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818th Air Division

"Cobra Killer"

818TH AIR DIV. OPS. ORDER 300-57

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Headquarters
818TH AIR DIVISION
United States Air Force
Lincoln Air Force Base, Nebraska

DO 12 July 1957

SUBJECT: (UNCLASSIFIED) 818th Air Division Operations Order 300-57

TO: See Distribution on Operations Order

1. Attached is 818th Air Division Operations Order 300-57. (UNCLASSIFIED)

2. Unclassified nickname for this Operations Order is "Corba Killer." (UNCLASSIFIED)

3. If the inclosure is withdrawn or not attached, the classification of this correspondence will be downgraded to UNCLASSIFIED in accordance with Air Force Regulation 205-1, paragraph 37h, dated 3 January 1957, as amended. (UNCLASSIFIED)

FOR THE COMMANDER:

Harvey R. Elliott
HARVEY R. ELLIOTT
Captain, USAF
Assistant Adjutant

1 Incl
As stated

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

OPERATIONS ORDER

SERIAL NUMBER

300-57

This Order consists of 9 pages.

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

OPERATIONS ORDER 300-57

CHART AND MAP REFERENCES: See Annex A.

TASK ORGANIZATIONS:

98th Bombardment Wing	Col W R Wood
307th Bombardment Wing	Col E Read, Jr
818th Air Base Group	Col H C Godman

1. GENERAL SITUATION: The requirement exists to conduct a NO-NOTICE USCM for both the 98th and 307th Bombardment Wings (818th Air Division) under the provisions of SAC Regulation 50-8. Period of vulnerability for this exercise is 1 August 1957 through 30 November 1957. (CONFIDENTIAL)

a. Enemy Forces: Omitted.

b. Friendly Forces:

(1) 21st Air Division.

(a) Provide air refueling support from its resources for the 818th Air Division. Eighth Air Force Operations Plan 300-57 and 818th Air Division Operations Order 300-57 will apply. ~~(SECRET)~~

2. MISSION:

a. To conduct a USCM for the purpose of exercising the 818th Air Division so as to continue the training of B-47 combat crews with a review toward maintaining comat ready proficiency. ~~(SECRET)~~

~~SECRET~~

3. TASKS FOR SUBORDINATE UNITS:

a. 98th Bombardment Wing:

(1) Launch forty (40) or forty-one (41) B-47 aircraft, in accordance with instructions contained herein. ~~(SECRET)~~

(2) Provide one (1) B-47 aircraft (if directed) to act as weather scout in the "CALDWELL" or "TALL CORN" air refueling area with take-off at E + 13. ~~(SECRET)~~

b. 98th Air Refueling Squadron:

(1) Provide air refueling support for the 818th Air Division as called for in accordance with Eight Air Force Operations Plan 300-57. ~~(SECRET)~~

(2) Provide weather scouts as directed by Tanker Task Force Commander. (See Appendix 3 of Annex B.) (UNCLASSIFIED)

c. 307th Bombardment Wing:

(1) Launch forty (40) or forty-one (41) B-47 aircraft, in accordance with instructions contained herein. ~~(SECRET)~~

(2) Provide one (1) B-47 aircraft (if directed to act as weather scout in the "CALDWELL" or "TALL CORN" air refueling area with take-off at E + 13. ~~(SECRET)~~

d. 90th Air Refueling Squadron:

(1) Provide air refueling suport for the 818th Air Division as called for in accordance with Eighth Air Force Operations Plan 300-57. ~~(SECRET)~~

(2) Provide Weather scouts as directed by Tanker Task Force Commander. (See Appendix 3 of annex B.) (UNCLASSIFIED)

~~SECRET~~

3x. GENERAL INSTRUCTIONS:

(1) Appropriate instructions contained in the following manuals will apply for this operation: (UNCLASSIFIED)

SAC Manual 55-5, Conf (U) Tactical Doctrine

SAC Manual 55-8, Aircraft Movement Missions

SAC Manual 55-10, Conf (U) Tactical Doctrine (Air Refueling)

SAC Manual 55-12, Conf (U) Air Operations (Peacetime)

SAC Manual 55-14, Conf (U) Air Refueling Areas - NEAC

SAC Manual 100-1, Conf (U) Communications Rendezvous Procedures for Air Refueling

Eighth Air Force Manual 55-1, Peacetime Operations Procedures

(2) Eighth Air Force will publish execution orders for this No-Notice USCM. (UNCLASSIFIED)

(3) Recall word for this operation is FATBOY ALPHA. All crews will be briefed on the significance and intent of this recall word. ~~(CONFIDENTIAL)~~

~~SECRET~~

(4) Clearance category is three (3). Authority is SAC Regulation 55-3. (UNCLASSIFIED)

(5) Additional coordination as necessary with ADC will be accomplished by agencies concerned in accordance with existing directives. (UNCLASSIFIED)

(6) Evaluation: This operation will be scored in accordance with applicable Annex to SAC Regulation 50-8. (UNCLASSIFIED)

(7) All flight plans for the 818th Air Division will contain a timing and fuel pad to facilitate making good all assigned control and refueling rendezvous times. ~~(CONFIDENTIAL)~~

(8) Weather instructions as specified in Eighth Air Force Manual 55-1 and SAC Manual 55-10 apply. (UNCLASSIFIED)

(9) Aborts may be rescheduled in a later wave not to exceed four (4) aircraft per cell. All other cells will have three (3) aircraft each, unless scheduled otherwise. ~~(SECRET)~~

(10) Betty Cell will fly at .81 Mach from cell breakup through target. Ann Cell will fly .81 Mach from pre-IP through target. ~~(SECRET)~~

(11) Aircraft will form penetration cell at the End of Navigation Poin for Penetration at the HHCL.

(12) The USCM will be conducted in accordance with applicable portions of SAC Regulation 50-8. (UNCLASSIFIED)

(13) Period of vulnerability for this exercise is 1 August through 30 November 1957. Once completed, this will complete the USCM requirement for this training quarter. ~~(SECRET)~~

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(14) Mission reports and USCM recap sheets will be forwarded to Headquarters SAC and Headquarters Eighth Air Force, as required for USCM scoring, as soon as possible after completion of the mission. (UNCLASSIFIED)

(15) There will be a Special Weapons exercise in conjunction with this operation. The extent of this exercise will be governed by the execution order instructions forwarded by Eighth Air Force. ~~(CONFIDENTIAL)~~

(16) ECM will be conducted in conjunction with this exercise. ~~(CONFIDENTIAL)~~

(17) Vulnerability tests may be conducted in conjunction with this operation. (UNCLASSIFIED)

(18) The 98th Bombardment Wing Control Room will be EXPEL for this operation. The 307th Bombardment Wing Control Room will be [illegible] for this operation. ~~(C)~~

(a) The tactical call sign for B-47 aircraft is:

1. 98th Bombardment Wing: EXPEL ~~(C)~~

2. 307th Bombardment Wing: [illegible] ~~(C)~~

(b) The tactical call sign for KC-97 aircraft is:

1. 90th Air Refueling Squadron: WALKER ~~(C)~~

2. 98th Air Refueling Squadron: PLAYSUIT ~~(C)~~

(19) Squadron commanders will insure that all pre-mission training, directed by this headquarters, is accomplished as scheduled. (UNCLASSIFIED)

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(20) Reports: As required in appropriate paragraph of Appendix 1, Section 2 of Eighth Air Force Manual 55-1, as amended. Timeliness criteria will be followed as outlined in Appendix 2, Section 2 of Eighth Air Force Manual 55-1. Appropriate reports as outlined in SAC Manual 55-8B and M and SAC Regulation 55-18 (ACFT Msgs) apply. (UNCLASSIFIED)

(21) Firm rendezvous times will be forwarded by the 818th Air Division to Tanker Task Force Concerned not later than 2 hours prior to takeoff. (UNCLASSIFIED)

(22) All timing will be based on E hour, as directed by Eighth Air Force. ~~(SECRET)~~

(23) The 818th Air Division will launch eighty (80) aircraft in three (3) waves. The first wave will consist of twenty-four (24) aircraft, the second will consist of twenty-four (24), the third and last wave will be composed of thirty-two (32). Wave composure and cell makeup are listed in Attachment 2, Appendix I, Annex B. ~~(SECRET)~~

(24) Route and timing messages will be prepared in advance and forwarded to ADC, MATS, AWCS, and ARS upon receipt of the execution order. Headquarters SAC and Headquarters Eighth Air Force will be information addressees. (UNCLASSIFIED)

(25) Weather conditions will be evaluated for each wave and, if necessary, waves will be delayed to insure completion of operation. In no case will any wave be cancelled.

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13 August 1957
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~~SECRET~~

Headquarters Eighth Air Force will determine when delayed units and/or waves will be rescheduled. ~~(SECRET)~~

(26) Alert Status: Upon receipt of an execution order for this operation, the units concerned are released from alert status as pertains to participating B-47/KC-97 aircraft, crews and necessary support personnel. As each wave lands after completing the mission, crews and aircraft will be returned to alert status as soon as possible thereafter. ~~(SECRET)~~

(27) Project Officers for this Operation are as follows:

(a) 818th Air Division: Lt Colonel Lowell B Fisher, Extension 219 or 258. (UNCLASSIFIED)

(b) 98th Bombardment Wing: Major John E Murray, Extension 276 or 438. (UNCLASSIFIED)

(c) 307th Bombardment Wing: Major William T Minor, Extension 8006. (UNCLASSIFIED)

4. ADMINISTRATION & LOGISTICS:

a. Administration: Normal. (UNCLASSIFIED)

b. Logistics: See Annex D. (UNCLASSIFIED)

5. COMMAND & COMMUNICATIONS:

a. Command: Normal. (UNCLASSIFIED)

b. Communications: See Annex C. (UNCLASSIFIED)

PERRY M HOISINGHTON, II
Colonel, USAF
Commander

ANNEXES:
Annex A - Intelligence
Annex B - Air Operations
Annex C - Communications
Annex D - Maintenance
Annex E - Flying Safety
Annex F - Special Weapons

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13 August 1957
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OFFICIAL:

Lowell B Fisher

LOWELL B FISHER
Lt Colonel, USAF
Deputy Director of Operations

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31 July 1957
8-2978-S

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX A

TO

OPERATIONS ORDER 300-57

INTELLIGENCE

(This Annex may be downgraded to UNCLASSIFIED when detached from the Operations Order, in accordance with Air Force Regulation 205-1, as amended.)

This Annex consists of 4 pages

ANNEX A to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 July 1957

ANNEX A TO 818TH AIR DIVISION OPERATIONS ORDER 300-57 - INTELLIGENCE

1. Intelligence Summary: Omitted

2. Intelligence Requirements:

a. Essential Elements of Information: As required by Eighth Air Force Intelligence Collection Procedures, 1 Jul 55. (U)

b. Means of Obtaining Information: Interrogation of Combat Crews immediately after the mission. (U)

c. Means of Reporting EEI: Transmit collected elements in accordance with SAC Manual 55-8 and applicable regulations. AF Form 112 will be utilized and forwarded as expeditiously as possible when existing directives do not apply. (U)

3. Intelligence Activities:

a. Targets for the mission are listed in Annex B. (U)

b. The following target materials will be used: (U)

(1) Radar photography.

(2) Aerial photography.

(3) Charts and Mosaics.

c. Photographic Requirements:

(1) Maximum Radar Strike Photography will be obtained in accordance with applicable Observers Publications and SAC Tactical Doctrine. (U)

(2) Observer's photo logs will be accomplished on all photography obtained, in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs (SAC Forms 284 and 285)

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ANNEX "A" to
818TH AIRDIV OPS ORDER
300-57, 12 Jul 57
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to insure that all data required for film identification, photo scoring (i.e., offset components, ballistic information, etc.) and special IBDA reports are made available to recipients of the logs and accompanying photography. (U)

d. Reporting Requirements:

(1) A B-51 Report including E-1 remarks section will be submitted in accordance with SAC Manual 55-8B on each aircraft participating. (U)

(2) B-25 Reports will be submitted in accordance with SAC Manual 55-8B.

(3) Special Intelligence Reports (i.e., CIRVIS Reports) will be submitted as circumstances and occurrences warrant. (U)

e. Film Disposition:

(1) Unit PI's will screen all film, aerial and/or radar, from the mission and select the <u>one best</u> run on <u>each target struck</u> with reference to quality and completeness. These specially selected rolls of film (originals) with logs will be correctly titled (indexed) in accordance with Air Force Regulation 95-7 and/or SAC Manual 200-3, and will be accompanied by completed SAC Forms 106 in accordance with the above referenced publications. (U)

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~~SECRET~~

(2) The selected rolls of film in (1) above will be forwarded to the 8th Reconnaissance Technical Squadron, ATTN: Film Library, within ten days after the completion of the mission. (U)

(3) The remainder of the film will be retained intact by the unit until 30 days after the completion of the mission at which time, it may be disposed of in accordance with existing directives. (U)

4. Survival Intelligence: Crew members will be briefed on the territory over which they will fly as follows: (UNCLASSIFIED)

a. Population centers.

b. Location of shelter.

c. Terrain features.

d. Climate and vegetation.

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

OPERATIONS

This Annex consists of 6 pages.

Annex B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

ANNEX B TO OPERATIONS ORDER 300-57

OPERATIONS

1. GENERAL CONCEPT: All times start from E hour. ~~(SECRET)~~

a. B-47. All timing will depend on the E hour designated by Eighth Air Force. At E + 5 the first cell of three (3) aircraft, will start their takeoffs. Takeoffs will continue at designated intervals (specified in Appendix 1 to Annex B) until E + 3440. In the event special weapons must be off-loaded, delay in takeoffs of 45 hours will be authorized. In that case, the first aircraft will takeoff at E + 5100. All cells that takeoff on the even hour will fly the Ann Route. Those taking off twenty (20) minutes after the hour will fly the Betty Route.

b. KC-97. Lincoln-Forbes Task Force will support the 818th Air Division B-47 aircraft in the refueling area. Timing and routes are listed in Annex B, Appendix III. ~~(SECRET)~~

c. B-47 Refueling: See Annex B, Appendix III. (UNCLASSIFIED)

2. STRIKE PHASE:

a. Takeoff:

(1) Minimum of one (1) minute interval between aircraft. (SECRET)

(2) Minimum of twenty (20) minutes interval between cells. (SECRET)

(3) B-47 aircraft will climb to specified altitude after takeoff. Procedures for join up will be in accordance with the Tactical Doctrine. B-47 aircraft will remain in appropriate cell formation until cell break-up. ~~(SECRET)~~

(4) Rendezvous times will be dependent on the latest metro information since takeoff times are fixed. ~~(SECRET)~~

3. NAVIGATION:

a. Routes will be adhered to as closely as possible. For general route, control times, control points and navigation requirements, see Appendix I to Annex B, paragraphs one (1) through five (5). (UNCLASSIFIED)

4. BOMBING:

a. After completion of air refueling, B-47 aircraft will climb to designated altitudes and proceed to HHCL in cell formation in accordance with SAC Manual 55-5A. EW Penetration formation will be started prior to reaching HHCL and maintained until reaching cell break-up point. At cell break-up point, Betty Cell will accelerate to Mach .81 and assume bomb run altitude. Ann Cell will assume bomb run altitude at cell break-up but will not accelerate to .81 Mach until individual aircraft reach their Pre-IP's. Mach .81 will be maintained until completion of bomb run. Individual aircraft will follow routes and altitudes specified in the Form 1 (Appendix I, Annex B) on their return to Lincoln Air Force Base. ~~(SECRET)~~

5. ROUTES:

a. See Attachments 5, 6, 7, 9, 10, 11, 13 and 14 to Appendix I, to Annex B. (UNCLASSIFIED)

6. TARGET ASSIGNMENT:

a. See Attachments 8 and 12 to Appendix I, to Annex B. (UNCLASSIFIED)

7. FUEL RESERVES:

a. B-47 Aircraft: Minimum of 12,000 pounds of fuel over Lincoln Air Force Base (L/F Range). (UNCLASSIFIED)

b. KC-97 Aircraft: In accordance with Air Force Regulation 60-16. (UNCLASSIFIED)

8. WEATHER MINIMUMS:

a. B-47 Aircraft: Ready and higher category crews will adhere to established minimums of 300 feet ceiling and one (1) mile visibility for takeoff. Landing minimums will be as published for the L/F Range. (UNCLASSIFIED)

b. KC-97 Aircraft: In accordance with Air Force Regulation 60-16. (UNCLASSIFIED)

9. ALTERNATES:

a. Alternates, including those for missed air refueling, will be briefed by the Staff Weather Officer at the pre-takeoff meeting. Priority will be given to SAC bases. See Appendix II, Annex B for recommended alternates. (UNCLASSIFIED)

10. EMERGENCY AIRFIELDS: (UNCLASSIFIED)

a. Priority will be given in the following sequence:

(1) SAC Bases.

(2) AMC Bases.

(3) Air Force Bases.

(4) Military Bases.

(5) Civilian Bases.

11. AIR ABORTS:

a. Conditions permitting, obtain an ARTC clearance prior to departure from cell. ~~(CONFIDENTIAL)~~

b. Leave the stream to the right. Do not cross route of stream unless 3000' above highest aircraft or 3000' below lowest aircraft in EW Cell, descend to 3000' below lowest aircraft before right turn. Proceed to Lincoln Air Force Base or alternate, as appropriate. All danger areas will be avoided. Maintain extreme vigilance for other aircraft. ~~(SECRET)~~

c. Do not attempt a low approach with gross weight above 125,000 pounds except in case of emergency. (U)

d. Maximum landing weight is 115,000 pounds except in emergency. (U)

12. RADAR:

a. Mapping radar will be the minimum condition for a crew to depart on this exercise. (U)

13. FLYING SAFETY:

a. Flying safety considerations are paramount. Strict compliance with Standing Operating Procedures and the Tactical Doctrine will be adhered to without exception. (U)

14. CLEARANCE (Form 175):

a. DD Form 175 will be submitted for all flights. Section D, Form 175 will include appropriate designation, i.e, "Cobra Killer", TEXAS RED LEADER, (TWO), etc. ~~(CONFIDENTIAL)~~

b. Remarks Section - ADN taken. ~~(CONFIDENTIAL)~~

~~SECRET~~

15. SURVIVAL: Aircraft commanders will insure that all flying personnel are thoroughly indoctrinated in their duties for bailout, crash landing and ditching prior to flying this mission. (UNCLASSIFIED)

16. 50-8 REQUIREMENTS:

a. Bombing - One (1) camera radar attack (IBDA)

b. Navigation - One (1) celestial leg.

c. Rendezvous - Lead aircraft only.

d. Refueling - Either night or day heavy weight refueling. For 50-8 credit, on-loads for the refueling is 31,000 pounds.

e. Cell - A cell exercise to the end refueling will be accomplished. (SECRET)

f. Cruise Control - One (1) scorable Long Range Mission.

g. HF Communications - For emergency use only. (UNCLASSIFIED)

h. Fighter Attacks - Daylight, identification passes only.

i. ECM - Little River, Big Snow and Big Photo if possible.

17. RECALL WORDS for this Operation are: ~~(CONFIDENTIAL)~~

a. General recall of all units -	FATBOY ALPHA
b. Recall of weather scouts -	FRESCO ROMEO
c. Recall of 42d Bomb Wing aircraft -	TALLCORN MIKE
d. Recall of 341st AREFS aircraft -	TALLCORN ECHO
e. Recall of 307th AREFS aircraft -	TALLCORN VICTOR
f. Recall of 98th Bomb Wing aircraft -	BOULDER CHARLIE
g. Recall of 98th AREFS aircraft -	BOULDER WHISKEY
h. Recall of 307th Bomb Wing aircraft -	BOULDER GOLD
i. Recall of 90th AREFS aircraft -	BOULDER NOVEMBER

Amnd Nr 2
ANNEX B
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13 Aug 57
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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

B-47 NAVIGATION AND BOMBING

This Appendix consists of 5 pages.

APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

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Lincoln Air Force Base, Nebraska

APPENDIX I TO ANNEX B TO OPERATIONSORDER 300-57

B-47 NAVIGATION AND BOMBING

1. LAUNCHING:

a. The 818th Air Division will launch three (3) waves. First and Second consist of eight (8) cells each. The third wave is composed of ten (10) cells. Wave spacing will be twelve (12) hours between waves. Cell spacing will be either twenty (20) or forty (40) minutes between cells. See attachment II, Annex B. ~~(SECRET)~~

b. Timing for the waves are as listed on Attachments 2, 3 and 4 of this Appendix. (UNCLASSIFIED)

2. GENERAL ROUTE OF FLIGHT. Specific details on the route are shown on attached Form I's. (Attachments 5, 6, 7, 9, 10, 11, 13 and 14, and Route Overlay - Attachment 1 of this Appendix.(UNCLASSIFIED)

a. General Route: ~~(SECRET)~~

From: Lincoln Air Force Base

To; Caldwell Refueling or to Alt Refueling Area - Tall Corn.

Grand Forks, Minn

56-21N 88-00W

52-55N 82-18W

Cell Break-up Points
(Ann Cell 45-34N)
92-17W)

(Betty Cell 44-48N)
8 -03W)

Target:
Lincoln Air Force Base.

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APP I ANNEX B
818ADIV OPORD 300-57
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b. Attachments 13 and 14 of this Annex covers the alternate refueling area. (UNCLASSIFIED)

c. Attachments 6, 7, 10, and 11 of this Annex covers the specific details of the bomb run from cell break-up to target. (UNCLASSIFIED)

3. REFUELING INFORMATION:

a. Rendezvous Settings: All waves on all of the refueling areas: (Alternate as well as Primary)

	APN 76	APN 69
ANN Cells	T6 R5	1-2-1
BETTY Cells	T7 R5	2-1 ~~(CONFIDENTIAL)~~

4. CONTROL TIMES: Control points and times will be announced at the pretakeoff briefing. (UNCLASSIFIED)

5. NAVIGATION REQUIREMENTS: (All Navigation Legs will be flown in accordance with SAC Regulation 51-11). (UNCLASSIFIED)

a. Type of Navigation to be accomplished will be grid celsestial for all waves as outlined below. All waves will fly a common route as outlined below:

(1) Start Nav: Grand Forks, Minn - 47-54N 97-02W. ~~(S)~~

(2) T.P. 56-21N 88-00W. ~~(S)~~

(3) Terminate 52-55N 82-18W. ~~(S)~~

b. Aircraft following the leader will fulfill the requirements specified for aircraft in cell formation as outlined in SAC Regulation 51-11. (UNCLASSIFIED)

TYPE NAV LEG	CELL LEADER	CELL ACFT #2, #3, #4
Grid Cell	8 LOP's	6 LOP's

AMEND #2
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13 August 1957
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6. BOMBING:

a. Tactics: Mach .81 will be flown from cell break-up through targets for aircraft in Betty Cell. Aircraft in ANN Cell will fly at Mach .81 from Pre-IP through targets. All aircraft will use the specified Pre-IP and IP for Bomb Run. ~~(SECRET)~~

b. IBDA: A breakaway turn in the direction specified in the Form I will be made after the completion of the bomb run. Navigators will use IBDA camera procedures as outlined in appropriate observer directives. Aircraft with pods will not be required to execute the breakaway turn. ~~(SECRET)~~

c. Target Assignments: Each cell will have target assignments and bombing altitudes as follows: ~~(SECRET)~~

ANN CELLS		
LEAD	BURLINGTON	34,500 Feet
#2	DESMOINES (MUN-AP)	35,500 Feet
#3	ROCK ISLAND	35,000 Feet
BETTY CELLS		
LEAD	JOLIET AP	34,000 Feet
#2	PEORIA (MUN AP)	35,000 Feet
#3	FORT WAYNE (MUN AP)	34,500 Feet

d. Target Information: Specific details on all targets are listed on Bombing Data section of Form I, Attachments 8 and 12 of this appendix. (UNCLASSIFIED)

7. SECURITY COMMUNICATIONS ENROUTE:

a. Code for Turning Points: Important turning points enroute have been given letter or number designations to be used in voice

Amnd Nr 2
APP I ANNEX B
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19 August 1957
8-3178-S

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communicat ns between aircraft. See left .de of Flight Plans, Attachments 5, 6, 7, 9, 10, 11, 13 and 14 to determine letter designation of these turning points. (UNCLASSIFIED)

Attachment 1 - Overlay
2 - 818th Air Division Launching Schedule
3 - 307th Bombardment Wing Launching Schedule by Squadron
4 - 98th Bombardment Wing Launching Schedule by Squadron
5 - Form 1 Primary Route ANN Cell
6 - Form 1 Primary Route ANN Cell (continued)
7 - Form 1 Primary Route ANN Cell (continued)
8 - Bombing Data ANN Cell Targets
9 - Form 1 Primary BETTY Cell
10 - Form 1 Primary BETTY Cell (continued)
11 - Form 1 Primary BETTY Cell (continued)
12 - Bombing Data BETTY Cell
13 - Form 1 - Alternate Route ANN and BETTY
14 - Form 1 - Alternate Route ANN and BETTY (continued)
15 - Cell Call Signs

Amnd Nr 1
APP I ANNEX B
818ADIV OPORD 300-57
31 July 1957
8-2978-S

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Annul Nr 2 AOS 1 AIC 1 ADMIN F [illegible] 13 AUG 57 8-3178-8

"COBRA KILLER"
LAUNCHING SCHEDULE

818 AIR DIVISION OPS PLAN 300-57
(3 Aircraft In Each Cell)

307TH BOMB WING

*First Cell (Red)	E+0600	*Fifth Cell (Black)	E+1800	Ninth Cell (Lime)	E+3000
Second Cell (Green)	E+0620	Sixth Cell (Pink)	E+1820	*Tenth Cell (Peach)	E+3020
Third Cell (Blue)	E+0900	Seventh Cell (Brown)	E+2100	Eleventh Cell (White)	E+3300
*Fourth Cell (orange)	E+0920	Eighth Cell (Purple)	E+2120	*Twelfth Cell (Yellow)	E+3320
				Thirteenth Cell (Amber)	E+3340 (4 ACFT)

98TH BOMB WING
(All ACFT at Home Station)

First Cell (Pink)	E+0700	Fifth Cell (Peach)	E+1900	Ninth Cell (Red)	E+3100
Second Cell (Brown)	E+0720	Sixth Cell (White)	E+1920	Tenth Cell (Green)	E+3120
Third Cell (Purple)	E+1000	Seventh Cell (Yellow)	E+2200	Eleventh Cell (Blue)	E+3400
Fourth Cell (Lime)	E+1020	Eighth Cell (Amber)	E+2220	Twelfth Cell (Orange)	E+3420
				Thirteenth Cell (Black)	E+3440 (4 ACFT)

98TH BOMB WING
(If ACFT TDY AT THULE)

First Cell (Pink)	E+0800	Fifth Cell (Peach)	E+2000
Second Cell (Brown)	E+0820	Sixth Cell (White)	E+2020
Third Cell (Purple)	E+1200	Seventh Cell (Yellow)	E+3100
Fourth Cell (Lime)	E+1220	Eighth Cell (Amber)	E+3120 (4 ACFT)

NOTE: ACFT WITHIN CELL WILL TAKEOFF AT 1 MINURE INTERVALS

ODD CELLS-ANN ROUTE
EVEN CELLS-BETTY ROUTE
*ONE ECM ACFT (#2 POSITION)

AMEND #2, ATTACH #2
TO APP I, ANNEX B
818ADIV OPORD 300-57
13 August 1957
8-3178-S

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"COBRA KILLER"

818TH AIR DIVISION OPERATIONS ORDER

NUMBER 300-57

307th Bombardment Wing

LAUNCHING SCHEDULE
(By Squadrons)

SQDN	CELL NO.	TAKEOFF TIME	SQDN.	CELL NO.	TAKEOFF TIME	SQDN	CELL NO.	TAKEOFF T.
370th	First Cell*	E + 0600	371st	Fifth Cell*	E + 1800	372nd	Ninth Cell	E + 3000
371st	Second Cell	E + 0620	372nd	Sixth Cell	E + 1820	370th	*Tenth Cell	E + 3020
372nd	Third Cell	E +-0900	370th	Seventh Cell	E + 2100	371st	Eleventh Cell	E + 3300
370th	Fouth Cell*	E + 0920	371st	Eighth Cell	E + 2120	372nd	*Twelfth Cell	E + 3320
						372nd	Thirteenth Cell (4 Acft)	E + 3340

* Cells with one ECM aircraft . # 2 Position.

All cells have 3 aircraft, with exception of 13th Cell.

NOTE: Cells may be composed of crew from more than squadron in order to meet the launching schedule and fly capsule equipped aircraft in the number two (2) position manned by an ECM crew. ~~(SECRET)~~

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Amnd Nr. 2
ATT 3 APP I ANNEX
818ADIV OPORD 300-
13 August 1957
S-3178-S

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"COBRA KILLER"

818th Air Division OPS PLAN 300-57

98th Bombardment Wing

LAUNCHING SCHEDULE
(By Squadrons)

SQDN	CELL NO.	TAKE OFF TIME	SQDN	CELL NO.	TAKE OFF TIME	SQDN	CELL NO.	TAKE OFF TIME
343rd	First Cell	E + 0700	344th	Fifth Cell	E + 1900	345th	Ninth Cell	E + 3100
344th	Second Cell	E + 0720	345th	Sixth Cell	E + 1920	343rd	Tenth Cell	E + 3120
345th	Third Cell	E + 1000	343rd	Seventh Cell	E + 2200	344th	Eleventh Cell	E + 3400
343rd	Fourth Cell	E + 1020	344th	Eighth Cell	E + 2220	345th	Twelfth Cell	E + 3420
						344th	Thirteenth Cell	E + 3440 (4 Acft)

All cells will have 3 aircraft, with exception of 13th Cell.

ATT 4 APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

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MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	7th AF 2nd-ST Kill	1st AIR DIV	B-47E	PRIMARY ROUTE		PRIMARY CALDWELL REFUELING

	POUNDS					POUNDS		
ACFT BASIC	82,000			BOMBS	7,500	ANN CELLS		
CREW	1,176			AMMO	1,380	APN-76	AFS-69	
OIL	394		FILL	WATER AUG	5,300	T6-RS	1-2-1	
ATO	300			STATIC	192,650	MR FULL ATO REQUIRED		
RACK								
EXT TANKS WEIGHT (Empty)	1,560			START ENGINES AND TAXI FUEL ALLOWANCE	3,000	MR EMPTY ATO REQUIRED		
MISCELLANEOUS								
CHAFF		TOTAL FUEL	92,490	TAKE-OFF GROSS	189,650	ATO FIRING SPEED		
OPERATING	85,980							

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1,500'	12,900'	100°F
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
12,000'		
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
10,200	155	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

	FROM LINCOLN A.F.B. ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T.A.S.	G.S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
	SOUTH TAKE OFF											10	1+2	10		92490	192650
	SETTD. and ACCEL											10	03	10		4800	10100
A	40-16N 96-46W BEATRICE, NEBR.	CL	176	275/30 +4	180	-9	171		96%	390	391	25	04	26		87690	182550
B	38-16N 96-05W EMPORIA VOR	CL	165	✓ +4	169	-9	160		✓	✓	402	35	07	36			
C	37-59N 95-25W L.O. CHANUTE KAN.	CL	140	✓ +3	143	-9	134	29.5	96%	390	410	124	18	117			
	36-22N 95-50W	CR	196	275/50 +7	203	-9	194	✓	.73	422	410	159	25	153			
D	36-40N 99-52W GAGE, VOR	CR	274	0	274	-10	264	✓	✓	✓	371	51	07	45		10690	10690
E	37-55N 100-43W R.I.P. GARDEN CITY VOR	CC	334	-6	328	-11	317	30.5	✓	✓	394	210	32	193		77000	171860
	42-27N 100-00W DESCENT POINT	CC	006	-7	359	-11	348	31.5	✓	✓	420	96	14	99		2950	2950
	TIMING CONTROL PAD											306	46	299		74050	168710
F	43-30N 99-46W RNDZ POINT	DS	006	275/30 -4	002	-11	351	15.5	-	430	450	188	30	211		6100	6100
	43-44N 99-17W END RR	CR	006	-6	360	-11	349	✓	-	260	260	494	0116	508		67950	162810
	ON LOAD											108	17	120		3400	3400
												602	0133	628		64550	159410
	47-10N 99-52W L.O.	CL	036	275/30 -4	032	-10	022	29.5	96%	390	403	273	39	275		7550	755
G	47-55N 99-01W			250/45								875	0212	903		57000	151860
												28	04	28		1200	1200
												903	0216	931		55800	150660
												70	10	70		700	700
												973	0226	1001		55100	149960
												130	30	130		8000	8000
												1103	0256	1131		47100	141960
																34000	34000
																8110	17596
												105	16	104		6800	6800
												1208	0312	1235		74300	169160
												50	08	56		1700	17[illegible]
												1.69	0320	1291		72600	1074[illegible]

SAC FORM 10 APR 56 16 FO 2720

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Air Force-SAC, Offutt 0-1049(56)

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ION FLIGHT PLAN – CONTINUATION ET

	FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
	47-55N 97-01W															72600	167460
	56-21N 88-00W			280/45								604	0123	585		16200	16200
H	T.P.	CC	034	-5	029	-3	026	31.5	.73	422	438	1868	0443	1876		56400	151260
	52-55N 82-18W			280/35								287	38	268		6900	6900
I	END NAV	CC	136	+3	139	+12	151	32.0	✓	✓	449	2155	0521	2144		49500	144360
	51-00N 85-09W			✓								157	24	169		4250	4250
J	HHCL	CC	222	+4	226	+11	237	32.5	✓	✓	402	2312	0545	2313		45250	140110
	47-49N 89-11W											248	37	260		6200	6200
	T.P.	CC	220	+4	224	+7	228	33.5	✓	✓	403	2560	0622	2573		39050	133910
	45-34N 92-17W											186	28	197		4550	4550
K	CELL BREAK-UP	CC	223	+4	227	-3	224	35.0	✓	✓	401	2746	0650	2770		34500	1293[illegible]
					LEAD AIRCRAFT								BURLINGTON	TGT			
	FROM																
	45-34N 92-17W											2746	0650	2770		34500	129360
	14-02N 92-28W			280/35								94	13	94		2100	2100
	PIP ROCHESTER	CR	185	+5	190	-5	185	34.5	.73	422	422	2840	0703	2864		32400	127260
	41-58N 91-38W			275/50								128	16	124		3900	3900
	TP CEDAR RAPIDS	CR	164	+5	169	-5	164	34.5	.81	466	485	2968	0719	298[illegible]		28500	123360
												94	09	91		1750	1750
	TGT BURLINGTON	CR	162	+5	167	-5	162	34.5	✓	✓	485	3042	0728	3059		26750	121610
	BREAK RIGHT							CLIMB									
												252	41	256		6000	6000
L	LINCOLN A.F.B.	CR	270	0	270	-8	262	38.0	.73	422	371	3294	0809	3345		20750	115610
					2	POSITION			-			DES MOINES		TGT			
	FROM																
	45-34N 92-17W											2746	0650	2770		34500	129360
												60	09	63		1400	1400
	PIP 40-38N 92-39W	CL	194	275/50 +7	201	-5	196	35.5	.73	422	412	2806	0659	2883		33100	127960
	43-39N 92-59W											60	08	62		2400	2400
	TP AUSTIN	CR	194	+6	200	-6	194	35.5	.81	466	458	2866	0707	2895		30700	125560
												130	17	132		3250	3250
	TGT DES MOINES	CR	194	+6	200	-6	194	✓	✓	✓	458	2996	0724	3027		27450	122310
	BREAK RIGHT																

SAC FORM 1b 15 APR 55 FC 2720

Air Force-SAC, Offutt D-1050(56)

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MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
DES MOINES															27450	122310
											150	24	168		3600	3600
LINCOLN A.F.B	CR	255	+3	258	-8	250	36.0	73	422	375	3146	0748	3195		23850	118710
			# 3	POSITION – ROCK ISLAND TGT												
FROM																
N5-34N 93-17W											2746	0650	2770		34500	129360
W4-SIN 91-55W											46	06	44		1000	1000
PIP MENOMONIE	CR	162	255/30 +6	168	-4	164	35.0	73	422	440	2792	0656	2814		33500	128360
43-04N 91-09W											113	14	109		3550	3550
IP PRAIRIE DUCHIE	CR	162	+5	167	-4	163	"	.81	466	485	2905	0710	3923		29950	124810
											100	12	93		2300	2300
TGT ROCK ISLAND	CR	163	+5	168	-5	163	"	"	"	485	3005	0722	3016		27650	122510
BREAK RIGHT							CLIMB									
											274	44	309		6650	6650
L. LINCOLN A.F.B.	CR	263	+5	265	-8	257	40.0	73	422	374	3379	0806	3325		21000	115860
NOTE: #4 AIRCRAFT WILL FLY THE ROUTE FOR RETT LEAD FROM END																
NAV TO LINCOLN AFB																

SAC FORM 15 APR 55 1b FC 2720

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Air Force-SAC, Offset O-1050136

~~Secret~~ — Ann. Cells — Bombing Data

BOMBING DATA

TARGET DATA	RUN NUMBER	Leader		#2		#3				
	TARGET COMPLEX OR BOMBING RANGE	Burlington		Des Moines		Rock Island				
	A. NAME + VAR. + ELEV.	Muni. Ap	-5 / 760'	Muni. AP	-7 / 957	Muni. AP	-5 / 590'			
	A. LATITUDE + LONGITUDE	40 47N	91-01W	41 32N	93-34W	41 26N	90-30W			
	IP NAME + VAR. + ELEV	Cd. Rapids	-5 / 863	Austin	-6 / 1237'	Bellevue	-5 / 1000'			
	IP LATITUDE + LONGITUDE	41-58N	91-38W	43 38N	92-59W	42-04N	91-10W			
OFFSETS	NAME	Hiway Br.	RR. Br.	Tgt. "D"	Tgt. "A"					
	N/S COMPONENTS	N 6350	N-4500	N 10950	N 18700	DIRECT	AIMING			
	E/W COMPONENTS	E-7860	E-8750	E-26400	E-4250					
		PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	
ALTITUDE AND BALLISTICS COMPUTATIONS	POSITION FOR ALTITUDE MEASUREMENT									
	TERRAIN ELEVATION									
	(+) MEASURED ALTITUDE									
	RELEASE ALTITUDE ABOVE MSL									
	(±) $D_2 - D_1$									
	ADJUSTED RELEASE ALTITUDE ABOVE MSL									
	(−) GAP ELEVATION	1. 700'	2. 710'	1. 950'	2. 950'	1. —	2. —	1.	2.	
	RELEASE ALTITUDE ABOVE GAP	1.	2.	1.	2.	1.	2.	1.	2.	
	ADJUSTED RELEASE ALTITUDE ABOVE MSL									
	(+) TARGET ELEVATION									
	RELEASE ALTITUDE ABOVE TARGET									
	(−) HEIGHT OF BURST ABOVE TARGET									
	RELEASE ALTITUDE ABOVE BURST									
	HEIGHT OF BURST ABOVE TARGET									
	(+) TARGET ELEVATION									
	HEIGHT OF BURST ABOVE MSL									
	UNCORRECTED SETTINGS ATP/TRAIL	/	/	/	/	/	/	/	/	
	HEIGHT OF BURST ADJ. ATP/TRAIL	/	/	/	/	/	/	/	/	
	CORRECTED SETTINGS ATP/TRAIL	/	/	/	/	/	/	/	/	
	TRUE AIR SPEED (Knots)	466		466		466				
TO TARGET	T.C. / DRIFT	162 / +5	/	194 / +7	/	163 / +5	/	/	/	
	T.H. / M.H.	167 / 162	/	201 / 196	/	168 / 163	/	/	/	
	G.S. / DIS	485 / 79	/	458 / 130	/	485 / 100	/	/	/	
	ETA / T.A.	/ 09	/	/ 17	/	/ 12	/	/	/	
	T.H. / T.A.S.									
	TIME OF RELEASE / CAMERA CHANGE NR									
	NEW D.R.A.									
	GA TYI									

