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- (4) Provide ground crew personnel to function as auxiliary power equipment operators and fire guards during loading operations.
  - (5) Provide one (1) officer to function as Traffic Control Officer (TCO). Duties of TCO will be:
    - (a) Assist Wing Special Weapons Officer during loading operations.
    - (b) Coordinate loading operations with Supply Squadron, Loading Team CIC.
    - (c) Act as liaison officer between Bomb Crews and Supply Squadron Bomb Control Officer.

d. 303rd Air Refueling Squadron.

- (1) Provide thirty-two (32) chest-type parachutes to be used by aircrew observers during IFFI operations.

e. 303rd Armament & Electronic Maintenance Squadron.

- (1) Provide six (6) loading monitors to observe 803rd Supply Squadron loading teams during loading operations.
- (2) Provide four ring-out teams to accomplish ring out of all aircraft scheduled to participate in missions. All aircraft will be rung out within 72 hours prior to loading time.
- (3) Perform U-2 release system operational checks and arming control operational checks, prior to scheduled

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loading time, on all aircraft scheduled to participate in mission. Check pressure of release system.

- (4) Provide K-2 slings, C-9 hoists (installed) and bomb door suspension cables for all aircraft scheduled to participate in operation.
- (5) Provide spare C-9 hoists and K-2 slings as may be required.
- (6) Prepare all aircraft scheduled for loading with MK-6 configuration prior to scheduled loading time.
- (7) Notify Bomb Control point (phone 674) of time of completion of ring-out each aircraft.

f. 803rd Supply Squadron.

- (1) Provide MK-6 training weapons and components to the 303rd Bomb Wing for use during USCM.
- (2) All weapons will be assembled from "ready" to GAS condition prior to delivery to 303rd Bomb Wing aircraft.
- (3) Delivery weapons to aircraft to meet loading commitments as outlined in Inclosure #1.
- (4) Provide six (6) loading teams and four post-load teams to accomplish loadings and post load test of all aircraft.
- (5) Provide necessary security escort during movement of weapons to loading areas, security during loading

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operations, and security of loaded aircraft from completion of FLT until aircrew station time.

- (6) Prepare necessary paper work to effect transfer of weapons IAW SAC ASOP 67-1.
  - (7) Provide and deliver training capsules to capsule couriers at aircraft as scheduled in Inclosure #2
  - (8) Accomplish off-loading of all weapons upon completion of USCM.
    - (a) The total number of training weapons available will determine the number of weapons that will be required to be utilized twice during this mission. Weapons being used twice will be checked through the assembly bay before being loaded the second time.
  - (9) Inspect weapons after off-loading to determine the quality of IFI accomplished by aircrews. Maintain record of all unsatisfactory conditions found that would effect weapon yield.
  - (10) Supply salvage appraisal officer.
- g. 803rd Operations Squadron.
- (1) Provide fire-fighting equipment in loading areas as prescribed in SAC ASOP 32-1.
- h. General Instructions.

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- (1) X-day will be 0000Z, 11 January 1955. (1700 MST 10 Jan 55)
- (2) All scheduled times are based on the "X" time.
- (3) Minimum safety distances during loadings will be simulated.
- (4) Aircraft will be loaded at normal parking sites.
- (5) Bomb Commanders will check operation of bomb-bay interphone, alarm bell, oxygen regulator and lighting facilities prior to loading time.
- (6) K-2 slings will be removed upon completion of loading. Bombhoisting lugs and C-9 hoists will not be removed for mission.
- (7) Transfer of weapons and components will be in accordance with SOP 67-1.
- (8) Bomb Commanders will accept weapons upon completion of Post-Load Test.
- (9) Bomb Commanders and Couriers will have Letters of Introduction in their possession when receipting for weapon and capsule. Bomb Commanders and Couriers will require proper identification when returning weapons after mission.
- (10) Co-pilot will act as Capsule Courier for this mission.
- (11) Air crew will accomplish pre-take-off check (SOP 55-6)

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operations, and security of loaded aircraft from completion of FLT until aircrew station time.

- (6) Prepare necessary paper work to effect transfer of weapons IAW SAC ASOP 67-1.
  - (7) Provide and deliver training capsules to capsule couriers at aircraft as scheduled in Inclosure #2
  - (8) Accomplish off-loading of all weapons upon completion of USCM.
    - (a) The total number of training weapons available will determine the number of weapons that will be required to be utilized twice during this mission. Weapons being used twice will be checked through the assembly bay before being loaded the second time.
  - (9) Inspect weapons after off-loading to determine the quality of IFI accomplished by aircrews. Maintain record of all unsatisfactory conditions found that would effect weapon yield.
  - (10) Supply salvage appraisal officer.
- g. 803rd Operations Squadron.
- (1) Provide fire-fighting equipment in loading areas as prescribed in SAC ASOP 32-1.
- h. General Instructions.

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not more than three (3) hours prior to take-off.

- (12) Barosetting will be 6450 ft. MC-73 setting will be 39.0 seconds.
- (13) Bomb Commander Kits will be picked up at the Wing Special Weapons Office prior to scheduled loading time by each Bomb Commander. BC Kits will be turned in to Special Weapons representative at mission de-briefing.
  - (a) SOP Check Sheets will be filled-out and signed.
- (14) SOP 55-2 and 55-3 will apply in the event of emergency landing or jettison of weapon.
- (15) U-2 release will be unlocked immediately prior to taxi.
  - (a) At 6,000 feet, Co-pilot will lock the U-2. All switches affecting auxiliary release system will be positioned so that inadvertent electrical operation of U-2 is not possible.
  - (b) U-2 will be unlocked just prior to entering traffic.
- (16) IFI will be accomplished prior to second refueling period.
  - (a) Observer will be primary IFI operator.
  - (b) Observer will move to IFI position after visual contact with tanker has been established.
  - (c) Observer will wear chest-type chute during IFI.

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- (d) Observer will use abbreviated check sheet for IFI.
  - (e) Observer will maintain interphone contact with Pilot during absence from pressurized compartment.
  - (f) Observer will turn-off oxygen regulator in bomb bay before returning to pressurized compartment.
- (17) No IFE will be performed, bomb will be left in "Strike" configuration.
- (18) access to loaded aircraft will be controlled by use of access rosters.
- (19) The Wing Special Weapons Officer will act as Deputy Control Officer and will be responsible for the supervision of all special weapons matters.
- (a) The 359th Operations building will be designated as Control Center during loading operations.

