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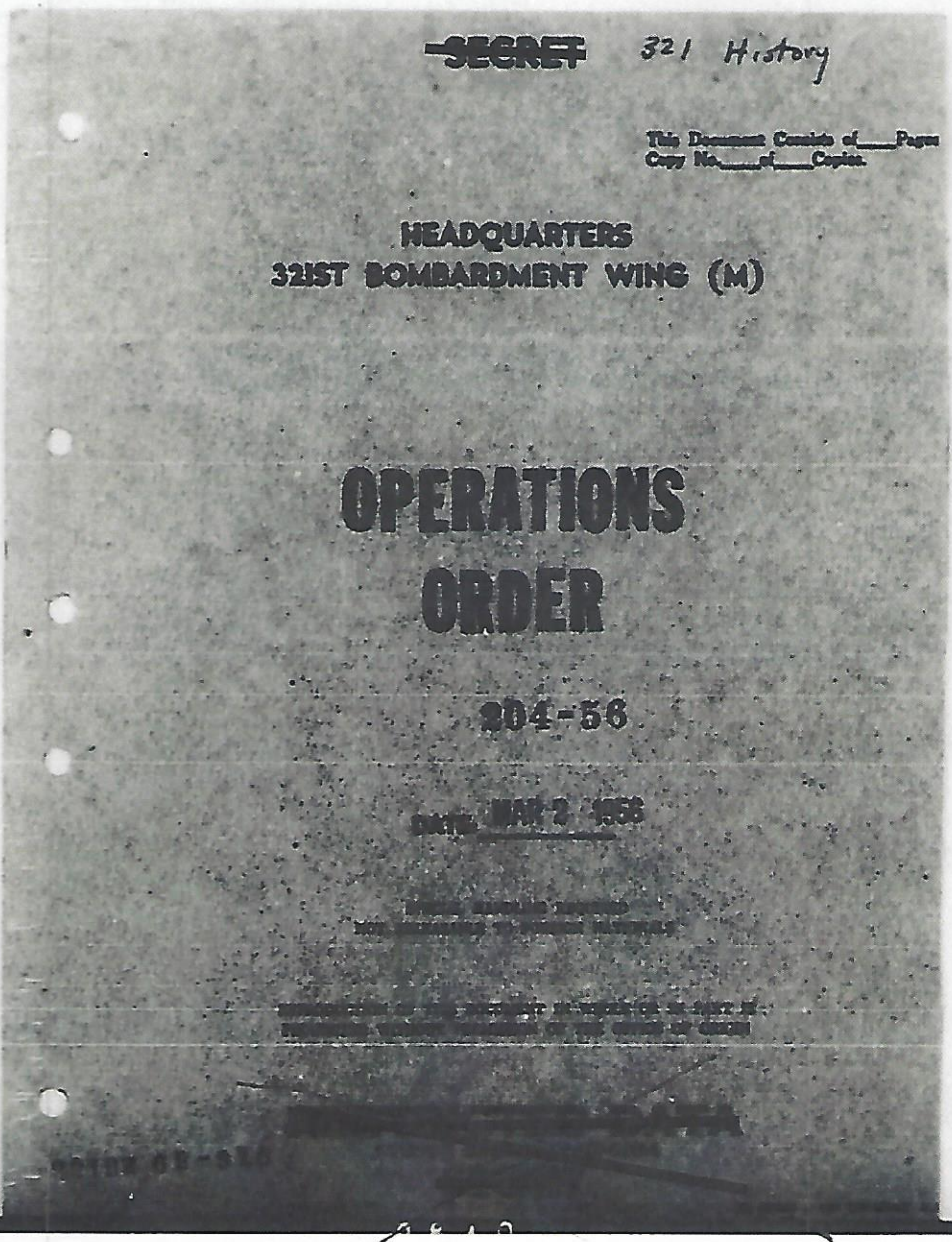

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HEADQUARTERS
321ST BOMBARDMENT WING (M)

OPERATIONS ORDER

304-56

DATE: MAR 2 1956

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
2 March 1956

321 OPERATIONS ORDER 204-56

"CRY BABY"

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
2 March 1956

OPERATIONS ORDER 204-56

CLASS: SECRET
AUTH : COMGEN 2AF
DATE : 2 March 1956
LAST NAME

CHART AND MAP REFERENCES: JN-19,20,30 - 45, 47
NS-103
WAC-526,585,309,310

TASK ORGANIZATIONS:

445th Bomb Squadron	Lt. Col McKinnis
446th Bomb Squadron	Lt. Col Lupear
447th Bomb Squadron	Lt. Col Barr
321st Periodic Maint. Sq.	Major Koller
321st Fld Maint. Sq.	Lt. Col Peterson
321st A&E Squadron	Lt. Col Cucia

1. GENERAL SITUATION: A requirement exists for the 321st Bombardment Wing to conduct a Weapons exercise and USCM during the quarter ending 31 March 1956.

a. Intelligence: See Annex C

b. Friendly Forces:

(1) NEAC - Provides refueling support as outlined herein.

(2) NEAC and AMC - Provide salvage support as outlined in Annex A.

c. Enemy Forces: Simulated - See Annex C

2. MISSION:

a. Using Single Air Refueling, attack targets in the North Eastern US and Bahama Islands as specified in Annex B.

b. Conduct a weapons evaluation as specified in Annex A.

3. TASKS FOR SUBORDINATE UNITS:

a. Commander 445th, 446th, 447th Bomb Squadrons will:

(1) Furnish aircraft and crews as outlined in Annex B.

(2) Insure that all participating crews are present at all scheduled briefings and functions. See Schedule of Events - Paragraph 3, Annex B.

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(3) Insure that proper over-water and survival equipment is aboard all participating aircraft.

(4) Coordinate with Chief of Maintenance on crew/aircraft/wave assignment.

(5) Insure that Squadron Cruise Control Officer scores all logs and forwards crew performance index to Wing Plans NLT 1630 hours 12 March 1956.

(6) Comply with Appendix 9, Annex B.

b. The Director of Materiel will:

(1) Furnish aircraft as required.

(2) Insure that aircraft are loaded as follows:

		1ST AND 3RD WAVE	2ND WAVE
Weapon	EWP (to be determined by Wg Wpns Officer)		None
Chaff	None		None
Ammo	Full Load		None
Fuel	Fwd Main	18,500 lbs	18,500
	Center Main	18,500 lbs	18,250
	Aft Main	20,500 lbs	20,000
	Fwd Aux	6,500 lbs	6,500
	Bomb Bay	19,178 lbs	11,876
	Aft Aux	8,000 lbs	8,000
	External	10,000 lbs (5000 ea)	12,000 (6,000 ea)
	Total Fuel	101,178 lbs	95,126 lbs
ADI FLUID		4,800 lbs (Full Load)	4,800 lbs

(3) Insure that all aircraft of the 1st and 3rd waves are equipped with 32 ply tires.

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[redacted]

(4) Insure that all aircraft of all waves have operational water injection systems.

(5) Insure that all aircraft of the 1st and 3rd waves are in EWP Weapon configuration for weapons exercise. (Wing Air Weapons Officer will coordinate with Chief of Maintenance)

(6) Insure that all aircraft are equipped with O-15, O-23, and K-38 cameras.

c. The Chief of Intelligence will:

(1) Furnish maps, target materials and crew folders for targets in Northeastern United States and in the Carribean.

(2) Prepare briefing room for briefings as scheduled in paragraph 3, Annex B.

(3) Brief all crews on simulated enemy defense force.

(4) Coordinate with Wing Communications Officer in the submission of special strike report recap to Headquarters 2AF after landing of each strike wave. Information to be included in this report is listed in paragraph 3, x, (8) (c), 2AF OPORD 204-56.

(5) Debrief crews as required.

(6) Complete columns 61 thru 65 of USCM Recap Sheet (SAC Form 276B) NLT 13 March 1956.

d. The Chief, Bomb-Nav Division will:

(1) Supervise all target study

(2) Brief observers on proper procedures for bombing, photography and navigation.

[redacted]

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[redacted]

(3) Assist crews with detailed flight planning.

(4) Prior to pre-take off meeting, apply latest metro data to flight plans to determine adjusted take-off times. The adjusted Take-Off times will be given to the Chief of Current Ops prior to pre-take off briefing.

(5) Obtain necessary information at debriefing of crews to complete route overlays.

(6) Furnish Hq SAC with copies of overlays and recap sheets received from Wing Plans Division within 10 days after completion of mission. (Ref SAC Regulation 50-8)

e. The Wing Air Weapons Officer will:

(1) Coordinate with 813th ABGr on receiving, storing, assembly, loading and issuing of weapons and dummy capsules.

(2) Coordinate with The Chief of Maintenance to determine aircraft loading schedule and insure that scheduled aircraft are loaded with the proper weapon at the proper time.

(3) Insure that all crews are properly briefed and equipped for the weapons exercise.

(4) Insure that USCM target folders contain air weapon data sheet to coincide with EWP.

(5) Prepare a narrative report covering the Air Weapons portion of the exercise for the Commander, 813th AD. This report must be at HQ 2AF, 10 days after maneuver has been completed. Information to be

[redacted]

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[redacted]

included in this report is outlined in paragraph 3, x, (14(C), Annex A, 2AF OPORD 204-56. Info copy will be sent to Wing Intelligence.

f. The Chief of Current Operations will:

(1) Secure necessary block altitude clearances for prescribed routes and times.

(2) Conduct pre-take off briefings.

(3) Adjust take-off times (based on latest metro) in order to make good scheduled times of arrival at first rendezvous.

g. The Chief, Plans Division will:

(1) Accomplish reports for Commander, 813th AD, to be sent to 2700th EOD Squadron, IAW instructions contained in paragraph 3, x, (14) (a), Annex A, 2AF OPORD 204-56.

(2) Comply with SAC Reg 55-18.

(3) Accomplish recap sheets after completion of mission and forward to Bomb/Nav Division for submission to higher headquarters along with route overlays.

h. The Senior Controller will:

(1) Through Control Room, submit timely reports as required by Annex E.

i. The Wing Security Officer will:

(1) Provide security for briefings and critiques as scheduled in paragraph 3, Annex B.

j. The Wing Standardization Board will:

(1) Insure that all crews are briefed and familiar with Operation of water injection systems.

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(2) Insure that all crews are briefed on letdown procedures and airfield facilities at enroute emergency bases.

k. The Wing Communications Officer will:

(1) Obtain information from crews at debriefing necessary to fill out recap sheets. Fill in applicable portions of recap sheets in Wing Plans by 12 March 56.

x. General Instructions:

(1) X-Day and X-hour is 0600 8 March 1956.

(2) Unclassified nickname for this exercise is "Cry Baby". This nickname is assigned the meaning "2AF Ops Order 204-56".

(3) Hq 2AF will publish execution order for B-47 movements.

(4) Direct communications with ERAC is authorized. Hq 2AF and SAF will be info addressees on all messages.

(5) Reports: See Annex E.

(6) Flying Safety takes precedence over all other objectives of this mission.

(7) Recall word is "OMIT"

(8) This order may be destroyed IAW existing security Regs after the mission has been completed.

(9) Special attention is invited to Appendix 9, Annex B.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Commander SAC, Offutt AFB Nebraska

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(2) Commander, 2AF, Barksdale AFB, La.

(3) Commander, 8th AF, Westover AFB, Mass

(4) Commander NEAC, Pepperell AFB, Newfoundland

(5) Commander 813th Air Division, Pinecastle AFB, Fla.