Amnd Nr 1 ATT 8 APP I ANNEX B 818ADIV OPORD 300-57
31 Jul 57 8-2978-S

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MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
97th AF 304-37 COMBAT KILLER	5th AIR DIV	B-47E	PRIMARY TARGET		SIL CL

	POUNDS					POUNDS		
ACFT BASIC	[illegible]				BOMBS	7,500	BETTY CELLS	
CREW	1,170				AMMO	1,360	APN 72	APS-[illegible]
OIL	290				WATER AUG	5,300	T 9 P5	[illegible]
ATO	850				STATIC	192,650	NR FULL ATO REQUIRED	
RACK			FULL					
EXT TANKS WEIGHT (Empty)	1,262				START ENGINES AND TAXI FUEL ALLOWANCE	3,000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS								
CHAFF			TOTAL FUEL	92,470	TAKE-OFF GROSS	189,650	ATO FIRING SPEED	
OPERATING	85,980							

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1.5	[illegible]	
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
[illegible]		
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
10,[illegible]	[illegible]	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
	SOLTN TAKE OFF											10	1+2	[illegible]		[illegible]	[illegible]
	SETTO and ACCEL											10	03	[illegible]		57[illegible]	[illegible]
A	40-16N 96-42W BEATRICE NDB	CL	176	275/30 +4	180	-9	171		96%	390	391	25	04	26			
B	35-16N 96-08W EMPORIA VOR	CL	165	+4	169	-9	160		✓	✓	4[illegible]	12- / 159	15 / 25	11 / 15[illegible]			
C	37-39N 95-28W L.O. CHANUTE	CL	140	+3	143	-9	134	29.5	96%	390	412	51 / 210	07 / 32	45 / 198		126[illegible] / 270[illegible]	[illegible] / 171[illegible]
	36-22N 95-50W	CR	196	275/50 +7	203	-9	194	✓	.73	422	410	96 / 306	24 / 42	77 / 207		2[illegible] / 742	[illegible] / [illegible]
D	36-30N 99-53W GAGE VOR	CR	274	0	274	-10	264	✓	✓	✓	311	185 / 494	30 / 0116	211 / 565		61[illegible] / 67	[illegible] / 162[illegible]
M	37-51N 100-00W FIX DODGE CITY VOR	CR	352	-7	345	-11	334	30.5	✓	✓	403	92 / 586	14 / 0130	99 / 607		[illegible] / 65150	[illegible] / [illegible]
	42-30N 99-17W DESCENT POINT	CC	008	-7	001	-11	350	31.5	✓	✓	420	270 / 856	39 / 0209	274 / 553		76[illegible] / 57550	76[illegible] / 52[illegible]
	TIMING CONT	ROL		PAD								58 / 584	04 / 0213	[illegible] / 911		1200 / 56350	[illegible] / 151[illegible]
N	43-32N 99-05W RNDZ POINT	DB	008	275/30 -4	004	-11	353	15.5	–	450	450	70 / 954	10 / 0233	75 / 986		72[illegible] / 55[illegible]	[illegible] / 15[illegible]
	43-40N 99-24W RNZ A/R	CR	008	-6	002	-11	351	15.5	–	360	360	130 / 1084	30 / 0253	130 / 1116		[illegible] / 47650	[illegible] / [illegible]
	ON LORZ															41150	[illegible]
	47-[illegible]N 99-32W L.O.	CL	024	275/30 -4	020	-10	010	29.5	96%	390	[illegible]	165 / 11[illegible]	16 / [illegible]	164 / 1[illegible]		61[illegible] / 74850	[illegible] / 17[illegible]
G	47-55N 97-01W START NAV FIXES	CC	024	280/45 -6	018	-9	009	30.0	.73	422	431	44 / 1[illegible]	06 / 0315	4 / 1[illegible]		1300 / 73550	13[illegible] / 16[illegible]

SAC FORM 18 APR 56 1a PC 2720

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Air Force-SAC, Offutt Ch-104-55

M 'ON FLIGHT PLAN – CONTINUATION S' T

	FROM GRAND FORKS 47-55N 97-01W ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
																73550	168410
	56-21N 88-00W											604	0123	585		16350	16350
H	T.P.	CC	034	-5	029	-3	026	31.5	.73	422	438	1837	0438	1847		57200	152060
	53-55N 82-18W			280/35								287	38	268		6950	6950
I	END NAV.	CC	136	+3	139	+12	151	32.0	✓	✓	449	2124	0516	2115		50250	145110
	51-00 11 83-20W			✓								121	17	120		3000	3000
J	AHCL	CC	198	+5	203	+12	215	33.5	✓	✓	415	2245	0533	2235		47250	142110
	44-48N 86-03W			✓								389	56	393		9350	9350
O	CELL FREAK-UP GCI	CC	197	+5	202	+6	208	34.5	✓	✓	416	2634	0629	2628		37900	132760
				LEAD AIRCRAFT – JOLIET TGT													
	FROM 44-48N 86-03W																
	FREAK SHOW GCI											2634	0629	2628		37900	132760
	43-06N 87-40W			280/35								122	16	124		4050	4050
	I.P.	CR	214	+4	218	-1	217	34.0	.81	466	450	2756	0645	2752		33850	128710
												103	14	103		2600	2600
	TGT JOLIET	CR	191	+4	195	-2	193	✓	✓	✓	466	2859	0659	2855		31250	126110
	BREAK RIGHT							CLIMB									
	41-58N 89-32W											69	11	77		1800	1800
	POLO VOR	CC	297	-3	294	-3	291	38.0	.73	422	375	2928	0710	2932		29450	124310
												333	54	380		8250	8250
L	LINCOLN AFB	CR	258	+2	260	-6	254	✓	✓	✓	375	3261	0804	3312		21200	116060
			#2	POSITION – PEORIA								767					
	FROM 44-48N 86-03W																
	FREAK SHOW GCI											2634	0629	2628		37900	132760
	43-06N 87-40W			280/35								122	16	124		4050	4050
	I.P.	CL	214	+4	218	-1	217	35.0	.81	466	450	2756	0645	2752		33850	128710
												168	22	171		4350	4350
	TGT PEORIA	CR	210	+4	214	-2	212	✓	✓	✓	452	2924	0707	2923		29500	124360
	BREAK RIGHT																
	39-55N 91-24W											93	15	106		2200	2200
	QUINCY	CR	237	+4	241	-5	236	36.0	.73	422	384	3017	0722	3029		27200	122060
												258	42	246		6150	6150
	LINCOLN AFB	CR	284	-1	283	-7	276	✓	✓	✓	372	3275	0804	3325		21050	115910

SAC FORM 1b 18 APR 55 FC 2720

3179-S Air Force-SAC, Offutt O-1050(56)

A ION FLIGHT PLAN – CONTINUATION S ET

FROM 44-48N 86-03W FREAK SHOW GCI ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
		#3	POSITION	—			FT.	WAYNE	TGT							
FROM 44-48N 86-03W FREAK SHOW GCI											2634	0629	2628		37900	132760
42-19N 85-23W			280/35								151	19	148		4650	4650
IP	CR	169	+4	173	+1	174	34.5	.81	466	478	2785	0648	2776		33250	128110
											75	09	73		1850	1850
TGT FT. WAYNE	CR	169	+4	173	0	173	34.5	✓	✓	478	2860	0657	2849		31400	126260
BREAK RIGHT							CLIMB									
41-07N 81-52W											125	20	141		3300	2300
KANKAKEE	CL	273	0	273	-1	272	40.0	.73	422	372	2985	0717	2990		28100	122960
											80	13	90		2000	2600
BRADFORD VOR	CR	268	+1	269	-4	265	✓	✓	✓	372	3065	0730	3080		26100	120960
											318	52	345		7600	7600
L LINCOLN AFB	CR	268	+1	269	-5	264	✓	✓	✓	372	3383	0822	3445		18500	113360

NOTE: #4 AIRCRAFT WILL FLY THE ROUTE FOR BETTY LEAD FROM END NAV TO LINCOLN AFB

SAC FORM 15 APR 54 1b FC 2720

Air Force • SAC, Offutt 0-1050(54)

~~Secret~~ — Battle Sim — Bombing Data

				BOMBING DATA						
	RUN NUMBER	Lesser		#2		#3				
TARGET DATA	TARGET COMPLEX OR BOMBING RANGE	Toledo		Peoria		Ft Wayne				
	T NAME + VAR. + ELEV.	Ll. Apt	2 / 664'	Muni Ap	-4 / 659	Muni. Ap	0 / 833'			
	T LATITUDE + LONGITUDE	41-36N	88-15W	40 40N	89-41W	41-08N	85-09W			
	IP NAME + VAR. + ELEV	—	+1 / 653	—	-2 / 651	—	+1 / 941'			
	IP LATITUDE + LONGITUDE	43-06N	87-40W	43-06N	81 40W	43-49N	85-23W			
OFFSETS	NAME	Refinery	Tank Farm	Stream Pla	Lake in Br	Hazy Bay	Factory			
	N/S COMPONENTS	N-2650	S-10600	N-7450	S 3-00	S-22250	S-16757			
	E/W COMPONENTS	F-8150	W-2704'	F 27000	F 8200	F-5700	W-4158			
		PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	
ALTITUDE AND BALLISTICS COMPUTATIONS	POSITION FOR ALTITUDE MEASUREMENT									
	TERRAIN ELEVATION									
	(+) MEASURED ALTITUDE									
	RELEASE ALTITUDE ABOVE MSL									
	(+) $D_1 + D_2$									
	ADJUSTED RELEASE ALTITUDE ABOVE MSL									
	(−) GAP ELEVATION	1. 664'	2. 664'	1. 600'	2. 600'	1. 833'	2. 835	1.	2.	
	RELEASE ALTITUDE ABOVE GAP	1.	2.	1.	2.	1.	2.	1.	2.	
	ADJUSTED RELEASE ALTITUDE ABOVE MSL									
	(+) TARGET ELEVATION									
	RELEASE ALTITUDE ABOVE TARGET									
	(+) HEIGHT OF BURST ABOVE TARGET									
	RELEASE ALTITUDE ABOVE BURST									
	HEIGHT OF BURST ABOVE TARGET									
	(+) TARGET ELEVATION									
	HEIGHT OF BURST ABOVE MSL									
	UNCORRECTED SETTINGS ATP/TRAIL	/	/	/	/	/	/	/	/	
	HEIGHT OF BURST ADJ. ATP/TRAIL	/	/	/	/	/	/	/	/	
	CORRECTED SETTINGS ATP/TRAIL	/	/	/	/	/	/	/	/	
	TRUE AIR SPEED (Knots)	466		466		466				
ATO TARGET	T.C. / DRIFT	191 / +4	/	216 / +4	/	169 / +4	/	/	/	
	T.H. / W.H.	195 / 193	/	214 / 212	/	177 / 173	/	/	/	
	G.S. / DIS	466 / 103	/	452 / 168	/	478 / 75	/	/	/	
	STA / T.O.	/ 14	/	/ 22	/	/ 09	/	/	/	
PL	T.H.	T.A.S.								
	TIME OF RELEASE	CAMERA FRAME NR								
	WIND DATA									
	WIND TRUE	WIND VELOCITY								
	GUN TYPE	RUN CLASS								
	CODED SCORE	CIRCULAR ERROR								
	BIN NAFF CONTROL	METHOD OF RELEASE								

~~Secret~~

[illegible] Bureau of the Air Div Spout [illegible]

~~SECRET~~

MISSION FLIGHT PLAN

	POUNDS
ACFT BASIC	82,093
CREW	1,176
OIL	394
ECM	850
RACK	
EXT TANKS WEIGHT (EMPTY)	1,560
MISCELLANEOUS	
CHAFF	
OPERATING	85,983

O. O. AND NICKNAME: 9TH AF 303-57 COBRA KILLER

FULL

TOTAL FUEL: 7[illegible]

UNIT: 9TH 515TH AIR TF

TYPE ACFT: B-47E

WAVE: FLT. [illegible]

CELL CALL SIGN: ANN and BETTY CELL

	POUNDS
BOMBS	7,[illegible]
AMMO	1,38[illegible]
WATER AUG	5,3[illegible]
STATIC	192,[illegible]
START ENGINES AND TAXI FUEL ALLOWANCE	[illegible]
TAKE-OFF GROSS	1[illegible]

NR FULL ATO REQUIRED

NR EMPTY ATO REQUIRED

ATO FIRING SPEED

REMARKS: ALTERNATE TALL CORN [illegible]

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1500'	1,[illegible]	100° F
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
12,[illegible]'		
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
10,[illegible]	157	

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PL: PRED FUEL REMAINING	GROSS WT
	LINCOLN															[illegible]	[illegible]
	SOUTH TAKE OFF											10	142	12		[illegible]	[illegible]
	SETTO and ECC EL											12	03	10		17670	182[illegible]
	40-16N 96-46W			225/50								35	04	36			
#1	BEATRICE NDB	CL	176	+4	180	-9	171		96[illegible]	390	391	35	07	36			
#2	38-16N 96-08W			✓								124	18	117			
	EMPORIA VOR	CL	165	+4	169	-9	160		✓	✓	402	159	25	155			
	37-39N 95-38W			✓				A & E				51	07	45		10670	[illegible]
	L.O CHANUTE KAN	CL	140	+3	143	-9	134	30.0	96[illegible]	370	410	210	32	195		77000	171[illegible]
#3	36-22N 95-50W	CR	196	225/50 +7	203	-9	194	✓	.75	4[illegible]	410	96	14	99		[illegible]	[illegible]
												306	40	[illegible]		74050	[illegible]
#4	36-15N 94-08W											9[illegible]	12	[illegible]		2500	2500
	FAYETTEVILLE VOR	CR	092	-2	090	-8	082	✓	✓	[illegible]	47[illegible]	396	53	[illegible]		71550	166410
#5	37-13N 93-13W											72	10	70		2050	2050
	SPRINGFIELD	CR	033	-6	027	-7	020	✓	✓	✓	441	468	0108	452		67500	164[illegible]
#6	39-08N 92-38W											64	09	63		1800	[illegible]
	ANCHOR INN	CC	034	-6	028	-7	021	✓	✓	✓	442	532	0117	515		67700	162560
					ANN	CELL	(TALL	CORN)						ATN - 76 T-6		R-5	1-2-1
	FROM 39-08N 92-38W																
	ANCHOR INN											532	0117	515		67700	162560
#7	39-46N 93-04W			225/50								99	15	106		3000	3000
	BIG BOONEFIELD	CC	345	-6	339	-7	332	31.0	73	422	404	631	0152	621		64700	159560
#8	42-20N 94-18W											182	27	190		5150	[illegible]
	DESCENT POINT	CC	344	-6	338	-7	331	31.0	✓	✓	404	813	0159	811		59450	154[illegible]
												28	04	28		1200	1200
	TIMING CONTROL PAD											841	0203	[illegible]		58250	152[illegible]

SAC FORM 16 APR 56 1a FOR 2720

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Air Force - SAC, Offutt (I-1049(56))

MISSION FLIGHT PLAN – CONTINUATION SHEET

	FROM 43-36N 94-18W DESCENT POINT ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
																58250	153110
	43-42N 94-35W			275/30								70	10	75		700	700
#9	DESCENT POINT	DS	344	-3	341	-7	334	15.5	–	450	439	911	0213	914		57550	152410
	45-50N 95-23W											130	30	134	Start on load	8000	8000
	END A/R	CR	344	-5	339	-7	332	15.5	–	260	250	1041	0243	1048		23550	178410
	47-23N 96-36W											105	17	111		6800	6800
	LEVEL OFF	CL	331	-4	327	-8	319	29.5	.96M	390	372	1146	0300	1159		76750	171610
	47-55N 97-01W GRADE			330/40								36	05	38		1150	1150
G	START NAV FORMS	CR	331	-4	327	-8	319	29.5	.73	422	395	1182	0305	1197		75600	170460
			BETTY		CELL		(TALL		CORN)			ARN-76		T7		R-5	
			APN	69-2-1													
	FROM 38-08N 94-38W ANCHOR TWN											532	017	515		67700	162560
	38-57N 93-19W			275/50								52	08	56		1600	1600
#11	RTZ COMMON	CR	011	-7	004	-7	357	29.0	.73	422	422	584	0125	571		66100	160960
	42-43N 93-50W											223	35	247		6750	6750
#12	DESCENT POINT	CR	345	-6	339	-7	332	29.0	"	"	403	817	0200	8[illegible]		59350	154410
												28	04	–		1200	1200
	TIRING SON – ROL TRZ											845	0204	846		58150	152010
	43-55N 97-54W			275/30								70	10	[illegible]		700	700
#13	RNTZ POINT	DS	345	-3	342	-7	335	15.5	–	450	440	915	0214	921		57450	152310
	45-58N 94-42W											130	30	134		8000	8000
#14	END A/R	CR	345	-6	339	-7	332	15.5	–	260	250	1045	0244	1055		49450	144310
																34000	34[illegible]0
																83450	178[illegible]
	ON LOAD																
	47-23N 96-20W											105	17	110		6800	6800
	L.O	CL	330	-3	327	-8	319		.96M	390	372	1150	0301	1165		76450	171510
	47-55N 97-01W GRADE			330/40								43	07	47		1400	1400
G	START NAV FORMS	CR	330	-3	327	-8	319	29.5	.73	422	390	1193	0308	1215		75250	170110

SAC FORM 15 APR 55 1b FC 2720

Air Force-SAC, Offset D-1056(56)

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"COBRA KILLER"

818th Air Division OPS ORDER 300-57

CELL CALL SIGNS

CELL NO.	307TH BOMB WG.	98TH BOMB WG.
1.	Texas Red	Expel Pink
2.	Texas Green	Expel Brown
3.	Texas Blue	Expel Purple
4.	Texas Orange	Expel Lime
5.	Texas Black	Expel Peach
6.	Texas Pink	Expel White
7.	Texas Brown	Expel Yellow
8.	Texas Purple	Expel Amber
9.	Texas Lime	Expel Red
10.	Texas Peach	Expel Green
11.	Texas White	Expel Blue
12.	Texas Yellow	Expel Orange
13.	Texas Amber	Expel Black

Attach 15 to App 1, Annex B
818th Air Div Op Order 300-57
12 July 1957
7-2507-3

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

FUEL DECISION - B-47

This Appendix consists of 3 pages.