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SPECIAL WEAPONS LOADING SCHEDULE

<u>SCHEDULED TIME</u>	<u>SQUADRON</u>	<u>AFCT</u>	<u>BOB COMRA D.R.</u>	<u>AFSN</u>
X plus 9 hrs	359th	150	Maj Cook, A. L.	22695A
X plus 9 hrs	359th	445	Capt Warner, W. L.	AC517805
X plus 9 hrs	359th	298	Maj Bryant, C. D.	12292A
X plus 9 hrs	359th	425	Maj Sheehan, F. A.	AC532901
X plus 9 hrs	358th	2148	Maj Neal, H. L.	12002A
X plus 9 hrs	358th	225	Capt Graville, C.R.	16653A
X plus 11 hrs 30 min	358th	431	Capt Meier, J. .	AC2074062
X plus 11 hrs 30 min	358th	449	Capt Douglas, L. A.	15227A
X plus 11 hrs 30 min	360th	232	Lt Col Gavin, S. R.	12210A
X plus 11 hrs 30 min	350th	214	Capt Wells, J. A.	15577A
X plus 11 hrs 30 min	360th	442	Spare	
X plus 11 hrs 30 min	359th	438	Spare	
X plus 19 hrs 30 min	360th	429	Capt Franklin, R. G.	16040A
X plus 19 hrs 30 min	360th	222	Capt Horze, S. A.	15345A
X plus 19 hrs 30 min	359th	119	Lt Col Johnson, W.	9982A
X plus 19 hrs 30 min	359th	2432	Capt Dunning, L. R.	AC737744
X plus 19 hrs 30 min	359th	2434	Capt Dunnally, F. .	24433A
X plus 19 hrs 30 min	359th	2430	Capt Bates, T. L.	15404A
X plus 33 hrs	358th	436	Lt Col Smith, R. B.	12444A
X plus 33 hrs	358th	229	Maj Jackson, D. Y.	AC809617
X plus 33 hrs	358th	230	Maj Held, T. .	AC724421
X plus 33 hrs	358th	223	Maj Alukonis, S.	13132A
X plus 33 hrs	360th	433	Lt Col Bayne, H. C.	12289A
X plus 33 hrs	359th	217	Spare	
X plus 35 hrs 30 min	360th	435	Capt Friedli, R. K.	AC742574
X plus 35 hrs 30 min	360th	151	Capt McClung, J. D.	AC2092430
X plus 35 hrs 30 min	360th	441	Maj Colletto, R. A.	14612A
X plus 41 hrs	358th	215	Maj Coletti, V. P.	22609A
X plus 41 hrs	358th	444	Capt Bell, S.	AC603523
X plus 41 hrs	359th	2443	Capt Dick, R. S.	16377A
X plus 41 hrs	360th	216	Capt Berger, G. C.	18105A
X plus 41 hrs	360th	218	Maj Kestler, E. J.	AC526799
X plus 41 hrs	359th	5221	Capt Murray, D. A.	AC767335
X plus 43 hrs 30 min	360th	428	Capt Wolte, . . A.	AC735537
X plus 43 hrs 30 min	358th	224	Capt McDonald, R. T.	AC777206

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CAPSULE DELIVERY SCHEDULE

<u>AFCT</u>	<u>SQDN</u>	<u>CAPSULE COURIER</u>	<u>AFSN</u>	<u>DELIVERY TIME</u>
150	359th	Capt Wallis R. Grabowsky	A0835536	X plus 16 hrs
445	359th	Capt Gerald B. Jackson	15291A	X plus 16 hrs 10 min
298	359th	Capt Warren E. Peterson	A0755412	X plus 16 hrs 20 min
425	359th	Capt David B. Williams	A02088533	X plus 16 hrs 30 min
2146	358th	1/Lt Irving W. Deo	A02016661	X plus 16 hrs 40 min
226	358th	Capt Leonard E. Barley	15791 A	X plus 16 hrs 50 min
431	358th	Capt David A. Todd	A0755658	X plus 17 hrs
149	358th	Capt Bob B. Haynes	A0721732	X plus 17 hrs 10 min
232	360th	Maj William W. Hollis	12349A	X plus 24 hrs
214	360th	Capt Frederick L. Joy, Jr.	15755A	X plus 24 hrs 10 min
429	360th	Capt Charles R. Christensen	A0777587	X plus 24 hrs 20 min
222	360th	Maj Jack W. Hamilton	A0664583	X plus 24 hrs 30 min
119	359th	1/Lt Wesley L. Hennis	A0769623	X plus 24 hrs 40 min
2432	359th	Capt Patrick J. Fiero	15669A	X plus 24 hrs 50 min
2434	359th	Capt Lester T. Griffis	A0816710	X plus 25 hrs
2430	359th	Capt Donald E. Swenholt	17517A	X plus 25 hrs 10 min
436	358th	Maj John C. Canfield	24415A	X plus 40 hrs
229	358th	Capt Orrin R. Smith, Jr.	15035A	X plus 40 hrs 10 min
230	358th	Capt Arthur R. Ross	18031A	X plus 40 hrs 20 min
223	358th	Capt Rex C. Thomas	17293A	X plus 40 hrs 30 min
433	360th	Maj James E. Leonard	15703A	X plus 40 hrs 40 min
435	360th	Capt Thomas L. Elmore	A0842738	X plus 40 hrs 50 min
151	360th	Capt Junior L. Jamison	A0783575	X plus 41 hrs
441	360th	Maj James F. Butler, Jr.	A0300101	X plus 41 hrs 10 min
215	358th	Capt Maurice S. Mitchell	14171A	X plus 48 hrs
444	358th	Capt George L. Erion III	A02063810	X plus 48 hrs 10 min
2443	359th	Capt Monphill W. Heath	12163A	X plus 48 hrs 20 min
216	360th	2/Lt Louis D. Hodges	A02219353	X plus 48 hrs 30 min
218	360th	Capt Jack H. Fields	17150A	X plus 48 hrs 40 min
5221	359th	1/Lt Duell C. Hiltshire	A01683330	X plus 48 hrs 50 min
428	360th	Capt James A. Rogers	AC784559	X plus 49 hrs
224	358th	1/Lt Robert F. Brew	AC2224183	X plus 49 hrs 10 min

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OFF LOADING SCHEDULE

<u>SQUADRON</u>	<u>AIRCRAFT</u>	<u>REMARKS</u>
359th	150	Weapon & Capsule to be used again. Must be off-loaded immediately
359th	445	"
359th	298	"
359th	425	"
358th	2148	"
358th	226	"
358th	431	"
358th	149	"
360th	232	Capsule to be used again and must be off-loaded immediately.
360th	214	"
360th	429	"
360th	222	Can be off-loaded as soon as practical.
359th	119	"
359th	2432	"
359th	2434	"
358th	436	Can be off-loaded as soon as practical.
358th	229	"
358th	230	"
358th	223	"
360th	433	"
360th	435	"
360th	151	"
360th	441	"
358th	215	Can be off loaded as soon as practical.
358th	444	"
359th	2443	"
360th	216	"
360th	218	"
359th	5221	"
360th	428	"
358th	224	"
360th	442	Can be off loaded any time after last aircraft departs.
359th	438	"
359th	217	"