(6) Commander, 321st Bomb Wing, Control Room, Pinecastle AFB, Florida

b. Communications: See Annex D

MICHAEL M.W. McCOY
Colonel, USAF
Commander

OFFICIAL:

CHARLES JOYCE
Lt. Col, USAF
Director of Operations

ANNEXES:

Annex A - Air Weapons
Annex B - Air Operations
Annex C - Intelligence
Annex D - Communications
Annex E - Reports

DISTRIBUTION:

See Next Page

DISTRIBUTION	COPY #
Commander SAC	1,2 and 3
Commander 2AF	4&5
Commander 8AF	6&7
D/Comdr, SAC Task Force Goose	8&9
D/Comdr, SAC Task Force Harmon	10&11
Comdr, 813AD	12&13
Comdr, 321st Bomb Wing	14
D/Comdr, 321st Bomb Wing	15
D/O, 321st Bomb Wing	16
D/M, 321st Bomb Wing	17
D/P, 321st Bomb Wing	18
Comptroller	19
D/Safety	20
Wing Inspector	21
Chief C&T	22
Chief Current Ops	23
Control Room	24
Air Weapons Officer	25
Gunnery Officer	26
Training Officer	27
Chief Bomb/Nav	28
Prediction	29
Chief of Intelligence	30
Chief of Plans	31&32
Chief Communications	33
Chief of Maintenance	34
Chief of Logistics	35
Comdr, 445th Bomb Sq.	36,37 and 38
Comdr, 446th Bomb Sq.	39,40 and 41
Comdr, 447th Bomb Sq.	42,43 and 44
Comdr, 321 P.M.S.	45
Comdr, 321 F.M.S.	46
Comdr, 321 A&E Sq.	47
Comdr, 321st TAC Hospital	48
Comdr, 321 Hq Sq.	49
Comdr, 813 Air Base Group	50,51,52,53,54 and 55
Weapons Officer, 813 ABGr	56

ADDITIONAL DISTRIBUTION:

Annexes B&D - Crew Flimseys 445th Bomb Sq. - 30 cys
446th Bomb Sq. - 30 cys
447th Bomb Sq. - 30 cys

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ANNEX "A" 2 March 1956

321ST BOMBARDMENT WING

OPERATIONS ORDER 204-56

AIR WEAPONS

1. GENERAL SITUATION: Requirement exists for 321st Bomb Wing to accomplish a Weapons Exercise and a USCM. First and third wave aircraft will fly USCM with weapon and capsule. First and third wave aircraft will be evaluated for dud probability immediately upon return to Pinecastle.

2. TASKS FOR SUPPORT/SUBORDINATE UNITS:

a. The 321st Director of Operations:

(1) Through the Air Weapons Officer:

(a) Provide overall control and coordination of the operation.

(b) Maintain a status board indicating progress of the Air Weapons operation.

(c) Submit reports to the Wing Commander and higher headquarters as required.

(d) Assign Air Weapons instructor or suitable personnel in lieu of Air Weapons instructors as follows:

1. One at the Weapons Control Center.

2. One at Maintenance Control.

3. One at the loading sites.

(e) Insure that ultimate aircraft in the proper bomb bay configuration are put on loading sites for bomb loading.

(f) Insure that aircraft put on loading sites have had proper ringout and functional check within 72 hours of loading.

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~~Atomic Energy Act~~

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(g) Provide Wing Security Officer, Captain Wm. E. Rooney, Bldg. 142, Rm 111, with list of personnel who require access to Air Weapons loading area.

b. Director of Materiel will

(1) Provide aircraft as required by Appendix 1, this Annex.

(2) Determine the aircraft in the proper configuration most likely to become ultimate first, and assign these aircraft loading priority. (See Appendix 1, this Annex)

(3) Direct armament and electronics personnel to perform bomb bay configuration check, ringout, and bombing system preflight within 72 hours prior to weapon loading. (See Appendix 1, this Annex)

(4) Insure that checks in paragraphs b(1)(2)(3) above are performed prior to moving an aircraft to its designated loading site.

(5) Insure that Wing Control is notified by Maintenance Control as follows:

(a) Refueling complete.

(b) Aircraft ultimate (exception: weapon not loaded).

(c) Conventional munitions loaded (1st & 3rd waves only), 200 rounds.

(d) Time aircraft on designated loading site.

(e) Start load time.

(f) Complete load time.

(g) Delays; reason for delay.

[redacted]

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[redacted]

(6) Provide Coleman Tractors with Tow Bars and sufficient spare shear pins to tow aircraft to and from the loading sites, as directed by the Weapons Control Center. (See Appendix 1, this Annex)

(7) Provide equipment for eight (8) loading sites as follows:

(a) 1 ea 50# CO^2 Fire Extinguisher.

(b) 1 ea A/C Ground Strap - 50 ft minimum length.

(c) DC power - 200 amps minimum output.

(d) 2 ea Floodlights per loading site.

(8) Park loaded aircraft as far apart as practical and IAW SAC Technical Pamphlet 136-4.

(9) Provide standby DC power unit and an air compressor at the Weapons Control Center for emergency use at loading sites.

c. 321st Bomb Wing Armament and Electronics Squadron will

(1) Insure that required checks IAW SAC ASOP 136-1 and applicable technical orders have been properly performed.

(2) Insure that completed SAC ASOP 136-1, Inclosure 1, has been properly filled out, certified to, and placed in the aircraft Form 781.

(3) Insure that proper entries relative to required functional checks and ringout are made in aircraft Form 781.

(4) Provide a qualified armament technician with necessary tools, check-lists, and applicable technical orders (to 1B-47B-14, -16) at the designated loading site during all loading operations.

(5) Load ammunition as required (see Appendix 1, this Annex).

[redacted]

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[redacted]

(6) Remove the A-5 system firing fuse and fuse cap, and tape to the fire control panel.

(7) Insure that aircraft guns are placed in the "full up" position immediately upon completion of ammunition loading.

(8) Insure that entry is made in aircraft Form 781 IAW T.O. 00-20A-1A after weapon is loaded.

(9) Insure that one each Hair Pad is placed in aircraft nuclear tool box.

d. Commanders of the 445-6-7 Bombardment Squadron will

(1) Provide one crew chief for each aircraft on a loading site to perform the following duties:

(a) Fire Guard.

(b) Security Guard, as required (armed).

(c) Safety Supervisor.

(d) Power unit operator, as required.

(2) Insure that each combat crew member has in his possession a currently read DT 60, Dosimeter, with reading entered in SAC Form 394.

(3) Provide 321st Bomb Wing Security Officer (see Par 2g this Annex) with a list of combat crew and other personnel who will require access to the Air Weapons loading area.

(4) Insure that aircraft commanders possess B.C. folders.

(5) Insure that the primary and secondary IFI operators are issued nylon inserts and surgeons' rubber gloves, plus strong battery flashlights for use on the mission.

(6) Insure that each combat crew member is armed and has in his possession SAC Form 138 and DD Form 2AF, 1 Jan. 1950.

(7) Insure that combat crews are at their aircraft at station time to receipt for weapon and capsule, IAW Vol VII, AFM 67-1 and SAC Manual 82-1.

e. Hq 813th Air Base Group will

(1) Through the Base Staff Munitions Officer:

(a) Monitor the execution of tasks assigned to subordinate units of the 813th Air Base Group IAW 813th AD OPlan 40-56, Annex "C", Tabs 1, 2, 3, and Annex "E", Appendix 1 and 2, and Appendix 1, this Annex.

(b) Report to 321st Bomb Wing Maintenance Control:

1. Time of aircraft arrival at loading site.
2. Time start load.
3. Time aircraft loaded, BLT complete.
4. If applicable:
   a. Time aircraft start down load.
   b. Time aircraft down loading complete.
   c. Time site vacated.
5. Delay.
6. Corrective action, if any.

[redacted]

7. Report any other information deemed pertinent.

8. Report progress of overall operation as required.

(2) 813th Air Base Group Provost Marshal:

(a) Provide access control and security of all restricted areas by use of personnel list supplied by Hq 321st Bomb Wing Security Officer.

(3) 813th Air Base Group Supply Squadron:

(a) (b) (1) (A) [redacted]

(b) Provide conventional munitions support IAW 813th AD OPlan 40-56, Par 5a & b, Appendix 3 to Annex "C" and as required by Appendix 1, this Annex.

(c) Provide all air munitions support IAW procedures outlined in Appendix 3, Annex "C", 813th AD OPlan 40-56.

(d) (b) (1) (A) [redacted]

(e) Deliver capsule type as indicated in Appendix 1, this Annex.

3. SPECIAL INSTRUCTIONS

a. Load, post-load check and aircrew pre-takeoff check will be accomplished.

b. Each 1st and 3rd wave aircraft will fly USCM with Weapon and capsule.

c. On return of first wave aircraft, weapon, capsule, and bomb bay configuration will be evaluated for dud probability.

d. On return of third wave aircraft, weapon, capsule, and bomb bay configuration will be evaluated for dud probability.

e. Bomb Commanders will use Air Weapons Flimsy, applicable SAC ASOP check-lists, and SAC Manual 50-36 Vol I to set up weapon and aircraft for evaluation.

f. X-Day is 8 March 1956; weapon loading will proceed as indicated in Appendix 1, this Annex.

g. Realistic weapon procedures will be emphasized on the ground and in flight with the following exceptions:

(1) (b) (1) (A)

(2) [redacted]

(3) U-2 release will remain locked at all times except for take-off and landing.

(4) Populated areas will be circumnavigated.

(5) Weapon summary sheet will accompany all weapons.

(6) Bomb hoisting lugs will be removed from each bomb after loading but will be carried in the aircraft.

(7) The left C-G hoist and K-2 slings will be removed from the aircraft after loading.

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(8) Safing wires will be removed.

(9) Baro and MC 73 settings will be as directed by individual air weapons data sheets.

(10) SAC Manual 136-4 quantity-distance requirements apply.

(11) All weapons carrying aircraft will undergo a thorough weapons release check within 72 hours of weapon loading.

(12) Aircraft will carry Radiac equipment as outlined in SAC ASOP 55-22.

(13) 20 mm training ammunition only will be used for this mission.

APPENDIX 1 TO ANNEX A, 321 OPORD 204-56

CELL & WAVE	TYPE BOMB FOR AMMO EXPENDED	SITE NUMBER	AIRCRAFT TAIL NO.	CAPSULE TYPE	TYPE EQUIP. REQ.	CELL POSITION	TIME AIRCRAFT ON SITE	TIME START LOAD	TIME CLEAR LAUNCH CELL	TIME START CREW LOAD	TIME COMP. CREW LOAD	TIME AIRCRAFT OFF SITE	TIME NEXT AIRCRAFT ON SITE	CAPSULE DELIVERY TIME	OFF-LOAD AND EVACUATE SITE NO.	BOMB COMMANDER NAME
							E-DAY	E-DAY	E-DAY	E+1	E+1	E+1	E+1	E+1		
1ST WAVE	15 700	1		TNC	MK6	1	0100	0230	0430	1715	1845	1900	1915	0245	1	RILEY
BLACK	15	2		TNC	MK6	2	0100	0230	0430	1720	1850	1905	1920	0245	2	ZIMMERMAN
	66	3		B	109	3	0200	0300	0500	1735	1905	1920	1935	0245	3	DISARIO
	15	4		TNC	MK6	4	0200	0330	0530	1740	1910	1925	1940	0245	4	HIENTON
	66	5		C	109	5	0200	0300	0500	1755	1925	1940	1955	0245	5	TAYLOR
1ST WAVE	66	6		C	109	1	0200	0300	0500	1800	1930	1955	2010	0315	6	NELSON
WHITE	66	7		B	109	2	0300	0430	0630	1815	1945			0315	7	GROVES
	66	8		B	109	3	0300	0430	0630	1820	1950			0315	8	NICHOLLS
	66	9		C	109	4	0400	0500	0700	1835	1955			0315	9	WELCH
	66	10		C	109	5	0500	0630	0830	1840	2010			0315	10	McDONALD
2ND WAVE	64	11		B	609	1	E+1 1100	E+1 1200	E+1 1400	E+1 1725	E+1 1905			E+2 0245	11	MARCINKO
BRASS	66	12		B	109	2	E-DAY 0700	E-DAY 0630	E-DAY 0830	1740	1910			0245	12	UPTON
	66	13		C	109	3	E-DAY 0700	E-DAY 0630	E-DAY 0830	1745	1915			0245	13	HASSETT
	66	14		C	109	4	E+1 1200	E+1 1230	E+1 1430	1750	1920			0245	14	ARENS
	66	15		B	109	5	1200	1230	1430	1755	1925			0245	15	BROWN
3RD WAVE	66	16		B	109	1	1230	1300	1500	1800	1930			0315	16	BARTLETT
COBOLT	66	17		B	109	2	1230	1915	2115	1805	1935			0315	1	PEOPLES
	66	1		B	109	3	1915	1920	2120	1810	1940			0315	2	KELLY
	66	2		B	109	4	1920	1935	2135	1815	1945			0315	3	CAMPBELL
	66	3		B	109	5	1935	1940	2140	1820	1950			0345	4	MILLER
NICKEL	←												→	0345	←	MAKE-UP FLIGHT

SPARE SITES 1ST WAVE, 18, 11, & 12. 3RD WAVE 4 & 5.