SECRET

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"COBRA KILLER"

818 TH OPS ORDER

300-57

FUEL RESERVES *

ANN CELL

POSITION	TARGET	FLYING TIME	FUEL RESERVE
LEAD	BURLINGTON	08:09	20,700 #
#2	DES MOINES	07:48	23,850 #
#3	ROCK ISLAND	08:06	21,000 #

BETTY CELL

LEAD	JOLIET	08:04	21,200 #
#2	PEORIA	08:04	21,050 #
#3	FORT WAYNE	08:22	18,500 #

* 1. ACFT EQUIPPED WITH AND CONSIDERATION GIVEN TO:

1. TIP TANKS
2. CARRY CHAFF AND ECM EQP
(b) (1) (A), (b) (3) (B)
4. ADI
5. 100° F. TEMPERATURE
6. 34 M LBS. ON LOAD

Ammend Nr 2
APP II ANNEX B
818 ADIV OPORD 300-57
13 August 1957
8-3178-S

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818TH AIR DIVISION OPERATIONS PLAN 300-57

FUEL DECISION

BASED ON 50 KNOT WIND FACTOR

	#1		#2	
REFUELING AREA	CALDWELL		TALL CORN	
SCHEDULED ON LOAD	34,000 Pounds		34,000 Pounds	
MINIMUM ON-LOAD	31,000 Pounds		31,000 Pounds	
MINIMUM IN-TANKS	78,100 Pounds		77,800 Pounds	
MISSED AIR REFUELING ALTERNATES	LINCOLN AFB	ELLSWORTH AFB	LINCOLN AFB	ELLSWORTH AFB
FUEL REMAINING MAR ALTERNATES	26,600 #	33,100 #	27,450 #	21,950 #

SUMMARY OF TERMINAL CONDITIONS

	STATION	FUEL RESERVE
DESTINATION	LINCOLN AFB	15,000 Pounds
ALTERNATE NO. 1	FORBES AFB	12,700 Pounds
ALTERNATE NO. 2	ELLSWORTH AFB	9,200 Pounds

Amnd Nr 2
APP II ANNEX B
818ADIV OPORD 300-57
13 Aug 1957
8-3178-S

~~SECRET~~

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HEADQUARTERS
818TH AIR DIVISION
LINCOLN AFB, NEBRASKA
12 JULY 1957

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER

300-57

B-47 AERIAL REFUELING

LINCOLN-FORBES TASK FORCE PLAN

This Appendix consists of 7 pages.

App 3, Annex B
818ADIV Opord 300-57
7-2567-S

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HEADQUARTERS
818TH AIR DIVISION
Lincoln AFB, Nebraska

APPENDIX 3 TO ANNEX B TO OPERATIONS ORDER 300-57

1. GENERAL SITUATION:

a. The requirements exists to conduct a no-notice USCM for the 98th and 307th BombWings (818th Air Division) under the provisions of SAC Regulation 50-8. Period of vulnerability for this exercise is 1 August 1957 through 30 November 1957. ~~(S)~~

b. The 90th and 98th Air Refueling Squadrons will provide the Tanker support phase of this operation. ~~(S)~~

c. The 90th and 98th Air Refueling Squadrons will provide weather scouts as directed by Tanker Task Force Commander. The first weather scout will take off no later than E + 2 hours. The 2nd and 3rd weather scouts will take off at E + 16 and E + 28 hours. ~~(S)~~

2. REFUELING DATA:

a. The following information is for the primary and alternate areas:

	Caldwell (Primary)	Tall Corn (Alternate)
Orbit Ann	42-27N 100-00W	42-36N 94-13W
Orbit Betty	42-20N 99-17W	42-20N 93-30W
Rendezvous Ann	43-36N 99-46W	43-42N 94-35W
Rendezvous Betty	43-32N 99-05W	43-53N 93-54W
Track	008°	345°

3. WAVE TIMING:

a. 98th Air Refueling Squadron:

WAVE	NR ACFT	RCVR CALL SIGN	C/R	REND TIME PRIMARY	REND TIME SECONDARY
1	3	Texas Red	Ann	E + 08:26	E + 08:13
1	3	Texas Pink	Ann	E + 09:26	E + 09:13

Amnd Nr 2
APP 3 ANNEX B
818ADIV OPORD 300-57
13 August 1957
8-3178-S

~~SECRET~~

~~SECRET~~

1	3	Texas Blue	ANN	E + 11:26	E + 11:13
1	3	Expel Purple	ANN	E + 12:26	E + 12:13
2	3	Texas Black	ANN	E + 20:26	E + 20:13
2	3	Expel Peach	ANN	E + 21:26	E + 21:13
2	3	Texas Brown	ANN	E + 23:26	E + 23:13
2	3	Expel Yellow	ANN	E + 24:26	E + 24:13
3	3	Texas Lime	ANN	E + 32:26	E + 32:13
3	3	Expel Red	ANN	E + 33:26	E + 33:13
3	3	Texas White	ANN	E + 35:26	E + 35:13
3	4	Texas Amber	ANN	E + 36:06	E + 35:53
3	3	Expel Blue	ANN	E + 36:26	E + 36:13 ~~(S)~~

b. 90th Air Refueling Squadron: ~~(S)~~

WAVE	NR ACFT	RCVR CALL SIGN	C/R	REND TIME PRIMARY	REND TIME SECONDARY
1	3	Texas Green	BETTY	E + 08:43	E + 08:34
1	3	Expel Brown	BETTY	E + 09:43	E + 09:34
1	3	Texas Orange	BETTY	E + 11:43	E + 11:34
1	3	Expel Lime	BETTY	E + 12:43	E + 12:34
2	3	Texas Pink	BETTY	E + 20:43	E + 20:34
2	3	Expel White	BETTY	E + 21:43	E + 21:34
2	3	Texas Purple	BETTY+	E + 23:43	E + 23:34
2	3	Expel Amber	BETTY	E + 24:43	E + 24:34
3	3	Texas Peach	BETTY	E + 32:43	E + 32:34

AMEND #2
APP 3 ANNEX B
818ADIV OPORD 300-57
13 August 1957
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~~SECRET~~

SECRET

3	3	Expel Green	Betty E + 33:47	E + 33:34
3	3	Texas Yellow	Betty E + 35:43	E + 35:34
3	3	Expel Orange	Betty E + 36:43	E + 36:34
3	4	Ex el Black	Ann E + 37:06	E + 36:53

4. FORCE COMPOSITION AND TAKEOFF TIMES:

a. No air spares will be scheduled. Sufficient ground spares will be pro ided to insure requirednumber of tankers are airborne to support each wave. (U)

b. Take Off times for 98th Air Refueling Squadron: (SECRET)

WAVE	NR ACFT	C/R	TAKEOFF PRIMARY	TAKE OFF ALTERNATE
1	3	ANN	E + 07:01	E + 06:55
1	3	ANN	E + 08:01	E + 07:55
1	3	ANN	E + 10:01	E + 09:55
1	3	ANN	E + 11:01	E + 10:55
2	3	ANN	E + 19:01	E + 18:55
2	3	ANN	E + 20:01	E + 19:55
2	3	ANN	E + 22:01	E + 21:55
2	3	ANN	E + 23:01	E + 22:55
3	3	ANN	E + 31:01	E + 30:55
3	3	ANN	E + 32:01	E + 31:55
3	3	ANN	E + 34:01	E + 33:55
3	4	ANN	E + 34:41	E + 34:35
3	3	ANN	E + 35:01	E + 34:55

Amnd Nr. 2
AFP 3 ANNEX B.
818ADIV OPORD 300-57
13 Augu t 1957
8-3178-S

SECRET

c. Takeoff Times for 90th Air Refueling Squadron: (SECRET)

WAVE	NR ACFT	C/R	TAKEOFF PRIMARY	TAKEOFF ALTERNATE
1	3	BETTY	E+06:54	E+06:54
1	3	BETTY	E+07:54	E+07:54
1	3	BETTY	E+09:54	E+09:54
1	3	BETTY	E+10:54	E+10:54
2	3	BETTY	E+18:54	E+18:54
2	3	BETTY	E+19:54	E+19:54
2	3	BETTY	E+21:54	E+21:54
2	3	BETTY	E+22:54	E+22:54
3	3	BETTY	E+30-54	E+30:54
3	3	BETTY	E+31:54	E+31:54
3	3	BETTY	E+33:54	E+33:54
3	3	BETTY	E+34:54	E+34:54
3	4	ANN	E+35:10	E+35:10

5. TACTICS:

a. Refueling Tactics and procedures will be in accordance with SAC Manual 55-10 dated 1 July 1957. (U)

6. COMMUNICATIONS:

a. Procedures will be as outlined in Communications Flimsy. Frequencies will be ZI ALPHA. (U)

7. KC-97 CREW PROCEDURES:

a. Before takeoff:

(1) Pretakeoff briefing ill be held three (3) hours prior to takeoff, to receive latest weatner analysis and receiver ETA's to rendezvous point. (U)

Amnd Nr 2
APP 3 ANNEX B
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(2) Start engines forty (40) minutes prior to take-off. (U)

(3) Taxi twenty (20) minutes prior to take-off. (U)

(4) Take-off at one (1) minute intervals within cells. ~~(S)~~

b. Landing:

(1) Since rapid refueling is mandatory to insure turn-around of tanker aircraft for successive waves, flight engineers will compute prior to pit or parking, the fuel required to re-service the aircraft. ~~(S)~~

(2) Maximum crew rest in consonance with timing will be accomplished. (U)

8. WEATHER ALTERNATES AND EMERGENCY BASES:

a. Possible weather alternates are: (U)

(1) Schilling AFB.

(2) Whiteman AFB.

(3) Offutt AFB.

b. Emergency bases in order of preference consistant with flying safety, are: (U)

(1) Lincoln AFB.

(2) Forbes AFB.

(3) Other SAC Bases.

(4) Other Military Bases.

(5) Civilian Airfields.

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LIST OF ATTACHMENTS:

Attachment 1 - Route Charts

Attachment 2 - Form F

Attachment 3 - Flight Plans

Page 1 - Caldwell ANN - Lincoln
Page 2 - Caldwell BETTY - Lincoln
Page 3 - Caldwell ANN - Forbes
Page 4 - Caldwell BETTY - Forbes
Page 5 - Tall Corn ANN - Lincoln
Page 6 - Tall Corn BETTY - Lincoln
Page 7 - Tall Corn ANN - Forbes
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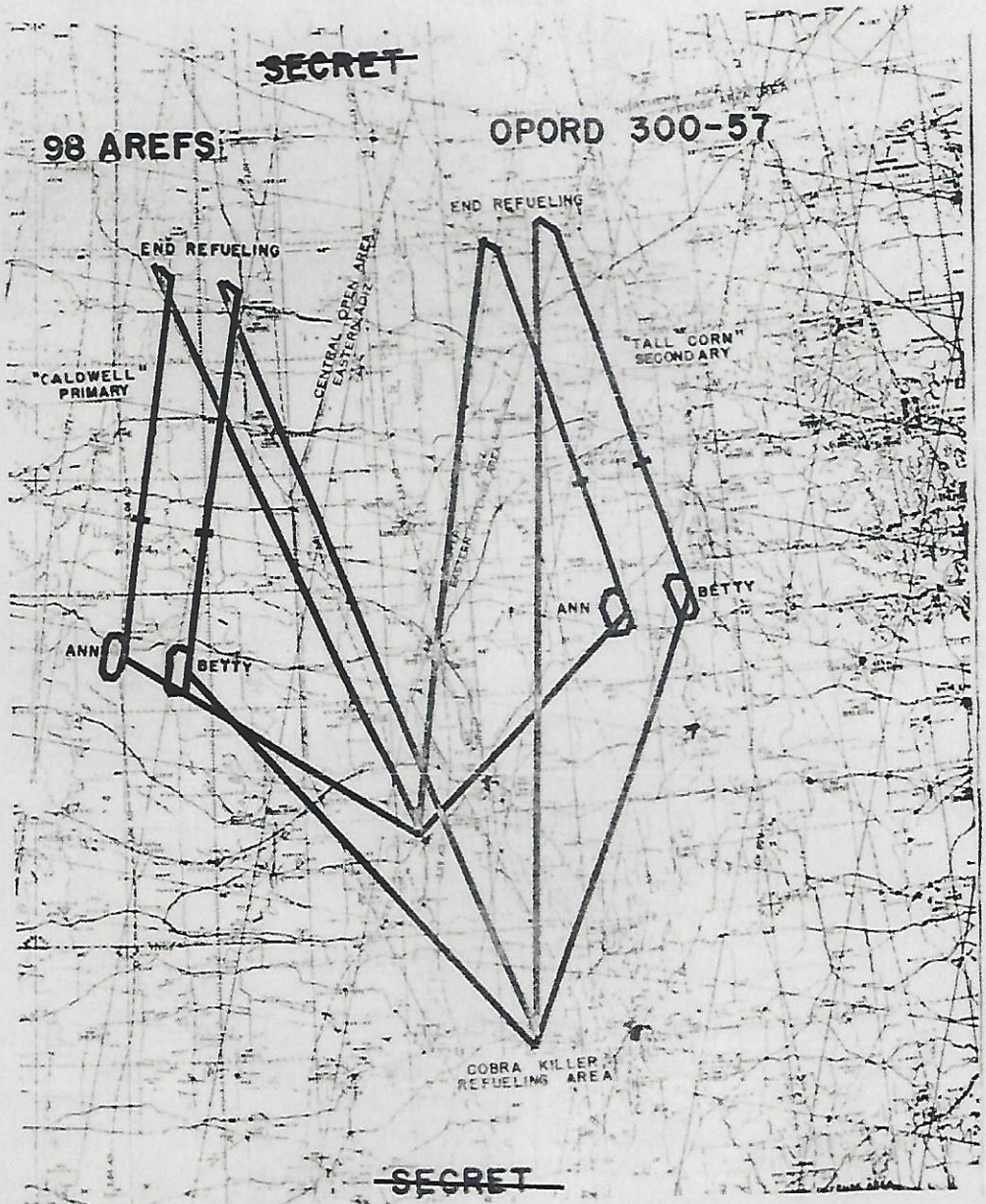

Attach 1 - App 3 Annex B to OPORD 300-57

"Cobra Killer"

WEIGHT AND BALANCE CLEARANCE FORM F

TRANSPORT

(USE REVERSE FOR TACTICAL MISSIONS)

Cross Reference RAF Form 3070 RCAF Form F 116 C RCM 3-41 (RTP)

FOR USE IN T. O. 1-1B-40 B AN 01-1B-40

DATE	AIRPLANE TYPE KC-97G	FROM	HOME STATION
MISSION/TRIP/FLIGHT/NO.	SERIAL NO.	TO	PILOT

LIMITATIONS: CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL
* ALLOWABLE GROSS WEIGHT	155,000	130,000	//////
TOTAL AIRPLANE WEIGHT (Ref. 11)	128,970		
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT			
OPERATING WEIGHT (Ref. 8)			
ALLOWABLE LOAD (Ref. 18) (use SMALLEST figure)	2730		//////
* PERMISSIBLE C. G. TAKEOFF	FROM	TO (% M.A.C. or IN.)	
* PERMISSIBLE C. G. LANDING	FROM	TO (% M.A.C. or IN.)	
* LANDING FUEL WEIGHT	9780		

REF	ITEM	WEIGHT	* INDEX OR MOM/
1	BASIC AIRPLANE (From Chart C)	90000	840
2	OIL (196 Gal.)	1470	800
3	CREW (No) 6 @ 200	1200	767
4	CREW'S BAGGAGE		
5	STEWARD'S EQUIPMENT		
6	EMERGENCY EQUIPMENT	300	780
7	EXTRA EQUIPMENT		
8	OPERATING WEIGHT	92970	780
9	TAKEOFF FUEL (5745 Gal.)	34535	805
10	WATER INJ. FLUID (N/A Gal.)		
11	TOTAL AIRPLANE WEIGHT	127505	805

12 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)

COMPT	UPPER COMPARTMENTS PASSENGERS NO.	WEIGHT	CARGO	COMPT	LOWER COMPARTMENTS PASSENGERS NO.	WEIGHT	CARGO	WEIGHT	* INDEX OR MOM/
A				JP-4 Deck tanks				18495	772
B				JP-4 External tanks				9000	753
C									
D									
E									
F									
G									
H									
I									
J									
K									
L									
M									
N									
O									
P									
FWD	BELLY								
AFT	BELLY								

REMARKS

FUEL OB-20,000#
IBD-14,535#

18495 JP4 deck
9000 JP4 ext.

TOTAL FREIGHT

TOTAL MAIL

COMPUTER PLATE NUMBER (If used) E-1035

* Enter constant used.
* Enter values from current applicable T. O.
* Applicable to gross weight (Ref. 13).
* Applicable to gross weight (Ref. 18).
* Ref. 9 minus Ref. 17.

CORRECTIONS (Ref. 14): COMPT	ITEM	CHANGES (+ or −) WEIGHT	* INDEX OR MOM/
TOTAL WEIGHT REMOVED		−	−
TOTAL WEIGHT ADDED		+	+
NET DIFFERENCE (Ref. 14)			

		WEIGHT	* INDEX OR MOM/
13	TAKEOFF CONDITION (Uncorrected)	155000	753
14	CORRECTIONS (If required)		
15	TAKEOFF CONDITION (Corrected)	155000	753
16	TAKEOFF C. G. IN % M. A. C. OR IN.	25.3%	
17	LESS FUEL	26220	733
18	LESS AIR SUPPLY LOAD DROPPED	27495	766
19	MISC. VARIABLES		
20	ESTIMATED LANDING CONDITION	101285	766
21	ESTIMATED LANDING C. G. IN % M. A. C. OR IN.	24.0%	

COMPUTED BY — SIGNATURE

WEIGHT AND BALANCE AUTHORITY — SIGNATURE

PILOT — SIGNATURE

NOTE—THIS TRANSPORT CLEARANCE FORM HAS RESULTED FROM TRIPARTITE AGREEMENT AND NO FURTHER CHANGES MAY BE MADE TO IT WITHOUT PRIOR CONSIDERATION BY TRIPARTITE AUTHORITIES.