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APPENDIX 2

B-47 ROUTES AND REQUIREMENTS

B-47 Detailed Flight Plan - Blue Route

B-47 Detailed Flight Plan - Red Route

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APPENDIX 2

ANNEX B

OPERATIONS ORDER 113-55

AIR REFUELING PROCEDURES

1. First Refueling

- a. By tankers of the 43rd and 303rd Air Refueling Squadrons operating from Davis-Monthan.
- b. Orbit Points:
  - (1) Blue Route - 34/26N 107/07W
  - (2) Red Route - 33/59N 107/01W
- c. Refueling True Course - 069
- d. Rendezvous Points:
  - (1) Blue Route - Anton Chico VOR
  - (2) Vaughn, New Mexico
- e. Off Load - 42,300 pounds
- f. Formating Speed - 200 K IAS
- g. Refueling Altitude - 16,000' stacked up 500' for each succeeding aircraft.
- h. Tactics
  - (1) Mass Refueling - B-47's will be in formations of four aircraft. One formation of four will be flying the Blue Route and one formation of four B-47's flying the Red ROUTE. Blue and Red forces will arrive at orbit points simultaneously. Tankers, blue and red force, in formation of five aircraft with spare on right. Tanker Blue Force

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will orbit to the left and tanker red force will orbit to the right. Rendezvous will be accomplished with tankers departing ten minutes prior to receivers ETA. Leader and deputy only will operate rendezvous equipment. After completion of refueling by entire flight, tanker force will withdraw by a 45 degree level turn; blue force turning to the left, red force to the right.

i. Alternate Refueling

(1) Orbit Point

(a) Blue Route - Boise City, Okla 36-46N 111-30W

(b) Red Route - Startford, Texas 36-18N 111-03W

(2) Refueling Course - 048°

(3) Rendezvous Point - None Provided

(4) Altitude - 16,000' stacked up 500' for each succeeding aircraft.

(5) Off-Load - 42,300 pounds

(6) Tankers will land at Smoky Hill if alternate refuel is used, refuel and return to Davis-Monthan.

j. Second Refueling

(1) Primary

(a) By tankers of the 303rd and 43rd Air Refueling Squadrons operating from Harmon AFB.

(b) Orbit Points

1. Blue Route - 49/52N 64/32W

2. Red Route - 48/46N 64/10W

(c) Refueling true course

(1) Blue Route - 090

(2) Red Route - 084

(d) Rendezvous points both routes - 100 nautical miles  
past orbit point

(e) Altitude - 15,000'

(f) Formating speed - 195 K IAS

(g) Off-Load - 55,000#

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(h) Tactics: Same as 1h above, except that after visual contact has been established, receiver force will require ten minutes for IFI before hooking-up for refueling. Formating speed will be required during this interval.

b. Alternate Refuel

(1) Orbit Points

(a) Blue Route - 49/31N 58-08W

(b) Red Route - 48-47N 58-47W

(2) Refueling Course

(a) Blue Route - 090°

(b) Red Route - 090°

(3) Rendezvous Point - None Provided.

(4) Altitude: 15,000'

(5) Formating Speed - 195 K IAS

(6) Off-Load - 55,000#

(7) Tactics - Same as described above for primary except as follows:

(a) Tanker force departs orbit point three minutes prior to receivers ETA instead of 10 minutes.

(b) IFI will be accomplished during refueling instead of before hook-up. These modifications necessary in order to shorten refueling leg as B-47 will be reaching maximum radius for return to Davis-Monthan.

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RENDEZVOUS SETTINGS AND FREQUENCIES

CALL SIGNS		AFN-76		AFN-12		AFN-11	INITIAL	
B-47	KC-97	T	R	T	R	CODE	CONTACT	REFUEL
SMART GUY RED 1	ARCHIBALD RED 1	8	6	6	8	3-1	311.0	266.2
SMART GUY RED 2	ARCHIBALD RED 2	8	6	6	8			291.9
SMART GUY RED 3	ARCHIBALD RED 3							303.2
SMART GUY RED 4	ARCHIBALD RED 4							308.8
	ARCHIBALD RED 5							*
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SMART GUY BLUE 1	ARCHIBALD BLUE 1	7	5	5	7	1-2-1	321.0	318.0
SMART GUY BLUE 2	ARCHIBALD BLUE 2	7	5	5	7			324.2
SMART GUY BLUE 3	ARCHIBALD BLUE 3							352.6
SMART GUY BLUE 4	ARCHIBALD BLUE 4							256.0
	ARCHIBALD BLUE 5							*
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\*Will assume frequency of receiver

Back-Up Frequency - all aircraft

1. 279.8 Mcs (UHF)
2. 4270 Kcs (HF)
3. 133.56 Mcs (VHF)

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ACTIVITY	DATE	TIME	LOCATION	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
80-35N 075-51W	23/70	19	154	17	22	24	37	268	58,230	15,21,130			
80-35N 075-52W CR 266	-	19	154	17	22	24	37	268	6,200	6,200			
80-35N 075-52W CR 266	-	19	154	17	22	24	37	268	52,330	101,930			
80-35N 075-52W CR 261	-	19	154	17	22	24	37	268	16,000	6,000			
80-35N 075-52W CR 261	-	19	154	17	22	24	37	268	16,400	137,860			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	1,000	1,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	15,420	135,900			
H HCP	-	19	154	17	22	24	37	268	10,000	13,800			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	4,400	131,300			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	2,230	2,330			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	1,470	135,470			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	40,630	134,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	3,280	3,200			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	1,700	4,700			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	32,700	126,100			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	4,230	9,230			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	3,350	5,350			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	18,070	11,170			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	17,000	107,400			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	4,600	9,400			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	16,000	103,400			

**ROUTE**

**RED ALTERNATE REFUEL**

80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	16,250	139,650			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	3,280	3,200			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	13,970	136,450			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	580	350			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	42,730	136,100			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	32,700	127,100			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	12,830	158,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	1,760	1,760			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	84,480	174,200			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	1,000	1,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	32,330	172,200			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	93,100	176,400			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	11,430	144,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	9,170	175,370			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	640	540			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	91,100	174,500			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	13,000	12,000			
80-35N 085-71W CR 223	-	19	154	17	22	24	37	268	69,110	162,500			









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**BLUE ALTERNATE REFUEL ROUTE**

UNIT	TYPE	TIME	WGT	WIND	WAVE	WAVE DIR	WAVE HGT	WAVE PER	WAVE DIR	WAVE HGT	WAVE PER	WAVE DIR	WAVE HGT	WAVE PER	WAVE DIR	WAVE HGT	WAVE PER	WAVE DIR	WAVE HGT	WAVE PER	WAVE DIR	WAVE HGT	WAVE PER
SP3	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
SP4	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
CP5	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
CP6	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP5	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP6	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP7	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP8	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP9	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TP10	48-150W	58-3-10	221	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157	157

APPENDIX 3  
B-47 TAKE OFF SCHEDULE

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APPENDIX 3 (Oprs O 113-55)

