	1775	1775	55805	141004	
				END SEPARATE GREEN FORCES														
38 34R 76 05R	ITEM			(COMPUTED FOR GREEN #3)												50655	136654	
	TGT RICHMOND "F"	GR 226	270/80 A8	234	A1	241	-52 33/34.5	.76	440	375	87	5:14	103	2350	2050	-700/43305	133604	
	LEVEL OFF	CL 190	270/80 A12	202	A5	207	-55 36/37.5		440	415	42	5:06	44	1000	1000	47305	132604	
35 56R 77 47R	BEGIN NAV LEG ROCKY MT, N.C.	GR 190	270/80 A12	202	A5	207	-55 36/37.5	.73	420	398	56	5:08	56	1245	1245	46060	131359	
	ENGL SWICK GA	GR 212	270/80 A9	221	A2	223	-55 36/37.5	.73	420	372	341	5:55	385	8800	8800	37260	122559	
	TURN	GR					-55 36/37.5	.73	420		14	5:02	14	600	600	36860	122159	
	LEVEL OFF	CL 279	270/80 -1	278	-1	277	39/40.5	.74	420	343	34	5:06	42	1000	1000	35860	121159	
	BEG NAV LEG TYLER, TEXAS	GR 276	270/80 -1	275	-5	270	-57 39/40.5	.74	420	341	676	1:59	836	16200	16200	19660	104959	
	RIGHT TURN	GR					-57 39/40.5	.74	420		22	5:03	22	600	600			
	TEXARKANA		270/80				-57				89	5:11	77	1330	1330			
	VOR ARK	CR 053	-6	047	-8	039	39/40.5	.74	420	481				17730	103029			
	SHREVEPORT	DS 167	270/53 A7	174	-8	166	-10 2	IAS 290	425	435	45	5:06	43	300	300	17430	102729	

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TAKE OFF PERFORMANCE DATA

GROSS WEIGHT AT CHOCKS	179,951 lbs
START ENGINES AND RUN UP FUEL	2,561 lbs
GROSS WEIGHT AT TAKE OFF	177,390 lbs
RUNWAY LENGTH	11,600 Ft
RUNWAY TEMP (MAX)	92.5° F
TAKE OFF GROUND ROLL	10,080 Ft
CRITICAL FIELD LENGTH	11,600 Ft
TAKE OFF SPEED	153 Knots
REFUSAL SPEED	126.5 Knots
LINE SPEEDS (3000' - 5800')	93 - 122.5 Knots
TRIM FOR TAKE OFF	4.5 NOSE DOWN

FUEL LOADING

	GALLONS		POUNDS (6.4# GALS)
FORWARD MAIN	2990	54.6	18,750
CENTER MAIN	2810	93.4	18,000
AFT MAIN	3430	91.2	22,000
FORWARD AUX	990	34.1	6,354
BOMB BAY	3230	43.1	20,600
AFT AUX	1220	56.9	7,800

Tab D, App 1
Annex B
301 OPLAN 400-56
3 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

APPENDIX 2 ANNEX B

OPERATIONS PLAN

SERIAL NO 400-56

AIR REFUELING

TAB A - Refueling Assignment Sheet

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

APPENDIX 2 ANNEX B

OPERATIONS PLAN

SERIAL NO 400-56

AIR REFUELING

1. CONCEPT:
 - a. All forces launch from home station and strike assigned targets non-stop, employing one pre-target refueling in a one tanker/ one receiver ratio. ~~70%~~
2. FORCES: /U/
 - a. 301st AREFS (BARKSDALE) will support 301st Bomb Wing in GRAND PRIZE refueling area.
 - b. See Tab A, this annex for Air Refueling assignment sheet.
3. TANKER SQUADRON COMMANDER'S RESPONSIBILITIES:
 - a. Develop plans for scheduling launching and recovering controlled tankers and disseminate such plans as required. /U/
 - b. Insure that all crews are briefed on, and thoroughly understand, the assigned refueling mission. /U/
 - c. Prepare crew folders for use in refueling area, contain, but not limited to, the following. /U/
 - (1) Appropriate Standard Communication Flimsy.
 - (2) Refueling Rendezvous Point.
 - (3) Reference material covering any special instruction or procedures.
4. GENERAL INSTRUCTIONS: /U/
 - a. Refueling and Rendezvous Points: As specified in Tab A, this Appendix.
 - b. Communications: IAW SAC Tactical Doctrins, SAC Manual 100-1 and Annex D

this plan.

App 2 Annex B
301 OPLAN 400-56
3 Jan 56

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- c. Refueling Procedures: IAW SAC Manuals 55-10, 50-31, 100-1 and SAC Tactical Doctrine.
 - d. Alternate Refueling Area: No specific alternate area is assigned. In event of weather, rendezvous point will change IAW SAC Manual 55-10.
 - e. Refueling Altitude and Transfer Requirements: See Tab A, this Appendix.
5. SPARE AIRCRAFT: Ground/air spares at discretion of Tanker Squadron Commander.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

TAB A APPENDIX 2 ANNEX B

OPERATIONS PLAN

SERIAL NO 400-56

REFUELING ASSIGNMENT SHEET

AREA	GRAID PRIZE	301 W/FS	KEY RENDEZVOUS PT	31 1/2 90 27W	
REFUELING RACK		069 ⁰	TRANSFER CAPABILITY	50,000 #	
MISSED A/R ALTERNATE		BARKSDALE	BASE ALTITUDE	15,000 FT	
WAVE	RV FT	UNIT	NR ACFT	BOMBER CALL	TIME
1***	ANN	301	4	CANTEEN GREEN	H - 2:43 ***
	BETTY	301	6	*CANTEEN BLUE	H - 2:50
	CORA	301	5	CANTEEN BLACK	H - 2:46
2	ANN	301	4	*CANTEEN TAN	H - 2:43
	BETTY	301	4	CANTEEN RED	H - 2:50
	CORA	301	4	CANTEEN AMBER	H - 2:46
3	ANN	301	3	CANTEEN GRAY	H - 2:43
	BETTY	301	3	CANTEEN ORANGE	H - 2:50
	CORA	301	4	CANTEEN YELLOW	H - 2:46

* Wave Commander

*** Quick Strike Rendezvous Point, Six (6) aircraft

Tab A, App 2
Annex B
301 OPLAN 400-56
3 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX C

OPERATIONS PLAN

SERIAL NO 400-56

AIR WEAPONS

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1 January 1956

ANNEX C

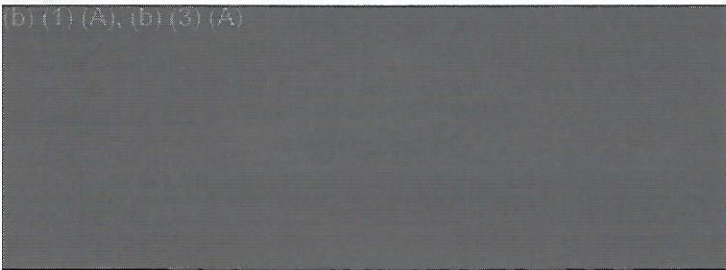
OPERATIONS PLAN

SERIAL NO 400-56

AIR WEAPONS

1. GENERAL: A requirement exists to exercise the 301st Bombardment Wing (M) in air weapons procedures and loadings. Full participation of all agencies concerned is directed. (U)
 - a. Enemy Forces: Penetration will be attempted by an unspecified number of unknown, highly trained sabotage agents. Personnel are directed to detain suspicious persons and turn them over to security guards. (U)
 - b. Supporting Units:
 - (1) 805th Air Base Group will:
 - (a) Accomplish tasks listed in Appendix 2, this Annex. (U)
 - (b) Provide personnel as prescribed by SAC Atomic SOP 55-10. (U)
 - (c) Provide required loading teams at Bomb Control Point. (U)
2. MISSION: To demonstrate for purposes of possible inspection, the 301st facilities, equipment, plans, and actions on an air weapons exercise. (U)
3. AIRCRAFT PREPARATION:

a. (b) (1) (A), (b) (3) (A)



Annex C
301st OPlan 400-56
3 Jan 56

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

4. PERSONNEL & EQUIPMENT FOR PICKUP SITE:

- a. The 301st A&E Maint Squadron will furnish ten armament loading monitors plus a coordination team consisting of one A&E Operations Officer and two Airman assistants to the pickup site commander thirty minutes prior to first scheduled loading listed in Appendix 1, this Annex. (U)
- (1) Armament monitors will monitor loading of bombs & 20mm cannon. (U)
- (2) Coordination team of one officer and two airman will be equipped and prepared to use the following: (U)

(b) (1) (A), (D) (3) (A)

(d) Other equipment as required. (U)

- b. After checking with WING WPMS OFF, Weapons Control Officers (1435V) will report to the pickup site commander thirty minutes prior to first scheduled loading. Crew chiefs will accompany aircraft to loading sites, act as fire guard and point security guard. ~~(S)~~
- c. The wing Air Weapons Officer (1416V) will act as Deputy Control Officer during the exercise. ~~(S)~~
- d. The wing Security Officer will establish a wing security check point in Hangar #10. ~~(S)~~

5. GENERAL INSTRUCTIONS:

- a. The East runway of Barksdale AFB will be the loading site for this operations plan. The building at the north end of the east ramp will be the loading site command post (Phone #2609). ~~(S)~~
- b. The 301st Director of Material will declare aircraft fully prepared and refueled prior to the taxi phase to loading sites. Schedule to

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~~RESTRICTED DATA~~

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be maintained is shown in Appendix 1, this Annex, under the "TIME IN SITE" column. ~~(S)~~

- c. Canteen Control will designate aircraft, aircrews, and priority onto refueling pits. Aircrews will load all equipment, refuel aircraft, and taxi them to the East Runway. As aircraft arrive at the loading area, traffic control officers will direct them to specific loading sites. Crew chiefs will assure that aircraft are grounded and that aircraft Form 781 is available. An aircrew member will remain with the aircraft at all times during the loading; at all times after receipt of capsule. ~~(S)~~
- d. The 301st A&E squadron will monitor aircraft cannon, bomb, and capsule loading; removal and preparation for Class 39-D Turn-In of: All bomb lugs, left C-9 Hoist and cables where applicable; stowing of right C-9 Hoist where applicable. ~~(S)~~
- e. Bombs, capsules, and bomb settings will be as listed in Appendix 1. (U)
- f. Aircraft will be taxied by aircrews to parking sites as directed by the Control Tower when each loading is completed. (Only aircraft designated with a "TIME TO GO PARK" will be moved. ~~(S)~~
- g. Final pre-takeoff check time is listed under, "CREW REPT TIME". (U)
- h. Round trip transport to the East Runway will be available at Wing Headquarters. Aircrews of parked aircraft will make transport requirements known to Canteen Control. (U)
- i. All briefing personnel will reiterate that nothing in this exercise is simulated with the exception of those items of equipment which are not physically present on base (M-19 caps, core charges, etc.) ~~(S)~~

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~~ATOMIC ENERGY ACT 1954~~
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APPENDIX 1 ANNEX C

OPERATIONS PLAN

SERIAL NO. 400-56

AIR WEAPONS LOADING SCHEDULE

~~SECRET~~ (7)

TGT	TIME	TYPE	WAVE	ALT	TYPE	TIME	WAVE	STATUS
FILDR	STG							(QUICK STRIKE)
1	ASAP	66	C	36	1930*	ASAP	Q #1u	
2	ASAP	66	C	36	1930*	ASAP	Q #1u	*Applies only if "Q"
3	ASAP	66	C	36	1930*	ASAP	Q #1u	Force does not takeoff
4	ASAP	66	C	36	1930*	ASAP	Q #1u	
5	ASAP	66	C	36	1930*	ASAP	Q Green	
6	ASAP	15	-	--	1930*	ASAP	Q #1u	
15	ASAP	15	-	--	1930*	N/A	Q Spare	
13	ASAP	66	C	36	1930*	N/A	Q Spare	(FIRST WAVE)
13	SP	66	C	36	SP	1130	Blue	
7	2030	66	C	36	N/A	1130	Blue	
8	2030	66	C	36	N/A	1130	Black	
9	2030	66	C	36	N/A	1130	Black	
10	2030	66	C	36	N/A	1130	Black	
11	2130	66	C	36	N/A	1130	Black	
12	2130	66	C	36	N/A	1130	Green	
14	2130	66	C	36	N/A	1130	Green	
15	SP	15	-	--	SP	1130	Green	
16	2130	66	C	36	1330*	N/A	Spare	*If not used in First
17	2330	66	C	36	1330*	N/A	Spare	Wave
18	2330	66	C	36	1330*	N/A	Spare	(SECOND WAVE)
16	SP	66	C	36	SP	2330	Red	
17	SP	66	C	36	SP	2330	Red	
18	SP	66	C	36	SP	2330	Red	
19	1430	66	C	36	1630	2330	Red	
20	1430	15	-	--	1630	2330	Amber	
21	1430	66	C	36	1630	2330	Amber	
22	1430	66	C	36	1630	2330	Amber	
23	1530	66	C	36	1730	2330	Amber	
24	1530	66	C	36	1730	2330	Tan	
25	1530	66	C	36	N/A	2330	Tan	
26	1530	15	-	--	N/A	2330	Tan	
27	1730	66	C	36	N/A	2330	Tan	
28	1730	66	C	36	0130*	N/A	Spare	*If not used in
29	1730	15	-	--	0130*	N/A	Spare	Second Wave
30	1730	15	-	--	0130*	N/A	Spare	
31	1830	15	-	--	0130*	N/A	Spare	
32	1830	66	C	36	0130*	N/A	Spare	
33	1830	66	C	36	0130*	N/A	Spare	
34	1830	66	C	36	0130*	N/A	Spare	(THIRD WAVE)
28	SP	66	C	36	SP	1130	Orange	
29	SP	15	-	--	SP	1130	Orange	
30	SP	15	-	--	SP	1130	Orange	
31	SP	15	-	--	SP	1130	Yellow	
32	SP	66	C	36	SP	1130	Yellow	
33	SP	66	C	36	SP	1130	Yellow	
34	SP	66	C	36	SP	1130	Yellow	
35	0230	66	B	36	N/A	1130	Grey	
36	0230	66	B	36	N/A	1130	Grey	
37	0230	66	B	36	N/A	1130	Grey	

All targets are surface burst whenever this option exists on upon used.
 All available spare aircraft w/b loaded either to fill up or in addition
 to the THIRD WAVE. Wps w/b available 66st Caps as available.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

APPENDIX 2 ANNEX C

OPERATIONS PLAN

SERIAL NO 400-56

SUPPORT TASK FOR 805 AIR BASE GROUP

~~SECRET~~ (49)

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1 January 1956

APPENDIX 2

ANNEX C

OPERATIONS PLAN

SERIAL NO 400-56

TASKS FOR SUPPORTING UNITS

805TH AIR BASE GROUP

1. The 805th Air Base Group will:
 - a. Furnish transport for the loading operations. /U/
 - b. Man and equip the Bomb Control Point, Field Control Point, and Loading Sites. This will include a ground wire at each Site. ~~/S/~~
 - c. Furnish communications for the loading exercise. /U/
 - d. Establish the following:
 - (1) Field and Bomb Control Points in Bldg 741 (Ph #2609). ~~/S/~~
 - (2) Loading Sites one through ten. ~~/S/~~
 - e. Provide training weapons and M-19 ballistic shapes to the limit of immediately usable, on-base supplies. ~~/S/~~
 - f. Provide security as required for the exercise. /S/
2. General:
 - a. All briefing personnel will reiterate that nothing in this Operations Plan is simulated with the exception of those items of equipment which are not physically present on base, such as, M-19 caps, core charges, etc. Bomb lugs and left C-9 Hoists, etc. will be removed. All aircraft are to be prepared as though for an actual strike mission. ~~/S/~~

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX D

OPERATIONS ORDER

SERIAL NO 400-56

COMMUNICATIONS AND ELECTRONICS

~~SECRET~~ (S)

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base Louisiana
3 January 1956

ANNEX D

TO

OPERATIONS ORDER

SERIAL NO. 400-56

COMMUNICATIONS

1. GENERAL:

a. U.S. Radio Facility Charts, Supplementary Flight Information Document, JANAP's, ACP's, SACCEI, SAC Manuals in the 55 series and SAC Manual 100-1 apply. /U/

b. Force Leaders will enforce maximum radio discipline. /U/

2. UHF INSTRUCTIONS:

a. CHANNELIZATION normal except: Channel 4 will be tuned to the specified air/air and refueling frequency. ~~/U/~~

b. NAVY COMMANDERS and WEATHER AIRCRAFT will utilize 311.0 mc for air/air UHF transmissions. ~~/U/~~

c. UHF GAA reporting will be IAW current U.S. Radio Facility Charts. Reporting points will be as briefed and on flimsies. Force leaders will report for forces in formation. Tankers will submit reports for receivers during rendezvous and refueling. ~~/U/~~

d. All aircraft will monitor 243.0 mc (emergency) throughout the mission. No transmissions will be made on this frequency except in case of emergency. /U/

e. Tankers will utilize assigned A/R frequency for air/air communications. ~~/U/~~

f. All aircraft will monitor 301.4 mc during ECM operation for

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3 Jan 56

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possible instructions to cease ECM. ~~/sf~~

g. NCA formation control broadcasts will be IAW SAC Manual
55-1A. ~~/sf~~

3. VHF INSTRUCTIONS:

- a. Tanker channelization will include 121.5 mc. ~~/sf~~
- b. Tankers will transmit on 121.5 mc during refueling in the event of UHF failure. ~~/sf~~
- c. Receivers will monitor 121.5 mc during refueling on OMNI receivers. ~~/sf~~

4. HF INSTRUCTIONS:

- a. Channelization: Normal. /U/
- b. Air/Air backup frequency: 4270 kc. /U/
- c. Air refueling backup frequency: 5710.5 kc (for use in refueling only). ~~/sf~~
- d. Optimum reporting frequencies: As listed on flimsies and as briefed. /U/
- e. A minimum of three operational HF sets per force is directed. /U/
- f. Control Stations:

(1) Strike Reports: (Force leaders or designated representatives will report for forces).