DD FORM 1 365F

Page 1 – Attach 2 App 3 Annex B 6th AD Op Ord 203-57

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MISSION FLIGHT PLAN	O. D. AND NICKNAME 300-57 COBRA KILLER	UNIT 98BW	TYPE ACFT KC-97	WAVE	CELL CALL SN	REMARKS CALDWELL ANN

	POUNDS				POUNDS
ACFT BASIC	90,000	115/145	36,000		
CREW 6 @200	1,200	JP-4	27,495	BOMBS	
OIL	1,470			AMMO	
ATO				WATER AUG	
RACK				STATIC	156,465
EXT TANKS (REMOVE IF empty)				START ENGINES AND TAXI FUEL ALLOWANCE	1465
MISCELLANEOUS	300				
CHAFF		TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000
OPERATING	92,970				

NR FULL ATO REQUIRED	NR EMPTY ATO REQUIRED	ATO FIRING SPEED

RUNWAY		
PRESSURE ALT 1198	LENGTH 12,900	AIR TEMP + 42°C
CRITICAL FIELD LENGTH 10,400'		CRITICAL AIR TEMP + 42°C
TAKE-OFF DISTANCE 8800'	TAKE-OFF SPEED 121 K	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM LINCOLN AFB ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
												:02			36,000	156,465
RTTO												:02			-1,465	- 1,465
												:02			34,535	155,000
			200/20				+33				09	:03			- 375	- 375
40-58N, 96-58W	CL	303	-6	297	-10	287	2350		178	173	09	:05			34,160	154,625
			200/20				+32				23	:07			-400	- 400
41-12N, 97-22W	CR	303	-6	297	-10	287	3000		210	205	32	:12			33,760	154,225
			200/20				+20				74	:23			-2,875	- 2,875
41-52N, 98-45W	CL	303	-6	297	-10	287	9000		199	194	106	:35			30,885	151,350
			200/20				+13				64	:17			-1,257	- 1,257
42-27N, 100-00W	CR	303	-6	297	-10	287	12,000		231	226	170	:52			29,628	150,093
Enter Orbit		008	280/30	001		350	+10					:06			- 750	- 750
Complete climb	CL	188	-7/+7	195	-11	184	14,000		214			:58			28,878	149,343
Complete orbit at		008	280/30	001		350	+8					:09			-1,856	- 1,856
Altitude	CR	188	-7/+7	195	-11	184	15,000		226			1:07			27,022	147,487
			280/30				+8				70	:18			-1392	- 1,392
43-36N, 99-46W	CR	008	-7	001	-11	350	15,000		238	235	240	1:25			25,630	146,095
			280/30				+9				130	:30			-3,750	- 3,750
45-44N, 99-19W	AR	008	-7	001	-11	350	14,500		260	257	370	1:55			21,880	142,345
															-5,505	-33,000
Off Load															16,375	109,345
45 degree left turn			280/30				+11				12	:03			- 90	- 90
45-55N, 99-28W	DS	323	-5	318	-11	307	13,250		240	240	382	1:58			16,285	109,255
A/H to Lincoln							+11				8	:02			- 60	- 60
45-54N, 99-35W	DS						13,250		232	232	390	2:00			16,225	109,195
Level off			280/30				+12				21	:05			- 150	- 150
45-35N, 99-27W	DS	157	+9	163	-11	152	11,500		232	247	411	2:05			16,075	109,045
			280/30				+15				304	1:23			-3,290	- 3,290
Lincoln	CR	157	+6		-11		9,500		206	220	715	3:28			12,785	105,755

SAC FORM 19 APR 56 1B FC 2720

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Air Force-SAC, Offutt O-1049(56)

ATT 3, APP III, ANNEX B 12 Jul 57
818ADIV OPORD 300-57 7-2567-8

SECRET

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	300-57 COBRA KILL	98BW	KC-97			Caldwell Betty

	POUNDS					POUNDS			RUNWAY		
ACFT BASIC	90,000		115/145	36000					PRESSURE ALT 1198	LENGTH 12,900	AIR TEMP +42
CREW 6 @ 200	1,200		JP-4	27,495	BOMBS				CRITICAL FIELD LENGTH 10,400		CRITICAL AIR TEMP +120
OIL	1,470				AMMO				TAKE-OFF DISTANCE 8800'	TAKE-OFF SPEED 121K	
ATO					WATER AUG				CRITICAL WIND COMPONENT		
RACK					STATIC	156,465	NR FULL ATO REQUIRED		1ST LEG	2ND LEG	3D LEG
EXT TANKS WEIGHT (Empty)					START ENGINES AND TAXI FUEL ALLOWANCE	1465	NR EMPTY ATO REQUIRED				
MISCELLANEOUS	300										
CHAFF			TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000	ATO FIRING SPEED				
OPERATING	92,970										

PRE-FLIGHT PLAN

LINCOLN AFB ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	FTA	FUEL FLIGHT PLAN PRED FUEL (BEST WAYPOINT)	GROSS WT
															36000	156465
							+42					:02			1465	1465
RTTO							1198					:02			34535	155000
Climb			200/20				+33				09	:03			375	375
40-59N, 96-56W	CL	307	-7	300	-10	290	235		178	174	09	:05			34160	154625
Level Off			200/20				+32				22	:06			343	343
41-12N, 97-20W	CR	307	-7	300	-10	290	3000		210	206	31	:11			33817	154282
Climb			200/20	300			+16				103	:31			3880	3880
42-14N, 99-06W	CL	307	-7		-10	290	11000		204	200	134	:42			29937	150402
			280/30				+8				10	:03			236	236
42-20N, 99-17W	CR	307	-3	304	-11	293	15000		237	233	144	:45			29701	150166
		008	260/30	001		350	+8			228		15			2280	2280
ORBIT		188	-7 +7	195	-11	184	15000		239	222		1:00			27421	147886
Revd. Pt.			280/30				+8				[illegible]	:18			1367	1367
43-32N. 99-05W	CR	008	-7	001	-11	350	15000		237	235	214	1:12			26054	145619
End Rflg			280/30				+8				130	:30			3750	3750
45-40N, 98-35W	AR	008	-7	001	-10	351	14500		260	258	344	1:48			22304	142769
															5505	33000
Off Load															16799	109769
045° Left Turn			280/30				+9				12	:03			95	95
45-50N, 98-45W	DS	323	-5	318	-10	308	13250		240	240	356	1:51			16704	109674
Continue Turn							+9					:02			65	
45-50N, 98-53W	DS						13250		240			1:53			16639	109609
			280/30				+11				226	1:12			3045	3045
Fremont, Neb.	CR	261	+7	268	+10	258	12000		217	230	632	3:05			13594	106564
			200/20				+11				36	:10			423	423
Lincoln, Neb.	CR	198	+3	201	-10	191	12000		217	214	668	3:15			13171	106141

SAC FORM 15 APR 56 1a FC: 2720

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Air Force - SAC, Offset O-1049(56)

ATT 3 APP III ANNEX B
61BADIV OPORD 300-57
12 July 1957 T-2567-S

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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		300-57 COBRA KILLER		90BW	KC-97			CALDWELL ANN
	POUNDS	115/145	36000		POUNDS			RUNWAY
ACFT BASIC	90,000	JP-4	27,495	ROUTE				PRESSURE ALT 1078 / LENGTH 12,800' / AIR TEMP +42°C
CREW 6 @ 200	1,200			AMMO				CRITICAL FIELD LENGTH 10,400' / CRITICAL AIR TEMP +42°C
OIL	1,470			WATER AUG				
ATO				STATIC	156,465	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE 8800 / TAKE-OFF SPEED 121 K
RACK								CRITICAL WIND COMPONENT
EAT TANKS WEIGHT (EMPTY)				START ENGINES AND TAXI FUEL ALLOWANCE	1,465	NR EMPTY ATO REQUIRED		1ST LEG / 2ND LEG / 3D LEG
MISCELLANEOUS	300							
CHAFF		TOTAL FUEL	69,495	TAKE-OFF GROSS	155,000	ATO FIRING SPEED		
OPERATING	92,970							

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
FORBES AFB															36000	156465
RITO							+42 / 1078				~~92~~	~~:02~~			1465	1465
Forbes 40-17N, 97-12W	CL	317	280/20 / -6	311	-8	301	+16 / 10.5M		209	211	~~82~~ / 116	~~:22~~ / :33			34535 / 4125	155000 / 4125
Ann Orbit 42-47N, 100W	CR	317	280/30 / 4	313	-10	303	+8 / [illegible]		[illegible]	[illegible]	116 / 176	:35 / :48			30410 / 37.0	150875 / [illegible]
Orbit	CR	008 / 198	280/30 / -7 / 47	001 / 205	-11	350 / 194	+8 / 15.0M		238	-	- / -	:15 / 1:38			26700 / 2280	147265 / 2280
Rendezvous Pt. 43-36N, 99-46W	CR	008	280/30 / -7	001	-11	350	+8 / 15.0M		237	233	70 / 355	:18 / 1:56			24420 / 1290	144885 / 1290
End Refuel 45-44N, 99-19W	A/R	008	280/30 / -7	001	-11	350	+9 / 14.5M		260	256	130 / 486	:20 / 2:36			23130 / 3750	143595 / 3750
Off Load															19380 / 5525	139845 / 33000
45° Left Turn 45-55N, 99-28W	DS	323	280/30 / 5	318	-11	307	+12 / 13.8M		240	240	12 / 498	:03 / 2:29			13855 / 90	106055 / 90
A/H to Tac S DS 45-54N, 99-35W	DS		- / -				+13 / 13.1M		232	232	8 / 506	:02 / 2:31			13785 / 60	106755 / 60
Level Off 45-35N, 99-23W	DS	157	280/30 / 6	163	-11	152	+13 / 11.1M		232	247	21 / 527	:05 / 2:36			13725 / 150	106695 / 150
Forbes AFB	CR	157	280/30 / +7	164	-10	154	+20 / 9.5M		205	220	430 / 957	1:57 / 4:33			13575 / 4485	106545 / 4485
															9090	102060

SAC FORM 15 APR 54 1st FD 2720

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Air Force-SAC, Offutt D-1049(56)

ATT 3 APP III ANNEX B
818ADIV OPORD 300-57
12 July 1957 7-2567-S

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MISSION FLIGHT PLAN

O. O. AND NICKNAME	T	TYPE ACFT	WAVE	LL CALL SIGN	REMARKS
300-57 COBRA KILLER	90 BW	KC-97			CALDWELL BETTY

	POUNDS				POUNDS
ACFT BASIC	90,000	115/145	36,000	BOMBS	
CREW 6@200	1,200	JP-4	27,495	AMMO	
OIL	1,470			WATER AUG	
ATO				STATIC	156,465
RACK					
EXT TANKS (WEIGHT/EMPTY)				START ENGINES AND TAXI FUEL ALLOWANCE	1,465
MISCELLANEOUS	300				
CHAFF		TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000
OPERATING	92,970				

NR FULL ATO REQUIRED

NR EMPTY ATO REQUIRED

ATO FIRING SPEED

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1078	12,800'	+42°C
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
10,400'		+ 42°C
TAKE-OFF DISTANCE		TAKE-OFF SPEED
8,800'		121 K
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T. C.	WIND DIV / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
Forbes AFB															36,000	156,465
							+42					:02			- 1,465	- 1,465
RT10							1087					:02			34,535	155,000
Level off			200/20				-16				112	:33			-4,125	-4,125
40-26N 97-13W	CL	320	-6	314	-10	304	10,500		203	203	112	:35			30,410	150,875
			280/30				+8				149	:42			-3,230	- 3,230
42-20N, 99-17W	CR	320	-6	314	-10	340	15,000		239	214	261	1:17			27,180	147,645
		007	280/30	002		352	-8			229		:15			-2,280	- 2,280
Orbit	CR	189	-7/+7	196	-10	186	15,000		239	229		1:32			24,900	145,365
Rendezvous point			280/30				-8				70	:17			-1,285	- 1,285
43-32N 99-05W	CR	009	-7	002	-10	352	15,000		237	245	331	1:49			23,615	144,080
End of Refueling			280/30				+8				128	:30			-3,750	- 3,750
45-40N 98-35W	AR	009	-7	002	-10	352	14,500		260	258	459	2:19			19,865	140,330
Off Load															-5,505	-35,000
45 degree left turn			280/30				+92				12	:03			14,360	107,330
45-50N 98-45W	DS	323	+5	318	-10	308	13,250		240	240	471	2:22			- 90	- 90
A/H to Forbes							+92					:02			14,270	107,240
45-50N 98-53W	DS						13,250		240			2:24			- 60	- 60
			280/30				+95				438	2:07			14,210	107,180
Forbes	CR	199	+8	207	-10	197	12,000		214	207	908	4:31			-5,250	- 5,250
															8,960	101,930

SAC FORM 15 APR 56 1a FC 2720

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12 Jul 57
7-2567-8

Air Force-SAC, GPO 0-1049(54)
ATT 3 APP III ANNEX B
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SECRET

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	300-57 COBRA K..LER	98ABS	KC-97			TAILCORN ANE

	POUNDS				POUNDS		
ACFT BASIC	90,000	115/145	36,000	BOMBS			
CREW 6 @ 200	1,200	JP-4	27,495	AMMO			
OIL	1,470			WATER AUG			
ATO				STATIC	156,465	NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (empty)				START ENGINES AND TAXI FUEL ALLOWANCE	1,465	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	300						
CHAFF		TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000	ATO FIRING SPEED	
OPERATING	92,970						

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1198	12,900	+42°
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
10,400'		+42°
TAKE-OFF DISTANCE		TAKE-OFF SPEED
8800		121K
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM LINCOLN AFB ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PL/ PRED FUEL REMAINING	GROSS
															36000	156465
RTTO							+42					:02			1465	1465
												:02			34535	155000
Level Off			200/20				+33				10	:03			375	375
41-00N, 96-08W	CL	047	+2	049	-9	040	climb		178	198	10	:05			34160	154625
Level Off			200/20				+32				31	:08			33703	33703
41-21N, 96-08W	CR	047	+2	049	-9	040	3M		210	230	41	:13			457	457
orbit pt.			200/20				+16				114	:31			3330	3330
42-36N, 94-13W	CL	047	+2	049	-9	040	11,000		204	224	155	:44			29823	150233
		345	280/30	339		331	+8				78	:15			2360	2360
Orbit	CR	165	-6/46	171	-8	163	15000		239			:59			27463	147928
Rend Pt.			280/30				+8				70	:19			1495	1495
32-42N, 94-35W	CR	345	-6	339	+8	331	15000		239	224	225	1:18			25968	146433
End Reflg			280/30				+9				130	:32			4000	4000
45-50N, 95-23W	AR	345	-6	339	+8	331	14,500		260	246	355	1:50			21968	142433
															5505	550[illegible]
Off Load															16463	109[illegible]
45° Left Turn			280/30				+10				12	:03			90	90
45-57N, 95-38W	DS	300	-5	295	-8	287	13000		232	218	367	1:53			16373	109343
A/H to Lincoln			280/30				+15				6	:02			60	60
45-53N, 95-43W	DS	-		-	-8	-	12000		232		373	1:55			16313	109283
			280/30				+20				19	:05			150	150
45-23N, 95-48W	DS	188	+8	196	-8	188	9500		232	231	392	2:00			16163	109133
							+20				284	1:19			3340	3340
Lincoln	CR	188	280/30				9500		217	216	676	3:19			12823	105793
			+8	196	-8	188										

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MISSION FLIGHT PLAN	O. O. AND NICKNAME	TYPE ACFT	WAVE	CALL SIGN	REMARKS
	300-57 COBRA KILLER	KC-97			TALLCORN BETTY

	POUNDS				POUNDS
ACFT BASIC	90,000	115/145	36,000	BOMBS	
CREW 63200	1,200	JP-4	27,495	AMMO	
OIL	1,470			WATER AUG	
ATO				STATIC	156,465
RACK					
EXT TANKS WEIGHT (EMPTY)				START ENGINES AND TAXI FUEL ALLOWANCE	1,465
MISCELLANEOUS	300				
CHAFF		TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000
OPERATING	92,970				

NR FULL ATO REQUIRED	NR EMPTY ATO REQUIRED	ATO FIRING SPEED

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
1198	12,900'	+42°C
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
10,400		+42°C
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
8800'	121K	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM Lincoln AFB / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
															36,000	156,465
ATTO												:02			-1,465	- 1,465
												:02			34,535	155,000
Level off			200/20				+33				10	:03			- 375	- 375
40-58N 96-36W	CL	053	+3	056	-7	047	2,000		178	195	10	:05			34,160	154,625
			200/20				+32				50	:13			- 744	- 744
41-00N 95-43W	CR	053	+3	056	-9	047	3,000		210	226	60	:18			33,416	153,881
Level off	CL		200/20				+16				125	:34			-4,255	-4,255
42-43N 93-30W		053	+3	056	-8	048	11,000		204	220	185	:52			29,161	149,626
		342	280/30	339		331	+8					:15			-2,320	-2,320
Orbit	CR	165	-6/+6	171	-8	163	15,000		239			1:07			26,841	147,306
Rendezvous Point			280/30				+8				70	:19			-1,470	-1,470
43-53N 93-54W	CR	345	-6	339	-8	331	14,500		239	226	255	1:26			25,371	145,836
End of Refueling			280/30				+9				130	:32			-4,000	- 4,000
45-58N 94-42W	AW	345	-6	339	-9	330	14,500		260	246	385	1:58			21,371	141,836
															-5,505	-33,000
Off load															15,866	108,836
45 degree left turn			280/30				+10				12	:03			- 90	- 90
46-05N 93-58W	DS	300	-3	297	-9	288	13,000		232	240	397	2:01			15,776	108,746
A/H to Lincoln							+15				6	:02			- 60	- 60
46-00N 95-03W					-9		12,000		232		403	2:03			15,716	108,686
			280/30				+15				91	:26			-1,000	- 1,000
Redwood VOR	CR	181	+8	189	-9	180	12,000		205	208	494	2:29			14,716	107,686
			280/30				+15				227	1:09			-2,660	- 2,660
Lincoln	CR	198	+8	189	-9	177	12,000		205	199	721	3:38			12,056	105,026

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SIRADIV OPORD 300-57

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MISSION FLIGHT PLAN

O. O. AND NICKNAME	300-57 COBRA KILLER	UNIT	90 BW
TYPE ACFT	KC-97	WAVE	
CELL CALL SIGN		REMARKS	TAILCORN ANN

	POUNDS				POUNDS
ACFT BASIC	90,000	115/145	36000		
CREW 6 @ 200	1,200	JP-4	27,495	BOMBS	
ATO	1,470			AMMO	
RACK				WATER AUG	
FLIGHT (EQUIV)				STATIC	156,465
MISCELLANEOUS	300			START ENGINES AND TAXI FUEL ALLOWANCE	1,465
CHAFF				TAKE-OFF GROSS	155,000
OPERATING	92,970	TOTAL FUEL	63,495		

HR FULL ATO REQUIRED	
HR EMPTY ATO REQUIRED	
ATO FIRING SPEED	

RUNWAY		
PRESSURE ALT 1078	LENGTH 12,800'	AIR TEMP +42°
CRITICAL FIELD LENGTH 10,400'		CRITICAL AIR TEMP +42°
TAKE-OFF DISTANCE 8800	TAKE-OFF SPEED 121K	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	AS / MACH	T.A.S.	G.S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
FORBES AFB															36,000	136465
KITO							+42 / 1078					.06 / :02			1465	1465
Forbes 40-57N, 94-57W	CL	016	280/30 -3	013	-8	005	+16 / 10000		205	221	122 / 122	.33 / .35			34535 / 4125	155000 / [illegible]
42-36N, 94-13W	CR	016	280/30 -7	009	-8	001	+8 / 15000		239	240	109 / 231	.27 / 1.02			30410 / 2320	[illegible] / 2320
Orbit	CR	345 / 165	-7 / +7	338 / 172	-8	330 / 164	+8 / 5000		239			15 / 1.17			28090 / 1160	148555 / 1160
Renv. Pt. 43-42N, 94-35W	CR	345	280/30 -7	338	-8	330	+8 / 15000		237	223	70 / 301	.19 / 1.36			26930 / 1445	147395 / 1445
End Refl'g 45-51N, 95-23W	AR	345	280/30 -6	339	-8	334	+8 / 1,500		260	[illegible]	130 / 431	.32 / 2.08			25485 / 4000	145950 / 4000
Off Load															21485	141950
45° Left Turn 45-57N, 95-43W	DS	300	280/30 -5	295	-8	287	+15 / 13750		232	218	12 / 443	.03 / 2.11			5505 / 15980	33000 / 108950
A/H 16 Forbes 45-53N, 95-43W	DS		280/30		-8		+15 / 13250				6 / 449	.02 / 2.13			90 / 15890	90 / 108860
45-27N, 95-43W	DS	180	280/30 +8	188	-8	180	+15 / 10750		232	235	25 / 474	.05 / 2.18			60 / 15830	60 / 108800
FORBES	CR	180	280/30 +8	188	-9	179	+20 / 9,500		205	208	383 / 857	1.52 / 4.10			150 / 15680	150 / 108650
															4255 / 11425	4255 / 104395

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MISSION FLIGHT PLAN	O. O. AND NICKNAME 300-57 COBRA KILLER	UNIT C M	TYPE ACFT KC-97	WAVE	CELL CALL	REMARKS TALLCORN BETTY

	POUNDS				POUNDS		
ACFT BASIC	90,000	115/145	36,000	BOMBS			
CREW 63200	1,200	JP-4	27,495	AMMO			
OIL	1,470			WATER AUG			
ATO				STATIC	156,465	NR FULL ATO REQUIRED	
RACK							
EXT TANKS				START ENGINES AND TAXI FUEL ALLOWANCE	1,465	NR DUPTY ATO REQUIRED	
MISCELLANEOUS	300						
CHAFF		TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000	ATO FIRING SPEED	
OPERATING	92,970						

RUNWAY		
PRESSURE ALT 1078	LENGTH 12,800	AIR TEMP +42°C
CRITICAL FIELD LENGTH 10,400		CRITICAL AIR TEMP +42°C
TAKE-OFF DISTANCE 8800		TAKE-OFF SPEED 121 K
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM Forbes / ROUTE	FLT LEVEL	T. C.	WIND DIV / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
															36,000	156,465
							-42					:02			-1,465	- 1,465
RTTO							1078					:02			34,535	155,000
Level off			200/20				-16				121	:33			-4,125	- 4,125
40-47N 94-40W	CL	023	-2	021	-9	012	Climb		203	221	121	:35			30,410	150,875
Orbit Point			280/30				-8				125	:31			-2,400	- 2,400
42-43N 93-30W	CR	023	-7	016	-8	008	15,000		239	244	246	1:06			28,010	148,475
		345	280/30	338		330	-8			216		:15			-1,140	- 1,140
Orbit	CR	165	-7/+7	172	-8	164	15,000		237	242		1:21			26,870	147,335
Rendezvous Point			280/30				-8				70	:19			-1,445	- 1,445
43-53N 93-54W	CR	345	-7	338	-7	331	15,000		237	223	316	1:40			25,425	145,890
End of Refueling			280/30				+9				130	:32			-4,000	- 4,000
45-58N 94-42W	AR	345	-7	338	-7	331	14,500		260	246	446	2:12			21,425	141,890
															-5,505	-33,000
Off load															15,920	108,890
45 degree left turn			280/30				+12				12	:04			- 120	- 120
46-05N 93-58W	DS	300	-3	297	-7	290	12,500		232	206	458	2:16			15,800	108,770
A/H to Forbes							+12				3	:01			- 30	- 30
46-00N 94-03W	DS				-7		12,000		232		461	2:17			15,770	108,740
			280/30				+12				91	:26			-1,017	- 1,017
Redwood VOR	CR	181	+8	189	-7	182	12,000		205	207	552	2:43			14,753	107,723
			280/30				+12				333	1:37			-3,795	- 3,795
Forbes	CR	183	+9	192	-9	183	12,000		205	206	885	4:20			10,958	103,928

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
31 July 1957

APPENDIX 4

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

B-47 THULE OPERATION

This Appendix consists of 9 pages.