B-47 TAKE-OFF SCHEDULE

<u>ALPHA INCREMENT</u>	<u>NO. ACFT</u>	<u>SQDN</u>	<u>T. O. TIME</u>
Blue Route	1	359th	X/19 hrs (Approx MST: 1200, 11 Jan)
"	1	359th	/ 1 min
"	1	359th	"
"	1	359th	"
Red Route	1	358th	"
"	1	358th	"
"	1	358th	"
"	1	358th	"
<u>BRAVO INCREMENT</u>			
Blue Route	1	360th	(Approx MST: ) X/27 Hrs (2000, 11 Jan)
"	1	360th	/ 1 min
"	1	360th	"
"	1	360th	"
Red Route	1	359th	"
"	1	359th	"
"	1	359th	"
"	1	359th	"
<u>CHARLIE INCREMENT</u>			
Blue Route	1	358th	(Approx MST) X/43 hrs (1200, 12 Jan)
"	1	358th	/ 1 min
"	1	358th	"
"	1	358th	"
Red Route	1	360th	"
"	1	360th	"
"	1	360th	"
"	1	360th	"
<u>DELTA INCREMENT</u>			
Blue Route	1	358th	(Approx MST) X/51 hrs (2000, 12 Jan)
"	1	358th	/ 1 min
"	1	359th	"
"	1	360th	"
Red Route	1	360th	"
"	1	359th	"
"	1	360th	"
"	1	358th	"

App 3, Annex 3  
303 EW M  
Ops O 113-55  
6 Jan 55

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- KC-97 ROUTE - Deployment to Harmon
- KC-97 PERFORMANCE - Deployment to Harmon
- KC-97 ROUTE - Refueling from DMFR, Blue
- KC-97 PERFORMANCE - Refueling from DMFR, Blue
- KC-97 ROUTE - Refueling from DMFR, Red
- KC-97 PERFORMANCE - Refueling from DMFR, Red
- KC-97 ROUTE - Harmon Refueling, Primary Blue
- KC-97 PERFORMANCE - Harmon Refueling, Primary Blue
- KC-97 ROUTE - Harmon Refueling, Primary Red
- KC-97 PERFORMANCE - Harmon Refueling, Primary Red
- KC-97 ROUTE - Harmon Refueling, Alternate Blue
- KC-97 PERFORMANCE - Harmon Refueling, Alternate Blue
- KC-97 ROUTE - Harmon Refueling, Alternate Red
- KC-97 PERFORMANCE - Harmon Refueling, Alternate Red
- KC-97 ROUTE - Re-deploy to DMFR
- KC-97 PERFORMANCE - Re-deploy to DMFR

KC-97 ROUTES

APPENDIX 4

KC-97 ROUTES

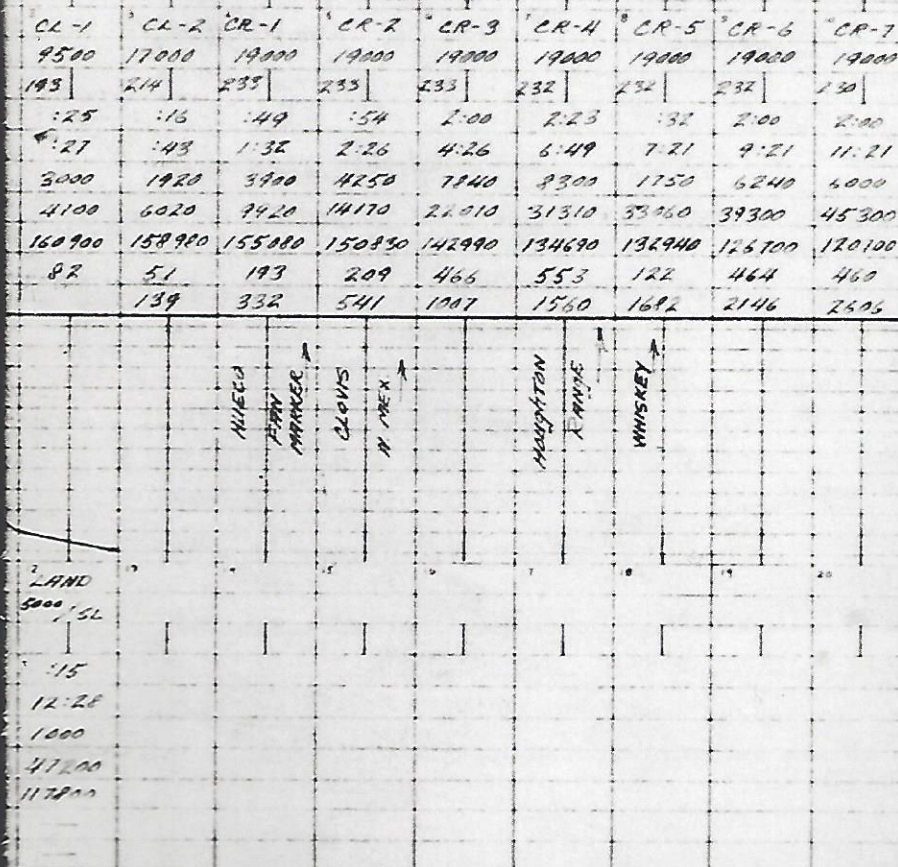
Departure Davis-Monthan AFB

Destination Ernest Harmon AFB

	TC	VAR	ALT	TAS	DIST	TIME	ELAPSED TIME
IMAFB							
Tucson VOR			9.5	193		:25	:27
" " " "							
Benson 31-58N 110-17W	110	-14	17.0	214	29	:08	:35
" " " "							
Level-off 31-56N 109-45W	092	-13	17.0	214	28	:08	:43
" " " "							
End Cruise 1 Hueco Fan Marker							
31-49N 106-00W	092	-13	19.0	233	193	:49	1:32
" " " "							
End Cruise 2 Clovis, N.M.							
34-23N 103-13W	042	-12	19.0	233	209	:54	2:26
" " " "							
End Cruise 3 40-31N 97-08W	038	-11	19.0	233	466	2:00	4:26
" " " "							
End Cruise 4 Houghton Range							
47-13N 88-28W	044	-5	19.0	232	553	2:23	6:49
" " " "							
End Cruise 5 Pt. Whiskey							
48-39N 86-21W	045	-2	19.0	232	122	:32	7:21
" " " "							
End Cruise 6 49-26N 74-37W	085	-11	19.0	232	464	2:00	9:21
" " " "							
End Cruise 7 49-00N 62-52W	093	-23	19.0	230	460	2:00	11:21
" " " " Start descent							
Ernest Harmon AFB							
48-29N 58-39W	099	-29	12.0	200	173	:52	12:13
Letdown and land						:15	12:28