- (a) Addressee: PADLOCK AIFA
- (b) MARCH (P)
- (c) McCIELLAN ~~(S)~~
- (d) Any airways station (T)

(2) Refueling Reports:

- (a) Addressee: PADLOCK AIFA
- (b) GARSWELL (C)

~~SECRET~~

(c) RAMEY ~~(S)~~

(d) Any airways station (T) ~~(S)~~

g. HF monitoring procedure AIFA applies. ~~(S)~~

h. Tankers will monitor 5710.5 kc during rendezvous and refueling. ~~(S)~~

1. ICAO position reports for forces will be submitted by force leaders or their designated representatives IAW Supplementary Flight Information Document and as briefed. ~~(S)~~

5. SECURITY RECOGNITION AND IDENTIFICATION:

a. HF radio silence is directed except for strike reports, refueling reports, specified ICAO reports, and answers to calls from ground control stations. /U/

b. Authentication will be in accordance with AFSAL 5104. /U/

c. Identification will be by IFF:

(1) Force Leaders: Mode 2, takeoff to Point XIIIO; standby to initial contact with EBS site; Mode 2 to Barkdale.

(2) Other Aircraft: Standby to initial contact with EBS site, Mode 2 to Barkdale. /U/

6. EMERGENCY COMMUNICATIONS:

a. IAW ACP 130, 135, current Radio Facility Charts and Supplementary Flight Information Documents. /U/

b. RS-6 and URC-4 radios will be carried. LOTF's and crystals will not be issued. /U/

c. In the event of emergency, contact station to which position reports are being submitted, give position, status and intentions. If aircraft is to be abandoned, actuate emergency keyer. /U/

7. CALL SIGNS AND CODE WORDS:

a. Mission nickname: TAIL GATE. ~~(S)~~

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b. Air/Air call signs:

- (1) Bomber: FORCE COLOR PINS FORMATION POSITION.
- (2) Tankers: RENDEZVOUS POINT PINS FORMATION POSITION. ~~/sf~~

c. Air/Ground call signs: Unit Tactical call signs plus two digit assigned number. ~~/sf~~

d. Unit Tactical call signs: IAW current SACCEL. /u/

e. Recall Codeword: WATCH DOG ~~/sf~~

f. Force Call Signs:

<u>Q.S.</u>	<u>Wave 1</u>	<u>Wave 2</u>	<u>Wave 3</u>
Blue	Blue	Red	Orange
	Black	Amber	Yellow
	Green	Tan	Grey /sf

g. Weather Aircraft: GRAND PRIZE WEATHER. ~~/sf~~

h. Refueling Area: GRAND PRIZE. ~~/sf~~

i. Cease ECM: ICE WATER. ~~/sf~~

j. Collective Call Sign: TAIL GATE FORCE. ~~/sf~~

k. Resume ECM: GUN FIRE. ~~/sf~~

l. Wave Commanders:

- (1) Wave 1: CANTEN COMMANDER.
- (2) Wave 2: CANTEN COMMANDER.
- (3) Wave 3: CANTEN COMMANDER. ~~/sf~~

m. Tanker Task Force Commander: GRAND PRIZE COMMANDER. ~~/sf~~

8. AIR REFUELING COMMUNICATIONS:

<u>BOMBER FORCE</u>	<u>B/T</u>	<u>C/R PLAN</u>	<u>TANKER FORCE CALL</u>
BINE, RED, ORANGE	301	BETTY 01	BETTY (1-)
BLACK, AMBER, YELLOW	301	CORA 01	CORA (1-)
GREEN, TAN, GREY	301	ANN 21	ANN (1-)

~~SECRET~~

b. Tanker task force commander will utilize 311.0 mc for air/air/
communications. ~~/U/~~

9. SPECIAL INSTRUCTIONS:

a. All Aircraft:

- (1) Check in with CANTEEN when ready to taxi.
- (2) Submit FOX broadcast to tower on take-off roll giving aircraft tail number.
- (3) Give CANTEEN take-off time immediately after airborne.
- (4) Advise CANTEEN of estimated landing time after contacting Shreveport Approach Control. /U/

b. Wave Commanders:

- (1) Submit M-11 report to DEREY on 321.0 mc when over POINT MIKE.
Address: PADLOCK. ~~/U/~~

10. ECM REQUIREMENTS:

a. All Aircraft:

- (1) Turn both transmitters to standby immediately after take off. /U/
- (2) Begin electronic jamming and random chaff drop on "E" setting at 75 degrees 00 minutes West. ~~/U/~~
- (3) BHCP: Begin self protection chaff drop on "B" setting and continue until chaff reserve is exhausted. ~~/U/~~
- (4) Cease electronic jamming at the coast line on penetration. ~~/U/~~

b. Aircraft equipped with ALT-7 transmitters will perform a simulated turn on and turn off due to lack of antennas. Controls for these trans-

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mitters will be marked by AIMS. ~~/S/~~

c. Aircraft Loading:

(1) First Wave and Quick Strike:

- (a) 1 carton RR-3/AU per aircraft.
- (b) 1 AIT-8 per aircraft.
- (c) 1 AIT-7 per aircraft. ~~/S/~~

(2) Second Wave:

- (a) 1 carton RR-3/AU per aircraft.
- (b) 1 AIT-8 transmitter and 1 AIT-7 transmitter for 3 aircraft.
- (c) Remaining aircraft will be loaded with 2 AIT-7 transmitters. ~~/S/~~

(3) Third Wave:

- (a) 1 carton RR-3/AU per aircraft.
- (b) Two AIT-7 transmitters. ~~/S/~~

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX E

OPERATIONS PLAN

SERIAL NO 400-56

GUNNERY

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX E

OPERATIONS PLAN

SERIAL NO 400-56

GUNNERY

1. GENERAL: A requirement exist for live gunnery and fighter tracking to be conducted in conjunction with USCM.
 - a. Live gunnery will be conducted only during day light hours and under VFR conditions only.
 - b. Fighter tracking will not be accomplished if live firing is not completed prior to interception or, in event malfunction has accrued during firing practice.
2. LOADING: All aircraft will be loaded with 700 rounds of training ammunition.
 - a. The A-5 section of the A&E Squadron will perform a thorough preflight load an inspect gunnery system.
 - b. Quick Strike aircraft may be launched as a separate force prior to first wave. Therefore ammunition loading will be performed to give quick strike aircraft priority.
 - c. Ammunition will be torqued into the guns within four hours before scheduled take off by A&E gunnery team.
3. FIRING: Guns will not be charged until after making turn at point BRAVO.
 - a. Formation leaders will give command to commence fire and cease fire.
 - b. Observers will clear area twenty miles ahead of the bomber with radar and optic.
 - c. Gunners who accomplish live firing will complete SAC Form 255.

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4. TRACKING: From MCE to target fighter affiliation may be expected. Gunners will track all fighters and record each pass on 2AF Form 28.
- a. The following switches will remain in the off or safe position during the tracking period.
- (1) Trigger switch.
 - (2) Gun safe fire switch.
 - (3) Fire power fuse removed.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX F

OPERATIONS PLAN

SERIAL NO 400-56

WEATHER

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
3 January 1956

ANNEX F

TO

OPERATIONS PLAN

SERIAL NO 400-56

WEATHER

1. GENERAL: Weather forecasts and briefings will be accomplished by the Wing Weather Officer provided by Detachment 19, 26th Weather Squadron. /U/
2. BRIEFING SCHEDULE: Weather briefings will be provided to bomber and tanker crews three hours prior to take-off time. Briefings will consist of a word and pictorial presentation of general synoptic patterns, weather, winds, temperatures and "D" values for routes, air-refueling area, targets and terminals. ~~/S/~~
3. WEATHER FLIMSIES: A weather flimsy will be provided each crew at the conclusion of the weather briefing. The flimsy will contain all data pertinent to the route, air-refueling area, targets, terminal and alternates. ~~/S/~~
4. POST FLIGHT REPORTS: Crews will accomplish and submit SACMR reports as required by SAC Regulation 105-2. The Base Weather Station will be responsible for editing, plotting and transmitting completed reports as required by pertinent AFS directives. /U/

Annex F
301OPLAN 400-56
3 Jan 56

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X

ORIG

COMMONWG 301 BARKSDALE AFB LA

COMAF 2 BARKSDALE AFB LA/COURIER

~~SECRET~~ 1. ZIPPO _____/B-27/401-56/301BW/301EW/SNOW BANK.

2. A night radar bombing evaluation exercise was conducted by the 301st BW during the nights of 22 and 23 Feb 56, local standard dates. Mission objective was to accomplish a simulated radar bombing evaluation against a Bravo type target using fifteen year old target material. Mission planning was considered to be very thorough and effective. The offset aiming point selected was a pulp mill located in the west central part of Rhineland, Wis. This point was predicted to be the strongest return in the area and the one that would be the earliest to appear on the bombing run. An analysis of the mission has confirmed this prediction.

3. An EWP type examination and target identification test was required of each observer participating in the mission. It is a proven fact that bombing accuracy and consistency is directly proportional to the quality of target study. There is no

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substitute for a detailed and forceful planning-briefing-study effort. This has been substantiated by the results of both Post Hole and Snow Bank.

4. Thirty-two select, lead and combat-ready crews of the wing accomplished a total of 31 scored record runs and one malfunction run. One of the scored record runs was made using fixed angle emergency bombing procedure because of loss of bomb computers between IP and Target resulting in a gross error. In addition, two non-ready crews made scored runs. The other gross error received was due to aircrew error in incorrectly inserting offset valves in the radar equipment.

5. A bombing analysis indicates that 55 per cent of the bombing error can be ascribed to erroneous wind synchronisation and approximately 45 per cent to final positioning of X-hairs on the exact offset aiming point. Final positioning of X-hairs was rendered difficult by radar return pattern break-up and

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improper use of scope expansion, tilt and receiver gain adjustments for optimum radar target resolution.

6. Overall effectiveness of the mission is estimated at 86 per cent, 31 out of 36 aircraft scheduled and airborne were effective aircraft (operational radar) over the target. All five non-effective aircraft were due to radar malfunctions or radar shorts.

29

Feb 1956

301C
Col Holstrom
21128

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/s/ L. D. MELIER, Major, USAF
Intelligence Officer

A TRUE REPRODUCED COPY:

[REDACTED]
JACK W. GRIER
2NDLT, USAF

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

OPERATIONS ORDER

NUMBER 401-56

SNOW BANK

This order consists of 10 pages.

301st
OPORD 401-56
23 Jan 56
4-6-74

~~CONFIDENTIAL~~ ①
"REMEMBER FLYING SAFETY"

~~CONFIDENTIAL~~

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

OPERATIONS ORDER)

NUMBER 401-56)

CHARTS AND MAPS: As required.

TASK ORGANIZATIONS:

32nd Bombardment Squadron	Lt Col E T Hershberger
352nd Bombardment Squadron	Lt Col D R Taylor
353rd Bombardment Squadron	Major W R Goode
301st Field Maintenance Squadron	Major C D Huckleberry
301st A & E Maintenance Squadron	Major W H Charlton
301st Periodical Maintenance Squadron	Major M G Hemphill
301st Tactical Hospital	Major R R Patterson

1. GENERAL SITUATION: Evaluation of the 301st combat crew radar bombing capability against a BRAVO type target

a. Intelligence:

- (1) Enemy forces: Omitted.
- (2) Charts and Maps:
 - (a) As required for navigation.
 - (b) Target materials as provided by Hq SAC. Paragraph 6, SAC Regulation 50-42, 11 Feb 1955, applies.

b. Friendly forces:

- (1) 8AF and 15AF also undergo this same evaluation.
- (2) 1st RBS Group provides necessary radar bomb scoring service.
- (3) 4AD supervises planning and execution of mission.
- (4) 805th Air Base Group provides necessary support prior to and during execution of mission.

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"REMEMBER FLYING SAFETY"

~~CONFIDENTIAL~~

2. MISSION: Accomplish a simulated radar evaluation mission against a BRAVO type target located near RHINELANDER, WISCONSIN. The objectives are:
 - a. To determine SAC radar bombing capability during winter months against an airfield located in northerly latitudes, utilizing only target material based on 15 to 17 year old photography.
 - b. To exercise and evaluate wing staff and aircrew capability to plan and accomplish assigned mission.
 - c. To exercise and appraise ability of aircrew to perform the specified Breakaway maneuver.
 - d. To exercise and appraise Wing Photo Interpreters ability to score bomb impact points from radar scope photography.
3. TASKS FOR SUBORDINATE UNITS:
 - a. 32nd Bombardment Squadron: Provide maximum crews and aircraft in support of this mission.
 - b. 352nd Bombardment Squadron: Provide maximum crews and aircraft in support of this mission. Provide qualified aircraft commander as Tower Officer during landing periods.
 - c. 353rd Bombardment Squadron: Provide maximum crews and aircraft in support of this mission. Provide qualified aircraft commander as Tower Officer during takeoff periods.
 - d. 301st Field Maintenance: Provide necessary personnel and equipment in support of this mission.
 - e. 301st A & E Maintenance: Provide necessary personnel and equipment in support of this mission.

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f. 301st Periodical Maintenance Squadron: Provide necessary personnel and equipment in support of this mission.

x. General Instructions:

- (1) Unclassified nickname is SNOW BANK.
- (2) Exchange of information: Crews will not discuss this mission with crews of any other wing until other units have completed participation.

(3) Target time periods:

DATES	TIME (ZULU)
23 - 24 Feb 56	0615 - 1315

Predicted elapsed time to release point: 3 hrs plus 33 min

(4) Crews and aircraft participation:

- (a) All available combat ready, lead and select crews will be scheduled.
- (b) Crews will be scheduled in two equal increments on assigned nights. Crews aborting prior to the IP will be rescheduled on the second night of unit's participation. There will be no rescheduling period for crews aborting on the second night.
- (c) Crews and/or aircraft which overfly the IP will not be rescheduled.

(5) Routes:

- (a) As indicated in flight plans.
- (b) No RBS run will be accomplished prior to the run against RHINELANDER AIRPORT, WISCONSIN.

(6) Bombing:

- (a) All provisions of SAC Regulation 50-42, 11 Feb 55,

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REMEMBER FLYING SAFETY

~~CONFIDENTIAL~~

apply except as modified by this order. Record runs will be accomplished unless prevented by malfunctioning equipment. Normal quantity and quality training credit will be given for record runs. Crews accomplishing a scored run will be given full credit for a bomber stream mission.