Amnd Nr 1
APPENDIX 4 to
ANNEX B to
818AD OPORD 300-57
31 July 1957
8-2978-S

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
31 July 1957

APPENDIX 4 TO ANNEX B TO OPERATIONS ORDER 300-57 - THULE OPERATION

1. GENERAL SITUATION: The requirement exists to conduct a No-Notice USCM for 15 B-47 aircraft of the 818th Air Division temporarily stationed at Thule Air Force Base, Greenland. (Per provisions of SAC Regulation 50-8). Period of vulnerability for this exercise is 1 August 1957 thru 30 Nov 57. (~~Secret~~)

a. Enemy Forces: Omitted (U)

b. Friendly Forces: (U)

(1) 4083 Strategic Wing (U)

(a) Provide air refueling support for 15 B-47 aircraft of the 818th Air Division temporarily stationed at Thule AFB, Greenland. Eighth Air Force Operations Plan 300-57 and 818th Air Division Operations Order 300-57 will apply. ~~(S)~~

(b) Provide maintenance and operational support. Maintenance support to be in accordance with SAC Manuals 66-12, 66-13 and 66-14. (U)

2. MISSION: Reference paragraph 2, 818th Operations Order 300-57. (Unclassified)

3. TASKS FOR SUBORDINATE UNITS: ~~(Secret)~~

a. Thule Detachment 818th Air Division: ~~(S)~~

(1) Launch fifteen (15) B-47 aircraft in accordance with instructions contained herein. ~~(S)~~

3X. GENERAL INSTRUCTIONS: Reference paragraph 3X, 818th Air Division Operations Order 300-57. ~~(Secret)~~

(1) Sub-paragraphs (1), (2), (3), (4), (5), (6), (7), (8), (9), (12), (13), (14), (15), (16), (17), (19), (20), (22), (24), (25), (26) & (27) will apply. (U)

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(2) Mach .81 will be flown from the Pre-IP thru the bomb run. ~~(S)~~

(3) All aircraft will form penetration cell configuration ten minutes prior to HHCL. ~~(S)~~

(4) The tactical call sign for B-47 aircraft is:

(a) 98th Bombardment Wing: EXPEL ~~(S)~~

(b) 307th Bombardment Wing: TEXAS ~~(S)~~

(c) The tactical call sign for KC-97 aircraft will be in accordance with that assigned in place tanker task force at Thule during this operation. (U)

(5) Firm rendezvous times will be forwarded by Tanker Task Force Commander not later than 72 hours prior to takeoff. (U)

(6) The 818th Air Division Thule detachment will launch fifteen (15) B-47 aircraft in one wave. This wave will be composed of five, three aircraft cells and will be launched in accordance with cell launching order in paragraph 6,a of this appendix. ~~(S)~~

4. ADMINISTRATION AND LOGISTICS: Administration and Logistics will be as directed by the Commander 4083 Strategic Wing. ~~(Secret)~~

5. COMMAND AND COMMUNICATIONS: ~~(Secret)~~

a. Command: The 818th Air Division Thule Detachment will be under the command of 4083 Strategic Wing Commander for this operation. ~~(S)~~

b. Communications: See Annex C. Refueling communication frequencies will be in accordance with SAC Manual 100-1 and in accordance with selections of the Tanker Task Force Commander and 4083 Strategic Wing. ~~(S)~~

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6. GENERAL CONCEPT: All times start from E hour. (~~SECRET~~)

a. B-47: All timing will depend on the E hour designated by Eighth Air Force. At E/8 the Division detachment will launch the first cell of three (3) B-47 aircraft. Takeoffs will continue at designated intervals until E/15. Designated intervals are as follows:

(3 B-47 Aircraft per cell)

Red Cell	E/800
White Cell	E/820
Blue Cell	E/1200
Silver Cell	E/1220
Gold Cell	E/1500

(~~S~~)

(b) (3) (A)

[redacted]

DOE b(3)

b. B-47 Refueling:

(1) The Tanker Task Force enplace at Thule AFB will provide Tanker Support Phase of this operation. (~~S~~)

(2) The Tanker Task Force enplace at Thule AFB will provide weather scouts in accordance with Tactical Doctrine requirements. (~~S~~)

(3) The following information is for the primary refueling area: (~~S~~)

All Cells	"Farina" Ref. Area	
R IP	N 77° 18N	W63° 53'W
Orbit	76° 32'N	68° 38'W
Rendezvous	N 75° 49'N	W 72° 30'W
Track	229°	

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(4) Cell Timing: ~~(S)~~

(a) Thule Tanker Task Force: ~~(S)~~

Cell	NR Acft	Rcvr Call Sign		Rdz Time
1	3	(Wg Tactical Call Sign)	Red	E/8:55
2	3	" " " "	White	E/9:15
3	3	" " " "	Blue	E/12:55
4	3	" " " "	Silver	E/13:15
5	3	" " " "	Gold	E/15:55

(5) Tanker Task Force Composition and Takeoff Times: (U)

(a) Sufficient Ground Spares will be provided to insure required number of tankers are airborne to support each cell. (U)

(b) Takeoff times for Tanker Task Force will be in sufficient time to meet established Rendezvous times itemized in sub-paragraph (4) of this paragraph. (U)

(6) Tanker tactics will be in accordance with procedures outlined in SAC Manual 55-10 dated 1 July 1957. (U)

(7) Tanker and Receiver refueling communications will be as outlined by SAC Manual 100-1. (U)

7. STRIKE PHASE: ~~(Secret)~~

a. Take Off: ~~(S)~~

(1) Minimum of one (1) minute interval between aircraft. ~~(S)~~

(2) Minimum of twenty minutes interval between cells. ~~(S)~~

(3) B-47 aircraft will climb to specified altitude after takeoff. Procedures for join up will be in accordance with the Tactical Doctrine. ~~(S)~~

0 4 5 8

B-47 aircraft will remain in appropriate cell formation until cell break up. ~~(S)~~

(4) Rendezvous times will be dependent on the latest metro information since takeoff times are fixed. ~~(S)~~

8. NAVIGATION: ~~(Secret)~~

a. Specific details on the routes are shown on attached Form Ones. (Attachment 2 and 3 and attachment 1 route overlay of this Appendix). (U)

(1) Route Red Cell Only: ~~(S)~~

From: Thule AFB

To: Farina Refueling Area
Turning Point
Cell Break Up Point 68° 50'N 79° 23'W
PIP 68° 55'N 75° 05'W
Target
Thule AFB

(2) Route White, Blue, Silver & Gold Cells. ~~(S)~~

From: Thule AFB

TO: Farina Refueling Area
Turning Point
Cell Break Up Point 66° 44' N 73° 00' W
PIP 68° 15' N 73° 08 W
Target
Thule AFB

(3) Attachment 4 of this Appendix covers the specific details of the bomb run from Pre Initial Point to target. (U)

(4) See Attachments 2 & 3 of this Appendix. (U)

b. Refueling Information: (U)

(1) Rendezvous Settings: In accordance with SAC Manual 100-1 and as selected by the Tanker Task Force Commander. (U)

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c. Control Times: Announced HHCL times will be made good with a variation not to exceed fifteen minutes. (U)

d. Navigation Requirements: ~~(S)~~

(1) Type of navigation to be accomplished will be grid celestial for all cells and as outlined below. ~~(S)~~

(a) Red Cell ~~(S)~~

1. *Start Nav: 73° 07N 82° 42'W ~~(S)~~

2. *Terminate: 68° 50'N 79° 23'W ~~(S)~~

*NOTE: (b) (3) (A) [redacted]

DOE b(3)

Minimum fuel requirements at termination of mission over Thule AFB, in order for this type of carrier to reach its alternate base at Goose AFB, prevent minimum grid celestial navigation time requirements from being accomplished. ~~(S)~~

(b) White, Blue, Silver & Gold Cells ~~(S)~~

1. Start Nav: 72° 21' N 85° 00' W ~~(S)~~

2. Terminate: 66° 44' N 73° 00' W ~~(S)~~

~~(c)~~ Aircraft following the leader will fulfill the requirements specified for aircraft in cell formation as outlined in SAC Regulation 51-11. (U)

e. Bombing: ~~(S)~~

(1) Tactics: Mach .81 will be flown from Pre-IP thru Bomb Run. All aircraft will use specified Pre-IP and IPs for the bomb run. ~~(S)~~

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f. IBDA: A break away turn in the direction specified in the appropriate Form One will be made upon completion of the bomb run. Navigators will use IBDA camera procedures per current directives. ~~(S)~~

g. Target Assignments: All cells in the Thule Operation will have Cape Christian as primary target. Bombing altitudes will be SAC Form One altitudes at respective Pre-Initial Points. ~~(S)~~

9. FUEL RESERVES AND ON-LOADS: Red Cell will receive a minimum on-load of 31,000 pounds with a minimum of 85,000 pounds in tanks at the end of refueling. This cell will have 49,350 pounds in tanks over Thule AFB. White, Blue, Silver and Gold cells will receive a minimum on-load of 29,000 pounds with a minimum of 92,600 pounds in tanks at end of refueling. These cell components will have a minimum of 42,500 pounds in tanks over Thule AFB. ~~(Secret)~~

10. WEATHER MINIMUMS: Weather minimums for Thule AF Base are 2000 feet and five miles visibility. (Secret)

11. ALTERNATES: The alternate for this operation will be Goose AF Base. ~~(Secret)~~

12. EMERGENCY AIRFIELDS: Emergency airfields will be as determined by the Commander 4083rd Strategic Wing. ~~(Secret)~~

13. AIR ABORTS: Air aborting B-47 aircraft will ascend or descend 2000 feet above or below any other aircraft in cell and will return to Thule AFB or nearest alternate or emergency field. ~~(Secret)~~

14. FLYING SAFETY: (Unclassified)

a. Flying safety considerations are paramount. Strict compliance with Standard Operating Procedures and Tactical Doctrine will be adhered to without exception. (U)

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15. CLEARANCES: (Form 175) (Unclassified)

a. Reference paragraph 14, Annex B, 818th Ops Order 300-57. (U)

16. SURVIVAL: Aircraft commanders will insure that each member of his crew is thoroughly orientated in the following procedures: (U)

a. Arctic Survival Indoctrination. (U)

b. Water Survival. (U)

c. Crash landing, ditching and bail out procedures. (U)

17. SAC REG 50-8 Requirements: (UNCLASSIFIED)

a. Bombing - One (1) camera radar attack (IBDA) (U)

b. Navigation - One (1) celestial grid leg (except Red Cell) (U)

c. Rendezvous - Cell leader only. (U)

d. Refueling - Either night or day heavy weight. (U)

For 50-8 credit, on-loads as specified in SAC Form One.

See attachments 2 & 3.

e. Cell - A cell exercise will be accomplished thru end of refueling. (U)

f. ECM - Max dispense out. (U)

18. RECALL WORDS FOR THIS OPERATION: (Unclassified)

a. Reference paragraph 17, Annex B, 818th Ops Order 300-57, as applicable. (U)

(b) (3) (A)

[redacted]

DOE b(3)

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APPENDIX 4 to ANNEX B to
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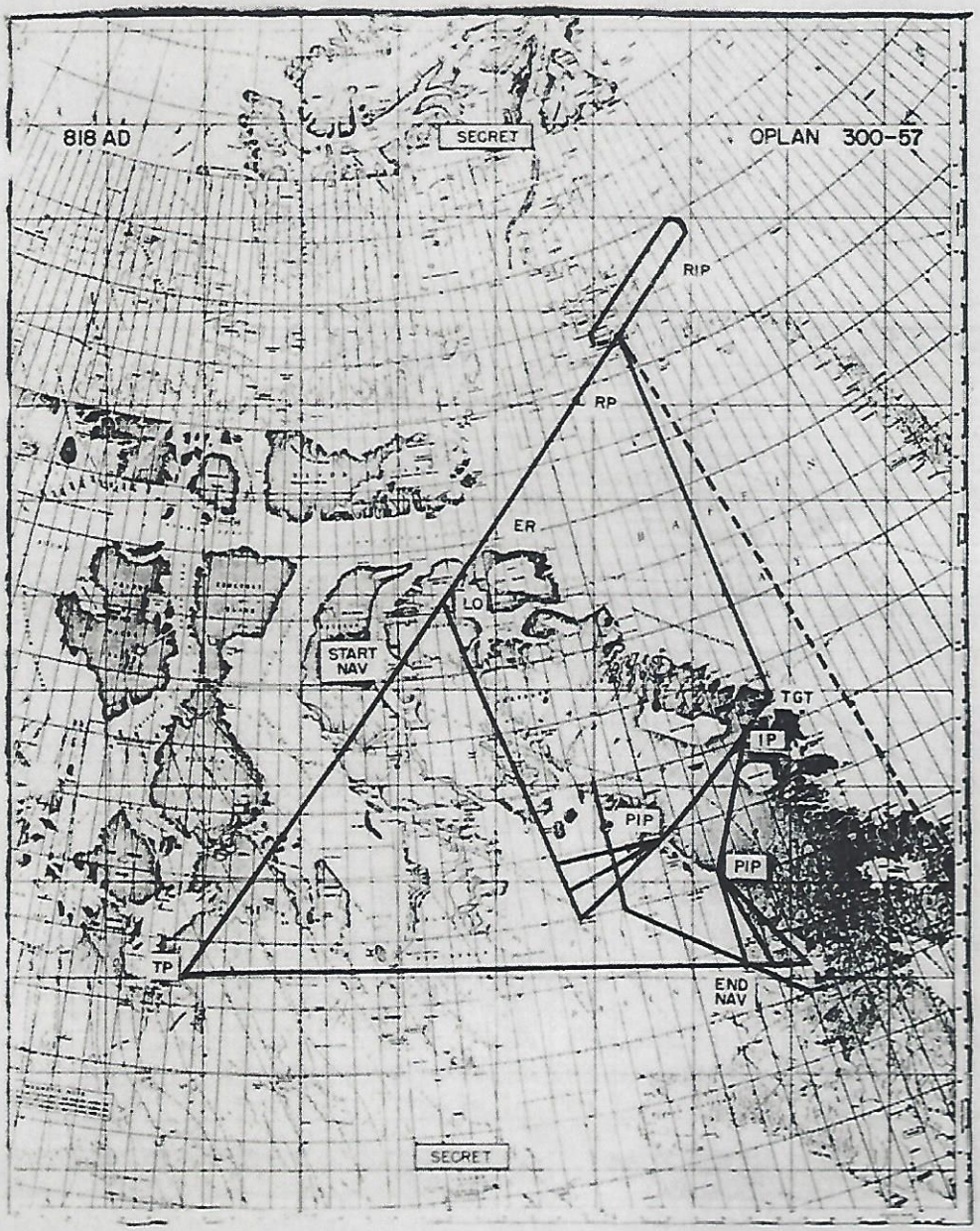

ATTACHMENT #1 TO AFP #4 ANNEX B, 818TH AD OPS ORDER 300-57 Amd Nr 1 S-2970-5

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MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	Cobra Killer	818 AD	B-47		Red	Farina Refueling Area

	POUNDS				POUNDS		
ACFT BASIC	83 595			BOMBS	17 500		
CREW	1 000			AMMO			
OIL	423			WATER AUG			
ATO				STATIC		MR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (EMPTY)				START ENGINES AND TAXI FUEL ALLOWANCE	3 000	MR EMPTY ATO REQUIRED	
MISCELLANEOUS							
CHAFF		TOTAL FUEL	80 482	TAKE-OFF GROSS	180 000	ATO FIRING SPEED	
OPERATING	85 018						

RUNWAY		
PRESSURE ALT 540	LENGTH 10 000	AIR TEMP 45°
CRITICAL FIELD LENGTH 10 000 ft		CRITICAL AIR TEMP
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

.mule AFB ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
															80 482	183 000
St Eng - Taxi -															4 800	4 800
Take Off - Accel											10	:03	10		75 682	178 200
TP - Level Off			310/05								144	:21	144		8 400	8 400
77/56N 62/05W		058	-1	057			30M	.73	422	422	154	:24	154		67 282	169 800
RIP			300/15								74	:11	77		2 265	2 265
77/18N 63/53W		239	+2	241			30M	.73	420	415	228	:35	231		65 017	167 535
Orbit - Thule			300/15								80	:11	77		2 230	2 230
76/32N 68/38W		235	+2	241			30M	.73	420	415	308	:46	301		62 787	165 305
RDZ			310/05								70	:09	70		700	700
75/49N 72/30W		231	+1	232			13M	.73	465	465	378	:55	371		62 087	164 605
End Ref. - St Climb			310/05								131	:29	131		7 800	7 800
74/20N 78/27W		229	+1	230			13M	.73	270	270	509	1:24	502		54 287	156 805
															35 000	35 000
ON LOAD															89 287	191 805
vel Off - TP			310/05								113	:16	113		5 800	5 800
73/07N 82/42W		224	+1	230			13M	.73	423	423	622	1:40	615		83 487	186 005
HHCL			290/10								259	:36	252		7 880	7 880
69/00N 79/25W		164	+1	165			28M	.73	420	426	881	2:16	867		75 607	178 125
Leader - TP			290/10								10	:01	4 10		307	307
68/50N 79/23W		165	+1	166			28M	.73	420	426	891	2:17	877		75 300	177 818
PIP			290/10								94	:13	91			
68/55N 75/05W		083	-1	082			28M	.73	420	429	985	2:30	968			
No. 2 - TP			290/10								28	:04	28			
68/23N 78/58W		165	+1	166			28M	.73	420	426	919	2:21	905			
PIP			290/10								98	:14	98			
68/55N 75/05W		062	-1	069			28M	.73	420	428	1017	2:35	1 003			
No. 3 - TP			290/10								56	:08	56		1 710	1 710
67/56N 78/40 W		165	+1	166			28M	.73	420	426	[illegible]	2:25	933		73 590	176 108