STAFF AIRCRAFT PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO WIND)										AIRCRAFT TYPE AND MODEL DESIGNATION 105-776		TARGET DESIGNATION 10EPL	
MISSION PROFILE	CONDITION	WU70	CL-1	CL-2	CR-1	CR-2	CR-3	CR-4	CR-5	CR-6	CR-7	EXPENDABLE DATA BASE WEIGHT NEW NO WT OIL WEIGHT AMMO WEIGHT MISCELLANEOUS WEIGHT TANKS	GENERAL DATA FUEL QUANTITY AND WEIGHT TOTAL 115
	ALTITUDE	2766	9500	17000	19000	19000	19000	19000	19000	19000	19000		
	TAS/MACH		195	214	235	235	233	232	232	232	230		
	TIME												
	EACH COND.	1:07	1:25	1:16	1:49	1:54	2:00	2:23	1:32	2:00	2:00		
	TOTAL	1:07	4:27	1:43	1:32	2:26	4:26	6:49	7:21	9:21	11:21		
	EACH COND.	1100	3000	1920	3900	4250	7840	8300	1750	6240	6000		
	TOTAL	1100	4100	6020	9420	14170	22010	31310	33960	39300	45300		
	GROSS WEIGHT	163900	160900	158900	155080	150850	142990	134690	132940	126700	120100		
	EACH PERIOD		82	51	193	209	466	553	122	464	460		
TOTAL			139	332	541	1007	1560	1682	2146	2406			
MISSION PROFILE	CONDITION	DESC-1	LAND									EXPENDABLE DATA DOMESTIC 177500 CHARGES 10000 AMMO WEIGHT WEIGHT OF TANKS, P/L SHACKLES ETC WEIGHT OF EXPANDED WATER IN FLUID RES. TANKS NEC LARD 115 FUEL 50 LE 27 DISTANCE 6900 TIME DATE 3 JAN 1955	
	ALTITUDE	12000	5000/5L										
	TAS/MACH	200											
	TIME												
	EACH COND.	1:52	1:15										
	TOTAL	12:13	12:28										
	EACH COND.	1900	1000										
	TOTAL	46200	47200										
	GROSS WEIGHT	118000	117200										
	EACH PERIOD	173											
TOTAL	2179												
REMARKS 1 JAVIS - MONTHAN TO ERNEST HARNON													

PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO WIND)										AIRCRAFT TYPE AND MODEL DESIGNATION		TARGET DESIGNATION		PAGE NO. - 2/3	
										AC-77G		DEPLOY		1051	
										NON-EXPENDABLE DATA		BASE WEIGHT		89500	
										NEW WT		7		1400	
										OIL WEIGHT		1230			
										AMMO WEIGHT (50%)		1200			
										MISCELLANEOUS WEIGHT		1200			
										TOTAL AIRCRAFT WEIGHT		93330			
										TANKS GALLONS					
										FUEL QUANTITY AND WEIGHT		115/145		52000	
										TOTAL		53000			
										BOMB WEIGHT		1355 PANGERS		1500	
										CHARGE WEIGHT		2400		17100	
										AMMO WEIGHT (50%)					
										WEIGHT OF EXTERNAL TANKS, PYLONS, AND SHACKLES (EMPTY)					
										ATO WEIGHT (LOSS OF EXPENDABLE WEIGHT)					
										WATER INJECTION FLUID WEIGHT					
										TAKE OFF GROSS WEIGHT		165,000			
										GROSS FUEL		115/145		DENSITY (AT 15°C)	
										WEIGHT		52000		LANDING RESERVE	
										TOTAL FUEL WEIGHT		57200		NUMBER OF GALLONS	
										FUEL LOCATION		2779			
										TOTAL WEIGHT		2766		713	
										CRUISE DISTANCE FL		6900		AVAIL. ENJ. MAINTENANCE FL	
										LENGTH FL		9600		11500	
										SPEED		134 1/2			
										LINE				TAKE OFF	
														134 1/2	
										DATE		3 JAN		CALCULATED	
												1955		NAME OF INDIVIDUAL	



MONTHLY TO ERNEST HARMAN



DAVIS-MONTHAN NAVIGATOR'S LOG (BLUE) SECRET

Flight Plan

		<u>T/G</u>	<u>VAR.</u>	<u>ALT.</u>	<u>TAS(K)</u>	<u>DIST</u>	<u>TIME TO :02</u>	<u>ELAPSED TIME</u>
Davis-Monthan AFB			-14	5.0	195		:10	:12
Davis-Monthan AFB								
Benson, Ariz	31-57N 110-18W	114	-14	12.5	202	34	:10	:22
"	"							
LEVEL OFF	32-20N 109-50W	047	-14	12.5	202	32	:10	:32
"	"							
Orbit Pt	34-26N 107-06W	047	-13	16.0	223	189	:51	1:23
Orbit			-13	16.5	223		:20	1:43
Orbit Pt	34-26N 107-06W							
Rendezvous Pt Anton Chico VOR	35-06N 105-03W	070	-13	16.5	240	108	:27	2:10
"	"							
End Refuel	35-40N 103-10W	070	-13	16.0	257	128	:30	2:40
4 Min. turn to left	35-48N 102-36W		-12	16.0	207	14	:04	2:44
35-48N 102-36W								
34-37N 106-34W		247	-13	16.0	207	209	1:01	3:45
"	"							
Deming Radio	32-15N 107-48W	203	-13	16.0	206	156	:45	4:30
"	"							
Cochise VOR	32-02N 109-46W	263	-13	16.0	205	101	:30	5:00
"	"							
Benson, Ariz	31-57N 110-18W	259	-14	16.0	205	28	:08	5:08
"	"							
Davis-Monthan AFB		294	-14	16.0	205	34	:10	5:18
Lot Down and Land							:20	5:38

DAVIS-MONTHAN NAVIGATOR'S LOG (RED) ~~SECRET~~

Flight Plan

		T/C	VAR.	ALT.	TAS(K)	DIST	TIME TC :02	ELAPSED TIME
Davis-Monthan AFB			-14°	5.0	195		:10	:12
" " "								
Benson, Ariz.	31-57N 110-18W	114	-14°	12.5	200	34	:11	:23
" " "								
Cochise VOR	32-02N 109-46W	079	-13°	12.5	200	28	:09	:32
" " "								
Orbit Pt	33-59N 107-11W	048	-13°	16.0	223	175	:47	1:19
" " "								
Orbit			-13°	16.5	223		:20	1:39
Orbit Pt	33-59N 107-11W	070	-13°	16.5	240	105	:27	2:06
Rendezvous Pt, Vaughn, N.Mex.	34-35N 105-12W							
" " "								
End Refuel	35-17N 102-45W	070	-13°	16.0	257	128	:30	2:36
" " "								
4 Min. turn to right start descent			-12°	15.0	200	13	:04	2:40
35-17N 102-45W		253	-12°	15.0	200	20	:06	2:46
LEVEL OFF	35-01N 103-03W							
" " "								
Socorro, N. Mex.	34-02N 106-53W	253	-13°	14.0	200	199	1:00	3:46
" " "								
Deming, Radio	32-15N 107-48W	202	-13°	14.0	200	117	:35	4:21
" " "								
Cochise VOR	32-02N 109-46W	263	-13°	14.0	198	101	:31	4:52
" " "								
Benson, Ariz	31-57N 110-18W	259	-14°	14.0	198	28	:09	5:01
" " "								
Davis-Monthan AFB		294	-14°	14.0	198	34	:10	5:11
" " "								
Let-Down and Land							:20	5:31

~~SECRET~~  
 HARMON NAVIGATOR'S LOG (BLUE) ~~SECRET~~

Flight Plan

		T/G	AV VAR.	ALT.	TIS(K)	DIST	TIME TO :02	ELAPSED TIME
Ernest Harmon AFB	48-32N 58-32W							
LEVEL OFF	49-12N 61-22W	290	429	9.5	197	118	:36	:38
" "								
West Pt (Orbit Pt)	49-52N 64-32W	290	428	15.0	224	130	:35	1:13
Orbit			428	15.5	220		:30	1:43
West Pt	49-52N 64-32W							
Rendezvous Pt	49-53N 61-45W	091	428	15.5	240	108	:27	2:10
" "								
End Refuel Pt	49-47N 57-51W	091	430	15.0	257	151	:29	2:39
" " Start Descent								
Ernest Harmon AFB	48-32N 58-32W	200	430	15.0	201	82	:25	3:04
Let Down and Land							:20	3:24