- (b) Target: Intersection of the two runways at the RHINELANDER AIRPORT, WISCONSIN. Geographic coordinates are 45 37 54.534N 89 27 29.456W. Target elevation is 1,600 feet.
- (c) Pressure altimeter altitudes, using altimeter settings, are 35,000 and 35,500 feet.
- (d) Bombing true airspeed is 440 knots.
- (e) Bombing tables for Bomb, GP, 1,000 lb, AN-M65-A-1 (Shack) will be used.
- (f) Method of bombing is offset aiming.
- (g) Optical system will be mechanically incapacitated.
- (h) Breakaway or IEDA turn maneuver will be accomplished immediately after bomb release point. Crews will make an initial buffet-limited IEDA turn as specified in SAC Manual 55-5A, as amended, and as changed by SAC message DOPLET TS-1005, 28 Sep 1955. All turns will be to the right. RBS site will continue to record track for a period of 100 seconds, or to the edge of the plotting board, whichever occurs sooner. Altitude information will also be recorded. Tracking of breakaway maneuver will not take precedence

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Opord 401-56
23 Jan 56

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"REMEMBER FIXING SAFETY"

~~CONFIDENTIAL~~

over scoring of following aircraft. Maneuver will be initiated immediately after simulated bomb release.

- (i) Circular errors of 7,000 feet or greater are gross errors. Maximum gross error score will be 18,000 feet, which is the GPI probability on a 100-mile run. All scores over 18,000 feet will be reduced to this figure on the SAC Form 47 and for evaluation analysis purposes.
- (j) For this exercise, crews will not give the RBS site the observer's final wind, but will accurately record their final bombing wind components for completion of SAC Form 44.
- (k) Crews will call in the observer's last name with the crew number to the RBS site. Service numbers will not be called in.
- (l) Target designation is "ALFA".
- (7) Abort rates will be computed as outlined in SAC Regulation 50-42. Malfunction runs will not be regarded as radar aborts or included in qualitative results for the purpose of this evaluation. Malfunction runs will not be made on the first night of the mission.
- (8) Aircrews aborting between the IP and the target will be charged with an abort and, except for air traffic and ground scoring facilities aborts, a maximum gross error score.
- (9) Fuel reserve will be a minimum of 15,000 pounds.

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- (10) Danger areas and emergency airfields will be briefed in general briefing.
- (11) Maximum flying safety will be exercised.
- (12) 301st Director of Operations will appoint control team to be on duty in CANTEN Control.
- (13) Clearances: Operations and Training will:
 - (a) Accomplish necessary coordination with and obtain block altitude reservation from ARTC.
 - (b) File master 175 at Base Operations and each Squadron Operations.
- (14) No ammunition will be carried.
- (15) Reports:
 - (a) Units will comply with the requirements of 2AF Ltr DISP, Subject: Evaluation Mission SNOW BANK, 28 December 1955.
 - (b) SAC Form 44 will be submitted so as to arrive at Hq SAC not later than 10 days following the final period flown by the unit.
 - (c) Following combat reports will be submitted IAW SAC Manuals 55-8 and 55-8E, October 1955, for the bombardment evaluation phase:
 - 1. Distribution As: B-2, B-10, B-11, B-51, B-81 and as required by paragraph 6a, SAC Manual 55-8.
 - 2. On B-2 reports, aircraft tactical call sign and corresponding assigned crew number will be indicated for each wave

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Opord 401-56
23 Jan 56

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under Section 5 "Remarks".

- f. On B-10 reports, corresponding crew numbers will be indicated along with aircraft tactical call signs.
- g. For B-81 reports: Submit one report for each period. Report due time is changed to four hours after last expected aircraft lands at briefed destination. Unit commander remarks need be reported only in B-81 for last period of wing's participation, but pertinent remarks may be included in B-81 for first period of participation.

2. Distribution B: B-27.

3. Target reference RHINELANDER ALFA will be used as target task force designator.

(16) Transportation will be obtained through flight line motor pool.

(17) Messing will be the responsibility of each squadron commander.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications:

(1) General:

- (a) US Radio Facility Charts, Supplementary Flight Information Document, JANAPs, ACPs, SACCEI and SAC Manuals in the 55 series apply.

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- (b) Voice communications between aircraft and RBS site will be IAW SAC Regs 50-4 and 50-42.
 - (c) Greenwich Civil Time (Z) will be used.
 - (d) Exercise nickname will be used for report and communications identification.
- (2) Channelization of Equipment:
- (a) UHF (AN/ARC-27) normal except channel 4 will be tuned to 240.60 mc (RBS UHF Secondary).
 - (b) HF (AN/ARC-21) normal except for channel 1 which will be tuned to 4270 kc.
- (3) Call Signs and Codewords:
- (a) Mission nickname: SNOW BANK.
 - (b) Air/Air/Ground aircraft call signs: Tactical call sign.
 - (c) Evaluation site call sign: RHINELANDER BOMB PILOT.
 - (d) Emergency recall codeword: YEAR LONG.
 - (e) Target designator: ALFA.
 - (f) Strike report addressee: RED GRANGE and PADLOCK ALFA.
- (4) Reporting stations:
- (a) Strike reports will be sent to:
 - Primary: MARCH (P) 6738 kc (S) 4724.5 kc
 - Secondary: McCHORD (P) 6738 kc (S) 4724.5 kc
 - Alternate: KENDREY (F) 6738 kc (S) 4724.5 kc

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(b) UHF position reports:

<u>REPORT TO</u>	<u>POSITION</u>	<u>VOICE FREQ</u>	<u>FREQ OF FACILITY</u>
McComb Radio	Abeam	255.4	116.7
Meridian Radio	Over	255.4F 135.0R	115.3
Memphis Center (ADIZ)	Over	301.4	114.7
Neosho Radio	Over	255.4	112.8
Hutchinson Radio (ADIZ)	Over	255.4	116.8
Omaha Radio	Abeam	255.4	116.3
Mason City Radio	Over	255.4	114.9
Green Bay Radio	Abeam	255.4F 135.0R	117.0
South Bend Radio	Abeam	255.4	115.5
Dayton Radio	Over Cincinnati	255.4	117.1
Nashville Radio (ADIZ)	Abeam	255.4	114.1
Greenwood Radio	Abeam	255.4	114.2
Shreveport Approach Control	Over Eldorado	257.8	114.3

(c) To insure proper spacing for bomb runs it is imperative that position report is submitted over Mason City.

(5) RHINELANDER bomb plot frequencies:

	<u>UHF</u>	<u>VHF</u>	<u>HF</u>
Primary	258.20 mc	132.84 mc	
Secondary	240.60 mc	138.42 mc	4270 kc

(6) IFF: Mode 2 during entire mission.

(7) HF monitoring procedure ALFA applies. HF monitoring frequency: 6738 kc.

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Opord 401-56
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ANNEX:
A - Operations

HOLSTROM
Col USAF

DISTRIBUTION:

32BSC	15
352BSC	15
353BSC	15
301FMSC	1
301AESC	1
301PMSC	1
301THC	1
301DC	13
301 Historian	4

OFFICIAL:

(S) [REDACTED]

CHARLES D LEWIS
Colonel, USAF
Director of Operations

301st
Opord 401-56
29 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX "A"

OPERATIONS ORDER

NUMBER 401-56

1. MISSION: To evaluate the capability of the 301st Bombardment Wing combat crews in bombing a target with minimum target information.

2. TIMING:

a. Site times: 0615Z - 1315Z, 23 - 24 February 1956

b. Takeoff times: 0257Z at 17 minute interval 23 February
0257Z at 17 minute interval 24 February

NOTE: The reason for the 17 minute interval is to insure adequate time intervals for the RBS detachment to track a breakaway maneuver and still be able to accurately score a succeeding aircraft. The RBS site requests at least 15 minute intervals between aircraft when performing breakaway maneuvers. Time intervals more than 17 minutes would result in loss of additional spaces during the allotted seven hour RBS time for rescheduled aircraft and/or late takeoffs.

3. GENERAL BRIEFING:

a. General briefing: 32nd Bomb Squadron briefing room 0900 local
20 February 1956.

b. Specialized: ACs and copilots immediately after general briefing, 32nd Bomb Squadron briefing room.
Observers immediately after general briefing, 32nd Bomb Squadron flight room.

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Annex "A"
Opord 401-56
23 Jan 56

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- c. Weather Briefing: Base weather by individual crews three hours prior to takeoff.
- 4. Restricted areas within 30 NM of flight path:
 - a. D-196 (Salina, Kan) 13 NM NW of track.
 - b. D-197 (Manhattan, Kan) 10 NM SE of track.
 - c. R-84 and R-83 (West coast of Lake Michigan) permission to penetrate.
 - d. R-437 (18 NM NW of Muskegon, Mich) 26 NM NE of track.
 - e. R-110 (Madison AAF, Ind) used only to 25,000 feet.
 - f. R-65 (Camp Atterberry, Ind) 25 NM NW of track.
 - g. R-64 (Fort Knox, Ky) 28 NM SE of track.
 - h. R-63 (Camp Campbell, Ky) permission to penetrate.
- 5. Highest terrain 2,700 feet located 32 NM south of track and 35 NM east of Fayetteville, Ark.
- 6. Emergency air fields:
 - a. Primary -- Any SAC base.
 - b. Secondary -- Any military base.
 - c. Tertiary -- Any air field.
- 7. Alternate air fields:
 - a. Lake Charles AFB, Louisiana.
 - b. Maxwell AFB, Alabama.
 - c. Sedalia AFB, Missouri.
 - d. Lockbourne AFB, Ohio.

301st
Annex "A"
Opord 401-56
23 Jan 56

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"REMEMBER FLYING SAFETY"

MASTER FLIGHT PLAN OFORD 401-56 "SNOW BANK"

APPENDIX 1, ANNEX "A"
301ST OFORD 401-56

MISSION FLIGHT PLAN		D. O. AND HIGHNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	GENERAL
AIRCRAFT				301	B-47E			
BASIC WEIGHT				BONES WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		
CREW WEIGHT				ARMED WEIGHT		NUMBER OF ATO BOTTLES EMPTY		PRESSURE ALT. HUNDRY
OIL WEIGHT				WATER AND WEIGHT				CRITICAL FIELD LENGTH
ATO WEIGHT				INITIAL GROSS WEIGHT		ADJUSTED TAKEOFF HEIGHT		CRITICAL AIR TEMP.
PACK WEIGHT				START WEIGHTS AND TAXI FUEL ALLOWANCE		ADJUSTED TAKEOFF DISTANCE		TAKEOFF
EXT. TANKS WEIGHT (EMPTY)				TOTAL FUEL		ATO FINISH SPEED		DISTANCE SPEED
MISCELLANEOUS				TAKEOFF GROSS WEIGHT		CRITICAL WIND COMPONENT		1ST LEO 2ND LEO 3RD LEO
OPERATING WEIGHT								

PRE-FLIGHT PLAN																
FROM	ROUTE	FLY. COND.	T. C.	WIND COMP. DIR. DRIFT	T. H.	VAS.	M. H.	TEMP. ALT.	MACH.	T. A. S.	G. S.	ORD DIS. ACC. ORD DIS	TIME ACC. TIME	AIR DIS. ACC. AIR DIS	ETA	FUEL FLIGHT PLAN REMAINING GROSS WEIGHT
BAPB	ST. ENL, RU, TAX T.O. & ACCEL							15 167'								93504 178065
	31-34W 91-24W 98% MATCHEE ALPHA LO	C		270/50				-37				10 :03 10				88894 173455
	TURN	L	116	73	119	-7	112	To 30M				130 :17 119				7800 7800
	TURN							-49 30M				140 :20 129				81094 169655
	32-22W 88-41W MERIDIAN BRAVO	C		270/74				-49 30M				7 :01 7				500 500
	TURN	R	071	-3	068	-6	062	-49 30M				147 :21 136				80594 165155
	TURN							-49 30M				140 :17 121				3360 3360
	35-09W 90-00W MEMPHIS COCA	C		270/74				-49 30M				287 :38 257				77234 161795
	TURN	R	336	-9	328	-5	323	-49 30M				16 :02 14				1000 1000
	TURN							-49 30M				303 :40 271				76234 160795
	38-03N 97-55W HUTCHINSON DELTA	C		270/78				-49 30M				170 :26 184				4970 4970
	TURN	R	294	-4	290	-7	283	-49 30M				473 1:06 455				71264 155825
	TURN							-49 30M				6 :01 7				500 500
	TURN	C						-50 30M				479 1:07 462				70764 155325
	TURN	L	294		290	-7	283	To 32M				32 :05 32				800 800
	38-03N 97-55W HUTCHINSON DELTA	C		270/78				-51 32M				511 1:12 494				69964 154525
	TURN	R	294	-4	290	-7	283	-51 32M				384 1:05 468				11800 11800
	TURN							-51 32M				895 2:17 962				58164 142725
	TURN							-51 32M				15 :02 18				1200 1200
	TURN	C						-52 32M				910 2:19 980				56964 141525
	TURN	L	035		026	-9	017	-52 32M				32 :05 32				1000 1000
	43-09W 93-10W MASON CITY ECHO	C		270/83				-53 35.5M				942 2:24 1012				55964 140525
	TURN	R	035	-9	026	-9	017	-53 35.5M				330 :41 297				7000 7000
	TURN							-53 35.5M				1272 3:06 1309				48964 139525

2AF FORM 124 NOV 52

06-107 0340 4070
 06-107 0340 4070
 06-107 0340 4070

TIME	FLI COND	T.C	WIND COMP		T.N	VER	M.H	TEMP	MACH	T.A.S	G.S	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
			+ OR -	DRIFT												PRES. FUEL	GROSS WEIGHT
	A		270				-53										
06-107 0340 4070	C	040	-8		032	-6	026	35.5M	.76	440	490	1336	3:14	1367		1300	1300
	C		270/83				-53					65	3:08	59		1300	1300
06-107 0340 4070	IP R	037	-9		028	-5	023	35.5M	.76	440	485	1401	3:22	1426		46364	130925
							-53					04	3:00	04		500	500
							35.5M	.76	440			1405	3:22	1430		45864	130425
	B		270/83				-53					88	3:10	77		1720	1720
06-107 0340 4070	R	062	-5		057	-2	055	35.5M	.76	440	512	1493	3:33	1507		44144	128705
							-53					16	3:02	15		1000	1000
							35.5M	.76	440			1509	3:35	1522		43144	127705
06-107 0340 4070	C		270/83				-53					390	3:50	354		7650	7650
06-107 0340 4070	R	148	110		158	-1	157	36M		425	462	1899	4:25	1876		35494	120055
							-53					8	3:01	7		500	500
							36.5M			425		1907	4:26	1883		34994	119555
06-107 0340 4070	C		270/83				-53					504	1:22	582		11450	11450
06-107 0340 4070	R	219	79		228	-4	224	36.5M		425	368	2411	5:49	2455		23544	108105
							-53					6	3:01	7		500	500
							36.5M			425		2417	5:50	2472		23044	107605
	C		270/83				-53					84	3:15	105		2000	2000
06-107 0340 4070	R	266	71		267	-7	260	36.5M		425	341	2501	6:05	2577		21044	105605
	C		270/83				-53					62	3:11	75		1400	1400
06-107 0340 4070	R	241	45		246	-7	239	36.5M		425	350	2563	6:16	2652		19644	104205

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

APPENDIX 2

ANNEX "A"

OPERATIONS ORDER

NUMBER 401-56

TAKEOFF PERFORMANCE AND FUEL LOAD

Gross Weight on Chocks	178,065 lbs
Start Engines, Taxi and Takeoff	2,561 lbs
Gross Weight at Takeoff	175,504 lbs
Runway Temperature	60°F
Runway Length	11,600 ft
Critical Field Length	9,200 ft
Ground Roll (dry)	8,200 ft
Takeoff Speed	153 kts
Line Speed (2,700')	97 kts
Line Speed (5,700')	133 kts

FUEL LOAD (density 6.4 lb/gal)

	<u>Gallons</u>	<u>Pounds</u>
Forward Main	2,930	18,750 full
Center Main	2,810	18,000 full
Aft Main	3,430	22,000 full
Forward Aux	990	6,354 full
ATO	1,220	7,800 full
Bomb Bay	<u>3,230</u>	<u>20,600 full</u>
TOTAL	13,197	85,577

301st
App 2, Annex "A"
Opord 401-56
23 Jan 56

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HEADQUARTERS
301ST BOMBARDMENT WING (M)

**OPERATIONS
ORDER**

NUMBER: 409-56

DATE: 23 JAN 56


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36475

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~~SECRET~~

CLASS: 
AUTH: Comdr 301BW
NAME: *R. White*
DATE: 27-Jan 56

HEADQUARTERS
301ST BOMBARDMENT WING (M)
Barksdale Air Force Base
Louisiana

301DOP

27 January 1956

SUBJECT: (Unclassified) 301st Operations Plan 402-56


TO: See Distribution:

1. Inclosed is the 301st Bombardment Wing (M) Operations Order 402-56.
2. This is a Unit Planned USCM. The date of execution is specified in Operations Order.
3. Individual paragraphs are classified as follows: Secret ~~/S/~~, Confidential ~~/C/~~, Unclassified /U/.
4. This correspondence is classified ~~SECRET~~. If this letter is removed or withdrawn from this Order it will be downgraded to UNCLASSIFIED.