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Page 1 of 2 Pages 31 Jul 57 Annex Nr 1 ATI 2 ATP 4 ANNEX B 818ADIV OPORD 300-57 8-2778-S

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Red Cell

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM No. 3 – TP 67/56N 78/40W ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
PIP			290/10								110	:16	112		3 400	3 400
68/55N 75/05W		042	-1	055			28M	.73	420	425	1 057	2:41	1 045		70 190	172 708
No. 3 Acft – IP			290/10								113	:14	109		3 735	3 735
69/50 M 70/18W		061	-1	060			30-31M	.81	466	472	1 170	2:55	1 154		66 455	168 973
TGT Cape Christian			290/10								[illegible]	:08	62		2 065	2 065
70/31N 68/20 W		045	-1	044			30-31M	.81	466	472	1 2[illegible]	3:03	1 216		64 390	166 908
Thule			290/10								349	:50	352		9 800	9 800
76/32N 68/38W		360	-1	359			30-31M	.73	422	418	1 5[illegible]	3:53	1 568		54 590	157 108
Alternate			290/10								1 420	3:18	1 390		33 608	33 608
Goose Bay		172	-1	171				.73	422	428	2 997	7:11	2 958		20 998	123 500

Page 2 of 2 Pages 31 Jul 5[illegible] Amd # 1 MAY 2 [illegible] 4 [illegible] D [illegible] IV 0 [illegible] 500-5[illegible] 0-2[illegible]/8-3

SAC Form 1b FC: 2720 (Formerly 18 APR 56)

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Air Force-SAC, Offset O-1000(56)

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MISSION FLIGHT PLAN	D. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	Cobra Killer	818 AD	B-47		W-B-S-G	Farina Refueling Area

	POUNDS				POUNDS		
ACFT BASIC	83 595			BOMBS	8 500		
CREW	1 000			AMMO			
OIL	423			WATER AUG			
ATO				STATIC		NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	3 000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS							
CHAFF		TOTAL FUEL	89 482	TAKE-OFF GROSS	180 000	ATO FIRING SPEED	
OPERATING	85 018						

RUNWAY		
PRESSURE ALT	LENGTH	AIR TEMP
940	10 000	45
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM [illegible]ule AFB ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
															89 482	183 000
St Eng - Taxi -											10	:03	10		4 800	4 800
Take Off - Accel											10	:02	10		84 682	178 200
TP - Level Off			310/05								144	:21	144		8 400	8 400
77/56N 63/05W		058	-1	057			30M	.73	422	422	154	:24	154		76 282	169 800
RIP			290/10								74	:11	77		2 265	2 265
77/18N 63/53W		239	+1	240			30M	.73	420	415	228	:35	231		74 017	167 535
Orbit Pt.			290/10								80	:11	77		2 230	2 230
76/32N 68/38W		235	+1	236			30M	.73	420	415	308	:46	308		71 787	165 305
RDZ			310/05								70	:09	70		700	700
75/49N 72/30W		231	+1	232			13M		465	465	378	:55	378		71 087	164 605
End Ref.-St Climb			310/05								131	:29	131		7 800	7 800
74/20N 78/27W		229	+1	230			13M		270	270	509	1:24	509		63 287	156 805
															30 318	30 318
ON LOAD															93 605	187 123
Level Off			290/10								113	:16	113		5 600	5 600
/07N 82/42W		224	+1	225			28M		423	423	622	1:40	622		88 005	181 523
St Nav Leg			290/10								61	:09	63		1 970	1 970
72/21N 85/00W		222	+1	223			29M	.73	420	418	683	1:49	685		86 035	179 553
TP			290/10								356	:51	351		10 575	10 575
67/28N 94/35W		214	+1	215			30M	.73	420	419	1039	2:40	1036		75 460	168 978
TP-End Nav-HHCL			290/10								514	1:12	504		13 978	13 978
66/44N 73/00W		099	0	099			32M	.73	420	430	1553	3:52	1540		61 482	155 000
PIP			290/10								100	:14	98			
68/15N 73/08W		347	-1	346			32M	.73	420	412	1653	4:06	1638			
TP #2 Acft			290/10								21	:03	21			
66/39N 72/07W		103	0	103			34M	.73	420	430	1574	3:55	1659			
PIP			290/10								108	:16	112			
68/15N 73/08W		338	-1	337			34M	.73	420	411	[illegible]2	4:11	1771			

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Air Force-SAC, Offset O-1049(56)

Page 1 of 2 Pages 31 Jul 57 Annl Nr 1 ATT 3 AIP 4 ANNEX B BRADIV OPORD 300-57, B-2978-S

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Cobra Killer W-B-S-G cells

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM PIP ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
															61 482	155 000
TP #3 Acft 66/35N 71/15W		103	290/10 -1	102			32M	.73	420	430	42 1595	:06 3:58	42 1582		1 085 60 397	1 085 153 915
PIP 68/15N 72/07W		329	290/10 -1	328			34M	.73	420	410	118 1713	:17 4:15	120 1702		3 200 57 197	3 200 150 715
IP (#3 Acft) 69/50N 70/18W		033	290/10 -1	032			34M	.81	466	468	113 1826	:14 4:29	109 1811		3 235 53 962	3 235 147 480
TGT Cape Christian 70/31N 68/38W		045	290/10 -1	044			34M	.81	466	468	58 1884	:08 4:37	62 1873		1 810 52 152	1 810 145 670
Thule 76/32N 68/38W		360	290/10 -1	359			35M	.73	422	418	349 2233	:50 5:27	352 2225		8 600 43 552	8 600 137 070
Alternate Goose Bay		272	290/10 -1	171				.73	422	428	1420 3653	3:18 8:45	1390 3615		30 070 13 482	30 070 107 000

Page 2 of 2 pages 21 Jul 57 Amd No 1 OPT 3 APP 4 ANNEX B SAC/IN OPORD 300-57 8-30/8-2

SAC FORM 15 APR 56 1b FC 2728

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Air Force-SAC, Offset O-1050(56)

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CONFIDENTIAL

II	BOMBING DATA								
		RED CELL Only				White Blue Silver + Grey Cells			
	RUN NUMBER	1				3			
TARGET DATA	TARGET COMPLEX OR BOMBING RANGE	Cape Christian				Cape Christian			
	NAME - VAR. - ELEV.	Rge Sta.	+60 1500'			Rge Sta.	+60 1500'		
	LATITUDE - LONGITUDE	70°/30'N	68°/10'W			70°/30'N	68°/10'W		
IP	NAME - VAR. - ELEV	—				—			
	LATITUDE - LONGITUDE	69°/50'N	70°/18'W			69°/50'N	70°/18'W		
OFFSETS	NAME	Direct		1.	2.	Direct	2.	1.	2.
	N/S COMPONENTS								
	E/W COMPONENTS								
ALTITUDE AND BALLISTICS COMPUTATIONS		PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT	PRECOMP.	INFLIGHT
	POSITION FOR ALTITUDE MEASUREMENT								
	TERRAIN ELEVATION								
	(+) MEASURED ALTITUDE								
	RELEASE ALTITUDE ABOVE MSL								
	Cp = 94								
	ADJUSTED RELEASE ALTITUDE ABOVE MSL								
	(-) GAP ELEVATION	1. N/A	2.	1.	2.	1. N/A	2.	1.	2.
	RELEASE ALTITUDE ABOVE GAP	1.	2.	1.	2.	1.	2.	1.	2.
	ADJUSTED RELEASE ALTITUDE ABOVE MSL								
	(-) TARGET ELEVATION								
	RELEASE ALTITUDE ABOVE TARGET								
	(+) HEIGHT OF BURST ABOVE TARGET								
	RELEASE ALTITUDE ABOVE BURST								
	HEIGHT OF BURST ABOVE TARGET								
	(+) TARGET ELEVATION								
	HEIGHT OF BURST ABOVE MSL								
	UNCORRECTED SETTINGS TP/TRAIL	/	/	/	/	/	/	/	/
	HEIGHT OF BURST ADJ. ATP/TRAIL	/	/	/	/	/	/	/	/
	CORRECTED SETTINGS ATP/TRAIL	/	/	/	/	/	/	/	/
IP TO TARGET	TRUE AIR SPEED (Knots)	466 K				466 K			
	T.C. / DRIFT	Grid 098°/ -1	/	/	/	Grid 098°/ -1	/	/	/
	T.H. / W.H.	G-10 097°	/	/	/	Grid 097°	/	/	/
	G.S. / DIS	468/ 58	/	/	/	468/ 58	/	/	/
	CTA / T.G.	/ 08'	/	/	/	/ 08'	/	/	/
RELIAC DATA	T.H. / T.A.S.								
	TIME OF RELEASE / CAMERA FRAME NR								
	WIND DATA								
	DIRECTION N/S / VELOCITY E/W								
	RUN TYPE / RUN CLASS								
	CODED SCORE / CIRCULAR ERROR								
	AIRCRAFT CONTROL / METHOD OF RELEASE								

ATTACHMENT #4 TO APP. #4, ANNEX B,
81ST AD OPS ORDER 300-57

Amnd Nr 1

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX C

TO

OPERATIONS ORDER 300-57

COMMUNICATIONS/ELECTRONICS

This Annex consists of 3 pages

ANNEX C to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57
7-2561-5

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 July 1957

ANNEX C TO 818TH AIR DIVISION OPERATIONS ORDER 300-57 - COMMUNICATIONS/ ELECTRONICS

1. General:

a. Communications procedures will be in accordance with applicable portions of the SACCEI, SAC Manuals 55-5, 55-8 series, 55-10 and 100-1, SAC Regulation 55-18, 8AF Manual 55-1, current applicable Radio Facility Charts and Supplementary Flight Information Documents. (U)

b. ECM procedures will be in accordance with applicable portions of SAC Manual 50-20, SAC Regulations 50-8, 51-6 and current 98th and 307th Bombardment Wing SOP's. (U)

2. Administrative Communications:

a. Point to point communications will be conducted over the following facilities in the priority indicated: (U)

(1) SOCS (For command and operational traffic only). (U)

(2) SACCOMNET. (U)

(3) AIRCOMNET. (U)

(4) Commercial Facilities: (U)

(a) TWX

(b) Long Distance Telephone

(5) Radioteletype and CW Manual radio (to be used in event of failure or non-availability of landline). (U)

b. Those on-call circuits allocated to support SAC (T-Listings) and/or patch through "on-line" teletype circuits required in support of the operations will be activated by the station concerned or required to transmit operational traffic. (U)

c. Message handling procedures outlined in appropriate SAC Manuals of the 55-8 series apply except as modified below:

(1) Direct "on-line" circuits will be used where available for primary routing. (U)

(2) Under conditions where alternate routing is required, direct patch through will be accomplished. (U)

(3) Next alternate will be "on-line" rapid relay with "off-line" rapid relay as last alternate. (U)

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

APPENDIX I

TO

ANNEX C

TO

OPERATIONS ORDER 300-57

AIRBORNE COMMUNICATIONS

This Appendix consists of 3 pages

APPENDIX I to ANNEX C to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57
7-2567-S

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

APPENDIX I TO ANNEX C, 818TH AIR DIVISION OPERATIONS ORDER 300-57 - COMMUNICATIONS

AIRBORNE COMMUNICATIONS

1. Authentication when required, will be accomplished by use of current edition of KAC ( )/TSEC. (UNCLASSIFIED)

2. IFF will be operated in accordance with the provisions of SAC Regulation 55-23, as amended. (UNCLASSIFIED)

3. Emergency procedures will be as outlined in ACP's 130 and 135, current applicable Radio Facility Charts and Supplementary Flight Information Documents. (UNCLASSIFIED)

4. HF, VHF and UHF channelization will be as outlined in SACCEI. (UNCLASSIFIED)

5. The use of HF radio will be restricted as outlined in SACCEI and 8AF Manual 55-1. (UNCLASSIFIED)

6. The TR/G Switch of the UHF will be utilized at all times except when necessary to discontinue monitor of Guard channel while operating on another frequency. (UNCLASSIFIED)

7. 121.50 mcs will be monitored at all times while airborne. (UNCLASSIFIED)

8. 364.2 mcs will be monitored continuously while overflying Canada. (UNCLASSIFIED)

9. Navigational aids will be in accordance with applicable Radio Facility Chart. (UNCLASSIFIED)

10. ATC and/or CAA reporting will be accomplished as outlined in 8AF Manual 55-1. (UNCLASSIFIED)

APPENDIX I to ANNEX C to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57
7-2567-S

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11. Refueling reports will be accomplished as outlined in 8AF Manual 55-1. (UNCLASSIFIED)

12. Call Signs: (UNCLASSIFIED)

a.	Aircraft air/ground	SAC Tactical Call Signs
b.	Aircraft air/air	SAC Tactical Call Signs and 100-1 as required
c.	Ground stations	Appropriate Radio Facility Chart and of SACCEI

13. Canadian over-flight messages will be submitted as required by the provisions of SAC Regulation 55-18. (UNCLASSIFIED)

14. SAC Monitor Procedure "ALFA" will be in effect. (UNCLASSIFIED)

15. Communication frequencies during refueling: (CONFIDENTIAL)

	VHF	Tanker Interplane
ANN	256.0	133.6
BETTY	266.2	132.7

APPENDIX I to ANNEX C to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57
7-2567-S

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

APPENDIX II

TO

ANNEX C

TO

OPERATIONS ORDER 300-57

ELECTRONIC COUNTERMEASURES

This Appendix consists of 2 pages

APPENDIX II to ANNEX C to
818TH AIRDIV OPS ORD
300-57, 12 JUL 57
7-2567-S

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

APPENDIX II to ANNEX C, 818th AIR DIVISION OPERATIONSORDER 300-57 - ELECTRONIC COUNTERMEASURES

1. 98th Bomb Wing and 307th Bomb Wing ECM will be conducted in accordance with current SAC Regulation 50-8, SAC Regulation 51-6, SAC Manual 50-20, 98th Bomb Wing and 307th Bomb Wing current SOP's. (UNCLASSIFIED)

a. 98th Bomb Wing will accomplish Little River Run, single unit dispense and maximum dispense out in coordination with appropriate air division and GCI sites enroute. (U)

b. 307th Bomb Wing will accomplish requirements cited above plus Big Photo Spot Jamming in coordination with appropriate Air Division and GCI sites enroute. (U)

(1) Little Snow Jamming Run will be scheduled contingent upon modification of equipment on hand or receipt of new equipment. (U)

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX "D"

TO

818TH AIR DIVISION

OPERATIONS ORDER 300-57

MAINTENANCE

ANNEX D
818ADIV OPORD 300-57
12 JUL 57
7-2567-S

This Annex Consists of 3 Pages

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX D TO 818TH AIR DIVISION OPERATIONS ORDER 300-57

MAINTENANCE:

1. General

a. A requirement has been placed on the 818th Air Division to fly a total of eighty (80) aircraft on a no-notice USCM. Period of vulnerability for this exercise is 1 August 1957 through 30 November 1957. Code name for this exercise is (Cobra Killer). Cobra Killer will consist of a series of similated combat missions, launched as outlined in Annex "B". (S)

b. The overall operational timing during Cobra Killer will require complete integration of all maintenance functions. The success of Cobra Killer depends upon the capability of Wing Maintenance activities to produce fully operational aircraft at specified times. (U)

2. Maintenance Mission

The 818th Air Division will provide maintenance support required to launch the sorties required by Appendix 1 to Annex B. The rate of in-commission aircraft will be as shown in Appendix 1 to this Annex. (U)

3. The 818th Air Base Group will provide logistical support of POL, Supply Expediter Services and Vehicles as required. Exact timing for this support will be coordinated by the Wing Maintenance Controls. (U)

4. Tasks for Subordinate Units

a. The Bombardment Squadrons will provide:

(1). Flight Line Maintenance support to launch the number of B-47 aircraft required at specified times. (U)

b. The Armament and Electronics Maintenance Squadron will provide:

(1). The necessary personnel and equipment to launch the required number of B-47 aircraft at specified times. (U)

ANNEX "D" TO OPERATIONS ORDER 300-57 CONTINUED:

c. The Field Maintenance Squadron will provide:

(1) The necessary personnel and equipment to assure Field Maintenance support to launch the required number of B-47 aircraft at specified times. (U)

d. The Periodic Maintenance Squadron will provide:

(1) Flight Line Maintenance support as required by Wing Chief of Maintenance. (U)

(2) The completion of periodic inspection on those aircraft undergoing periodic inspection as directed by the Wing Chief of Maintenance. (U)

5. General Instructions:

a. All maintenance will be controlled by Wing Chief of Maintenance. (U)

b. Maintenance debriefing will be held immediately after landing. This will be in a place designated by the Wing Director of Materiel. (U)

6. Administrative and Logistical Matter:

a. Omitted (U)

7. Command and Communication Matter:

a. Command - Omitted (U)

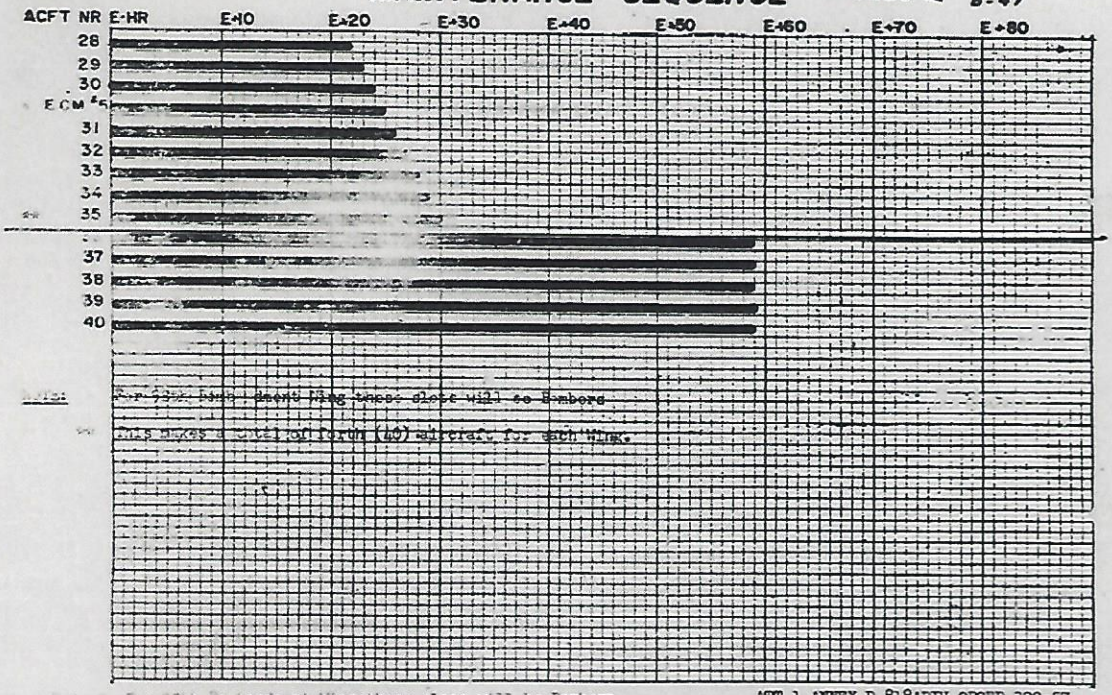
b. Communication for this exercise will be by radio vehicles, fixed stations, dial phones, field phones and hot lines. (U)

ANNEX D
818ADIV OPORD 300-57
12 JUL 57
7-2567-S

1 Attachment
Maintenance Sequence
(Rate In-Commission)

LNK TF
UNIT C

MAINTENANCE SEQUENCE ~~SECRET~~ 300-57 B-47



Notes: For 98th Bomb. Bomb. Wing these slots will be Bombers

** This makes a total of Forty (40) aircraft for each Wing.

ATT 1 ANNEX D 818ADIV OPORD 300-57

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7-2567-S

12 July 1957

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX E

TO

OPERATIONS ORDER

300-57

FLYING SAFETY

This Annex consists of 4 pages

ANNEX E
818ADIV OPORD 300-57
12 JUL 57
7-2567-S

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HEADQUARTERS 818TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX E TO 818TH AIR DIVISION OPERATIONS ORDER 300-57 - FLYING SAFETY

1. Flight safety will take precedence throughout the mission. (UNCLASSIFIED)

2. Crew members will be briefed on adequate alternates over the entire route with priority being given in the following sequence: (UNCLASSIFIED)

a. SAC bases.

b. AMC bases.

c. Air Force bases.

d. Other military bases.

e. Civilian airfields.