HARMON NAVIGATOR'S LOG (RED)

Flight Plan

		T/C	AV VAR.	ALT.	TAS(K)	DIST	TIME TO :02	ELAPSE TIME
Ernest Harmon AFB	48-32N 58-32W							
LEVEL OFF	48-42N 61-30W	274	429	9.8	197	118	:36	:38
" "								
Cape Gaspe' (Orbit Pt)	48-45N 64-11W	274	427	15.5	224	106	:28	1:06
Orbit			426	15.5	220		:30	1:36
Cape Gaspe'	48-45N 64-11W							
Rendezvous Pt	48-58N 61-25W	085	428	15.5	240	108	:27	2:03
" "								
End Refuel Pt	49-10N 57-38W	085	429	15.0	257	151	:29	2:32
" " Start descent								
LEVEL OFF	48-52N 58-05W	224	430	14.2	200	35	:10	2:42
" "								
Ernest Harmon AFB	48-32N 58-32W	224	430	13.5	190	18	:06	2:48
Let Down and Land							:20	3:08

KC-97 NAVIGATOR'S LOG (BLUE ALTERNATE)

		Flight Plan					TIME	ELAPSED
		T/C	AV VAR.	ALT.	TAS(K)	DIST.	TO :02	TIME
Ernest Harmon AFB	48-32N 58-32W	015	430	7.0	190	62	:20	:22
Orbit Pt	49-31N 58-08W							
" "								
Orbit Pt Level off			430	14.0	205		:16	:33
Orbit			430	15.5	220		:30	1:03
Orbit Pt	49-31N 58-08W							
End Refuel Pt	49-31N 53-53W	090	430	15.0	257	163	:38	1:46
" "								
Ernest Harmon AFB	48-32N 58-32W	253	430	15.0	203	193	1:03	2:49
Let Down and Land							:30	3:19



STAFF AIR CRAFT PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO W/D)						AIRCRAFT TYPE AND MODEL DESIGNATION		TARGET DESIGNATION					
						47712		USCM-					
						BASIC WEIGHT		CREW NO					
CONDITION		WATO		CL-1		G		REFUEL		HOLD		DES/LLD	
ALTITUDE		86'		4800		15500		15000		15000		8000	
TAS MACH		1.77		2.0		2.51		2.03		1.80			
EACH COND. TIME		1:02		1:34		1:50		1:38		1:45		1:15	
TOTAL		1:02		1:34		1:50		1:46		3:31		3:46	
EACH COND. FUEL		1100		4360		2600		4300		4400		1500	
TOTAL		1100		5420		9020		12300		16740		18200	
GROSS WEIGHT		173900		169580		166980		101600		103280		101180	
EACH COND. PERIOD		---		119		110		163		381		---	
TOTAL		---		119		228		391		118		---	
MISSION PROFILE						MISSION PROFILE		MISSION PROFILE		MISSION PROFILE		MISSION PROFILE	
CONDITION						CONDITION						CONDITION	
ALTITUDE						ALTITUDE						ALTITUDE	
TAS MACH						TAS MACH						TAS MACH	
EACH COND. TIME						EACH COND. TIME						EACH COND. TIME	
TOTAL						TOTAL						TOTAL	
EACH COND. FUEL						EACH COND. FUEL						EACH COND. FUEL	
TOTAL						TOTAL						TOTAL	
GROSS WEIGHT						GROSS WEIGHT						GROSS WEIGHT	
EACH COND. PERIOD						EACH COND. PERIOD						EACH COND. PERIOD	
TOTAL						TOTAL						TOTAL	
REMARKS						REMARKS						REMARKS	
HAWKIN AFD						HAWKIN AFD						HAWKIN AFD	
												DATE	
												1105	
												CALL NAME	

~~SECRET~~

KC-97 NAVIGATOR'S LOG (RED ALTERNATE)

		<u>Flight Plan</u>					TIME	ELAPSED
		T/C	IV VAR.	ALT.	TAS(K)	DIST.	TO :02	TIME
Ernest Harmon AFB	48-32N 58-32W							
Orbit Pt	48-47N 58-47W	327	/30	3.0	160	18	:06	:08
Orbit Pt Level			/30	11.0	200		:30	:38
Orbit			/30	15.5	220		:30	1:08
Orbit Pt	48-47N 58-47W							
End Refuel	48-48N 54-38N	090	/30	15.0	257	163	:38	1:46
"	" Start descent							
LEVEL OFF	48-44N 55-31W	264	/30	14.0	200	35	:10	1:56
"	"							
Ernest Harmon AFB	48-32N 58-32W	264	/30	13.0	190	120	:36	2:34
							:30	3:04



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KC-97 ROUTES

Departure	Ernest Harmon AFB	Destination	Davis-Monthan AFB	TC	VAR	ALT	TAS	DIST	TIME	ELAPSED TIME
										T.O.:02
Ernest Harmon AFB	48-32N 58-32W									
Level-off	48-41N 59-55W			280	/29	7.0	186	55	:17	:19
" " " "										
End Cruise 1	49-25N 70-22W			276	/25	10.0	208	416	2:00	2:19
" " " "										
End Cruise 2	49-09N 81-08W			267	/17	10.0	211	422	2:00	4:19
" " " "										
End Cruise 3	Pt. Whiskey 48-39N 86-21 W			263	/8	10.0	208	208	1:00	5:19
" " " "										
End Cruise 4	Houghton Radio 47-13N 88-28W			225	/2	10.0	208	122	:36	5:55
" " " "										
End Cruise 5	42-16N 95-07W			223	-4	10.0	206	412	2:00	7:55
" " " "										
End Cruise 6	Dodge City VOR 37-49N 100-00W			220	-10	10.0	204	349	1:43	9:38
" " " "										
" " " "	Start Climb									
Level-off	37-36N 100-13W			219	-11	12.5	194	16	:05	9:43
" " " "										
End Cruise 7	Clovis, N.M. 34-23N 103-13W			217	-12	14.0	215	244	1:08	10:51
" " " "										
End Cruise 8	Huaco Fan Marker 31-49N 106-00W			223	-13	14.0	213	210	:59	11:50
" " " "										
End Cruise 9	Benson, Ariz. 31-58N 110-17W			270	-13	14.0	213	221	1:02	12:52
" " " "										
Davis-Monthan AFB				294	-14	14.0	210	34	:10	13:02
Letdown and land										
								Total:2709	:20	13:22