FOR THE COMMANDER:

(S) (S)

1 Incl
301 OPLAN 402-56
dtd 23 Jan 56


CURTIS C CORLEY
Major, USAF
Adjutant

~~SECRET~~ (D)

~~SECRET~~

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

OPERATIONS ORDER

SERIAL NO 402-56

ROAD AGENT

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Basic Plan

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ANNEX B - Operations

Appendix 1 - B-47 Strike

Tab A - Target Assignment Sheet

Tab B - Flight Plan

Tab C - Weight & Balance and Take off Data

Appendix 2 - Air Refueling

Tab A - Refueling Assignment Sheet

ANNEX C - Communications and ECM

ANNEX D - AIR WEAPONS (Omitted)

ANNEX E - GUNNERY

ANNEX F - WEATHER

3010FORD 402-56
23 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

OPERATIONS ORDER

SERIAL NO 402-56

ROAD AGENT

CHART OR MAP REFERENCES: JN and WAC Series as required, target materials as indicated in Annex A.

TASK ORGANIZATIONS:

Headquarters Squadron	Commander
32nd Bombardment Squadron	Commander
352nd Bombardment Squadron	Commander
353rd Bombardment Squadron	Commander
301st Air Refueling Squadron	Commander
301st Armament and Electronic Maintenance Squadron	Commander
301st Field Maintenance Squadron	Commander
301st Periodic Maintenance Squadron	Commander
301st Tactical Hospital	Commander

1. GENERAL SITUATION: A requirement exists for the 301st Bombardment Wing to accomplish a Unit Planned USCM for the 1st Training Quarter in accordance with Annex XX to SAC Regulation 50-8. K-Day is 1500Z, 7 February 1956. ~~for~~
 - a. Intelligence: See Annex A. /U/
 - b. Friendly Forces:
 - (1) AMC: Supports this exercise when necessary in accordance with existing directives. /U/
 - (2) ADC: 33d Air Division (DEF), CADF provides fighter interception.
 - (3) 4TH AIR DIVISION: Monitor planning briefing, and execution of this exercise. /U/

301 OP ORD 402-56
23 Jan 56

-1-

SECRET (3)

~~SECRET~~

2. MISSION: Launch simulated bombardment attacks against selected targets, supported by required air refueling sorties. Corollary mission is to accomplish maximum 50-8 training. ~~/S/~~
3. TASKS FOR SUBORDINATE UNITS:
 - a. Headquarters Squadron: Provide personnel and equipment as required. /U/
 - b. 32d Bombardment Squadron:
 - (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide qualified aircraft commander to act as Tower Officer during take-off periods of B-47 aircraft. /U/
 - c. 352d Bombardment Squadron:
 - (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide qualified aircraft commander to act as Tower Officer during landing periods of B-47 aircraft returning to Barksdale. /U/
 - d. 353d Bombardment Squadron:
 - (1) Provide crews and aircraft as scheduled in Appendix 1, Annex B. ~~/S/~~
 - (2) Provide a qualified aircraft commander at Shreveport Approach Control to act as Liaison Officer during landing periods of B-47 returning to Barksdale. /U/
 - e. 301st Air Refueling Squadron:
 - (1) Provide air refueling support in TRIP HAMMER area in accordance with Appendix 2, Annex B. ~~/S/~~
 - (2) Provide a qualified aircraft commander to act as Tower Officer during take-off and landing periods of KC-97 aircraft at Barksdale. /U/
 - f. 301st Armament and Electronic Maintenance Squadron: Provide personnel equipment and maintenance support prior to and during the execution of this exercise. /U/

~~SECRET~~

- g. 301st Field Maintenance Squadron: Provide personnel, equipment and maintenance support prior to and during the execution of this exercise. ~~/sf~~
- h. 301st Periodic Maintenance Squadron: Provide personnel, equipment and maintenance support prior to and during the execution of this exercise. /U/
- i. 301st Tactical Hospital: Provide support for this exercise as required. /U/
- x. GENERAL INSTRUCTIONS:

(1) Unclassified nickname of this exercise is ROAD AGENT. /U/

(2) Execution:

(a) This exercise will be executed on the date indicated in this operations order. /U/

(b) The unclassified recall code word is WIRE BRUSH. Upon receipt and proper authentication, participating aircraft will immediately obtain inflight clearance and proceed to home station. /U/

(3) Timing Concept:

(a) X-Day will be 1500Z, 7 February 1956.

(b) H-Hour, Relative H-Hour, and H-Hour Control Time: As defined in SAC Tactical Doctrine. See Tab B, Appendix 1, Annex B, for location of the H-Hour control points.

(c) Relative H-Hour Time for all Forces: Is H ~~/~~ 00:00. ~~/sf~~

(d) H-Hour Control Timing is Flexible: The Air Refueling rendezvous point will be the control time for this exercise. ~~/sf~~

(e) Wave Timing: Is as follows: ~~/sf~~

1st Wave	X / 36:00
2nd Wave	X / 48:00
3rd Wave	X / 60:00

~~SECRET~~

- (f) Take Off Times: Wing Plans Division will furnish B-47 wave take-off times to canteen control room. Final adjusted take-off times will be furnished to crews at weather briefing. /U/
- (g) Refueling Rendezvous Point Times: See Tab A, Appendix 2, Annex B./S.
- (4) Security:
 - (a) IAW existing directives. /U/
 - (b) This plan will not be distributed to non-SAC agencies. Necessary direct coordination with SAC or non-SAC agencies, on a minimum basis is authorized. /U/
 - (c) Essential elements of aircraft movements may be treated as UNCLASSIFIED for clearances and similar purposes. /U/
- (5) Flight Clearances: Operations and Training Division will coordinate with, and obtain block altitude clearance reservations from appropriate ARTCC for strike routes and TRIP HAMMER Air Refueling Area. /U/
- (6) Crew Transportation: It will be the responsibility of the 301st Wing Director of Materiel to provide required transportation. /U/
- (7) Weather Minimums: As established by local regulation or AFR 60-16 whichever is most restrictive. /U/
- (8) Fuel Reserve Minimums:
 - (a) B-47, 12000 lbs over missed A/R alternate or destination. ~~/S/~~
 - (b) KC-97, IAW AFR 60-16. /U/
- (9) Public Information: No press release will be made. ISO's may state that aircraft are engaged in a brief training exercise. ~~/S/~~
- (10) Force Composition: In accordance with Appendix 1, Annex B. ~~/S/~~
- (11) Air Weapons: Simulated See Annex B. /U/
- (12) Gunnery: Air Gunnery will be conducted on the Second Wave. See Annex E. /U/

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- (13) IFF: IAW Annex C. ~~/U/~~
- (14) Spare Aircraft: /U/
 - (a) B-47 spares as determined by the Wing Chief of Maintenance.
 - (b) KC-97 Ground and air spares as determined by the 301st ANEFS.
- (15) Flying Safety: Takes precedence over all phases of this exercise. /U/
- 4. ADMINISTRATIVE AND LOGISTIC MATTERS: /U/
Omitted.
- 5. COMMAND AND COMMUNICATIONS MATTERS:
 - a. Command: Normal
 - b. Communications: IAW Annex C.

HOLSTROM
Colonel
Commander

- ANNEXES
- "A" Intelligence
 - "B" Operations
 - "C" Communications and ECM
 - "D" Air Weapons (Omitted)
 - "E" Gunnery
 - "F" Weather

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301DO.....1 cy
301DOB.....2 cys
301DOI.....3 cys
301DOCO.....1 cy
301DOO.....1 cy
301DOP.....5 cys
301DM.....4 cys
301HIST.....4 cys
301HSC.....1 cy
301ARS.....2 cys
32BS.....3 cys
352BS.....3 cys
353BS.....3 cys
301ARE.....1 cy
301FMS.....1 cy
301PMS.....1 cy
301THC.....1 cy

TAB B, APP 1, ANNEX B
301DOI.....74 cys

TAB C, APP 1, ANNEX B
301DOI.....74 cys

OFFICIAL:

(b) (6)


CHARLES D. LEWIS
Colonel, USAF
Director of Operations

301OP ORD 402-56
23 Jan 56

~~SECRET~~ (8)

~~SECRET~~

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX A

OPERATIONS ORDER

SERIAL NO 402-56

INTELLIGENCE

~~SECRET~~ 9

~~SECRET~~

HEADQUARTERS 301ST BOMBARDMENT WING M
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX A

OPERATIONS ORDER

SERIAL NO 402-56

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) See Volume 1, Section 1, BIFG dated March 1955. /U/
- (2) For the purpose of this mission, enemy territory is designated as the states of Texas, Oklahoma and Kansas. /U/
- (3) Central Air Defense Force (USAF) will simulate an aggressive, well-directed, enemy defense force and will make interceptions, day and night, simulating gun and rocket attacks in the target area and withdrawal routes. ~~/U/~~

b. Enemy Order of Battle:

- (1) Aircraft Order of Battle:
 - (a) For detailed information on disposition of CADF fighter forces refer to SAC Intelligence Brief No 158 dated 4 December 1954. /U/
- (2) Radar Order of Battle:
 - (a) For disposition of permanent radar sites, refer to 2AF "North American Radar Listings" dated 25 September 1955. /U/

c. Capabilities of Enemy Forces:

- (1) Aircraft and Radar:
 - (a) Refer to SAC Intelligence Brief No 158. /U/

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2. INTELLIGENCE REQUIREMENTS:

a. Routes will be studied by Intelligence Division, 301st Bombardment Wing M, to forecast possible and potential interception areas. /U/

b. Essential Elements of Information:

(1) Specific EEI are listed on the interrogation form. /U/

c. Means of Obtaining EEI:

(1) Interrogation of combat crews. /U/

d. Means of Reporting Information:

(1) Reports will be submitted in accordance with procedures outlined in paragraph 3d below. /U/

(2) Information not transmitted in accordance with SAC Manual 55-8 and existing regulations should be forwarded on AF Form 112 in accordance with USAF Intelligence Collection Instructions. /U/

3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

(1) As per USAF Aero Chart Catalog, USAF Domestic Vulnerability Materials Catalog and 2AF Domestic Radar Photo Catalog. /U/

b. Photography and IBDA:

(1) Refer to Annex "B" of 2AF USCM Intelligence Catalog dated 13 September 1955. /U/

c. Survival Intelligence:

(1) General:

(a) Crew members will be briefed on the best possible evasion and escape routes from the simulated enemy territory. /U/

(2) Equipment:

(a) Normal cold weather flying gear will be issued and carried. /U/

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- (b) Simulated blood charts will be issued by number and recovered at interrogation. /U/
- (c) Crew members will be apprised of other available aids such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally. ~~/S/~~
- (d) Forced landing procedures will be as outlined in SAC Regulation 200-8. /U/

d. Reports and Distribution:

- (1) Submit reports in accordance with SAC Manuals 55-8, 55-8B, and 55-8T dated October 1955. /U/
- (2) Strike Mission: /U/
 - (a) Distribution A:
B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81 and reports required by paragraph 6a(1) SAC Manual 55-8.
 - (b) Distribution B:
B-27, B-25, B-30, B-51
 - (c) Distribution C:
M-36
- (3) Air Refueling: /U/
 - (a) Distribution A:
T-2, T-10, T-11, T-15, T-17, T-18, T-21, T-81 and reports required by paragraph 6a(1) SAC Manual 55-8.
 - (b) Distribution B:
T-27
 - (c) Distribution C:
M-36

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

OPERATIONS

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HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX B

OPERATIONS ORDER

SERIAL NO 400-56

OPERATIONS

1. CONCEPT: Multiple - wave strike effort, using one pre-target air refueling. ~~/S/~~
2. ABORTS: Aborting aircraft will be rescheduled on any subsequent wave, at the discretion of the Wing Commander. /U/
3. BOMBING: ~~/S/~~
 - a. All bomb carriers simulate the release of assigned weapons.
 - b. Target assignments are indicated in Appendix 1, this Annex.
 - c. Method of Bombing:
 - (1) Radar synchronous direct or offset.
 - (2) Emergency: IAW SAC Manual 55-5A.
 - d. Scoring: Scope Photography. 301st Bomb Wing Target Section will accomplish photo scoring.
 - e. Method of Attack: Formation flying to breakup point IAW SAC Tactical Doctrine. Individual bomb runs, 440 TAS from HHCP to Target.
4. NAVIGATION:
 - a. B-47 Routes: IAW Tab B, Appendix 1, this Annex. /U/
 - b. KC-97 Routes: As directed by Commander 301st ARWFS. Refueling Rendezvous Points and track IAW Tab A, Appendix 2, this Annex. /U/
 - c. B-47 take off times will be adjusted, on the basis of latest metro information, to make good scheduled air refueling rendezvous times rather than HHCP times.