3. Critical field length will be computed on 100% percent of runway available, when water alcohol is utilized. (UNCLASSIFIED)

4. Crew members will be briefed on specific abort procedures to include: (UNCLASSIFIED)

a. Procedures to be followed in event of an abort following takeoff. (UNCLASSIFIED)

b. Procedures to be followed in event of an air abort prior to refueling. (UNCLASSIFIED)

5. Each sortie will be planned to insure a minimum fuel reserve of 12,000 pounds over the briefed primary weather and/or missed refueling alternate. (UNCLASSIFIED)

6. Primary crew members will review and become familiar with letdown/approach procedures for selected weather/emergency alternates. (UNCLASSIFIED)

7. While airborne, flight service facilities will be utilized to the maximum extent possible in determining airfield status in event other than a briefed alternate is used. (UNCLASSIFIED)

8. Survival and emergency equipment will be checked for proper operating condition prior to departure. (UNCLASSIFIED)

9. All personnel aboard aircraft will be briefed on the terrain features over which the flight is intended to be flown. Briefing will include survival procedures to be followed in event of bailout in these areas.

10. All personnel aboard the aircraft will be instructed in the use of all survival equipment available. (UNCLASSIFIED)

11. All personnel aboard the aircraft will be briefed on all applicable emergency procedures to include bailout, crash-landing and ditching. (UNCLASSIFIED)

12. Radar observers will monitor all approaches and landings in accordance with the applicable regulation and SAC Observer's Manual. (UNCLASSIFIED)

13. All routes will be planned to avoid densely populated areas and in event W.R. weapons are carried, aircraft will avoid flying over city complexes.

14. Aircraft commanders will immediately initiate a direct telephone call to this headquarters in event they are involved in an aircraft accident/incident as defined in AFR 62-14. Immediately thereafter, the

aircraft commander will dispatch an "Ops Immediate" message to CINCSAC, OFFUTT AFB describing in detail the occurrence, injuries and/or damages incurred, and action being taken. INFO copies will be forwarded to this Headquarters and the Commander, 8th Air Force, ATTN: Director of Safety. In event the aircraft is outside the continental United States, this message will be classified CONFIDENTIAL, with the last word of the text being RUUR. ~~(CONFIDENTIAL)~~

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

ANNEX F

TO

OPERATIONS ORDER

NUMBER 300-57

SPECIAL WEAPONS

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

This Annex consists of 9 pages

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OPERATIONS ORDER 300-57
31 July 1957
8-2978-5

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX I TO ANNEX F TO OPERATIONS ORDER 300-57

MUNITIONS AND AIR WEAPONS

1. Aircraft Ammunition

a. Training 20MM ammunition will be loaded consistant with the number of aircraft cans available that are not used for storage of combat 20MM. When all available cans have been used simulated aircraft cans will be delivered to the aircraft but such cans will not actually be placed in the aircraft. This requirement is dictated by the fact that a maximum of A/C cans per wing have been pre-loaded with combat 20MM ammunition. Removal of the combat ammunition and filling with training ammunition is not realistic or practicable for this operation. (~~SECRET~~)

b. JATO will be delivered to the 307th Bomb Wing aircraft but will not be installed on the aircraft. To prevent unnecessary handling of combat JATO, empty bottles will be utilized. A realistic accounting of the personnel and time required to install the JATO on the aircraft will be established in the loading schedule. Following quantities of bottles will be delivered: ~~(SECRET)~~

(b) (1) (A), (b) (3) (B)

[redacted]

c. Simulated M-14 grenades for B-47 aircraft will be passed out at pre-strike issue. Simulated M-14 grenades for KC-97 aircraft will be delivered to 98th Air Refueling Squadron Unit Supply Room as soon as possible. (Secret)

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~~ATOMIC ENERGY ACT OF 1954~~

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(4) Sufficient air crews will be kept on an immediate alert to cover ready aircraft. Crews will be capable of reporting within one (1) hour after receipt of an alert. Names of alert crews and phone numbers will be maintained in the Wing Control Room. ~~(SECRET)~~

(5) Sufficient support personnel will be present for duty at all times as outlined in Base Regulation 66-10, dated 12 February 1957. (UNCLASSIFIED)

(6) Maintain a current fifteen (15) day ring-out on all B-47 aircraft in accordance with the instructions contained in current loading handbooks. ~~(CONFIDENTIAL)~~

(7) The 98th Bomb Wing will dispatch 1 A&E Maintenance Supervisor, 8 A&E monitors, and 16 armorers to the munitions control point as soon as possible after receipt of an alert order. (In the event Devil Tail is executed the foregoing requirements will be reduced to 1 supervisor, 6 monitors and 12 armorers) The 307th Bomb Wing will dispatch 1 A&E Maintenance Supervisor, 7 A&E monitors and 14 armorers in the same manner. ~~(CONFIDENTIAL)~~

(8) Insure that each crew has one (1) qualified bomb Commander. ~~(CONFIDENTIAL)~~

(9) Insure that all crew members carry DT 60's and that current radiation logs are issued to each crew member prior to takeoff. ~~(CONFIDENTIAL)~~

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(10) Insure that thermal curtains are installed in each aircraft prior to launching for strike. ~~(S)~~

(11) Insure that a crew chief is available to operate power unit and perform the duties of a fire guard. (U)

(12) Provide Munitions Control with aircraft commanders name and time of delivery of capsule and/or supply documents for each aircraft by tail number. ~~(S)~~

(13) Prior to take off, qualified crew members participating in this mission will conduct weapons acceptance preflight and pretakeoff check inspections of weapons. ~~(S)~~

(14) (b) (1) (A), (b) (3) (B) [redacted]

b. 818th Air Base Group:

(b) (1) (A), (b) (3) (B) [redacted]

(3) Establish an alert system so that fifty percent (50%) of the ADS personnel are available for duty within one (1) hour. The remaining personnel will be available within four (4) hours after receipt of an alert order. ~~(S)~~

~~RESTRICTED DATA~~
~~ATOMIC ENERGY ACT OF 1954~~

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~~SECRET~~ ~~//RD~~

(4) Provide salvage support at Lincoln Air Force Base. (U)

(5) Establish procedures so that the Division Commander is informed when maneuver authority is received. ~~(S)~~

x. GENERAL INSTRUCTIONS:

(b) (1) (A)

[redacted]

(2) Special emphasis will be placed on safety of loading and for **fully** operational weapons and release systems at time of loading. (U)

(3) No IFI will be performed. ~~(C)~~

(b) (1) (A), (b) (3) (B)

[redacted]

(5) Safing wires will not be extracted and arming wire "D" ring will not be connected to the arming control during this operation. A short red streamer will be attached to the safing wire to symbolize extraction. ~~(C)~~

(6) U-2 hook will remain locked at all times except during take-offs and landings. (U)

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(7) Those aircraft with T-249's installed will position switch to "SAFE" at all times. ~~(C)~~

(8) The arm-safe switch will remain in the safe position at all times. (C)

(b) (1) (A), (b) (3) (B)

[redacted]

(10) Aircraft weapon checks and inflight monitoring will be in accordance with ferry procedures as outlined in SAC ASOP 55-5 as modified herein. (C)

(b) (1) (A), (b) (3) (B)

[redacted]

~~RESTRICTED DATA~~
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~~SECRET~~

(12) In the event of an emergency requiring jettison of the weapon, procedures as outlined in SAC ASOP 55-8 and SAC message DOOPW 3529, 6 Feb 57 will apply. (U)

(13) Weapon assembly, handling and loading operations will be as outlined in applicable technical orders except as modified herein. (U)

(14) All loadings, parking of loaded aircraft, and unloading will be accomplished in normal aircraft parking spaces for this operation as authorized in Interim Change 2 to SAC TP 136-4 contained in 8th AF message DMM3A 48234, dated 25 July 57. (U)

(15) Maximum security will be enforced during all phases of this operation. Access to aircraft during special weapons operation and until all paper work is accomplished will be as prescribed by Base Regulation 205-1. ~~(S)~~

(b) (1) (A), (b) (3) (B)

[redacted]

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(a) The procedure to be followed in the event of an unscheduled landing. (U)

(b) (1) (A), (b) (3) (B)

[redacted]

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Pertinent portions of SAC Supplement to AFR 136-10, SAC Reg 55-5, 190-2 and SAC Manual 82-1 will apply except as modified herein. (U)

b. AF Reg 55-14, Tech Order 11N-20-1001 and T.O. 11N-45-3 will apply. (U)

(b) (1) (A), (b) (3) (B)

[redacted]

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command

(1) Command post for the ADS will be in building 865 and will be designated as MCP. ~~(S)~~

(2) Alternate command post will be in building 1842. ~~(S)~~

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~~ATOMIC ENERGY ACT OF 1954~~

~~SECRET~~

~~SECRET~~

(3) Wing Special Weapons Control Officers will be located in maintenance control. ~~(S)~~

b. Communications

(1) Munitions Control Point

(a) Telephone 8190

(b) Direct telephone to Division Control, each maintenance control and the munitions area. ~~(S)~~

(c) Radio contact with loading crews and security forces. ~~(S)~~

(2) Munitions Area

(a) Area Control Point - 795 - 8158

(b) Loading Building - 8183

(c) Supply - 8046 - 8367

(d) Security - 492

(3) Division Control

(a) Special Weapons 594 - 8051

(4) ADS

(a) Commander - 8393 - 8173

(b) Chief of Munitions - 8207

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX I

TO

ANNEX F

TO

OPERATIONS ORDER

NUMBER 300-57

MUNITIONS AND AIR WEAPONS

This Appendix Consists of 2 Pages

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~~ATOMIC ENERGY ACT 1954~~

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX I TO ANNEX F TO OPERATIONS ORDER 300-57

MUNITIONS AND AIR WEAPONS

1. Aircraft Ammunition

a. Training 20MM ammunition will be loaded consistant with the number of aircraft cans available that are not used for storage of combat 20MM. When all available cans have been used simulated aircraft cans will be delivered to the aircraft but such cans will not actually be placed in the aircraft. This requirement is dictated by the fact that a maximum of A/C cans per wing have been pre-loaded with combat 20MM ammunition. Removal of the combat ammunition and filling with training ammunition is not realistic or practicable for this operation. ~~(SECRET)~~

b. JATO will be delivered to the 307th Bomb Wing aircraft but will not be installed on the aircraft. To prevent unnecessary handling of combat JATO, empty bottles will be utilized. A realistic accounting of the personnel and time required to install the JATO on the aircraft will be established in the loading schedule. Following quantities of bottles will be delivered: ~~(SECRET)~~

(b) (1) (A), (b) (3) (B)
[redacted]

c. Simulated M-14 grenades for B-47 aircraft will be delivered to aircraft at time supply documents are delivered to aircraft commanders. Simulated M-14 grenades for KC-97 aircraft will be delivered to 98th Air Refueling Squadron [illegible] as soon as possible. ~~(SECRET)~~

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HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX II

TO

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WEAPONS RECAP SHEET - 98TH BOMBARDMENT WING

This Appendix consist of 4 pages

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DOE b(3)

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

[redacted]

DOE b(3)

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

[redacted]

DOE b(3)

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

[redacted]

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX III

TO

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TO

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NUMBER 300-57

WEAPONS RECAP SHEET - 307TH BOMBARDMENT WING

This Appendix consists of 4 Pages

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DOE b(3)

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

[redacted]

DOE b(3)

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

[redacted]

DOE b(3)

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

[redacted]

~~SECRET~~ HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

APPENDIX IV

TO

ANNEX P

TO

OPERATION ORDER

NUMBER 300-57

WEAPONS OFF-LOADING SCHEDULE AND WEAPONS MAINTENANCE

This Appendix consists of 2 pages

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Lincoln Air Force Base, Nebraska

APPENDIX IV TO ANNEX F TO OPERATIONS ORDER 300-57

WEAPONS OFF-LOADING SCHEDULE AND WEAPONS MAINTENANCE

1. OFF-LOAD FOR NON-MANEUVER

a. In the event authority to maneuver AEC Weapons is not received, or the weapons are not to be flown, it will be necessary for the weapons to be off-loaded prior to the aircraft taking off on the profile mission. Off-load will start at E + 45 hours. Off-Load timing will be established by adding 45 hours to the time shown in column 5 of Appendixes II and III to start off-load and to column 6 to establish complete off-load. (S)

2. OFF-LOAD FOR MANEUVER:

a. Off-load of weapons that have returned from the profile mission will be off loaded starting at E + 30 hours and will continue thereafter as rapidly as possible consistant with the capability of Wing Maintenance and the 34th ADS. (S)

3. MAINTENANCE OF WEAPONS FOLLOWING USE:

(b) (1) (A), (b) (3) (B)

[redacted]

b. Support normally provided the Bomb Wings by the 34th ADS will be reduced as necessary so that the primary mission outlined above may be completed. (U)

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~~ATOMIC ENERGY ACT OF 1954~~

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FM COMAF 8 WESTOVER AFB MASS
TO RJWFPB/COMAIRDIV 818 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/CS 27988 SUBJECT: (UNCL) ELIGIBLE CREWS FOR USCM,S. NON-COMBAT READY CREWS WILL NOT BE SCHEDULED TO FLY ON USCM,S WITHOUT THE EXPRESS A PROVAL OF THIS HEADQUARTERS. IF IT IS DESIRED TO FLY NON-COMBAT READY CREWS ON USCM,S, THE UNIT CONCERNED WILL SUBMIT A REQUEST TO THIS HEADQUARTERS WITH FULL JUSTIFICATION. THIS MESSAGE TRANSMITTED TO TANGO.
BT
Ø6/1944Z JUL RJEPEO

A CERTIFIED TRUE COPY

John T. Halbert
JOHN T HALBERT
1/Lt USAF

~~CONFIDENTIAL~~

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~~(SECRET)~~(1)ZIPPO 08-069 B-27, OPERATIONS ORDER, 300-57, 8AF, 307BOMWG, COBRA KILLER.

(2) CONCLUSIONS:

A. ESTIMATE OF MISSION SUCCESS IS EXCELLENT. TWENTY EIGHT AIRCRAFT WERE SCHEDULED AND TWENTY SEVEN COMPLETED THE MISSION AS BRIEFED. ALL TARGET RESULTS WERE EXCELLENT.

B. LESSONS LEARNED FROM THE MISSION:

(1) EXTREMELY CLOSE COORDINATION IS REQUIRED, PARTICULARILY IN AREAS SUCH AS ECM WHICH IS RELATIVELY NEW TO ALL CONCERNED.

(2) COORDINATION PROBLEMS WITH ARTC COULD PREDJUDICE THE SUCCESS OF THE MISSION. THIS WING WISHED TO CHANGE TO THE SECONDARY REFUELING AREA DUE TO A FORECAST BLACK AREA IN PRIMARY, BUT WAS UNABLE TO DO SO BECAUSE OF INABILITY TO GIVE THE TWELVE HOUR NOTICE AS REQUIRED BY ARTC.

(3) IT IS A FLIGHT SAFETY HAZARD TO LOAD ALL REQUIRED MISSION EQUIPMENT IN THE PRESSURIZED COMPARTMENT OF THE B-47, PARTICULARILY IN PHASE V AIRCRAFT.

C. RECOMMENDATIONS:

(1) HIGHER HEADQUARTERS SHOULD REVIEW OPERATIONS PLANS FOR USCM'S CAREFULLY FOR COMPATABILITY, PARTICULARILY IN SUCH AREAS AS AIRCRAFT CONFIGURATION, EQUIPMENT(ECM) ETC.

(2) THE HIGHER HEADQUARTERS WHICH INSTIGATES A NO NOTICE USCM SHOULD MAINTAIN CLOSE LIAISON WITH WEATHER AGENCIES AND MAKE NECESSARY PRIOR ARRANGEMENTS WITH ARTC FOR CHANGING REFUELING AREAS IF NECESSARY. THEY SHOULD BE ABLE TO PROVIDE NECESSARY PREVIOUS NOTIFICATION OF ADC TO PERMIT MAXIMUM FIGHTER ATTACKS WITHOUT PREDJUDICING THE MISSION.

3. ADEQUACY OF SUPPORT ITEMS

(A) TANKER SUPPORT WAS EXCELLENT.

(B) FIGHTER ESCORT WAS NOT APPLICABLE.

(C) AIR RESCUE WAS NOT APPLICABLE.

(D) FERRET WAS NOT APPLICABLE.

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(E) MATS OR SS SUPPORT WAS NOT APPLICABLE.

(F) BASE FACILITIES SUPPORT WAS VERY GOOD.

(G) TARGET MATERIALS AND OTHER INTELLIGENCE DATA SUPPORT WAS VERY GOOD

(H) INTERNAL SECURITY SUPPORT WAS VERY GOOD.

4. COMMENT ON EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION:

(A) AIRCRAFT MAINTENANCE AND SUPPLIES WERE VERY GOOD. SOME MINOR PROBLEMS WERE EXPERIENCED WHICH RESULTED IN FIVE ITEMS BEING WITHDRAWN FROM THE FLYAWAY KITS.

(B) COMMUNICATIONS AND ECM WERE GENERALLY VERY GOOD. FOXTROT MESSAGES FROM LINCOLN WERE RECEIVED BY EACH AIRBORNE CELL. ECM RESULTS WERE EXCELLENT. ONE PHASE V AIRCRAFT ABORTED DUE TO A MALFUNCTIONING OXYGEN SYSTEM IN THE POD BUT ITS SSION WAS COMPLETED SUCCESSFULLY BY ANOTHER PHASE V AIRCRAFT IN THE CELL. SOME CONFUSION EXISTED ON THE REQUIREMENT FOR ALT7 EQUIPMENT AND SETTINGS. THE SET UP CONTAINED IN THE 307BWG OPPLAN, AND BRIEFED TO 8AF HQ WAS FOUND TO BE ERRONEOUS. THIS WAS SUBSEQUENTLY CORRECTED.

(C) WEATHER: A FORECAST OF POSSIBLE THUNDERSTORMS ALONG THE PRIMARY REFUELING TRACK FOUR HOURS BEFORE TAKE-OFF CAUSED THIS WING TO ATTEMPT TO CHANGE TO THE SECONDARY AREA WHICH WAS FORECAST CLEAR, BUT ARTC REFUSED THE AMENDED CLEARANCE DUE TO THE LACK OF TWELVE HOURS NOTIFICATION. MISSION WAS FLOWN SUCCESSFULLY USING THE PRIMARY REFUELING AREA WITH ONLY MINOR WEATHER DIFFICULTY.

(D) NAVIGATION RESULTS WERE GOOD.

(E) CRUISE CONTROL RESULTS WERE EXCELLENT.

(F) BOMBING RESULTS WERE GOOD AND ALL TARGETS SUCCESSFULLY BOMBED.

(b) (1) (A), (b) (3) (B)

[redacted]

A CERTIFIED TRUE COPY:
John T. Hulbert
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