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0030

STAFF AIRCRAFT PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO WIND)											AIRCRAFT TYPE AND MODEL DESIGNATION <b>KC-97G</b>		TARGET DESIGNATION <b>DEPLOY-1</b>	
MISSION PROFILE	CONDITION	WUTO	CL-1	CR-1	CR-2	CR-3	CR-4	CR-5	CR-6	CL-2	CR-1	NON EXPENDABLE DATA BASIC WEIGHT CREW WT NO 20 OIL WEIGHT AMMO WEIGHT (50%) MISCELLANEOUS WEIGHT MIN FUEL AND/OR AIR WEIGHT ANKS (GALLON)		
	ALTITUDE	86'	7000	10,000	10,000	10,000	10,000	10,000	10,000	12,500	14,000			
	TAS MPH		186	208	211	208	208	208	206	204	194		215	
	EACH COND. TIME	1:02	17	2:00	2:00	1:00	36	2:00	1:43	1:05	1:08		FUEL QUANTITY AND WEIGHT 115/145	
	TOTAL	1:02	19	2:19	4:19	5:19	5:55	7:55	9:38	9:43	10:51			
	EACH COND. WEIGHT	1100	2040	9100	6800	3100	1800	5920	5300	600	3400		EXPENDABLE DATA TOTAL	
	TOTAL	1100	2040	11300	18100	21200	43000	2920	34220	34220	38220			
	GROSS WEIGHT	163900	161860	153700	146400	143800	142000	136080	130780	130180	126760		BOMBS WEIGHT CHIFF WEIGHT AMMO WEIGHT (50%) WEIGHT OF EXTERNAL PYLONS AND BRACKETS (EMPTY) ATO WEIGHT (EMPTY) WEIGHT OF PARRORABLE WE WATER INJECTION FLUID WEIGHT TANK OFF GROSS WEIGHT	
	EACH PERIOD		55	416	422	208	122	412	349	16	244			
	TOTAL		55	471	893	1101	1223	1635	1984	2000	2244			
MISSION PROFILE	CONDITION	CR-8	CR-9	CR-10	DES/LO							GENERAL DATA GRADE 115/145 WEIGHT 7200 TOTAL MISSION C FUEL LEVATION 86' GROUND ROLL DISTANCE (FL) 5500 LINE DATE 4 JAN 1955		
	ALTITUDE	14000	14000	14000	8000									
	TAS MPH	213	213	210										
	EACH COND. TIME	1:59	1:02	1:10	1:20									
	TOTAL	11:50	12:52	13:02	13:22									
	EACH COND. WEIGHT	2850	2800	430	1500									
	TOTAL	41070	43970	44300	45900									
	GROSS WEIGHT	123930	121130	120700	119200									
	EACH PERIOD	210	221	34										
	TOTAL	2454	2675	5109										

CRAFT PERFORMANCE ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO WIND)										AIRCRAFT TYPE AND MODEL DESIGNATION <b>KC-97B</b>		TARGET DESIGNATION <b>DEPLOY-RETURN</b>		PAGE NUMBER <b>1 OF 1</b>
										NON EXPENDABLE DATA		BASIC WEIGHT <b>89500</b>		
										CREW NO <b>1</b>		WT <b>1400</b>		
										OIL WEIGHT <b>1230</b>		AMMO WEIGHT (50%)		
										MISCELLANEOUS WEIGHT <b>1200</b>		TOTAL <b>93330</b>		
										FUEL QUANTITY AND WEIGHT		FUEL QUANTITY AND WEIGHT		
										TOTAL <b>53000</b>		TOTAL <b>53000</b>		
										BOMB WEIGHT <b>CARGO</b>		BOMB WEIGHT <b>CARGO</b>		<b>17170</b>
										CHAFF WEIGHT <b>PASS</b>		CHAFF WEIGHT <b>PASS</b>		<b>1500</b>
										AMMO WEIGHT (50%)		AMMO WEIGHT (50%)		
										WEIGHT OF EXTERNAL STORES, PYLONS, AND SHACKLES (EMPTY)		WEIGHT OF EXTERNAL STORES, PYLONS, AND SHACKLES (EMPTY)		
										ATO WEIGHT (EXCEPT FOR FUEL AND WATER)		ATO WEIGHT (EXCEPT FOR FUEL AND WATER)		
										WATER INJECTION FLUID WEIGHT		WATER INJECTION FLUID WEIGHT		
										TAKE OFF GROSS WEIGHT		TAKE OFF GROSS WEIGHT		<b>165000</b>
										CORDE <b>115/145</b>		DENSITY (WT PER GAL) <b>5.85</b>		
										WEIGHT <b>7200</b>		LANDING RESERVE NUMBER OF GALLONS <b>1230</b>		
										TOTAL FUEL ON BOARD <b>2709</b>		TOTAL FUEL ON BOARD <b>2709</b>		
										FUEL LEVATION <b>86'</b>		DRT <b>75</b>		
										GROUND ROLL DISTANCE (FT) <b>5500</b>		LIFT OFF DISTANCE (FT) <b>8000</b>		AVAILABLE RUNWAY LENGTH (FT) <b>10,000</b>
										SPEED LINE <b>132 1/2</b>		SPEED TAKE OFF <b>132 1/2</b>		
										DATE <b>4 JAN 1955</b>		CALCULATED NAME OF INDIVIDUAL		

ALTO	CR-1	CR-2	CR-3	CR-4	CR-5	CR-6	CR-7	CR-8	CR-9
76'	7000	10,000	10,000	10,000	10,000	10,000	12,500	14,000	
	176	208	211	208	208	204	174	215	
02	17	2:00	2:00	1:00	36	2:00	1:43	1:05	1:08
02	19	2:19	4:19	5:19	5:55	7:55	9:31	9:43	10:51
100	2040	2100	6400	3100	1800	5920	5300	600	3400
100	2140	11300	18100	21200	23000	28900	34220	34820	38220
3900	161860	153100	146400	143800	142000	136080	130780	130180	126780
	55	416	422	208	122	412	349	16	244
	55	471	893	1101	1223	1635	1784	2000	2244

CR-9	CR-10	DES/LO	1	10	17	B	9	20
14000	14000	14000	1000					
3	210	210						
59	1:02	1:10	1:20					
1:50	12:52	13:02	13:22					
150	2800	430	1500					
1070	43870	44300	45800					
3930	121130	120700	119200					
210	221	34						
154	2675	3109						

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ANNEX C  
TO  
OPERATIONS ORDER  
113-55  
LOGISTICS

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ANNEX C  
TO  
OPERATIONS ORDER

113-55

LOGISTICS

1. SAC Regulation 400-3 dated 1 Mar 54, as amended by Change 1 dated 30 Sep 54, will apply except as follows:

a. Section II - Supply

- (1) Paragraph 5a is changed to read: "FAK and UME as determined necessary by organizational commander within weight limitations imposed in Paragraph 21 and 22."
- (2) Paragraphs 5b and 5c do not apply.
- (3) Paragraph 5d is changed to read: "Supply support during TDY at Harmon AFB will be from FAK".
- (4) Paragraph 5d(1) is changed to read: "Issues from FAK will be reported daily to Davis Monthan AFB (AF 308 SO) in accordance with SAC Regulation 67-28 (RCS: SAC-E38). PROVISIONAL AMC OPERATIONS ORDER 8-54 (PROJECT BIG SEVEN) will not be utilized for re-supply of FAK."
- (5) Paragraphs 5d(2), 5d(3), and 5e do not apply.
- (6) Paragraph 5f is changed to read: "AOCIP requirements not available from resources deployed FAK or Harmon AFB Base Supply will be obtained from home station in accordance with SAC Regulation 65-15."