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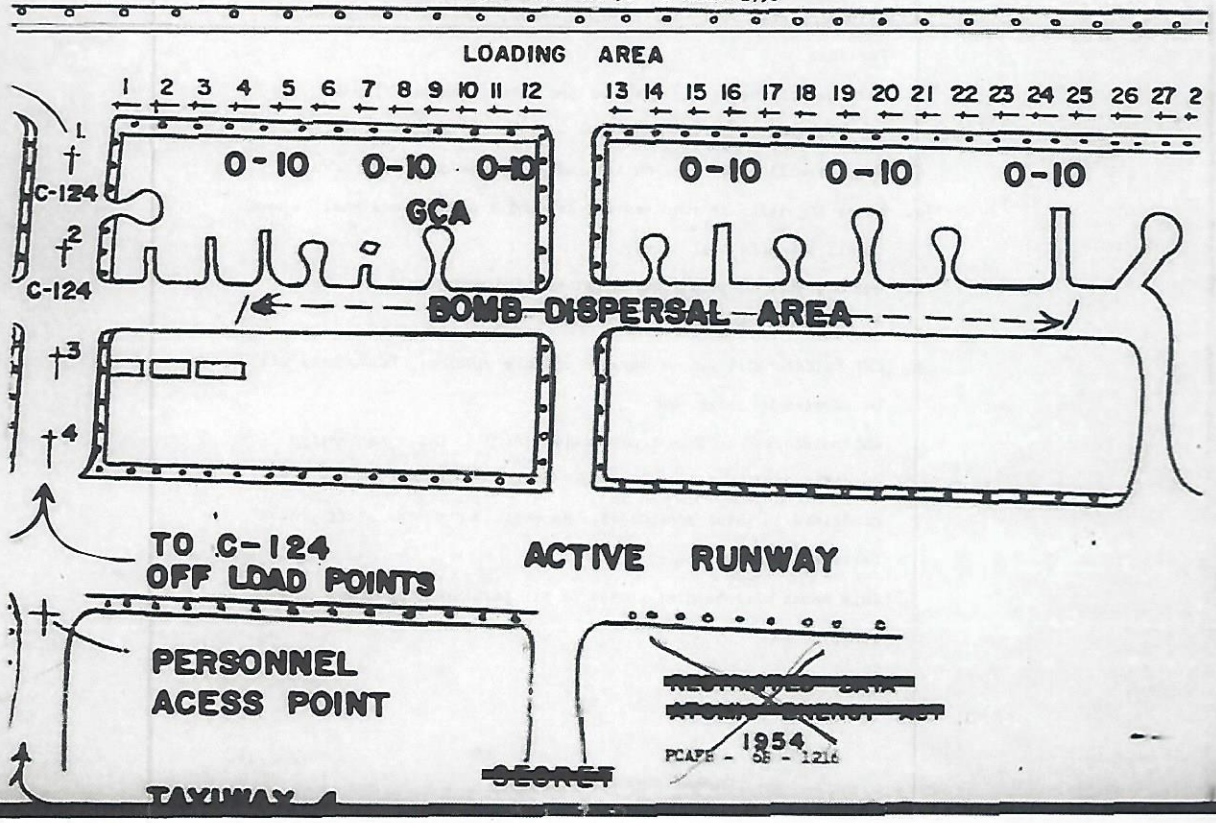
APPENDIX 2 TO ANNEX A 321 OPORD 204-56 2 MARCH 1956



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HEADQUARTERS, 321ST BOMB WING, (SAC)
Pinecastle Air Force Base, Florida
2 March 1956

ANNEX B

TO

OPERATIONS ORDER 204-56

"CRY BABY"

AIR OPERATIONS

1. GENERAL:

a. Launching will be from Pinecastle Air Force Base on EWP wave timing.

b. Refueling will be in the "APOLOGY" Area. (CANADA). Only one refueling.

c. Targets will be : (1) 1st and 3rd wave - Bahama Islands.
(2) 2nd wave - NE United States (Cities).

d. Weapons will be carried on 1st and 3rd waves only.

e. Water injection is required for 1st and 3rd waves and will be used on all takeoffs - all waves.

f. Gunnery will be practiced on 1st and 3rd waves only.

g. No chaff will be dropped.

h. EWP Folders will not be carried on this mission. BC Folders will be carried by crews.

i. Appendices 1-7 to this Annex assign crews to cells and assign specific targets to crews. Other pertinent information is also contained in these appendices. Appendix 8 contains staff prepared flight plans.

j. This Annex will be distributed to all participating crews as a flimsy.

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2. FORCE ORGANIZATION AND TIMING:

a. X-Day is 8 March 1956. X-Time is 0600Z.

b. H-Hour is the specified time that a force is to cross the H-Hour Control Line.

(1) The H-Hr Control lines are:

(a) 1st and 3rd Waves: 2600° N Parallel

(b) 2nd Wave : A line connecting 4600N - 6900W and 4500N - 6800W

c. FORCE

Wave	No. Acft	Call Name	Approx NCA T.O. Time		H-Hr Control Time	Approx Ldg Time
1	5	Bull Dog Black	10:17Z(05:17E)	9 MAR (X/1)	1800Z (1300E) 9 MAR	1630-1730
	5	White	10:45Z(05:45E)	"	1830Z 9 MAR	1700-1800
2	4	Red	23:20Z(18?0E)	"	0600Z(0100E) 10 MAR	0430-0530
	4	Blue	23:40Z(18:40E)	"	0620Z 10 MAR	0500-0600
3	5	Brass	10:17Z(0517E)	10 MAR (X/2)	1800Z(1300E) 10 MAR	1630-1730
	5	Cobalt	10:45Z(0545E)	"	1830 10 MAR	1700-1800
	Aborts	Nickel	11:17Z(0617E)	"	1900Z 10 MAR	1800-1900

d. ETA's to refueling rendezvous points in the form of "H-Minus" time have been coordinated with the tankers; therefore, at pre-take off

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briefing, take-off must be adjusted using latest metro to meet the scheduled Z Times below. (If H-Hour is postponed for any reason then new Z time must be computed using H-Minus figures below.)

ETA to RDZV Pt

DATE	FORCE	WAVE	Z TIME	H-MINUS
9 Mar	Bull Dog Black	1	13:38Z 9 Mar	H- 4:22
9 Mar	" " White	1	14:06Z "	H- 3:54
10 Mar	" " Red	2	02:42Z 10 Mar	H- 3:18
10 Mar	" " Blue	2	03:02Z "	H- 2:58
10 Mar	" " Brass	3	13:38Z "	H- 4:22
10 Mar	" " Cobalt	3	14:06Z "	H- 3:54
10 Mar	" " Nickel	3	14:38Z "	H- 3:22

[redacted]

"C... BABY"
SCHEDULE OF EVENTS
OP ORDER 204-56

3. SCHEDULE:

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
5 Mar (Mon)	Gen Briefing	1300	All Cmdrs, Crews & Staff	Div Brf Rm	Wg Ops Plans	
After 5 Mar	Detailed Flt Planning		All participating Crews	Sqdns	Indiv. Crews	
6,7,8Mar	Target Stdy & Flt Planning	All Day	All AOB's	Bomb/Nav	Bomb/Nav	
7 Mar (Wed)	Specialized Briefing	1300	All comdrs, Crew & Staff	Div Brf Rm	Plans, B/Nav Comm, Intell	
7 Mar	Preflight Acft (Prior to Weapons loading)	1500E	1st Wave Crews	Ramp		
9 Mar	"	0900E	3rd Wave Crews			
8 Mar	Weapon Loading	0230E	1st Wave Acft (Not Crews)	Sites	ABGp	
9 Mar	"	1200E	3rd Wave Acft (Not Crews)	"	"	

Annex B
321 OPORD 204-56
2 March 1956

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SCHEDULE OF EVENTS
OP OF[illegible]R 204-56.

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
9 Mar (Fri	PTO Briefing	0215E	1st Wave Crews	4th Ops	Current Ops	
		1545E	2nd Wave Crews			
	Stations (& Weapons Check)	0245E	Black			
		0315E	White			
		1620E	Red			
		1640E	Blue			
	St. Eng.	04:55E	Black			
		05:23E	White			
		17:58E	Red			
		18:16E	Blue			
	Taxi	05:07E	Black			
		05:35E	White			
		18:10E	Red			
		18:30E	Blue			
	Take-Off	05:17E (1017Z)	Black NCA			Others follow at 1 Min intervals
		0545E (1045Z)	White NCA			"
		1820E (2320Z)	Red NCA			"
		1840E (2340Z)	Blue NCA			"
	PTO Briefing	0215E	Brass & Cobalt	"	"	"
		0315E	Nickel			
	Stations (& Wpn Chk)	0245E	Brass			"
		0315E	Cobalt			
		0345E	Nickel			
	St. Eng.	04:55E	Brass			
		05:23E	Cobalt			
		05:55E	Nickel			

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SCHEDULE OF EVENTS
OP ORDER 204-56

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
Sat. 10 Mar	Taxi	0507Z	Brass			
		0535Z	Cobalt			
		0607Z	Nickel			
	Take-Off	0517Z (1017Z)	Brass MCA			Others follow at 1 Minute Intervals
		0545Z (1045Z)	Cobalt MCA			"
		0617Z 1117Z	Nickel MCA			"
9 & 10 Mar	Debriefing	Immed. after Ldg.	Crews	Southeast Corner of North Hangar	Wg Ops	
Wed 14 Mar	Critique	1300		Div Brief Rm	Wg Ops	

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4. ROUTES: (See Flight Plans, Appendix 8)

a. Common Route: (All Forces)

FROM: PCAFB

TO: Jacksonville VOR

TO: Savannah VOR

TO: Herndon VOR W. Va.

TO: 4600N 6900W

TO: APOLOGY Air Refueling Area
White, Blue & Cobalt Cells: Rendezvous PT "ANN"

Black, Red, Brass & Nickel Cells: Rendezvous PT "HETTY"

b. Common Route (1st and 3rd Wave)

FROM: End Refueling

TO: 5000N 5800W

TO: 4630N 6100W

TO: Bermuda

TO: 1900N 6700W

TO: 2130N 7110W

TO: Individual Targets

TO: 2435N 7830W

TO: 2505N 8030W

TO: Orlando VOR

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c. Common Route: (2nd days - Blue & Red)

FROM: End AR

TO: 5200N 5500W

TO: 4830N 5300W

TO: HHCL

TO: Individual Targets

TO: Bradford VOR (Assembly Point)

TO: 40° 00' N, 85° 00' W

TO: 30° 23' N, 81° 32' W

TO: Orlando VOR

TO: PCAFB

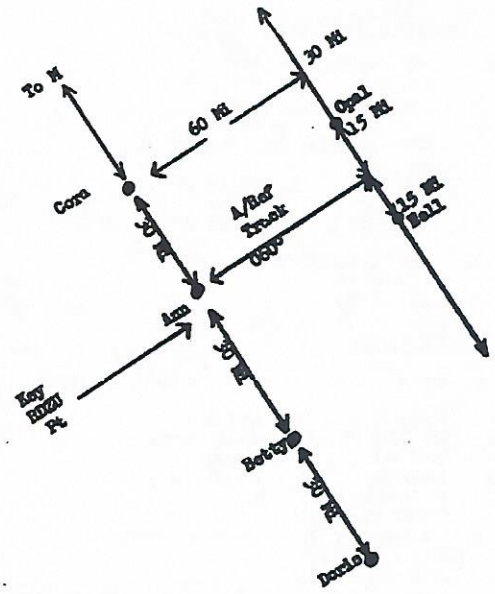
3. AIR REFUELING:

a. Areas, Rendezvous Points, & Communications

AREA	APOLOGY
KEY RDVU PT	4851N 6425W
BASE ALT	15,000
TRANSFER	50,000 lbs
AR TRACK	060 T.C.
MISSED AR	PCAFB
Alternates	HUNTER or LORING

WAVE	CELL	RDVU Pt	UHF	APN T	12 R	APN T	76 R	APN 11	L/F Homing
1	Black								
2	Red	Betty	266.2	7	5	5	7	1-3	1742 KC
3	Brass								
3	Nickel								
1	White								
2	Blue	Ann	256.0	8	6	6	8	1-2-1	1734 KC
3	Cobalt								

b. Rendezvous Point Diagram



NOTE: Staff prepared flight plans are plotted to specific rendezvous points. However, crews may have to change in the air at the request of the Comdr.

c. Tankers will orbit 50MI prior to rendezvous point.

d. Receiver leaders will give ETA to Rendezvous Point as soon as possible but not later than 20 minutes prior to arrival.

e. Tanker leaders will assume name of rendezvous point, i. e., "APOLLO BETTY LEADER".