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12. BRIEFINGS: /U/
 - a. General Briefing: 0800, 6 February 1956, 32nd Bomb Sq Briefing Room.
 - b. Specialized Briefing:
 - (1) B-47 observers in Wing Target Section immediately after General Briefing.
 - (2) B-47 Aircraft commanders and pilots in 32nd Bomb Squadron Briefing Room immediately after general briefing.
13. INTERROGATION: /U/
 - a. B-47, 32nd Bomb Squadron Flight Planning Room.
 - b. KC-97, 301st ARS Flight Planning Room.
14. CRITIQUE: 301st ARS Briefing Room at a time to be announced after the exercise.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

APPENDIX 1 ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

B-47 STRIKE

TAB A Target Assignment Sheet
TAB B Flight Plan
TAB C Weight & Balance & Take off Data

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

TAB A APPENDIX 1 ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

TARGET ASSIGNMENT SHEET

WAVE	CODE	ACFT COMDR	TARGET	DGC	RELATIVE TIME
1	RED	Krig*	Midland Air Park	A	H / 00:00
	2	Lewis	Big Springs Webb AFB	A	
	3	Miller	Midland Air Terminal	B	
	4	Adams	Big Springs Hamilton Field	B	
	5	Courtney	San Angelo Mathis Air Field	A	
	6		Pecos Air Field	A	
	WHITE	Zuber	Sweetwater Air Field	A	H / 00:00
	2	Prater	Abilene AFB	A	
	3	Elliott	Colorado City Air Field	A	
	BLUE	Field	Olney Air Field	A	H / 00:00
	2	Kessler	Graham Air Field	A	
	3	Torres	Seymour Air Field	A	
	4	Moore	Mineral Wells Air Field	A	
	5	Carlson	Eastland Air Field	A	
	6		Cisco Air Field		

*Wave Commander

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WAVE	CODE	ACFT COMDR	TARGET	DOC	RELATIVE HIGHT
2	TAN	KASSELMAN*	Midland Air Park	A	H / 00:00
	2	OTTOMAN	Big Springs Webb AFB	A	
	3	DUPRAS	Midland Air Terminal	B	
	4		Big Springs Hamilton Field	B	
	GREEN	Van Zandt	Sweetwater Air Field	A	H / 00:00
	2	Brock	Abilene AFB	A	
	3	Hurlburt	Colorado City Air Field	A	
	4	Williams	Brownwood Air Field	A	
	BLACK	Fry	Olney Air Field	A	H / 00:00
	2	Klassen	Graham Air Field	A	
	3	Holtorf	Seymour Air Field	A	
	4	Leonard	Mineral Wells Air Field	A	

*Wave Commander

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

TAB A APPENDIX 1 ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

TARGET ASSIGNMENT SHEET

WAVE	CODE	ACFT COMDR	TARGET	DGC	RELATIVE HGHT
1	RED	Krig*	Midland Air Park	A	H / 00:00
	2	Lewis	Big Springs Webb AFB	A	
	3	Miller	Midland Air Terminal	B	
	4	Adams	Big Springs Hamilton Field	B	
	5	Courtney	San Angelo Mathis Air Field	A	
	6		Pecos Air Field	A	
	WHITE	Zuber	Sweetwater Air Field	A	H / 00:00
	2	Prater	Abilene AFB	A	
	3	Elliott	Colorado City Air Field	A	
	BLUE	Field	Olney Air Field	A	H / 00:00
	2	Kessler	Graham Air Field	A	
	3	Torres	Seymour Air Field	A	
	4	Moore	Mineral Wells Air Field	A	
	5	Carlson	Eastland Air Field	A	
	6		Cisco Air Field		

*Wave Commander

Tab A, App 1
Annex B
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WAVE	CODE	ACFT COMDR	TARGET	DGZ	RELATIVE HHCT
3	ORANGE	Farrar*	Midland Air Park	A	H / 00:00
	2	Lindeman	Big Springs Webb AFB	A	
	3	Brauneis	Midland Air Terminal	B	
	4		Big Springs Hamilton Field	B	
	RUST	Helms	Sweetwater Air Field	A	H / 00:00
	2	Pearson	Abilene AFB	A	
	3	Voss	Colorado City Air Field	A	
	BROWN	Meyer	Olney Air Field	A	H / 00:00
	2	Carter	Graham Air Field	A	
	3	Carrington	Seymour Air Field	A	

*Wave Commander

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Tab A, App 1
Annex B
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COPIES WANTS BAPT TO GRAY (TIP TANKS PLUS 7% CRUISE AND PLUS 12% CLIMB)

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MST FLIGHT PLAN		S.O. AND SUFFIX		UNIT	SWPE ACFT	DATE	CELL CALL	REMARKS									
SECRET																	
WEIGHT		TANK			BOMBS WEIGHT		NUMBER OF ATO BOTTLES										
WEIGHT					AMMO WEIGHT		REMOVED FULL										
WEIGHT					WATER ATO WEIGHT		NUMBER OF ATO BOTTLES										
WEIGHT							EMPTY										
WEIGHT					INITIAL GROSS WEIGHT		ADJUSTED TAKE-OFF WEIGHT										
WEIGHT					START ENDOX AND TARI		ADJUSTED TAKE-OFF DISTANCE										
WEIGHT					FUEL ALLOWANCE												
WEIGHT					TOTAL FUEL		ATO FINISH SPEED										
WEIGHT																	
WEIGHT																	
PRE-FLIGHT PLAN																	
FROM	TO	FLYING	T.C.	WIND CRMP	T.W.	VAR.	N.W.	TEMP.	MADE	T.A.B.	G.S.	GRD DIS	TIME	APR DIS	CYA	FUEL FLIGHT PLAN	WEIGHT
				OR -				ALY.				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PROG. FUEL REMAINING	WEIGHT
				DRIFT												13500	179500
BT BND R.S. TAKE								15								4621	4621
T.O. ACC								167 ¹				10	-03	10		48083	174823
								-5				85	+15	85		4800	180
908		DL	112			-7		10200		325		95	+18	95		84063	174123
31 14N	L/O							-33				82	+11	82		3800	3800
90 20N	34C	T	112			-2		10200		425		177	+23	177		80283	166223
								-45				14	+02	14		400	400
								34N		425		191	+31	191		79883	165823
30 31N				275/50				-45				35	+05	35		1075	1075
90 37N	42A	CR	203	47		-6		34N		425	409	226	+36	227		78808	164808
								-45				14	+02	14		400	400
								34N		425		240	+38	241		78108	164108
31 44N				275/50				-45				477	1:16	537		14300	14300
92 58N	54AD	CR	279	0		-2		34N		425	375	717	1:54	778		64108	150108
								-45				14	+02	14		400	400
								34N		425		731	1:56	792		63708	149708
38 05N				275/50				-45				382	+53	380		9100	9100
92 55N	50CL	CR	017	-7		-10		34N		425	430	1113	2:49	1172		54508	140508
								-45				14	+02	14		400	400
								34N		425		1127	2:51	1186		54208	140208
38 05N				275/50				-45				45	+06	40		915	915
96 50N	58LTA	CR	090	0		-10		34N		425	475	1171	2:57	1226		63293	138333
								-45				7	+01	7		200	200
								34N		425		1178	2:58	1233		63083	138133

COMMON ROUTE BAFB TO KRAY

FROM	TO	ROUTE	FLY COND	T.C.	WIND DIR + OR - DRIFT	T.H.	VAR.	M.K.	TEMP	WASH	T.S.T.	Q.	ARR DIS ACC SEC DIS	TIME 2-57 SEC TIME	ARR DIS ACC AIR DIS	ETA	FUEL REQ. FUEL REMARKS	WGT PLAN GROSS WEIGHT
35 05N	95 50W	DELTA			275/50								183	:25	177		4130	4130
95 35W		BEGIN	CR	161	16		-9		34.5		425 442		1361	3:23	1410		48263	135000
		TO	DES	165			-9		25		440 440		55	4:08	55		385	385
34 00N		(ANN)	REND	165					15N		280 280		1427	3:33	1476		48193	134233
95 15W		END	AR	165	275/26		-8		15N		268 255		116	:27	112		8700	8700
32 08N		REF			46								1543	4:00	1588		29493	125533
94 37N																	40000	40000
																	ON TOLD	40000#
													6	:01	6		500	500
													1549	4:01	1594		72493	149023
30 28N		L/O											99	:14	99		400	400
94 07W		98%	CL	166			-8		37		425		1618	4:15	1693		71393	164333
													7	:01	7		200	200
													1655	4:16	1700		21793	160333
29 00N					275/50				34N		425		179	:23	161		4500	4500
91 00W		KRAY	CR	118	45		-7		34N		425 472		1834	4:39	1861		69693	154733
													14	:02	14		400	400
													1848	4:41	1875		69293	155133

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WHITE FIRST WAVE GREEN SECOND WAVE MUST THIRD WAVE

FROM	FLY COND	T.C	WIND CO ² OR DRIFT	T.R	V.W	M.H	TEMP	G.MPH	T.A.S	L	GND DIS		TIME	AIR DIS		ETA	FUEL		WEIGHT PLAN	
											ACC GND DIS	ACC TIME	ACC AIR DIS	PRED. FUE REMARKS	GROSS WEIGHT					
			275/50				-45					44	:07	49		1185	1185			
30 52N	PIE IP	GR 305	-3	-9			34.5W		440	395	2343	5:57	2421		55208	141248				
31 49N	IP		275/50				-45				102	:15	114		2750	2750				
99 53W	ITEM	GR 305	-3	-10			34.5W		440	395	2443	6:12	2535		52458	138498				
	NOT	BR 305	-3	-11			34.5W		440	395	2500	6:21	2599		50918	136958				
			275/50				-45				14	:02	14		400	400				
							35.5W		400		2514	6:33	2613		50518	136558				
38 30W			275/50				-45				379	:54	379		2500	2500				
98 18W	EXIT 2	GR 019	-7	-11			35W		425	425	2893	7:17	2992		42018	128058				
			275/50				-45													
31 00N	IP		275/50				-45													
98 09W	ITEM	GR 316	-4	-9			34W		440	400	2405	5:06	2486		52538	139678				
	NOT	BR 316	-4	-10			34W		440	400	2405	5:06	2486		52538	139678				
32 24W			275/50				-45				14	:08	14		400	400				
99 32W	IP	GR 316	-4	-10			33W		425	385	2453	6:14	2539		52109	138473				
							-45				14	:02	14		400	400				
							33W		425		2467	6:16	2553		52003	138063				
38 30W			275/50				-45				360	:52	365		8150	8150				
98 18W	EXIT 2	GR 010	-7	-11			33W		425	420	2827	7:08	2918		43853	129893				

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BLUE (1ST WAVE) - BLACK (2ND WAVE) - BROWN (3RD WAVE)

713 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

TIME	WAVE	FLY COND	T.C.	WIND COMP + DRIFT	T.M.	VAR.	TEMP	MACH	T.A.S.	DRG DIR	TIME	AIR DRG	ETA	FUEL FLIGHT PLAN	
														PREL. FUEL REMAINING	GROSS WEIGHT
28 00M				275/50			-45			46	:07	48		69773	155333
31 15M	WAVE 1	CR	205	41		-7	34M		425	440	1894	4:48	1927	7300	1300
							34M		425		1908	4:50	1937	400	400
29 30M	WAVE 1			275/50			-45				226	:36	254	6550	6550
95 30M	WAVE 1	CR	293	-2		-8	34M		425	377	2134	5:26	2141	61043	127083
							-48				35	:09	57	1000	1000
	98%	CL				-8	2036M		425		2169	5:31	2225	67043	126983
31 15M	WAVE 1			275/50			-48				101	:15	111	2780	2780
97 16M	WAVE 1	CR	319	-5		-9	36M		440	400	2270	5:46	2337		
								NCA							
32 18M	WAVE 1			275/50			-48				78	:11	84	2000	2000
98 05M	WAVE 1	CR	308	-5		-10	36M		440	407	2348	5:57	2421	55263	121703
				275/50			-48				70	:10	76	1800	1800
	TGT	BR	328	-5		-10	36M		440	407	2418	6:00	2497	53453	129503
							-48				14	:02	14	400	400
	IRDA IMMEDIATE RIGHT						36M		440		2432	6:09	2511	53063	139103
34 10M	WAVE 1			275/50			-48				89	:12	82	1900	1900
97 08M	WAVE 1	CR	065	-4		-10	36M		425	468	2521	6:21	2593	51163	137203
								#2							
32 19M	WAVE 1			275/50			-48				78	:11	84	2000	2000
98 00M	WAVE 1	CR	330	-5		-10	36.5M		440	407	2348	5:57	2421	55263	121303
				275/50			-48				51	:08	55	1300	1300
	TGT	BR	330	-5		-10	36.5M		440	407	2399	:05	2476	53963	129003
							-48				14	:02	14	400	400
	IRDA IMMEDIATE RIGHT						36.5M		440		2413	6:07	2490	53563	139603
34 10M	WAVE 1			275/50			-48				85	:11	79	1830	1830
97 08M	WAVE 1	CR	057	-5		-10	36M		425	460	2498	6:18	2567	51733	137773

COMMON ROUTE BLUE - BLACK - BROWN

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23 Jan 56

FROM	FLY COND	T.G.	WIND DIR + OR - DRIFT	T.H.	M.H.	TEMP	MACH	T.A.S.	GRD DIS		TIME		AIR DIS		E.T.A.	FUEL FLIGHT PLAN	
									ACC	GRD DIS	ACC	TIME	ACC	AIR DIS		PREL. FUEL REMAINING	CROSS WEIGHT
							#3										
92 51M IP			275/50			-48				122	:18	134				3180	3180
98 38M ITEM	CR	325	-5	-10		36.5M		440	405	2392	6:04	2471				54283	140123
			275/50			-48				51	:08	56				1330	1330
TGT	BR	325	-5	-10		36.5M		440	405	2443	6:12	2527				52783	138823
						-48				14	:02	14				400	400
IRDA IMMEDIATE RIGHT						36.5M		440		2457	6:14	2521				52383	138423
94 10M			275/50			-48				103	:13	92				2140	2140
97 08M WHISKEY	CR	078	-2	-10		37M		425	473	2560	6:27	2633				50243	136243
							#4										
92 00M IP			275/50			-48				52	:08	55				1300	1300
97 40M ITEM	CR	337	-6	-10		36M		440	415	2322	5:54	2392				55963	142003
			275/50			-48				52	:08	55				1300	1300
TGT	BR	337	-6	-10		36M		440	415	2374	6:02	2447				54663	140703
						-48				14	:02	14				400	400
IRDA ATF PLUS ONE MINUTE RIGHT						36M		440		2388	6:04	2461				54263	140113
94 10M			275/50			-48				83	:11	78				1830	1830
97 08M WHISKEY	CR	037	-6	-10		35M		425	450	2471	6:15	2559				52433	136233
							#5										
91 47M IP			275/50			-48				54	:08	59				1400	1400
98 03M ITEM	CR	312	-4	-10		36M		440	400	2324	5:54	2396				55863	141903
			275/50			-48				54	:08	59				1400	1400
TGT	BR	312	-4	-10		36M		440	400	2378	6:02	2455				54463	140503
						-48				14	:02	14				400	400
IRDA IMMEDIATE RIGHT						36M		440		2392	6:04	2469				54063	140503
94 10M			275/50			-48				129	:17	122				2800	2800
97 08M WHISKEY	CR	041	-6	-10		34M		425	450	2521	6:21	2591				51263	137303

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COMMON ROUTE BLUE -- BLACK -- BROWN WHISKEY TO BARF

TAB B, APP 1, ATICK B, 301 OF 301 402-96
23 JAN 96

TIME	TYPE	FLX COND	T.C	WIND COMP + GR -		T.H	M.H	TEMP	MACH	TAS	E	GRD DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
				DRIFT								ACC GRD DIS	TIME	ACC AIR DIS	ACC AIR DIS	FUEL REMAINS	GROSS WEIGHT			
ALL AIRCRAFT HOLD ALTITUDES TO WHISKEY UNTIL EL DORADO FOR																				
(MCA 36M) (#2 - 38M) (#3 - 37M) (#4 - 35M) (#5 - 34M)																				
37 30M				275/50				-48				260	:35	245						5350
93 47M	EXIT 1	CR	038	-6		-11		36M		425	450				14	:02	14			400
TURN																				
96 30M				275/50				-48				205	:26	184						4000
89 39M	TOTR	CR	109	#1		-8		36M		425	475				14	:02	14			400
TURN																				
33 25M				275/50				-48				190	:28	198						
91 00M	DELU	CR	203	#1		-6		36M							7	:01	7			200
TURN																				
	EL DORADO FOR	CR	265	#1		-7		36M		425					83	:13	94			1800
	WINDY RT FOR	CR	240	#4		-8		36M		425					62	:09	67			1275
TOTALS WHISKEY TO BARF																				
												835	1:56	823						17295
												#3		#4						#5
TOTAL GRND MILES																				
												3356		3333			3395		3308	3356
TOTAL AIR MILES																				
												3416		3392			3456		3352	3414
TOTAL TIME																				
												8:17		8:14			8:23		8:11	8:17
FUEL RESERVE																				
												33868		34438			32908		35138	33968