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- (7) Paragraph 6 is changed to read: "The number of engines deployed will not exceed 2 each R-4360 Power Packs. Usage of these Power Packs will be reported to Davis-Monthan AFB, with information copy to Headquarters SAC and Headquarters 15th Air Force, for possible re-supply if required. Resupply, if required, will be on a one-for-one exchange basis."
- (8) Paragraph 7 is changed to read: "All reparable, including power packs, will be returned by unit to home station."

b. Section IV - Maintenance

- (1) Paragraph 14 is changed to read: "The Commander of an aircraft forced to land and/or delayed enroute for maintenance reasons will submit information required by Paragraph 10, SAC manual 55-8G, September 1954."

c. Section V - Transportation

- (1) Paragraph 21 is changed to read: "The total number of personnel and total weight of cargo to be deployed by each wing will not exceed 425 personnel and 56,600 pounds cargo. Cargo will be prepared for shipment in accordance with SAC Regulation 400-2, as amended. On return, all cargo manifests will contain following statement: "Military equipment being returned to United States for future use by United States Armed Services."

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ANNEX C  
TO  
OPERATIONS ORDER

113-55

LOGISTICS

1. SAC Regulation 400-3 dated 1 Mar 54, as amended by Change 1 dated 30 Sep 54, will apply except as follows:

a. Section II - Supply

- (1) Paragraph 5a is changed to read: "FAK and U&E as determined necessary by organizational commander within weight limitations imposed in Paragraph 21 and 22."
- (2) Paragraphs 5b and 5c do not apply.
- (3) Paragraph 5d is changed to read: "Supply support during TDY at Harmon AFB will be from FAK".
- (4) Paragraph 5d(1) is changed to read: "Issues from FAK will be reported daily to Davis Monthan AFB (AF 308 SO) in accordance with SAC Regulation 67-28 (RCS: SAC-E38). PROVISIONAL AMC OPERATIONS ORDER 8-54 (PROJECT BIG SEVEN) will not be utilized for re-supply of FAK."
- (5) Paragraphs 5d(2), 5d(3), and 5e do not apply.
- (6) Paragraph 5f is changed to read: "AOC requirements not available from resources deployed FAK or Harmon AFB Base Supply will be obtained from home station in accordance with SAC Regulation 65-15."

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30 Sep 55

(2) Paragraph 22 is changed to read: "Airlift for 2 personnel and 16,300 pounds cargo (2 ea R-4360 Power Packs) will be furnished by 2nd Strategic Support Squadron on or about 10 Jan 55, from Davis-Monthan AFB to Harmon AFB and on or about 28 Jan 55 from Harmon AFB to Davis-Monthan AFB.

(3) Paragraphs 24, 24a, and 24b are changed to read:

"24. The following will be submitted daily by priority (p) message to Headquarters SAC, ATTN: DM5A, with information copy to Headquarters 15th Air Force, ATTN: DM5C, by Commercial Transportation Officer.

24a. Total; number of personnel and weight of cargo scheduled to move each successive date of deployment in both unit and support aircraft.

24b. Total number of personnel and weight of cargo actually departing daily on tactical and support aircraft. This info will be as follows: Type aircraft, Trip number, number personnel airlifted each trip, weight of cargo airlifted each trip, date of departure each trip, and total backlog remaining on station."

(4) Paragraph 25a does not apply.

d. Section VI - Medical

(1) Paragraph 26 is changed to read: "Medical personnel and medical equipment deployed by each wing will be

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limited to that authorized 1 times Part II AD, TO 1-9022  
or equivalent."

e. Section VII - Personnel

- (1) Paragraphs 32e, f, and g do not apply.
- (2) Paragraph 39 does not apply.

f. Section VIII - Adjutant.

- (1) Paragraph 41 is changed to read: "Orders published in support of this operation will quote the following statement verbatim to define purpose of TDY; "PURPOSE - SAC AIR OPERATION".
- (2) Paragraph 42 is changed to read: "In accompanying SAC AIR OPERATION, PER DIEM is payable in same manner as for ordinary TDY".
- (3) Paragraph 43b does not apply.

g. Section IX - Comptroller.

- (1) Paragraph 44 does not apply.
- (2) Add to Paragraph 48 as follows: "303rd Bomb Wing SAC funding serial number OM-84 will apply."
- (3) Paragraphs 49 and 50 do not apply.

h. Section X - Judge Advocate

- (1) Paragraphs 51, 52, and 53 do not apply.

i. Section XI - Security

- (1) Paragraphs 59, (1)a, b, c, d, e, and f do not apply.

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APPENDIX I  
PERSONNEL

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APPENDIX 1  
TO  
ANNEX C  
TO  
OPERATIONS ORDER  
113-55  
PERSONNEL

1. Following units will furnish personnel for the Task Force in numbers as indicated:

<u>UNIT</u>	<u>NO PERSONNEL</u>
Hq 303rd Wing	10
303rd Air Refueling Squadron	157
43rd Air Refueling Squadron	127
303rd Field Maintenance Squadron	22
43rd Field Maintenance Squadron	20
303rd Armament & Electronics Squadron	10
43rd Armament & Electronics Squadron	12
303rd Tactical Hospital	2
803rd Operations Squadron	4
803rd Supply Squadron	15
803rd Motor Vehicle Squadron	6
803rd Food Service Squadron	6
803rd Air Police Squadron	21
9th Weather Squadron	1
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2. AFSC's of above indicated personnel will be in conformance with AFSC's listed in Annex 2 (KC-97 Task Force) of the 303rd Bomb Wing Mobility Plan. Substitutions of AFSC's will be made when specific AFSC's are not available in units.

3. All personnel will deploy with arctic gear, consisting of the following, as a minimum:

- 1 ea Arctic Parka
- 1 pr Arctic Trousers
- 6 pr Ski Socks
- 1 pr Mukluks or Boots
- 1 pr Arctic Mittens

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APPENDIX 2

MATERIEL

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APPENDIX 2  
TO  
ANNEX C  
TO  
OPERATIONS ORDER  
113-55  
MATERIEL

1. Units will deploy cargo in the amount indicated:

<u>UNIT</u>	<u>POUNDS CARGO</u>
Hq 303rd Wing	150
303rd Air Refueling Squadron	1,000
303rd Field Maintenance Sq (Inc 2 R-4360 Eng)	19,550
303rd Armament & Electronics Sq (Bench Sets)	2,600
803rd Supply Squadron (FAK)	<u>30,000</u>
TOTAL	53,300

2. Mobility Officers of units concerned will ascertain that all cargo is boxed and documented as prescribed in the 303rd Bomb Wing Mobility Plan.

3. All KC-97 airplanes will deploy with sufficient survival gear for the crew and all passengers aboard.

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