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f. Refueling frequency will be used for inter-plane frequency until immediately after Bombs-Away at which time control room (321st BW Common) frequency will be used.

6. TACTICS: (IAW TAC Doctrine except where otherwise specified.)

a. Take-off and assembly.

(1) Individual aircraft take-off one minute interval.

(2) Fly straight ahead for two minutes after release brakes and turn to first mag heading. (353° T.C.)

(3) All aircraft fly technical order speeds after turn on course.

(4) During climb, leader will announce his altitude each 1,000 feet.

(5) Leader levels off at base altitude (1000' below Opt) and announces his Alt. Others stack up on him at 500 feet intervals.

(6) At level off, leader will fly 400 KTAS 1,000 feet below optimum and following aircraft will fly 450 KTAS to join up in "Robert". Each will announce when "In".

(7) Following aircraft will space themselves to assume a trail formation stacked up at 500 feet intervals and one mile separation. This formation will be maintained for thirty (30) minutes.

(8) Maximum use will be made of A-5 and K-system radar to join formation.

(9) After the above procedure has been executed, NCA will announce "Form Tillie" and aircraft will assume loose formation Tillie until formation "Robert" with 10° Right Echelon is formed for refueling.

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b. Climb Power-98% after T.O., 96% after refueling or when in formation.

c. Formation:

(1) Loose "Tillie" as much as possible.

(2) Tighten formation for thin weather penetration.

(3) Formation "Robert" for heavy weather penetration.

(4) "Robert" with 10° Right Echelon for refueling.

d. Speed and Altitude:

(1) Simulated enemy territory: At RHCP. (2nd wave) and after turn at Puerto Rico (1st and 3rd waves) form into line abreast with one mile lateral separation. (#1, 4, 5, level, #2 and 3 stacked up 500') 2nd wave apply 96%, adopt .81 and allow aircraft to climb until reaching assigned bombing altitude. 1st and 3rd wave maintain mach .74; assume assigned bombing altitude.

(2) Bomb Run: 1st & 3rd waves .74 mach; 2nd wave .81 march. Level flight at assigned altitude as indicated in appendices 1 thru 7, this Annex.

(3) Method of Bombing: Radar synchronous, direct or offset, emergency IAW SAC Manual 55-5A.

Scoring: Cross over Method. Scope photograph in accordance with existing regulations (Emergency Bomb Word - "HOMETOWN")

e. IHDA Tactics:

(1) Breakaway turn will be initiated after expiration of ATP unless overflight is specified on target assignment sheet. (Appendices 1-7 to this Annex).

(2) Aerial photography (vertical) will be accomplished from thirty (30) miles out, during the bomb run, through the target.

(3) Radar scope photos will be accomplished in accordance with SAC Manual 50-38.

(a) Also intermittent 0-15 cell photography.

(b) Lead aircraft will be responsible for ADIZ photography 1 - 12 scans.

(c) N o scope photography to be made over Canada.

(4) Aerial and radar film will be off-loaded and processed at PCAFB.

f. Turn-off Targets:

(1) Direction is specified in separate appendices to this Annex.

(2) Turn to be started after expiration of ATF unless flyover is indicated on target assignment sheet (Appendix to this Annex).

(3) Turns will be made at maximum rate of roll, maximum angle of bank, and the aircraft will be rolled out straight and level 35 seconds after turn was begun in order to simulate IBDA. New heading will be held for one (1) minute, then turn back on course to assembly point.

g. Withdrawal: Individually - (2nd wave .81 mach; 1st & 3rd .74). To Assembly Pt. outbound. Route as specified on target assignment sheets, and flight plans. Maintain bombing altitude separation to the Assembly Pt. Then MCA's take control of the cell and prescribe altitude separation. Attempt to re-form the cell. .74 mach from Assembly Pt. to PCAFB.

h. Position Reporting: Leader will advise #3 aircraft and #3 will submit report. HF will not be used except for ICAO reports, B-11 reports, or emergencies.

i. Strike Reporting: Each aircraft will transmit strike reports individually. If unable to get through, reports can be relayed by UHF to another aircraft, which will, in turn, relay to ground station.

j. "Buddy System" Bombing:

(1) Tactics covered in Section "C", SAC Tactical Doctrine, apply to crews assigned bomb assist aircraft in target appendices. Such crews will assist each other in event of malfunction as indicated below:

(a) Each crew assigned an assist aircraft will compute release point for that aircraft's target.

(b) Then compute distance and azimuth of his own release point from the other release point.

(c) When an aircraft loses computer functions but maintains mapping radar he will announce to the other target aircraft "Bulldog Blue 2 from Blue 4 - "HOMETOWN" - (HOMETOWN is the emergency bombing code) - and position himself on the other aircraft in range and azimuth as required.

(d) The other aircraft will announce his time to go on his own bomb run IAW SAC Manual 55-5A.

(e) Malfunctioning aircraft will "toggle" on the other's "Bombs-Away" signal.

(2) Aerial photography (vertical) will be accomplished from thirty (30) miles out, during the bomb run, through the target.

(3) Radar scope photos will be accomplished in accordance with SAC Manual 50-38.

(a) Also intermittent O-15 cell photography.

(b) Lead aircraft will be responsible for ADIZ photography 1 - 12 scans.

(c) N o scope photography to be made over Canada.

(4) Aerial and radar film will be off-loaded and processed at PCAFB.

f. Turn-off Targets:

(1) Direction is specified in separate appendices to this Annex.

(2) Turn to be started after expiration of ATF unless flyover is indicated on target assignment sheet (Appendix to this Annex).

(3) Turns will be made at maximum rate of roll, maximum angle of bank, and the aircraft will be rolled out straight and level 35 seconds after turn was begun in order to simulate IBDA. New heading will be held for one (1) minute, then turn back on course to assembly point.

g. Withdrawal: Individually - (2nd wave .81 mach; 1st & 3rd .74). To Assembly Pt. outbound. Route as specified on target assignment sheets, and flight plans. Maintain bombing altitude separation to the Assembly Pt. Then MCA's take control of the cell and prescribe altitude separation. Attempt to re-form the cell. .74 mach from Assembly Pt. to PCAFB.

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7. NAVIGATIONAL CONTROL POINTS

a. 1st and 3rd Waves

CONTROL POINT DESIGNATION	PLACE	ACTION REQUIRED
ALFA	Level Off	Ldr announces "Alpha now - two nine thousand (his Alt. - 1000' below Opt)" Leader fly 400 KTAS-Others 450 KTAS until joined up - Form "Robert"
BRAVO	After 30 Min "Robert"	Form loose "Tillie"
CHARLIE	30 Min prior to Descent	Form " Robert" - 10° Echelon Right
DELTA	Rendezvous Point	Rendezvous by NCA - (#2 Stand-by) (or as designated on Tgt Sheet)
ECHO	End Refuel	Accelerate straight ahead 2 Min. to 340 KIAS
FOXTROT	Start Climb	Climb in "Robert" - 10° Echelon Right. Lose approx. 4 Knots per 1000'. IAS should be: KT: 20,000-320K 25,000-300K 30,000-270K
GOLF (White & Cobalt)	L.G & TP (50°00'N) (58°00'W)	Turn to T.C. 209° - Form loose "Tillie"
GOLF (Black & Brass)	T.P (50°00'N) (58°00'W)	Turn to TC 209°
HOTEL (Black & Brass)	Level Off	Form loose "Tillie"
INDIA	TP (46°30'N) (61°00'W)	Turn to T.C. 191° - Start 1st Day Cel Nav Leg.
JULIET	4200 N	Spread formation for gunnery - Form "Tillie" when thru
KILO	TP (BERMUDA)	Turn to 188° T.C. End 1st - Start 2nd Day Cel Nav Leg
LIMA	3000° N	Spread formation for gunnery - Form "Tillie" when finished or before 2200° N
MIKE	HHCP	

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NOVEMBER	T.F. (1900 N) (67-00W)	End 2nd Day Celestial Leg - Turn to 303° T. C.
OSCAR	5 Min. after turn	Form "Edward" - Line abreast 1 mi. lateral separation - Maintain .74 mach
PAPA	Grand Turk - Breakup Point	Assume altitude separation .74 mach. Remember "HOMETOWN"
QUEBEC	IP	
ROMEO	Target	Simulate drop - IBDA - Turn after ATP - Change frequency to Bulldog control
SIERRA	Assembly Point WILLIAMS ISLAND	Announce passage to NCA - Turn to 285° T.C. NCA attempt to re-form cell
TANGO	TP (25°05' N) (80°30' W)	Announce passage to NCA - NCA attempt to re-form cell - Turn to T.C. 348°
UNION	100 Mi. South PCAFB	NCA contact Orlando approach control for clearance to stack cell enroute to Orlando VOR. Request clearance for each A/C to penetrate at 3 Minute intervals upon arrival at Orlando VOR.
VICTOR	ORL. VOR	Penetration & GCA (Standard)

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b. 2nd Wave

CONTROL POINT DESIGNATION	PLACE	ACTION REQUIRED
ALFA	Level off	Ldr announce "Alfa now - two nine thousand (his Alt. 100' below opt)" Leader fly 400 KTAS - others 450 KTAS until joined up - Form "Robert"
BRAVO	After 30 Min. "Robert"	Form loose "Tillie"
CHARLIE	30 Min. prior to descent	Form "Robert" - 10° Echelon Right
DELTA	Rendezvous Point	Rendezvous by NCA (Or as designated on Tgt Sheet) (#2 Standby)
ECHO	End Refuel	Accelerate straight ahead 2 min. to 340 KIAS
FOXTROT	Start climb	Climb in "Robert" - 10° Echelon Right. Lose approx 4 knots per 1000' Ind. airspeed should be at: 20,000' - 320K 25,000' - 300K 30,000' - 270K
GOLF	Level off	Form loose "Tillie"
HOTEL	TP (52°00'N) (55°00'W)	Turn to T.C. 159°
INDIA	TP (48°30'N) (53°00'W)	Turn to T.C. 254°
JULIET	HHCP	Accelerate 96% - Mach .81 - Form "Edward" - climb to assigned bombing altitude
KILO	PIP	Remember "HOMETOWN"
LIMA	IP	
MIKE	Target	Simulate drop - IRDA turn after ATP unless over flight required - Change frequency to Bulldog Control channel

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NOVEMBER	Assembly Point BRADFORD VOR	Turn to 259°T.C. Each A/C announce passage to NCA - NCA attempt to re-form cell. Begin nite celestial nav. leg.
OSCAR	T.P (40°00N) (85°00W)	Get heading from ACB
PAPA	3023N 8132W (Jacksonville)	Turn to 174° T.C. End nite Cel. Nav. Leg - Contact Orlando approach control for clearance to stack cell enroute to Orlando VOR. Request clearance for penetration of each A/C at 3 min. intervals - Upon arrival at Orlando VOR.
QUEBEC	ORL VOR	Penetration & GCA (Standard)

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8. FUEL REQUIREMENTS:

a. Take off load: 1st and 3rd waves: 101,178 lbs of fuel

2nd wave: 95,126 lbs

(See Staff Flight Plans for distribution of fuel)

b. Minimum Reserve: 12,000 lbs over High Station.

c. Do not use fuel from tip tanks until after air refueling.