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WEIGHT AND BALANCE CLEARANCE FORM F TACTICAL (USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)						FOR USE IN AF 01-18-60				
DATE		AIRPLANE		FROM						
		B-47E		Markovale AFJ LA						
MISSION		SERIAL NO.		TO						
		A46402		Markovale AFJ LA						
REMARKS		REF	ITEM	WEIGHT	INDEX OR MOM					
Full Internal Fuel Load. Crew WT & Misc as outlined in 2AF Planning Guide E 1062		1	BASE AIRPLANE (FROM CHRT 0)	8220	00	2117				
		2	OLC (GAL)	1123		2117				
		3	TIP TONES	1595		2219				
		DISTRIBUTION OF LOAD								
		CONSP.	NO.	WEIGHT	SAGGAGE	CARGO AND MISC.				
		A	1	952			352	2119		
		B	3	700			700	2199		
		D			518		518	2011		
		COMPUTER PLATE NO. (If used)								
		Permanent instructions to the pilot for shifting load and crew seating, balance and loading should be noted above.		CORRECTIONS (Ref. 11)		4		CONSP.	NO.	WEIGHT
						200	2000	1178	2219	
		CHANGES (+ or -)		5		OPERATING WEIGHT		8410	229	
						6	FORWARD			
							AFT			
							EXTERNAL			
							ROCKETS			
						7	BUILT IN (GAL)	1160	9350	568
							ROCKETS (GAL)			
							EXTERNAL (GAL)			
						8	WATER IN FUEL (GAL)			
						9	WATER IN FUEL			
TOTAL WEIGHT REMOVED		-	-			10	TAKOFF CONDITIONS (Unbraked)	7950	568	
TOTAL WEIGHT ADDED		+	+			11	CORRECTIONS (If applicable)	250	12	
						12	TAKOFF CONDITIONS (Braked)	7700	556	
NET WEIGHT (Ref. 12)						13	TAKOFF C.G. IN S.H.A.C.	31.66		
						14	WATER IN FUEL			
		LIMITS					ROCKETS			
		FORWARD WEIGHT TAKOFF (G)		FORWARD WEIGHT LANDING (G)			AMMUNITION			
		200,000		125,000			FUEL	7850	4011	
		FROM		TO (S.H.A.C.)						
		21.5		31		15	ESTIMATED LANDING CONDITIONS	1103	4011	
		FROM		TO (S.H.A.C.)		16	ESTIMATED LANDING C.G. IN S.H.A.C.	25.16		
		10		31		COMPUTED BY				
						WEIGHT AND BALANCE TECHNIQUE				
						PILOT				

TAB C, App 1, Annex B
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23 Jan 56

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TAKE OFF AND LOADING DATA

RUNWAY LENGTH	11600'
RUNWAY TEMP	75° F
CRITICAL FIELD LENGTH	10000'
GROUND ROLL (DRY)	8600'
TAKE OFF SPEED	153 KNTS
LINE SPEED 2700'	94 KNTS
LINE SPEED 5700'	123 KNTS

FUEL LOAD

	<u>GALLONS</u>	<u>POUNDS (6.4# Gal)</u>
FORWARD MAIN	2930	18750 FULL
CENTER MAIN	2810	18000 FULL
AFT MAIN	3430	22000 FULL
FORWARD AUX	990	6354 FULL
R. S BAY	3230	20600 FULL
ATO	<u>1220</u>	<u>7800</u> FULL
	<u>14610</u>	<u>93504</u>

TAB C, App 1, Annex B
3 P ORD 402-56
23 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
23 January 1956

APPENDIX 2 ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

AIR REFUELING

TAB A Refueling Assignment Sheet

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

APPENDIX 2 ANNEX B

OPERATIONS ORDER

SERIAL NO 400-56

AIR REFUELING

1. CONCEPT:
 - a. All forces launch from home station and strike assigned targets non-stop employing one pre-target refueling in a one tanker/one receiver ratio. ~~7/7~~
2. FORCES: /U/
 - a. 301st AREFS (BARKSDALE) will support 301st Bomb Wing in TRIP HAMMER re-fueling area.
 - b. See Tab A, this annex for Air Refueling assignment sheet.
3. TANKER SQUADRON COMMANDER'S RESPONSIBILITIES:
 - a. Develop plans for scheduling launching and recovering controlled tankers and disseminate such plans as required. /U/
 - b. Insure that all crews are briefed on, and thoroughly understand, the assigned refueling mission. /U/
 - c. Prepare crew folders for use in refueling area to contain, but not limited to the following. /U/
 - (1) Appropriate Standard Communication Flimsy.
 - (2) Refueling Rendezvous Point.
 - (3) Reference material covering any special instruction or procedures.
4. GENERAL INSTRUCTIONS:
 - a. Rendezvous Points: IAW Tab A, this appendix.
 - b. Communications: IAW SAC Tactical Doctrine, SAC Manual 100-1 and Annex C.

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301OP ORD 402-56
23 Jan 56

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- c. Refueling Procedures: IAW SAC Manuals 55-10, 50-31, 100-1, and SAC Tactical Doctrine.
 - d. Alternate Refueling Area: No specific alternate area is assigned.
 - e. Refueling Altitude and Transfer Requirements: See Tab A, this Appendix.
5. SPARE AIRCRAFT: Ground/air spares at discretion of Tanker Squadron Commander.

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301 OP ORD 402-56
23 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

TAB A APPENDIX 2 ANNEX B

OPERATIONS ORDER

SERIAL NO 402-56

REFUELING ASSIGNMENT SHEET

AREA TRIP HAMMER		301ARSES		KEY RENDEZVOUS PT 24 OCN 95 15W	
REFUELING TRACK		165°		TRANSFER 40,000 #	
MISSED A/R ALTERNATE		BARKSDALE		ALTITUDE 15,000 (Base)	
WAVE	RDV PT	UNIT	NR ACFT	BOMBER CALL	REND TIME
1	ANN	301	5	CANTEEN RED*	H-2:03
	BETTY	301	3	CANTEEN WHITE	H-1:58
	CORA	301	5	CANTEEN BLUE	H-1:55
2	ANN	301	3	CANTEEN TAN*	H-2:03
	BETTY	301	4	CANTEEN GREEN	H-1:59
	CORA	301	4	CANTEEN BLACK	H-1:55
3	ANN	301	3	CANTEEN ORANGE*	H-2:03
	BETTY	301	3	CANTEEN RUST	H-2:00
	CORA	301	3	CANTEEN BROWN	H-1:57

*Wave Commander

Tab A, App 2
Annex B
301 GPOD 402-56
23 Jan 56

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX C

OPERATIONS ORDER

SERIAL NO. 402-56

COMMUNICATIONS AND ELECTRONICS

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX C

TO

OPERATIONS ORDER

SERIAL NO 402-56

COMMUNICATIONS

1. GENERAL:

- a. U.S. Radio Facility Charts, Supplementary Flight Information Document, JANAF's, ACP's, SACCEI, SAC Manuals in the 55 series and SAC Manual 100-1 apply. /U/
- b. Force Leaders will enforce maximum radio discipline. /U/

2. UHF INSTRUCTIONS:

- a. Channelization normal except: Channel 4 will be tuned to the specified air/air and refueling frequency. ~~/U/~~
- b. WAVE COMMANDERS AND WEATHER AIRCRAFT will utilize 311.0 mc for air/air UHF transmissions. ~~/U/~~
- c. UHF CAA reporting will be IAW current U.S. Radio Facility Charts. Reporting points will be as briefed and on flimsies. Force leaders will report for forces in formation. Tankers will submit reports for receivers during rendezvous and refueling. ~~/U/~~
- d. All aircraft will monitor 243.0 mc (emergency) throughout the mission. No transmissions will be made on this frequency except in case of emergency. /U/
- e. Tankers will utilize assigned A/R frequency for air/air communications. ~~/U/~~
- f. NCA formation control broadcasts will be IAW SAC Manual 55-1A. ~~/U/~~

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301st OFORD 402-56
23 Jan 56

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3. VHF INSTRUCTIONS:

- a. Tanker channelization will include 121.5 mc. ~~/o/~~
- b. Tankers will transmit on 121.5 mc during refueling in the event of UHF failure. ~~/o/~~
- c. Receivers will monitor 121.5 mc during refueling on OMNI receivers. ~~/o/~~

4. HF INSTRUCTIONS:

- a. Channelization: Normal. /U/
- b. Air/Air and refueling backup frequency: 5710.5 kc. /U/
- c. Optimum reporting frequencies: As listed on filmsies and as briefed. /U/
- d. Control Stations:
 - (1) Strike Reports: (Force leaders or designated representatives will report for forces.)
 - (a) Addressee: RED GRANGE.
 - (b) RAMEY (P)
 - (c) LORING ~~(S)~~
 - (d) Any airways station (T)
 - (2) Refueling Reports:
 - (a) Addressee: PADLOCK ALFA.
 - (b) CARSWELL (P)
 - (c) OFFUTT ~~(S)~~
 - (d) Any airways station (T) ~~/o/~~
- e. HF monitoring procedure ALFA applies. ~~/o/~~
- f. Tankers will monitor 5710.5 kc during rendezvous and refueling. ~~/o/~~
- g. ICAO position reports for forces will be submitted by force leaders or their designated representatives IAW Supplementary

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Flight Information Document and as briefed. /U/

5. SECURITY RECOGNITION AND IDENTIFICATION:

- a. HF radio silence is directed except for strike reports, refueling reports, specified ICAO reports, and answers to calls from ground control stations. /U/
- b. Authentication will be in accordance with AFSAL 5104. /U/
- c. Identification will be by IFF:
 - (1) Force Leaders: Entire mission - Mode 2.
 - (2) Other Aircraft: STANBY to cell breakup. Mode 2 after cell breakup. /U/

6. EMERGENCY COMMUNICATIONS:

- a. IAW ACP 130, 135, current Radio Facility Charts and Supplementary Flight Information Document. /U/
- b. RS-6 and URG-4 radios will be carried. IOTF's and crystals will not be issued. /U/
- c. In the event of emergency contact station to which position reports are being submitted, give position, status and intentions. If aircraft is to be abandoned, actuate emergency keyer. /U/

7. CALL SIGNS AND CODE WORDS:

- a. Mission nickname: ROAD AGENT. ~~/U/~~
- b. Air/Air call signs:
 - (1) Bomber: FORCE COLOR PLUS FORMATION POSITION.
 - (2) Tankers: RENDEZVOUS POINT PLUS FORMATION POSITION. ~~/U/~~
- c. Air/Ground call signs: Unit Tactical call signs plus two digit number. ~~/U/~~
- d. Unit Tactical call signs: IAW current SACCEI. /U/
- e. Recall Codeword: WIRE BRUSH. ~~/U/~~

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f. Force Call Signs:

<u>WAVE 1</u>	<u>WAVE 2</u>	<u>WAVE 3</u>
RED	TAN	ORANGE
WHITE	GREEN	RUST
BLUE	BLACK	BROWN /s/

g. Weather Aircraft: TRIP HAMMER WEATHER. ~~/s/~~

h. Refueling Area: TRIP HAMMER. ~~/s/~~

i. Collective Call Sign: ROAD AGENT FORCE. ~~/s/~~

j. Wave Commander: CANTEN COMMANDER. ~~/s/~~

k. Tanker Task Force Commander: TRIP HAMMER COMMANDER. ~~/s/~~

8. AIR REFUELING COMMUNICATIONS:

<u>BOMBER FORCE</u>	<u>C/R PLAN</u>	<u>TANKER FORCE CALL</u>
RED TAN ORANGE	ANN ZI	ANN (1-)
WHITE GREEN RUST	BETTY ZI	BETTY (1-)
BLUE BLACK BROWN	GORA ZI	GORA (1-)

b. Tanker task force commander will utilize 311.0 mc for air/air/communications. ~~/s/~~

9. SPECIAL INSTRUCTIONS:

a. All aircraft:

- (1) Check in with CANTEN when ready to taxi.
- (2) Submit FOX broadcast to tower on take-off roll giving aircraft tactical call sign.
- (3) Give CANTEN take-off time immediately after airborne.
- (4) Advise CANTEN of estimated landing time after contacting Shreveport Approach Control. /u/

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX D

OPERATIONS ORDER

SERIAL NO 402-56

AIR WEAPONS

(Omitted)

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX E

OPERATIONS ORDER

SERIAL NO 402-56

GUNNERY

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX E

OPERATIONS ORDER

SERIAL NO 402-56

GUNNERY

1. GENERAL: Live gunnery and fighter tracking will be conducted in conjunction with USCM.
 - a. Live gunnery will be conducted only during daylight hours and if VFR weather exist.
 - b. Fighter tracking will not be accomplished if live firing is not completed prior to interception or, in event a malfunction has occurred during firing practice.
2. LOADING: All aircraft will be loaded with 700 rounds of training Ammunition.
 - a. The A-5 section of the A&E Squadron will preflight, load and inspect the gunnery system.
 - b. Ammunition will be torqued into the guns with in four hours before scheduled takeoff on only second wave aircraft.
3. FIRING: Guns will not be charged until three minutes after making turn at point YOKE.
 - a. The formation leaders will give the command to commence and cease fire.
 - b. Observer will clear area 20 miles ahead of bomber with radar and optic.
 - c. Firing will cease 50 miles prior to reaching land.
 - d. Gunners who accomplish live firing will complete SAC Form 255.

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23 Jan 56

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4. FIGHTER TRACKING: Fighter interception will be conducted with fighters of the 33rd Air Division out of Kansas City. Fighter tracking will be accomplished provided the following criteria is met.

- a. That the turret be exercised through its full limits to expel any spent brass or links.
- b. During fighter tracking the following switches remain off or safe.
 - (1) Trigger Switch
 - (2) Safe fire switch
 - (3) Fire power fuse removed.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX F

OPERATIONS ORDER

SERIAL NO 402-56

WEATHER

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
23 January 1956

ANNEX F

OPERATIONS ORDER

SERIAL NO 402-56

WEATHER

1. GENERAL: Weather forecasts and briefings will be accomplished by the Wing Weather Officer provided by Detachment 19, 26th Weather Squadron. /U/
2. BRIEFING SCHEDULE: Weather briefings will be provided to bomber and tanker crews three hours prior to take-off time. Briefings will consist of a word and pictorial presentation of general synoptic patterns, weather, winds, temperatures and "D" values for routes, air-refueling area, targets and terminals. ~~/S/~~
3. WEATHER FLIMSIES: A weather flimsy will be provided each crew at the conclusion of the weather briefing. The flimsy will contain all data pertinent to the route, air-refueling area, targets, terminal and alternates. ~~/S/~~
4. POST FLIGHT REPORTS: Crews will accomplish and submit SACMAR reports as required by SAC Regulation 105-2. The Base Weather Station will be responsible for editing, plotting and transmitting completed reports as required by pertinent AHS directives. /U/

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COMBOMWG 301 BARKSDALE AFB LA

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COMAF 2 BARKSDALE AFB LA/COURIER

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~~/SECRET/~~ 1. ZIPPO/_____/B-47/400-56/30LEW/30LEW/TAILGATE

2. The 301st Bomb Wing (M), in accordance with 301NW Op Ord 400-56, launched six Quick Strike aircraft at 1639Z on 31 Jan 56. Each of these aircraft successfully on-loaded the briefed amount of fuel, effectively bombed its assigned target, and returned to Barksdale. Severe weather conditions forced a delay of Wave I. Because of the delay, Wave III was combined with Wave II for a total force composition of 16 aircraft. Weather again forced another delay of 28 hours for Wave I. Wave II take-off times remained the same as ARTC clearance had already been approved. This change now had Wave II scheduled to be launched prior to Wave I. Sixteen bombers (Wave II) were launched at 1240Z on 3 Feb 56. Severe weather conditions necessitated constant in-flight planning and final movement of key rendezvous point Ann from Barksdale AFB to El Dorado Ombi. Twelve of the sixteen received the briefed on-load of fuel. Of the other four, two bombers had no tankers due to bad weather, one aborted prior to refueling because of loss of radar and being in a force that was short of tankers, and one received 12,000 pounds of fuel and then disconnected because of smoke in the cockpit.

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The remaining twelve bombers successfully bombed their assigned targets. Because of below minimum weather conditions at Barksdale and extreme distances to alternates from Barksdale, all twelve bombers were diverted after target direct to alternate bases. Four landed at MacDill AFB, four at Hunter AFB, and four at Pinecastle AFB. The remainder of operation Tailgate was cancelled. In summary, a total of 22 aircraft were launched with 16 of these successfully completing the mission. Severe weather conditions throughout the entire period was the primary problem encountered during the operation.

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/s/LINCOLN D HELYEA MAJOR USAF
30101 23169

/s/LINCOLN D HELYEA MAJOR USAF
Chief, Intelligence Division

A TRUE CERTIFIED COPY:
[REDACTED]
JACK W. GRIER
2NDLT, USAF

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COMBOMWG 301 BARKSDALE AFB LA

071800Z

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COMAF 2 BARKSDALE AFB LA/COURIER

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~~/SECRET/~~ 1. ZIPPO/_____/T-27/400-56/301EW/301AREFS/TAIIGATE

2. The 301st Air Refueling Squadron, in accordance with 301EW Op Ord 400-56, launched six tankers at 1755Z on 31 Jan 56 in support of Quick Strike operations of the 301st Bomb Wing. All aircraft off-loaded the briefed amount of fuel and returned to Barksdale. Air refueling support for Wave I was delayed 12 hours because of weather. Force composition for Wave I remained the same but, because of the delay, Wave III was combined with Wave II for a total force composition of 16 aircraft. Bad weather again forced a 28 hour delay for Wave I. Wave II take-off times remained unchanged as ARTC clearance had already been approved. This change now had Wave II scheduled to be launched prior to Wave I. Sixteen tankers were launched at 1337Z on 3 Feb 56 in support of Wave II. Severe weather conditions necessitated movement of key rendezvous point Ann from Barksdale AFB to El Dorado Omni. Twelve of the 16 tankers airborne were effective. Of the remaining four, one tanker could not refuel due to no receiver, one due to receiver having smoke in the cockpit forcing it to disconnect after taking on 12,000 pounds, and two due to bad weather preventing.