9. RESTRICTED AREAS:

a. None are penetrated.

b. All waves pass near:

R-161 Jacksonville

R-159 Savannah

R-115 Pope AFB

R-37 Above Quantico

Prohibited - Gettysburg

DC-41 Chatham (Gulf of St. Lawrence)

c. Red #4 passes near R-70 in Lake Ontario

d. 2nd wave passes near:

R-110 at Madison, Ind.

P-78 at Knoxville, Tenn.

P-378 at Augusta, Ga.

R-385 at Augusta, Ga.

e. 1st and 3rd waves pass near:

W-368, 369 and 429 Puerto Rico at the end of a long navagation leg.

W-171 Miami

R-167 Avon Park

10. ABORT PROCEDURES:

a. Ground Aborts: Crews will immediately notify the line vehicle and tower and will move to spare aircraft with personal equipment.

b. Radar Aborts: If the radar goes out, and there is no way of bombing, or obtaining a picture for scoring, 1st and 3rd wave aircraft will obtain clearance and return to PCAFB if refueling has not been accomplished. If, however, refueling has been accomplished, the mission will be continued, and formation flying and gunnery will be logged for utilization provided that VFR conditions exist at altitude. Day celestial legs may be scored by pilot. Aircraft with radar out will notify NCA, who will assign a special altitude to that aircraft if weather is encountered. 2nd wave aircraft will return to PCAFB regardless of when radar goes out (night).

c. Air Aborts: ATC clearance should be obtained prior to departing altitude reservation.

d. Mission Cancellation: Any cancellation must be authenticated IAW AFSAL 5104. Recall word is "OMIT".

e. Back Up Plan: Several 3rd wave aircraft will be loaded and made available for back up of 1st wave.

11. EMERGENCY/ALTERNATE BASES:

BASE	LOCATION	ELEV	RUNWAY	TOWER	RADIO AIDS
Hunter AFB	Savannah, Ga.	40'	10,500	236.6 252.6 275.8MC	Sav Radio 263 Kc Sav Beacon 335 Kc
Lockbourne	Columbus, Ohio	744'	10,500	236.6Mc 275.8Mc	Columbus VOR 116.7
Loring AFB	Limestone, Me.	746'	10,000	236.6Mc 275.8Mc	Loring VOR 115.0 Spragueville Radio 371 Kc
Goose AFB	Goose Bay NFL'D	150'	9,600	236.6Mc	Goose Radio 257 Kc
Kindley AFB	Bermuda	11'	7,270	236.6Mc	Kindley Beacon 528 Kc
Ramey AFB	Puerto Rico	237'	9,000	236.6Mc 243 Mc	Ramey Radio Beacon 347Kc Ramey Runway Beacon 278 Kc

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12. FIGHTER ATTACKS:

a. Interception is probable over Northeast U.S. and Canada. Crews insure that guns are safetied. Deputy leader will monitor GCI Frequency and "Guard". NCA call deputy on "Guard" if necessary.

13. JET LETDOWNS:

a. Wing Stand Board will brief all crews on letdowns at enroute bases.

b. Letdown upon return to PCAFB will be standard published VOR Descent. 1st and 3rd waves will attempt to stack cells enroute from South Florida, and will request penetration at 3 minute intervals. 2nd wave will attempt to stack cells enroute from Jacksonville, and descend at 3 minute intervals. Approach Control will be the final authority. (Descent will be teardrop to the northwest as published).

14. GUNNERY: For 1st and 3rd waves only. Fireout will be accomplished during overwater leg from Newfoundland to Puerto Rico. Leader will announce "Form Edward". Aircraft will form line abreast - 1 mile separation.

Begin firing - 42-00N
Cease firing - 35-00N
Begin firing - 30-00N
Cease firing - 22-00N

NOTE: Guns will be "Safe" when overflying Canada.

15. MISCELLANEOUS:

a. Emergency Jettison: In event of emergency jettison of bomb after take-off, the C. G. will shift to 31% M.A.C. if the aft aux is still full. This approaches max tail heavy condition.

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b. Landing with weapon aboard: Insure that the rear tank has 5000 lbs more fuel than the front tank.

c. Radio Discipline: All airborne transmissions are to be carefully considered, and held to a minimum. Maximum use of coded control point designations will be made. No transmissions will be made which will tend to disclose any information about the flight to unauthorized persons.

d. Accomplishments: (For 50-8, USCM score, and utilization) Each Crew - Cell flying - 1 hr.

Formation - All over one hour (cell) to be logged as formation until break up point. If cell is re-formed, log formation hour for hour.

Refueling - One wet: (Day or night as applicable)

5 Min. Drys: Accomplish if time permits while waiting for other acft. Claim only if accomplished. (Notify Tanker)

1 camera scored radar attack

1 long range cruise control mission

HF strike report (1500 mi. range)

1st and 3rd waves - Air weapon training flight and weapons evaluation
Fighter attacks are probable

Celestial navigation - 1st and 3rd wave crews. 2 scored celestial (Day) legs 1 from turn point after air refueling to Bermuda. 1 from Bermuda to turning point. 2nd wave crews - 1 night leg after target to Jax.

NOTE: All crews get credit, but must get at least 6 LOP's, 5 of which must be celestial, and one or more may be Flop.

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e. For Scoring: Wing man plot DR terminal point using NCA's new T.H. and Time. This point is indicated as destination on SAC Form 157. NCA must notify wing man of his last T.H. and Time to destination.

f. Gunnery: 1st and 3rd waves - 1 gunnery firsout.

g. Electronic Rendesvous: (Day or night as applicable) Person to claim credit for rendezvous as indicated on target assignment sheet. (NCA and Deputy - Standby)

h. Special Weapons Exercise: Some crew members who have not performed an S.W.E. this quarter will be required to perform an IFI and IFE immediately upon parking after the flight. Those persons will be notified at pre-take-off briefing.

16. SPECIAL WEAPONS:

a. Realistic weapon procedures will be emphasized on the ground and in flight. Each 1st and 3rd wave aircraft will fly the USCM with weapon and capsule. Upon return of 1st and 3rd waves respectively, weapon, capsule, interior, and bomb bay configuration will be evaluated for effectiveness. Bomb Commanders will use the flip card flimsy, applicable SAC ASOP check sheets, and SAC Manual 50-38 Volume I to set up weapon and aircraft for evaluation. Evaluation will consist of a check of aircraft and weapon simulating conditions one (1) second prior to drop.

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HEADQUARTERS 321ST BOMBARDMENT WING(M) TAC
Pinecastle Air Force Base, Florida
1 March 1956

Appendix 1 to Annex B

1ST WAVE - BLACK CELL 321 OPORD 204-56

CREW NO	L-76	L-80	L-10	R-05	R-46
ACFT CMDR	Riley	Zimmerman	Disario	Heinton	Taylor
CELL AND POSITION	Black BCA	#2	#3	#4	#5
FROM	Break up point---Grand Turk---27° 28'N 71° 09'W				
PIP	22° 25'N 72° 41'W	23° 07'N 73° 40'W	22° 19½'N 73° 03' W	23° 56½'N 74° 33' W	21° 51'N 72° 10'W
IP	23° 05'N 73° 49'W	24° 08'N 75° 15'W	22° 42'N 73° 52'W	24° 38'N 75° 34'W	22° 32'N 73° 50'W
TGT	S. W. Tip Rum Cay	Tip Powell Pt.	Tip of Land Long Is.	No. Tip of So Eleuthera Island	Tip Cape Verde Long Is.
NO.	E-162	E-161	E-163	E-160	E-164
TOZ	A	A	A	A	A
BOMB ASSIST AIRCRAFT	None	None	———	———	———
CAP	TNC	TNC	B	TNC	C
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Left	Left	Left	Left	Left
TO:	Turn for 35 Sec.				
TO:	Hold heading for 1 Min				
TO:	On course to assembly Pt.				
ASSEMBLY POINT	24° 35'N 78° 30'W Williams Island				
ASSEMBLY POINT ALTITUDE	36,000	36,500	37,000	37,500	38,000

NOTE: BCA takes credit for Rendezvous.

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Pinecastle Air Force Base, Florida
2 March 1956

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1ST WAVE - WHITE CELL 321 OPORD 204-56

CREW NO	L-51	L-81	L-37	R-07	L-15
ACFT CMDR	Nelson	Groves	Nichols	Welch	McDonald
CELL AND POSITION	White NCA	#2	#3	#4	#5
FROM	Break up point ----- Grand Turk ---- 27° 28'N 71° 09'W				
PIP	22° 25'N 72° 41'W	23° 07'N 73° 40'W	22° 19½'N 73° 03 'W	23° 56½'N 74° 33 'W	21° 51'N 72° 10'W
IP	23° 05'N 73° 49'W	24° 08'N 75° 15'W	22° 42 'N 73° 52 'W	24° 38 'N 75° 34 'W	22° 32'N 73° 50'W
TOT	S. W. Tip Rum Cay	Tip Powell Pt.	Tip of Land Long Is.	No. Tip of No Eleuthera Island	Tip Cape Verde Long IS
NO.	E-162	E-161	E-163	E-160	E-164
DOZ	A	A	A	A	A
BOMB ASSIST AIRCRAFT	None	None	----	----	----
CAP	C	B	B	C	C
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Left	Left	Left	Left	Left
TO:	Turn for 35 sec.				
TO:	Hold heading for 1 Min.				
TO:	On course to assembly Pt.				
ASSEMBLY POINT	24° 35'N 78° 30'W Williams Island				
ASSEMBLY POINT ALTITUDE	36,000	36,500	37,000	37,500	38,000

NOTE: Maj. McDonald takes credit for rendezvous.

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
1 March 1956

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2ND WAVE - RED CELL 321 OPORD 204-56

CREW NO	L-34	L-82	L-41	R-06	
ACFT CMDR	Gaskins	Rosenbalm	Jaff	Richiasin	
CELL AND POSITION	NCA	#2	#3	#4	#5
RHCP	45-39N 68-37W	All the Same			
PIP	———	———	———	44-04N 73-30W	44-01N 73-22½W
IP	44-03N 73-28W	44-03½N 73-29½W	44-01½N 73-27W	43-27N 76-30W	43-03N 74-20W
TOT	Syracuse Hancock AF	Syracuse Mun A. F.	Griffiss AFB	Rochester Mun. AF.	Endicott AF.
NO.	8036	8036	8882	6839	0764
DGZ	H	E	D	D	C
BOMB ASSIST AIRCRAFT	#2	#1	———	———	———
CAP	B	B	B	B	
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Over Flight	IBDA Right	IBDA Left	IBDA Left	IBDA Right
TO:	Bradford VOR				
ASSEMBLY POINT	Bradford VOR				
ASSEMBLY POINT ALTITUDE	35,000	35,500	36,000	36,500	37,000

NOTE: NCA & #2 maintain cell on bomb run. Capt Rosenbalm to take credit for rendesvous.

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HEADQUARTERS 321ST BOMBARDMENT WING (M) 45
Pinecastle Air Force Base, Florida
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2ND WAVE - BLUE CELL 321 OPORD 204-56

CREW NO	L-75	L-42	B-77	B-67	
ACFT CMDR	Fogler	Waterhouse	Singleton	Wood	
CELL AND POSITION	NCA	#2	#3	#4	#5
RHCP	45-39N 68-37W	All the Same			
PIP	----	--- -	43-30N 71-27½W	------	43-29½N 71-26½W
IP	43-31N 71-27W	43-32½N 78-28½W	42-15N 73-46W	43-33N 71-25W	42-13N 73-45W
TGT	Albany E. Greenbush	Albany NY. AF. Nbm. AF.	Scranton SW. AF.	Schenectady AF.	W-B-Scranton AF.
NO.	0130	0130	7367	7280	9468
DGZ	B	D	F	A	E
BOMB ASSIST AIRCRAFT	------	------	#5	------	#3
GAP	C	B	B	B	B
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Over Flight	Over Flight	IBDA Right	IBDA Right	Over Fly 2 Min Past ATF IBDA Right
TO:	Bradford VOR				
ASSEMBLY POINT	Bradford VOR				
ASSEMBLY POINT ALTITUDE	35,000	35,500	36,000	36,500	37,000

NOTE: NCA, #2, And #4 must remain in line abreast on bomb run. #3, and #5 must remain in line abreast on bomb run.

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HEADQUARTERS 321ST BOMBARDMENT WING (M) 46
Pinecastle Air Force Base, Florida
1 March 1956

Appendix 5 to Annex B

3RD WAVE - BRASS CELL 321 OPOrd 204-56

CREW NO	L-03	R-49	R-36	IN-83	IN-55
ACFT CMDR	Marcinko	Upton	Hassett	Arsens	Brown
CELL AND POSITION	NCA	2	3	4	5
FROM	Break up point ——— Grand Turk ——— 27-28N 71-09W				
PIP	22-25N 72-41W	23-07N 73-40W	22-19½N 73-03W	23-56½N 74-33W	21-51N 72-10W
IP	23-05N 73-49W	24-08N 75-15W	22-42N 73-52W	24-38N 75-36W	22-32N 73-50W
TGT	S. W. Tip Rum Cay	Tip Powell Pt.	Tip of Land Long Is.	No. Tip of No Eleuthera Island	Tip Cape Verde Long Is.
NO.	E-162	E-161	E-163	E-160	E-164
DOZ	A	A	A	A	A
BOMB ASSIST AIRCRAFT	None	None	———	———	———
CAP	B	B	C	C	B
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Left	Left	Left	Left	Left
TO:	Turn for 35 sec.				
TO:	Hold heading for 1 Min.				
TO:	On course to assembly Pt.				
ASSEMBLY POINT	24-35N 78-30W Williams Island				
ASSEMBLY POINT ALTITUDE	36,000	36,500	37,000	37,500	38,000

NOTE: Maj. Upton to take credit for rendezvous.

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HEADQUARTERS 321ST BOMBARDMENT WING (M) 47
Pinecastle Air Force Base, Florida
1 March 1956

Appendix 6 to Annex B

3RD WAVE - COBALT CELL 321 OPORD 204-56

CREW NO	L-04	L-17	R-44	R-79	R-71
ACFT CMDR	Bartlett	Peoples	Kelly	Campbell	Miller
CELL AND POSITION	NCA	#2	#3	#4	#5
FROM	Break up point ——— Grand Turk ———			27-28N 71-09W	
PIP	22-25N 72-41W	23-07N 73-40W	22-19½N 73-03W	23-56½N 74-33W	21-51N 72-10W
IP	23-05N 73-49W	24-08N 75-15W	22-42N 73-52W	24-38N 75-34W	22-32N 73-50W
TGT	S. W. Tip Rum Cay	Tip Powell Pt.	Tip of Land Long Is.	No. Tip of No Eliuthera Island	Tip Cape Verde Long IS.
NO.	E-162	E-161	E-163	E-160	E-164
DGZ	A	A	A	A	A
BOMB ASSIST AIRCRAFT	None	None	———	———	———
CAP	B	B	B	B	B
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Left	Left	Left	Left	Left
TO:	Turn for 35 sec.				
TO:	Hold heading for 1 Min				
TO:	On course to assembly Pt.				
ASSEMBLY POINT	24-35N 78-30W Williams Island				
ASSEMBLY POINT ALTITUDE	36,000	36,500	37,000	37,500	38,000

NOTE: Capt. Campbell to take credit for rendezvous.

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
1 March 1956

Appendix 7 to Annex B

3RD WAVE - NICKEL CELL 321 OPORD 204-56

CREW NO					
ACFT CMDR					
CELL AND POSITION	NCA	#2	#3	#4	#5
FROM	Break up point ——— Grand Turk ——— 27-28N 71-05W				
PIP	22-25N 72-41W	23-07N 73-40W	22-19½N 73-03W	23-56½N 74-33W	21-51N 72-10W
IP	23-05N 73-49W	24-08N 75-15W	22-42N 73-52W	24-38N 75-34W	22-32N 73-50W
TGT	S.W. Tip Rum Cay	Tip Powell Pt.	Tip of Land Long Is.	No. Tip of NO Eleuthera Inland	Tip Cape Verde Long Is.
NO.	E-162	E-161	E-163	E-160	E-164
DGZ	A	A	A	A	A
BOMB ASSIST AIRCRAFT	None	None	—	—	—
CAP					
BOMB ALT	35,000	35,500	36,000	36,500	37,000
TURN OFF TARGET	Left	Left	Left	Left	Left
TO:	Turn for 35 sec.				
TO:	Hold heading for 1 Min				
TO:	On course to assembly Pt.				
ASSEMBLY POINT	24-35N, 78-30W, Williams Inland				
ASSEMBLY POINT ALTITUDE	36,000	36,500	37,000	37,500	38,000

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MISSION FLIGHT PLAN

"CRY BABY" 204-56 | 321 | B-47/B[illegible]

BLACK-BRASS-NICKEL

Aircraft basic weight	82000	FM.	18500	BOMB WT.	8500	Pressure alt.	951'
Crew weight	1056	CM.	18500		448	Length	12000
Oil weight	423	AM.	20500	Water aug weight	4800	Air temp.	90°
ATO weight		FWD AUX	6500			Critical field length	10700
		B.B.	19178	Initial gross weight	200,000	Takeoff	(Wet)
		ATO	8000			Distance	9300
	1595	EXT.	10000	Start engines and taxi fuel allowance	2560	Speed	163
Miscellaneous							
Operating weight	85074	Total fuel	101178	Takeoff gross weight	197,440		

PRE-FLIGHT PLAN

From: PCAFB

Route	Flt. Cond.	T.C.	Wind corr / Drift	T.H.	Var.	M.H.	Temp. / Alt.	Mach	T.A.S.	G.S.	Grd dis / Acc. grd dis	Time / Acc. time	Air dis / Acc. air dis	E.T.A.	Fuel remaining	Gross weight
															101178	200000
ST. ENG TAXI											10	:03	10		4620	9420
T. O. & ACC					ADI		4800	∅			10	:03	10		96558	190580
JAX VOR			260/20								111	:16½	111			
		353	-3	350	-1	349		98%	405	405	121	:19½	121			
30-35N											10	:01½	7		8500	8500
81-32W L/O		012	-7	005	-1	004	29	98%	430	440	131	:21	128		88058	182080
SAVANNAH VOR											96	:14	94		2805	2805
32-10N 81-07W		012	-8	004	0	004	29.3	-	400	405	227	:35	222		85253	179275
32-47N JOIN											42	:06	40		1180	1180
80-48W UP		023	-7	016	+3	019	29.5	-	400	418	269	00:41	262		84073	178095
39-01N HERNDON			270/55								408	:54½	390		11230	11230
77-28W VOR		023	-7	016	+3	019	31	.74	430	448	677	01:35½	652		72843	166865
43-00N			270/50								313	:41	294		7950	7950
73-00W		040	-5	035	+10	045	32	.74	430	459	990	02:16½	946		64893	158915
46-00N COMMON			270/50								248	:32½	232		6070	6070
69-00W POINT		044	-5	039	+18	057	32.8	.74	428	459	1238	02:49	1178		58823	152845
47-48N DESC			270/45								184	:24	173		4350	4350
65-27W POINT		047	-4	043	+22	065	33.4	.74	430	460	1422	03:13	1351		54473	148495
48-25N RENDZ			270/35								68	:08½	64		470	470
64-07W POINT		049	-2	047	+26	[illegible]	15	-	450	475	1490	03:21½	1415		54003	148025
49-08N ENTER GAN-			280/25								98	:20	94			
62-10W DER CONTROL		060	-4	056	+28	[illegible]	15	-	280	296	1588	03:41½	1509			
49-42N SAC			280/25								50	:10	40	80000	41000	41000
60-40W REFUEL		060	-4	056	+29	085	15	-	280	296	1638	03:51½	1556		95003	189025

2AF Form 12a App 6 Annex B, 321 OPORD 204-56, 2 March 1956. PCAFB-CB-1216

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FROM / ROUTE		PLT	T.C	WIND COMP / DRIFT	T	VAR	M.H.	TEMP	MACH	T.A.S	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN	GROSS WEIGHT
49-48N	START											12	:02	12		1200	1200
60-20W	CLIMB											1650	03:53½	1568		93803	187825
50-00N				270/35								92	:13	83			
58-00W	T/P		096	+1	097	+30	127		-	380	415	1742	04:06½	1651			
49-44N				270/45								18	:03	19		4500	4500
58-13W	L/O		210	+6	216	+31	247	28.8	-	380	355	1760	04:09½	1670		89303	183325
46-30N				270/45								223	:32½	236		7090	7090
61-00W	T/P		210	+5	215	+28	243	29.7	.74	435	410	1983	04:42	1906		82213	176235
32-19N				270/55								870	02:05	900		24620	24620
64-42W	BERMUDA		191	+7	198	+20	218	33.1	.74	428	415	2853	06:47	2806		57593	151615
26-00N				270/60								384	:56	400		9830	9830
65-51W	H-HCP		188	+9	197	+12	209	34.5	.74	426	412	3237	07:43	3206		47763	141785
19-00N				270/60								425	01:02	445		10200	10200
67-00W	T.P.		188	+8	196	+9	205	36.	.74	426	412	3662	08:45	3651		37563	131585
21-28N	BREAK			270/60								275	:43	305		6560	6560
71-09W	UP		303	-4	299	+5	304	37 M	.74	426	382	3937	09:28	3956		31003	125025
22-25N				270/65								105	:16½	117		2405	2405
72-41W	PIP		303	-4	299	+4	303	37.5	.74	426	380	4042	09:44½	4173		28598	122620
23-05N												75	:11½	83		1690	1690
73-49W	IP		303	-4	299	+3	302		.74	426	380	4117	09:56	4256		26908	120930
23-29N												72	:11½	83		1670	1670
74-57W	TGT		299	-4	295	+2	297	38	.74	426	376	4189	10:07½	4339		24238	119260
IBDA LEFT												10	:01½	10		210	210
												4199	10:09	4349		24028	119050
24-35N												203	:32½	231		4510	4510
78-30W	T/P		287	-2	285	+1	286	39	.74	426	375	4402	10:41½	4580		19518	114540
25-05N				270-65								114	:18½	131		2205	2205
80-30W	T/P		285	-2	283	-1	282	39.2	.74	426	366	4516	11:00	4711		17313	112335
ORLANDO VOR				270/70								212	:31½	224		4130	4130
			348	-9	339	-1	338	40 M	.74	426	405	4728	11:31½	4935		13183	108205
JET-PEN-LAND													:15			1500	1500
PCAFB													11:46½			11683	106705
19-00N																	
67-00W	T/P	ACFT #2			BLACK, BR[illegible], NICKLE											37563	131585
21-28N	BREAK			270/60								275	:44	313		6560	6560
71-09W	UP		303	-5	298	+5	3[illegible]3		.74	426	372	3937	09:29	3964		31003	125025
20-07N				270/65								171	:27	193		4245	4245
73-40W	PIP		305	-5	300	+3	303		.74	426	372	4108	09:56	4157		26758	120780

2AF, FORM 12MA App 5 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-6B-1216