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them from making orbit good. Three tankers returned to Barksdale after refueling. The remaining thirteen landed at Whiteman AFB because of weather and traffic causing a two hour delay at Barksdale. Since the tankers had to be diverted, Whiteman was the nearest suitable alternate. The remainder of operation Tailgate was cancelled. In summary, a total of 22 tankers was launched with 18 of these successfully off-loading the briefed amount of fuel. Severe weather conditions throughout the entire period was the major problem encountered during the operation.

2 2

/s/LINCOLN D RELYEA MAJOR USAF
301DOI

/s/LINCOLN D RELYEA MAJOR USAF
Chief, Intelligence Division

A TRUE CERTIFIED COPY:

JACK W. GRIFF
2NDLT., USAF

~~SECRET~~

17

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.	SUBJECT		
	Loss of Gunnery During February 1956		
303010	FROM 301000	DATE 29 Feb 56	COMMENT NO. 1
		CAPT VAN WORMER/ej/ [redacted]	
<p>1. During the month of February, 241 sorties were scheduled and 162 sorties flown. Of these only 14 gunnery missions were accomplished. The loss of gunnery missions was due to weather cancellation and/or mission replanning due to weather. The following is a break-down by date:</p> <ul style="list-style-type: none"> a. Operation Tail Gate, 30 Jan thru 4 Feb 56: Due to weather, mission was replanned and gunnery excluded. b. Operation Road Agent, 6 thru 10 Feb 56: Weather forced mission to be replanned and gunnery was excluded. c. Operation Snow Bank, 20 thru 24 Feb 56: A bombing evaluation mission gunnery was excluded. <p>2. The gunnery missions accomplished this month were on individual sorties made possible by a change in SAC Reg 50-8. Previously, SAC Reg 50-8, Supplement XI, forced gunnery to be accomplished on Bomber Stream and USCM only.</p> <p>3. During the month of March, gunnery will be scheduled on all Air Weapons flight missions and full advantage taken of this change in operations regulation, (SAC Reg 50-8), to schedule gunnery on as many individual sorties as possible to meet SAC Reg 50-8 requirements.</p>			
<p>/s/ HAROLD L. SWANAGON /w/ HAROLD L. SWANAGON Major, USAF Chief, Opns & Tng Div</p>			
<p>A CERTIFIED TRUE COPY:</p> <p>[redacted]</p> <p>JACK W. GRIER 2NDLT., USAF</p>			

1062

18

Maintenance and Operations Program

301C, 328SC, 3528SC, 3538SC, 301DO

11 January 1956

301DM
INFO: 301DOO, 301DOB, 301DOS-47,
Chief of Maintenance,
301DOP, 301DOCO

MAJOR TAYLOR/ej/

1. A meeting was held at 0800 on 11 January 1956 in my office to discuss a new training program for the 301st Bomb Wing to be effective on 23 January 1956 and ending 31 Mar 56. This program could be continued after 31 March if desired.

2. Personnel attending the meeting were Lt Col Merten, Lt Col Powell, Lt Col Krig, Maj McKay, Maj Scheres, Maj Callan, Maj Shroy, Maj Taylor, Maj Duquette, Capt Smith.

3. The program as outlined below was discussed and approved.

a. During one week, one squadron will fly only one crew per day and perform block ground training, all base details (such as EFPC, AO and OD), and assume all alert crew requirements. The other two squadrons will fly as indicated on the schedule as outlined below.

b. Maintenance will provide aircraft as outlined below.

c. If, during the week that the squadron operations who provides one crew per day, maintenance provides more than one aircraft, the additional aircraft will be utilized by the wing staff and/or wing standboard.

d. During the week 6-13 Feb; 20-27 Feb; and period 30-31 Mar, all base details and alert crew duties will be equitably divided.

* * * * *

/s/W. E. COLSON for
/t/CHARLES D. LEWIS
Colonel, USAF
Director of Operations

A TRUE EXTRACT COPY:

JACK W. GRIER
2NDLT., USAF

19

STANDARDIZATION ACTIVITY REPORT
RCS: 2AF-T3

I. Special Projects or Activities:

A. During the month of Feb 56 the Aircraft Commander and Pilot emergency procedure and proficiency examinations were revised to conform with the new 2AF Form 156A. The Observer's emergency procedure and proficiency examinations are now in the process of being revised according to 2AF Form 146. Copies of these examinations, with the answers and the page number of the Dash One, where the questions were obtained from will be forwarded with March's report.

B. Crew IN-91 was upgraded to R-91.

C. Crew IN-65 was upgraded to R-65.

D. Crew R-25 was redesignated to R-32.

II. Standardization Crew Training or Proficiency Missions Accomplished:

A. Wing Standardization Crew S-40 flew one crew sorties, one USCM, one evaluation mission. The Aircraft Commander and Observer flew one staff mission with the Wing Commander, Colonel Holstrom, to MacDill AFB, Fla. and return.

B. 32nd Bomb Squadron Standardization Crew, S-03, was replaced by crew S-75, LtCol Hodge. This assignment change was effective 20 Feb 56. Their accomplishments for the month are as follows; successfully completed SES the 16 Feb 56 and flew evaluation mission. The Co-pilot completed instrument school during the last week of the month.

C. The 352nd Bomb Squadron Standardization Crew, S-35, accomplished one USCM, one pilot's proficiency mission, one evaluation mission. The Co-pilot completed instrument school during the last week of Feb 56.

D. The 353rd Bomb Squadron Standardization Crew, S-80, accomplished one USCM, one pilot's proficiency mission, one evaluation mission. The Observer was on leave from the 7th to 20th Feb.

III. 2AF Form 59 Discrepancies:

A. A 51-k check on crew R-13 will be complete after the observer ride, scheduled 2 March, is completed.

IV. Standardization Schedule For March 1956:

A. Recheck 51-k, R-23 (A/C)

B. 51-k Checks for Crews, R-54, R-56, S-72, S-80 S-05 and R-24.

C. 51-19 Check Crew IN-28 (A/C)

D. 51-4 Checks for STAFF, Scherer, Taylor., Shirley, Callum, Battalio, Gasbarre, Gibson.

E. SES Schedule for March: Crews S-11, L-73, S-74, L-83. Crew S-10 recheck on Grid Celestial.

V. Number of Complete Crew Checks Administered:

A. Number of crew all members check satisfactory: 1

B. Number of crews all members checked unsatisfactory: 1

VI. Total Number of Individual Checks Administered:

A. Number of individuals checked satisfactory: 3

B. Number of individuals checked unsatisfactory: 0

VII. Staff Personnel Assigned:

A. Number assigned as 31 Jan 56: 25

B. Number qualified IAW SAC Reg 51-19: 18

C. Number qualified IAW SAC Reg 51-4: 15

D. Number receiving checks during February: 1

E. Number failing checks during February: 0

VIII. Telephone: 23261; Barksdale AFB SOCS Canteen Control.

IX. Section C: Additional enclosures will be forth coming with March report.

A CERTIFIED TRUE COPY

(b)(7)

JACK W. ORLER
CNDLT., USAF

26

Hq 4th Air Div, DC, Subj: Review of Standardization Procedures

(17 Feb 56)

1st Ind

HQ 301ST BOMBARDMENT WING (M), Barksdale AFB, Louisiana

TO: Commander, 4th Air Division, Barksdale AFB, Louisiana

1. I believe that the 301st Standardization Section is operating properly. This was confirmed by the recent SAC IG inspection which found that the section was operating effectively and complying with all applicable directives.

2. I presently review and sign all flight check records accomplished by the wing standardization section and the Strategic Evaluation Squadron. These records are then passed on to the squadron commander who signs them. The squadron commander then takes necessary action to correct any areas of weakness indicated in these records.

3. This wing has a policy whereby any crew member who fails a standardization check meets a board of officers to discuss his failure. This board is composed of the Director of Operations, his Deputy, the Chief of the Training Division, Standardization Section Chief, and squadron commander of crew concerned. In the event the failing crew member is an observer, the board is augmented by the Chief of the Bomb/Nav Division and the squadron observer. This board examines the records of the failing crew and interviews the standardization section instructor who gave the check, along with the entire crew. They then recommend corrective action to be taken. This failure is cause for re-examination within 15 to 45 days with the crew member being placed in student status during the interim period (this is in accordance with current regulations).

4. In order to insure more positive follow up action, I have extracted all areas of weakness noted in current standard and SES records of all primary crews. These are being sent to the squadrons with instructions to reply as to the specific corrective action taken in all instances. Further, I am establishing a policy that in the future squadron commanders will report to me the corrective action taken to eliminate areas of weakness within 45 days after receipt of the standardization section or SES findings.

EVERETT W. HOLSTROM
Colonel, USAF
Commander

A CERTIFIED TRUE COPY:

(U) (S)

JACK W. GRIER
2NDLT., USAF

Report of 2AF Standboard Staff Visit - 6-16 Dec 55

30120

301ARSQ

27 Feb 56

Maj Goss

The following discrepancies, reasons for discrepancies and corrective action taken are submitted in reply to the recent 2AF Standardization visit, 6-16 Dec 55, and 30120 Disposition Form dated 9 February 1956.

DISCREPANCIES

3.(a) The unit training program with regards to taking action on write-ups of the findings on standardization proficiency checks is deficient. Recurring weaknesses in individual air crew members proficiency indicate little or no follow up training on recommendations made by standardization check personnel.

ANSWERS

This deficiency is answered in two areas. The first, flying. Over a long period of time this squadron loses an average of approximately 10 per cent of its flying time to satisfy ordered commitments. This percentage for January was 9.4. For February the percentage will be higher. These training hours while not lost are not available for scheduling crews in known areas of weakness. In addition, this squadron is attempting to maintain crew proficiency with a flying hour quota which is among the lowest if not the lowest within 2AF. The flying hours available in January 1956 after subtracting ordered flying hours resulted in an average of 21 hours per crew. To overcome this shortage of flying training hours crews are scheduled for training sorties built around known deficiencies. A record of deficiencies and corrective action taken is inclosed. The second area, ground training. In addition to normal ground training conducted under the provisions of SAC REG 50-24 and SAC REG 51-19 a well supplied and comfortable reading room has been provided. Also to help those who will not help themselves a follow-up training program is being initiated within flights. The program will be scheduled by Flight Commanders on non-flying days and will encompass the subjects and include the people who were weak on their last standardization check.

Cont'd

Report of 2AF Standboard Visit Cont'd

DISCREPANCIES

3.(b) Standardization crew personnel are being given additional duty assignments within the squadron. The junior crew aircraft commander also acts as a squadron flight commander, the engineer is assigned as the squadron performance engineer, and the radio operator is being utilized as an instructor in the ground training program.

3.(c) Orders are outdated designating standardization crews.

3.(d) An aircraft questionnaire was not completed and on file in the pilot's folder for crew number T-21.

3.(e) Boom operators on crews T-27 and T-15 have no SAC Form 412, Check out certificate, on file.

3.(f) SAC Regulation 51-4, paragraph 6b is not being complied with in that standardization records are not being forwarded when individuals are transferred.

ANSWERS

The senior Wing Standardization crew personnel are assigned no additional duties. Squadron standardization crew personnel have been assigned additional duties which do not interfere with standardization activities. This situation has resulted from placing the most qualified person for a job on that job. An examination of standardization checks given by both crews shows that there is ample time available for some of the members of one crew to participate in squadron activities for the benefit of the squadron. In order to more nearly satisfy this criticism the present squadron standardization crew will be withdrawn and another crew put on orders. The replacement crew is not quite ready but within approximately three months the change should be effected. The new crew will be assigned no additional duties.

The most recent orders designating standardization crews are dated 2 Feb 56.

This questionnaire was removed for the purpose of cutting a new stencil and has been refiled in the Pilot's folder on Crew T-21.

SAC Forms 412 have been completed and filed for the Boom Operators on Crew T-27 and T-15.

Standardization records are now being forwarded on all individuals being transferred.

Report of 2AF Standboard Staff Visit Cont'd

DISCREPANCIES

3.(g) The boom operators flight check form 114, for crew T-13, was not on file. This indicates that a check was not administered to this airman prior to his appointment as an instructor operator

3.(h) The monthly 2AF Standardization Division Newsletter is not getting maximum dissemination within the standardization section.

3.(i) Maintenance support of the Standardization flight check was substandard. A total of four aircraft were scheduled to accomplish sorties; take-offs of both sorties were delayed due to maintenance trouble encountered.

3.(j) Change #4, dated 15 Nov 55, had not been entered in the unit's SACCEL

3.(k) Pilot's Instrument Handbooks (PHACUS) were not current.

ANSWERS

The Boom Operator on Crew T-13 was flight checked prior to his appointment as an instructor Boom Operator; however, due to an oversight, the form 114 was not completed. This Form has now been accomplished and filed.

The Wing Standardization Board was not aware of the Newsletter at the time of the inspection; however it is now available and a master file is maintained by the Chief of the Standardization section.

Maintenance support of the standardization flight check, and maintenance support of operational flights in general, has been discussed at great length with Capt Harmon who was Maintenance Officer during the time of the flight. This problem has also been analyzed by the new squadron Maintenance Officer, Lt Atkinson. He has taken six experienced crew chiefs from their aircraft and assigned them to the Squadron post flight docks in an effort to raise the overall maintenance standards of the squadron. It should be added that normal aircraft assignment was made in support of these sorties.

Change #4, 15 Nov 55, had been entered in the Squadron SACCEL.

Pilot's Instrument Handbooks (PHACUS) are now being kept current. This was discussed with the Communications Officer and the discrepancy has been corrected.

/s/t/ALLAN A. LATMAN, LtCol, USAF
Commander

A CERTIFIED TRUE COPY:

(S) (b)
JACK W. GRIER
2NDLT., USAF

~~CONFIDENTIAL~~

22
301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Division Commander's Remarks

Section J

Refueling Air Training Report for the Month of February, 1956

(RCS: 4-SAC-T12)

I concur with the remarks of the Squadron and Wing Commanders.