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ROUTE	FLT CONDS	T.C	WIND COMP + OR - DRIFT	T	VAR.	M.H.	TD ALT.	MACH	T.A.S	G.S.	TO DIS ADD DIS	TIME ADD TIME	AIR DIS ADD AIR DIS	ETA	FUEL FLIGHT PLAN FUEL USE	G WEIGHT
24-08N 75-09W IP		305	-5	300	12	302		.74	426	372	108 4216	:18 10:14	127 4284		2645 24113	2645 118135
24-53N 76-20W TGT		307	-5	302	11	303		.74	426	373	75 4291	:12 10:26	85 4369		1750 22363	1750 116385
IBDA LEFT											12 4303	:01½ 10:27½	12 4381		200 22163	200 116185
24-35N 78-30W T/P		263	11	264	0	264		.74	426	351	120 4423	:20 10:47½	142 4523		2850 19313	2850 113335
25-05N 80-30W T/P		285	270/65 -2	283	-1	282		.74	426	366	114 4537	:18½ 11:06	131 4654		2450 16863	2450 110885
ORLANDO VOR		348	270/70 -9	339	-1	338		.74	426	405	212 4749	:31½ 11:32½	224 4878		4070 12793	4070 106815
JET PEN & LAND PCAFB												:15 11:52½			1500 11293	1500 105315
19-00N 67-00W T/P		ACFT # 3		BLACK, BRASS, NICKIE							3662	08:45	3651		37563	131585
21-28N 71-09W BREAK UP		303	270/60 -5	298	15	303		.74	426	372	275 3937	:44 09:29	313 3964		6560 31003	6560 125025
22-19½N 73-03W PIP		293	270/65 -4	289	13	292		.74	426	367	119 4056	:20 09:49	142 4106		3000 28003	3000 122025
22-42N 73-52W IP		296	-4	292	13	295		.74	426	368	51 4107	:08 09:57	57 4163		1160 26843	1160 120865
23-15N 75-13W TGT		294	-4	290	12	292		.74	426	367	82 4189	:13 10:10	93 4256		1850 24993	1850 119015
IBDA LEFT								.74			12 4201	:01½ 10:11½	12 4268		200 24793	200 118815
24-35N 78-30W T/P		294	-4	290	11	292		.74	426	367	198 4399	:32½ 10:43	232 4500		4600 20193	4600 114215
25-05N 80-30W T/P		285	270/65 -2	283	-1	282		.74	426	366	114 4513	:18½ 11:01½	131 4631		2450 17643	2450 111765
ORLANDO VOR		348	270/70 -9	338	-1	337		.74	426	405	212 4725	:31½ 11:33	224 4855		4070 13573	4070 107695
JET PEN & LAND PCAFB												:15 11:48			1500 12073	1500 106195

AF, [redacted] App 8 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-6B-1216

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FROM ACFT #4 ROUTE	PLT CORR	T.C	WIND COMP OR DRIFT	T.H	VAR	M.H	TT ALT	MACH	T.A.S	G.S	D DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN FUEL	GROSS WEIGHT
															37563	131585
21-28N BREAK			270/60								275	:44	313		6740	6740
71-09W UP		303	-5	298	+5	303		.74	426	372	3937	09:29	3964		30823	124845
23-56½N											243	:39	278		5685	5685
74-33W PIP		308	-6	302	+3	305		.74	426	373	4180	10:08	4242		25138	119160
24-38N											68	:11	78		1525	1525
75-34W IP		307	-6	301	+2	303		.74	426	373	4248	10:19	4310		23613	117635
25-35N											85	:14	100		1925	1925
76-43W TGT		312	-6	306	+1	307		.74	426	375	4333	10:33	4410		21688	115710
IBDA LEFT											10	:01½	10		200	200
											4343	10:34½	4420		21488	115510
24-35N											113	:16½	118		2255	2255
78-30W T/P		238	0	238	0	238		.74	426	411	4456	10:51	4538		19233	113255
25-05N			270/65								114	:18½	131		2450	2450
80-30W T/P		285	-2	283	-1	282		.74	426	366	4570	11:09½	4669		16783	110805
ORLANDO VOR			270/70								212	:31½	224		4070	4070
		348	-9	339	-1	338		.74	426	405	4782	11:41	4892		12713	106735
JET PEN & LAND												:15			1500	1500
PCAFB												11:56			11213	105235
19-00N																
67-00W T/P	ACFT #5			BLACK, BRASS, NICKEL							3662	08:45	3651		37563	131585
21-28N BREAK			270/60								275	:44	313		6740	6740
71-09W UP		303	-5	298	+5	303		.74	426	372	3937	09:29	3964		30823	124845
21-51N			270/65								62	:10	72		1480	1480
72-10W PIP		292	-3	289	+3	292		.74	426	367	3999	09:39	4036		29343	123365
22-32N											102	:17	121		2470	2470
73-50W IP		293	-3	290	+3	293		.74	426	367	4101	09:56	4157		26873	120895
22-51N											60	:10	72		1440	1440
74-51W TGT		289	-3	286	+2	288		.74	426	365	4161	10:06	4229		25433	119455
IBDA LEFT											10	:01½	10		200	200
											4171	10:07½	4239		25233	119255
24-35N											226	:33	235		4620	4620
78-30W T/P		298	-3	295	+1	296		.74	426	365	4397	10:40½	4474		20613	114635
25-05N											114	:18½	131		2450	2450
80-30W		285	-2	283	-1	282		.74	426	366	4511	10:59	4605		18163	112185
ORLANDO VOR			270/70								212	:31½	224		4070	4070
		348	-9	339	-1	338		.74	426	405	4723	11:30½	4829		14093	108115
JET PEN & LAND												:15			1500	1500
PCAFB												11:46½			12593	106615

2AF, FORM 1324 App 8 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-GR-1216

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MISSION FLIGHT PLAN	O.B. AND NICKNAME: BLUE (2ND WAVE)	UNIT	TYPE A	DATE	CALL SIGN: NO WEAPON	REMARKS: 34 PLY

AIRCRAFT BASIC WEIGHT	82000	FUEL	FM 12,500	BOMBS WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		RUNWAY: PRESSURE ALT. 95' / LENGTH 12,000 / AIR TEMP. 90°	
CREW WEIGHT	1056		CM 18,250	AMMO WEIGHT					
OIL WEIGHT	423		AA 12,236	WATER AUG WEIGHT	4800	NUMBER OF ATO BOTTLES EMPTY		CRITICAL RUNWAY LENGTH 9,700	CRITICAL AIR TEMP.
ATO WEIGHT			FwdAux 6,340						
RACK WEIGHT			AA 20,000	INITIAL GROSS WEIGHT	185000	ADJUSTED TAKEOFF WEIGHT		TAKEOFF (Wet)	
EXT. TANKS WEIGHT (EMPTY)	1595		ATO 7,800					DISTANCE 8,300	SPEED 155
MISCELLANEOUS			Ext. 12,000	START ENGINES AND TAXI FUEL ALLOWANCE	2560	ADJUSTED TAKEOFF DISTANCE		CRITICAL WIND COMPONENT	
OPERATING WEIGHT	85074		TOTAL FUEL 95126	TAKEOFF GROSS WEIGHT	182440	ATO FIRING SPEED		1ST LEG / 2ND LEG / 3D LEG	

PRE-FLIGHT PLAN

FROM: PCAFB

ROUTE	FLT. COND.	T.C.	WIND COMP / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH.	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAINING	GROSS WEIGHT
															95126	185000
ST ENG, TAXI											10	03	10		4620	9420
T. O. & ACC				ADI- 4800							10	03	10		90506	175580
			260/20								111	16	111			
JAX VOR		353	-3	350	-1	349		98%	405	405	121	0019	121			
30-35N			270/55								10	01	10		8100	8100
81-32W L/O		012	-7	005	-1	004	31	98%	430	440	131	0021	131		82406	167480
SAVANNAH VOR											96	14	96		2685	2685
32-10N 81-07W		012	-8	004	0	004	31.3	-	400	405	227	0035	227		79721	164795
32-47N JOIN											42	06	40		1125	1125
80-48W UP		023	-7	016	+3	019	31.5	-	400	418	269	0041	267		78596	163670
39-01N HERNDON			270/55								408	54	391		10375	10375
77-28W VOR		023	-7	016	+3	019	32.7	.74	430	448	677	0135	658		68221	153295
43-00N			270/50								313	41	294		7360	7360
73-00 W		040	-5	035	+10	045	33.7	.74	430	459	990	0216	952		60861	145935
46-00N COMMON			270/50								248	32	232		5590	5590
69-00W POINT		044	-5	039	+18	057	34.6	.74	428	459	1238	0248	1184		55271	140345
48-06N DESCENT			270/45								184	24	173		4030	4030
65-48W POINT		047	-4	043	+22	065	35.3	.74	430	460	1422	03:13	1357		51241	[illegible]
48-51N RENDZ.			270/35								68	08	64		470	470
[illegible] POINT		049	-2	047	[illegible]	[illegible]	15	-	460	475	1490	[illegible]	1421		[illegible]	[illegible]
49-40N SNIPER			280/35								98	20	93			
[illegible] GANDER		[illegible]	-4	056	+28	084	15	-	380	396	1588	0341	1514			
[illegible] END			280/55								[illegible]	15	47	0000	41000	41000
61-08W REFUEL		060	-4	056	+29	085	15	-	380	396	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]

2AF FORM 124 App 8 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-6B-1215

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FROM / TO: END REFUEL	FLT CORR	T C	WIND COMP + OR - DRIFT	T	VAR	M H	TEMP / ALT	MACH	T A S	G S	DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	E T A	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WEIGHT
[illegible] START [illegible]		[illegible]	-4				15				[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	≠ [illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible] TURNING [illegible] POINT		[illegible]	[illegible]	[illegible]	≠ [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]
[illegible] TURNING [illegible] POINT		[illegible]	≠ [illegible]	[illegible]	≠ [illegible]	[illegible]	31.7	.74	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		8910 [illegible]	8910 [illegible]
[illegible] [illegible] H-HCP		[illegible]	270/45 [illegible]	[illegible]	≠ [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		18810 [illegible]	18810 [illegible]
NCA						BLUE										
43-29N 71-30W IP		223	270/60 ≠ 5	228	≠ 18	246	38	90% .81	466	42[illegible]	178 [illegible]	25 0705	195 2953		5395 52106	5395 137180
42-35-30N 73-42-50W TGT		241	270/[illegible] ≠ 4	245	≠ 13	256	39	90% .81	466	411	84 [illegible]	12 0717	93 3046		2535 49571	2535 134645
NO IBDA TURN																
41-46N BRADFORD 78-37W VOR ASSEMBLY		258	270/60 ≠ 2	260	≠ 10	270	39.5	90% .81	466	406	220 [illegible]	32 0749	253 3299		6720 42951	6720 127925
40-00N 85-00W T/P		250	270/60 ≠ 3	253	≠ 3	256	37.8	.74	426	370	31[illegible] 35[illegible]	50 0839	355 3654		7395 35456	7395 120530
30-23N 81-32W		164	270/60 ≠ 7	171	-1	170	39.8	.74	426	438	604 4181	0123 1002	590 4244		11290 24166	11290 109240
ORLANDO VOR		174	270/70 ≠ 9	183	-1	182	40.3	.74	426	430	111 [illegible]	15 1018	110 4354		1980 22186	1980 107260
JET PEN LAND PCAFB												15 1033			1500 20686	1500 105760
				ACFT #2												
43-29N 71-30W IP		223	270/60 ≠ 5	228	≠ 18	246	38	.81	466	422	178 2863	25 0705	195 2953		5395 52106	5395 137180
42-44-58N 73-48-21W TGT		247	270/60 ≠ 3	250	≠ 13	263	39	.81	466	410	80 3043	12 0717	93 3046		2535 49571	2535 134645
NO IBDA TURN																
41-46N BRADFORD 78-37W VOR ASSY		255	270/60 ≠ 2	257	≠ 10	267	39.5	.81	466	408	222 3265	32 0749	253 3299		6720 42851	6720 127925
40-00N 85-00W T/P		250	270/60 ≠ 3	253	≠ 3	256	37.8	.74	426	370	310 3575	50 0839	355 3654		7395 35456	7395 120530