(b) (6)

M. K. PRESTON
Brigadier General, USAF
Commander

3-6-1154
6-832-4
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

WING COMMANDER'S REMARKS

PART IV OF

Air Training Report for Month of February 1956

RCS: 4-SAC-112

I concur with the remarks of the Squadron Commander

(S) (S)

WILBERT A. HOLSTROM
Colonel, USAF
Commander

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

1 March 1956

SQUADRON COMMANDERS REMARKS

Part III

Air Training Report for Month of February 1956

RCS: 4-SAG-T12

- a. Hours flown performing Missions Ordered by higher headquarters:
- | | |
|---------------------------------------|---------------|
| (1) Ferrying cargo & personnel | <u>22:05</u> |
| (2) USGM (Tailgate) | <u>75:45</u> |
| (3) Air Refueling Support for 70th BW | <u>34:45</u> |
| (4) Operations Devilfish Support | <u>17:40</u> |
| TOTAL | <u>150:15</u> |
- b. Weather or Local Conditions:
(1) Thirty-eight sorties and 145 hours flying lost due to weather during the month of February.
- c. Restrictive Directives:
(1) Not applicable.
- d. Combat Crew Member Gains and Losses:
(1) Crew Member Gains:
A. None.
(2) Crew Member Losses:
A. One Aircraft Commander - Discharged
B. One Navigator - Observer Upgrading School
C. Two Boom Operators - One discharged, one transferred.
D. One Radio Operator - One discharged
- e. Crew Member Changes:
(1) One aircraft Commander
(2) Four Navigators.
(3) One Co-Pilot
(4) Three Boom Operators
(5) One Radio Operator.
- f. New Crews:
(1) IM-31 - Formed 16 Feb 56
- g. Crew Status Changes
(1) Not applicable
- h. Standardization Crews:
T-21 - Wing Standardization Crew
T-22 - Squadron Standardization Crew

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Squadron Commanders Remarks Cont;

- i. Additional Material and Personnel Problems:
(1) Not applicable
- j. SAC Minimum training Requirements Not accomplished:
(1) Not applicable
- k. Non-Combat Ready Crews Capable of Deploying:
(1) None.
- l. Non-Combat Ready Crew Training:
(1) Not applicable.
- m. Special Training Month Remarks:
(1) Not applicable.
- n. Comments or Recommendations of the Unit Commander.
 - (1) The Squadron reported 123 sorties and 490 hours flying time for February. The average for each of the twenty-one assigned combat Ready crews was 23 hours flying time and 5.9 sorties.
 - (2) The Squadron was 80 hours short of the proposed 586 hours flying time for the month of February. This was due primarily to flying hours lost due to weather and the high rate of engine losses due to high time engines.
 - (3) The Squadron accomplished 34 hookups of less than 40,000# that were not reportable on the part 1 of the T-12 Report.
 - (4) The requirement to launch 12 KC-97's for each night mass air refueling imposes a serious maintenance problem. During the period when the Squadron's aircraft are going through the IRAN program, the squadron has a maximum of eighteen aircraft available. This means that every night mass air refueling is a maximum effort maintenance wise and adversely affects normal training since a one day stand down period is required before and after each mission. Recommend that the aircraft requirement for night mass air refueling be reduced from 12 aircraft to four aircraft.

(b) (6)

ALLAN A LATHAN
Lt Col, USAF
Commander

~~CONFIDENTIAL~~

~~SECRET~~

28
HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM
Barksdale Air Force Base
Louisiana

Division Commander's Remarks

Section J

Air Training Report for the Month of February, 1956 - RCS: 3-SAC-FL2

I concur with the remarks of the Wing Commander.

(D) (G)

H. A. FRESION
Brigadier General, USAF
Commander

3-6-1953

6-809-4

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~~SECRET~~

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks - PART V

Air Training Report for Month of February - RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1) Ferry from Castle	5:20
(2) Goose Air Base for SML	7:55
(3) Eglin AFG Project	7:00
(4) Palm Tree Project	32:35
(5) SES	101:30
(6) Devil Fish (Lincoln Lab Project)	143:05
(7) Tail Gate (SAC IG)	184:40
(8) Snow Bank (SAC Eval)	229:05
(9) Transition for Deputy C of 2.F	1:40
(10) VIP Check-out for M/Gen. quist	15:40
	<hr/>
TOTAL	728:30

b. Weather or local conditions: A total of 44 sorties were cancelled due to weather, however, 34 sorties were re-scheduled resulting in an overall loss of 10 sorties and 105:00 hours.

c. Restrictive directives: None.

d. Combat crew member gains and losses:

(1) Crew members gained:

- (a) One co-pilot.
- (b) Two observers.

(2) Crew members lost:

- (a) One aircraft commander, PCS to Hq, 301st Bomb Wing.
- (b) One co-pilot, replaced by a more qualified pilot.
- (c) One co-pilot, replaced by a more qualified pilot.
- (d) One observer, PCS to Hq, 301st Bomb Wing.
- (e) One observer, DNIF indefinite, reassigned to 301AREFS.

e. Crew member changes:

- (1) Two co-pilots.
- (2) Four observers.

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6-809-4

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- f. New crews: None.
- g. Crew status changes:
 - (1) IN33 disbanded 29 February 1956. Aircraft Commander PCA to Wing Staff. Co-pilot awaiting assignment to another crew. Observer assigned to another IN crew.
 - (2) M25 to M32, 1 February 1956. Redesignated.
 - (3) M41 to M61, 1 February 1956. Downgraded.
 - (4) M92 to R91, 22 February 1956. Upgraded.
 - (5) S05 removed from duty as J2-CARW standardization board crew effective 10 February 1956.
 - (6) S75 assigned as 30FA standardization board crew effective 29 February 1956.
- h. Standardization Crews
 - SAC, Wing - 15 Oct 55.
 - S75, 32nd Bomb Sq - 20 Feb 56.
 - S35, 352nd Bomb Sq - 1 Aug 55.
 - S30, 353rd Bomb Sq - 1 Jan 55.
- i. Additional material and personnel problems: HO-249 Sight Reduction Tables, Volume I, II and III, for celestial navigation and MC Manual 50-38 are still critically needed for the Observers within the Wing.
- j. SAC minimum training requirements not accomplished: Not applicable.
- k. Non-combat ready crews capable of deploying:
 - N78 - TDY B52 training.
 - M61 - TDY B52 training.
- l. Non-combat ready crew training:
 - (1) Emphasis continues to be placed on upgrading "IN" personnel, however, due to the high percentage of flying time devoted to higher headquarters commitments during February the actual air training the "IN" personnel received does not compare favorably with the flying time accomplished. This is due to the fact that "IN" personnel were scheduled as fourth passengers to increase their flying time when crew positions were not available. Individual flying time, for the months of January and February, is reported on part I of the Air Training Report.

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(2) Following is submitted in accordance with ~~Law 488, Article 1695:~~

<u>CREW</u>	<u>ESTIMATED CR DATE</u>
N61	TDY B52 COTS
N78	TDY B52 COTS
IN27	15 Jul 56
IN28	1 May 56
IN29	15 Jul 56
IN30	15 Jul 56
IN31	1 Aug 56
IN62	15 Apr 56
IN63	1 Jun 56
IN64	1 Jun 56
IN96	15 Jul 56

m. Field training operations: None scheduled during February 1956.

n. Special training worth remark: None identifiable.

o. Comments or recommendations of the Wing Commander:

- (1) Due to over 50% of the flying time in February being devoted to higher headquarters commitments routine 50-B, 51-26, and non-combat ready training did not progress as desired.
- (2) The SAC IG (no notice) inspection was completed on 3 February. During his critique, the team chief (Gen Wade) stated that from past performance and records available the radar bombing capability of the 301st Bombardment Wing compares favorably with any wing in SAC.
- (3) During the annual evaluation mission, Snowbank, the 301st Bombardment Wing achieved the following:

(a) Aircraft and aircrews scheduled	33
(b) Aircraft airborne	36
(c) Aircraft over target (and scored)	33
(d) RBS runs:	
Record	30
Practice	2
Malfunction	1
(e) Gross errors	2
(f) CEP	2210
(g) CEA	2890
(h) Percent reliability	80%


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- (4) Coordinating and obtaining ARTC clearances for special missions becomes increasingly difficult. Low priority missions usually receive so many route and/or altitude changes that the "flown" mission does not resemble the planned mission. Some of the impeditive results are: increased workload for the planning officers, confusion to the crews, final changes presented at weather briefing, and most important of all the re-planning of subsequent missions to incorporate the training items lost due to these changes. The only apparent advantageous result is the already proved versatility of our planning staff and the, also proved, flexibility of our combat crews. At a CAA coordination meeting during February the Chief Controller from Fort Worth ARTC stated that the new SAC Regulation 55-3 has increased the clearance difficulties for CAA.
- (5) The 301st Bombardment Wing recommends that the number of aircraft required to be scheduled on night base air refueling be lowered from 12 to 4 and the number required to on-load 40,000 pounds of fuel be decreased to three. This would ease the scheduling and maintenance burden on the ARS units without, repeat without, any change in training received by B-47 crews, since each cell makes individual rendezvous on a separate frequency multiple cells do not increase individual crew proficiency. This change would permit base refueling missions on a daily basis.

(6) Gunnery performed at SSS:

<u>Crew</u>	<u>Ammo Loaded</u>	<u>Ammo Fired</u>
S10	700	34
S39	700	350
S42	700	350
S75	700	150


EVERETT W. HOLSTROM
Colonel, USAF
Commander

~~SECRET~~

Special Handling Required USE Box 49, 52, 57, 58, 64, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

AIRCRAFT INCIDENT REPORT
AIRCRAFT INCIDENT REPORT
 29 Feb 58
 1-82-72
 TO: Commander, 301st Bomb Wing (M) FROM: 352d Bomb Sq THRU: Commander
 Barksdale AFB, Louisiana Squadron Flying 352d Bomb Sq.
 ATTN: Wing Flying Safety Officer Safety Officer Barksdale AFB, La.
 BAFB, La.

1. PLACE OF INCIDENT: Barksdale AFB, La. 2. BASE DEPARTED: Barksdale AFB, La. 3. DAY
4. CLEARANCE: Local 5. MISSION OR ACTIVITY ENGAGED IN: Test Flight
6. PHASE OF FLIGHT: a. Level Flight b. ALTITUDE: 15M and/or 23M
7. AIRCRAFT: a. TYPE: B-47E b. ORGANIZATION AIRCRAFT ASSIGNED TO: 352d Bomb Squadron
8. DESCRIPTION OF DAMAGE TO AIRCRAFT: Hole approximately 6" diameter in left aileron just outboard left wing tank side strut. Plastic inspection covers over electrical disconnects in both main wing tank struts were missing. Various parts of left wing tank side strut panels cracked.

9. NARRATIVE REPORT:

a. DESCRIBE WHAT LED TO THE INCIDENT: Aircraft was given an elevator trim coordination flight. Flight was normal except for small final elevator trim settings and 4° right aileron trim required at 23M and 357 Kt IAS.

b. WHAT DID YOU DO: No other abnormal indications noted during flight and subsequent radar shakedown performed.

c. WHAT WAS THE IMMEDIATE RESULT: After landing, the damage indicated in 8 above, noted.

d. WHAT, IN YOUR OPINION, WAS THE CAUSE OF THE INCIDENT: Vibration from side strut on wing tanks causing buffeting and breaking of skin on wing tank side struts and left aileron.

e. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE: That wing tanks be removed until tests involving aircraft at high IAS with wing tanks on are conducted and cause determined. This is a repeat of similar damage to other aircraft with tanks installed.

SECTION II

10. FROM YOUR INVESTIGATION WHAT DID YOU DETERMINE TO BE THE CAUSE OF THIS INCIDENT: It is the opinion of the investigating officer that the drop tank struts are the cause of the skin on the aileron cracking. It seems that after about 100 hours of flying time that skin on the struts start to crack. These cracks seem to be more prevalent after the aircraft has been subjected to high speed flight such as test hops, IBDA maneuver, etc. Apparently the material that is used on the skin for drop tank strut fairing is not strong enough to withstand long periods of high speed flight. It is doubtful that the design of the struts will withstand the stress applied by day in and day out flying.

11. WHAT ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT: This incident has been discussed at Squadron and Wing Flying Safety Meetings. Maintenance has submitted a UR and is keeping a close surveillance on the permanently installed drop tanks for evidence of cracked fairing.

12. WHAT DO YOU RECOMMEND TO PREVENT RECURRENCE OF SIMILAR INCIDENTS:
 a. Boeing or WADC make a study to determine if the modified drop tank and strut assemblies are suitable for permanent installation.
 b. Until such a time as this test is made that the Wings be relieved of the requirement to carry the drop tanks at all times.
 c. When a drop tank strut fairing begins to crack, the tanks should

ACIDENT REPORT (Cont'd)

be removed from that aircraft until a firm answer is received from higher headquarters as to the structural strength of these struts.

13. WIS ID FORM 535, UNSATISFACTORY REPORT, SUBMITTED:

14. DATE OF INVESTIGATION:
29 Feb 56

15. SQUADRON:
352d Bomb Sq.

16. NAME GRADE
OF FLYING
SAFETY OFF.
D. MORTON
Maj, USAF

DISTRIBUTION:

6th AD Mac DILL AFB, Fla	15 cys
801st AD Lockbourn AFB, Ohio	15 cys
806th AD Lake Charles, La.	15 cys
38th AD Hunter AFB, Ga.	15 cys
813th AD Pinecastle AFB, Fla	15 cys
825th AD Little Rock, Ark.	15 cys
340th BW Sedalia AFB, Mo.	8 cys
15th AF March AFB, Calif	10 cys
8th AF Westover AFB, Mass.	10 cys
Base Operations	2 cys
301st - DO, DM, FM, L&E	2 cys
32nd, 352nd, 353, 301st ARS	6 cys
376th BW	10 cys

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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
OFFICE OF THE DIRECTOR OF MATERIEL
Barksdale Air Force Base
Louisiana

23 February 1956

SUBJECT: Minutes of Flyaway Kit Meeting

TO: Commander
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. A Flyaway Kit Board meeting was held on 21 February 1956 in the Office of the Director of Materiel, 301st Bombardment Wing (M), in accordance with 2AF Regulation 65-1, dated 3 March 1955. The following members were present:

Major Norman E. Armstrong, Supply Liaison, Recorder
Capt H. W. Vandevon, Logistics
Capt John E. Smith, 301st Field Maintenance Squadron
M/Sgt Harry E. Cornelius, 301st Field Maintenance Squadron
Capt Robert Billington, 301st A&E Maintenance Squadron
1st Lt John B. Johnson, 353rd Bombardment Squadron
1st Lt Charles K. Wagner, 32nd Bombardment Squadron
M/Sgt Robinson T. Cutler, 352nd Bombardment Squadron
1st Lt G. W. Atkinson, 301st Air Refueling Squadron
Major Daniel F. Duke, Chief of Logistics
Capt Harvey P. McKean, Chief of Supply
T/Sgt F. L. Groves, Headquarters Second Air Force (Visitor)
T/Sgt D. J. Shirley, 806th F&I Section
Major Richard H. Rixon, 805th Air Base Group

Members Absent:

Colonel Robert H. Borders, Director of Materiel, President
Major L. C. Oppen, Maintenance Control Officer

2. The reading of the Minutes of the last Flyaway Kit Meeting was waived due to the fact that all of the members present received copies.

3. Mandatory Subjects:

a. The current percentage of completion of each kit as of 15 February 1956:

(1)	32nd Bombardment Squadron	99.8
(2)	352nd Bombardment Squadron	99.2
(3)	353rd Bombardment Squadron	99.7
(4)	301st Air Refueling Squadron	99.0

HQ 301BOMGN, OFF of the DIR MAT, Barksdale AFB, La., Subject: Minutes of Flyaway Kit Meeting

b. Action taken by the Base Accountable Officer to obtain correct critical shortage list of FAK.

- (1) As recommended at the last meeting, the FAK Section prepared a shortage list and forwarded the list to the Supply Liaison Officer. The list was routed to the individual supervisors concerned who were familiar with that type of equipment, and they were asked to review the list and indicate what items they considered critical. The A&E Maintenance Squadron did the job especially well.

32nd Bombardment Squadron

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY</u>	<u>REMARKS</u>
4224-F47	Inverter	2 ea	No coded action Follow-up sent
6119-8TJ49GAA-3	Power Supply		No record
6119-8TJ50GAB4	Trans		No record Both being resubmitted
2240-870724	Control		Issued
1600-013088009	Oscillator		EDD Dec 55, Follow-up submitted
4839-TF57300-7	Pump		Issued

352nd Bombardment Squadron

1600-011528960	Coupler	4 ea	Being issued
1600-013088009	Oscillator	4 ea	EDD December 55. Follow-up submitted
1600-013635031	Relay	1 ea	No EDD, follow-up made
1600-013635051	Relay	3 ea	EDD past, follow-up made
4224-F47	Inverter	2 ea	No coded action Follow-up sent
5510-17550	Regulator	3 ea	Issued 1 Feb 56
6119-8TJ49GAA-3	Power Supply	3 ea	X-Contractor No EDD, follow-up sent

353rd Bombardment Squadron

4224-F47	Inverter	2 ea	No coded action
6119-8TJ49GAA	Power Supply	3 ea	No coded action
6400-219315-1	Control	1 ea	Issued 1-25-56
1600-010022101	Amplifier	4 ea	Issued 1-25-56
1600-011270030	Control	3 ea	1 ea issued 2 ea EDD past
1600-011528960	Coupler	4 ea	Cancelled & Req'd
1600-013088009	Oscillator	4 ea	EDD past
1600-013865000	Control	3 ea	Received & Issued