2AF, FORM 126A App 8 Annex B, 321 OPORD 204-56, 2 March 1956 [redacted] PCAFB-6B-1216

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FROM 40-[illegible]N [illegible] T/P ROUTE	FLT CORR	T C	WIND COMP + OR - DRIFT	T H	VAR	M H	TEMP ALT	MACH	T A S	G S	DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	E T A	FUEL FLIGHT PLAN FUEL REMAINING		WEIGHT
30-[illegible]N 81-[illegible]W		164	270/80 +7	171	-1	170	39.8	.74	426	438	604 4173	0123 1012	590 4244		11290 [illegible]		[illegible] [illegible]
ORLANDO VOR		174	270/70 +	183	-1	182	40.3	.74	426	430	111 4280	15 1015	110 4354		1980 [illegible]		1980 [illegible]
JET- PEN- LAND PCAFB												15 1033			1500 [illegible]		1500 105770
ACFT #3															57501		142575
43-29N 71-30W PIP		223	270/80 +5	228	+15	246	35	95% .81	466	422	178 2[illegible]3	25 0705	185 2953		[illegible] [illegible]		[illegible] 137180
43-15N 73-48W IP		234	270/60 +4	238	+12	250	39.1	.81	466	415	1[illegible] 3080	18 0723	144 3097		3920 48186		3920 133260
41-28-38N 75-46-20W TGT		242	270/60 +4	246	+10	256	39.5	.81	466	413	101 3181	15 0738	113 3203		2980 45206		2980 130280
OVER FLY ATF 2 MIN BEFORE IBDA											12 3203	02 0740	12 3215		320 44886		320 129960
41-46N BRADFORD 78-37W VOR ASSY		278	270/60 -1	277	+8	285	40	.81	466	406	130 3333	19 0759	148 3363		3815 41071		3815 126145
40-00N 85-00W T/P		250	270/60 +3	253	+3	256	37.8	.74	426	370	310 3643	50 0849	355 3718		7395 33676		7395 118750
30-23N 81-32W		164	270/60 +7	171	-1	170	39.8	.74	426	438	604 4247	0123 1012	590 4308		11290 22386		11290 107460
ORLANDO VOR		174	270/70 +9	183	-1	182	40.3	.74	426	430	111 4258	15 1027	110 4418		1980 20406		1980 105480
JET- PEN- LAND PCAFB												15 1042			1500 18906		1500 103980
45-39N 69-[illegible] [illegible]			270/60		ACFT #4						2785	0640	2758		57501		142575
43-29N 71-[illegible] IP		223	270/60 +5	228	+18	246	38	.81	466	422	178 2963	25 0705	185 2953		5395 52106		5395 137180
[illegible]-51-13N [illegible] [illegible]		252	270/60 +3	255	+13	[illegible]	39.	.81	466	409	84 3047	12 0717	97 3050		3645 48461		3645 134535
NO IBDA TURN																	
41-46N BRADFORD 78-37W VOR ASSY		252	270/60 +3	255	+10	265	39.8	.81	466	409	316 3363	31 0749	342 3396		6530 42931		6530 128005

2AF, [illegible] 120A App # Annex B, 321 OPORD 204-56, 2 March 1956

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FROM 41 ?N BRADFORD 78-37 W VOR ASSY ROUTE	FLT CORR	T.C	WIND COMP + CORR - DRIFT	T.H	VAR	M.H	TT ALT	MACH	T.A.S	G.S	DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLT PLAN FUEL	GROSS WEIGHT
40-00N 85-00W T/P		250	270/60 / 3	253	/ 3	256	37.8	.74	426	370	310 3573	:50 0839	355 3651		7395 35536	7395 120610
30-23N 81-32W		164	270/60 / 7	171	-1	170	39.8	.74	426	439	604 4177	0123 1002	590 4241		11290 24246	11290 109320
ORLANDO VOR		174	270/70 / 9	183	-1	182	40.3	.74	426	430	111 4288	15 1017	110 4351		1980 22266	1980 107340
JET- PEN- LAND PCAFB												15 1032			1500 20766	1500 105840
AIRCRAFT #		5														
43-29N 71-30W PIP		251	270/60 / 3	254	/ 18	272	38	96% .81	466	408	178 2963	25 0706	203 2961		5550 51951	5550 137025
42-15N 73-48W IP		234	270/60 / 4	238	/ 12	250	39.1	.81	466	415	127 3090	18 0724	144 3105		3920 48031	3920 133105
41-20-10N 75-43-27W TGT		236	270/60 / 4	240	/ 10	250	39.5	.81	466	415	99 3189	14 0739	113 3218		2980 45051	2980 130125
IBDA LEFT											10 3199	01 0740	10 3228		290 44761	290 129835
41-46N BRADFORD 78-37W VOR		281	270/60 -1	280	/ 8	288	40.1	.81	466	407	135 3334	20 0800	156 3384		4010 40751	4010 125825
40-00N 85-00W T/P		250	270/60 / 3	253	/ 3	256	37.8	.74	426	370	310 3644	0050 0850	355 3739		7395 33356	7395 118430
30-23N 81-32W		164	270/60 / 7	171	-1	170	39.8	.74	426	438	604 4248	0123 1013	590 4329		11290 22066	11290 107140
ORLANDO VOR		174	270/70 / 9	183	-1	182	40.3	.74	426	430	111 4359	15 1029	110 4439		1980 20086	1980 105160
JET- PEN- LAND PCAFB												15 1044			1500 18586	1500 103660

2AF, [illegible] IBDA App 8 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-SB-1216

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M[illegible]N FLIGHT PLAN	RED [illegible]ND WAVE	[illegible]O W[illegible]	PON	24 PLY

Aircraft basic weight	82000	EM	18,500				
	1058	CM	18,250			Pressure alt. 95'	Length 12,000 / Temp. 90°
	423	[illegible]	12,236	Water weight	4800	9,700	
		Fwd Aux	8,340				
		[illegible]	20,000				
		ATO	7,800		185,000	Takeoff (Wet)	
	1595	Ext.	12,000	Start engines and taxi fuel allowance	2,560	Distance 8,300	Speed 155
Operating weight	85074	TOTAL FUEL	95,126	Takeoff gross weight	182,440		

PRE-FLIGHT PLAN

PCAFB

Route	FLT. COND.	T.C.	Wind comp / Drift	T.H.	VAR.	M.H.	Alt.	DACR	T.A.S.	G.S.	Gnd dis / Acc. gnd dis	Time / Acc. time	Air dis / Acc. air dis	ETA	Fuel	Gross weight
															95126	185000
ST. ENG, TAXI											10	03	10		4620	9420
T.C. & ACC		LESS ADI		4800/							10	03	10		90506	175580
			260/20								111	16	111			
JAX VOR		353	-3	350	-1	349		98%	405	405	121	0019	121			
30-35N			270/55								10	01	7		8100	8100
81-32W L/O		012	-7	005	-1	004	31	98%	430	440	131	0021	128		82406	167480
SAVANNAH VOR											96	14	94		2685	2685
32-10N 81-07W		012	-8	004	0	004	31.3	-	400	405	227	0035	222		79721	164795
32-47N JOIN											42	06	40		1125	1125
80-43W UP		023	-7	016	+3	019	31.5	-	400	418	269	0041	262		78596	163670
39-01N HERNDON			270/55								408	54	390		10375	10375
77-28W VOR		023	-7	016	+3	019	32.7	.74	430	448	677	0135	652		68221	153295
43-00N			270/50								313	41	294		7360	7360
73-00W		040	-5	035	+10	045	33.6	.74	430	459	990	0216	946		60861	145935
46-00N COMMON			270/50								248	32	232		5590	5590
69-00W POINT		044	-5	039	+18	057	34.7	.74	428	459	1238	0249	1178		55271	140345
47-48N DESC.			270/45								184	24	173		4030	4030
65-27W POINT		046	-4	042	+22	064	35.3	.74	430	460	1422	03:13	1351		51241	136315
48-25N RENDZ			270/35								68	08	64		470	470
64-02W POINT		049	-2	047	+28	073	15	-	450	475	1490	03:21	1415		50771	135845
49-08N ENTER			250/25								96	20	94			
59-10W GANDER CONTROL		[illegible]	-4	056	+[illegible]	084	15	-	[illegible]	496	1586	03:41	1509			

2AF [illegible] T24 App # Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-6B-1216

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FROM 49- 'N ENT ER GAN- 52-10 DER CONTROL ROUTE	FLT COND	T.C	WIND COMP ± DRIFT	T.H	VAR	M.H.	TEMP ALT.	MACH	T.A.S	G.S.	DIST ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN FUEL REMAINING	GROSS WEIGHT
49-42N END 60-40W REFUEL		060	280/25 -4	056	≠ 29	085	15	-	280	296	50 1638	10 03:51	47 1556	50000	41,000 91771	41,000 176845
49-48N START 60-30W CLIMB			 -								12 1650	:02 03:53	12 1568		1200 90571	1200 175645
50-39N 58-22W L/O		055	270/35 -2	053	≠ 31	084	30.5	-	380	410	93 1743	13 0407	92 1660		4450 86121	4450 171195
52-00N TURNING 55-00W POINT		058	275/45 -3	055	≠ 32	087	30.9	.74	435	470	150 1893	19 0426	138 1798		3900 82221	3900 167295
48-30N TURNING 53-00W POINT		159	≠ 6	165	≠ 32	197	31.7	.74	430	445	223 2116	:30 0456	215 2013		5910 76311	5910 161385
45-39N 68-37W H-HCP		254	270/45 ≠ 2	256	≠ 27	283	34.3	.74	427	383	668 2784	1:44 0640	740 2753		18810 57501	18810 142575
44-02N BREAK 73-25W UP POINT		245	270/60 ≠ 3	248	≠ 17	265	39.	96% .81	466	410	227 3011	:33 0713	257 3010		7180 50321	7180 135395
				RED	NCA											
43-44N 74-18W IP		243	270/60 ≠ 3	246	≠ 14	260	39.3	96% .81	466	412	40 3051	06 0719	46 3056		1245 49076	1245 134150
43-06'29"N 76-07'03"W TGT		243	270/60 ≠ 3	246	≠ 11	257	39.7	96% .81	466	412	91 3142	13 0732	101 3157		2880 46396	2680 131470
IBDA LEFT											12 3154	:01 0733	12 3169		320 46076	320 131150
41-46N COMMON 78-37W POINT		235	270/60 ≠ 4	239	≠ 10	249	40.2	96% .81	466	415	134 3238	19 0753	152 3321		3995 42081	3995 127155
40-00N 85-00W T/P		250	270/60 ≠ 3	253	≠ 3	256	38	.74	426	370	310 3598	:50 08:43	355 3676		7395 34686	7395 119760
30-22N 81-32W		164	270/60 ≠ 7	171	-1	170	40	.74	426	438	604 4202	01:23 10:06	589 4265		11290 23396	11290 108470
ORLANDO VOR		174	270/70 ≠ 9	183	-1	182	40.4	.74	426	430	111 4313	15 10:21	110 4375		1980 21416	1980 106490
JET PENETRATION & LAND												15 10:36			1500 19816	1500 104000
44-02N 73-25W				RED	# 2						3011	0713	3010		50321	135395

2AF, [illegible] DMA App 8 Annex B, 321 OPORD 204-56, 2 March 1956

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FROM 44-[illegible] I 73-[illegible]W / ROUTE	FLT CORR	T.C	WIND COMP + OR - / DRIFT	T.H.	AV.	M.H.	TEMP / ALT.	ACH	T.A.S	G.S.	DIST	TIME / ACC TIME	AIR DIST / ACC AIR DIST	ETA	FUEL FLIGHT PLAN [illegible]	[illegible] WEIGHT
43-45N 74-18W IP		245	270/60 ∠3	249	∠14	262	39.3	.81	466	412	41 3052	06 0719	46 3056		1245 49076	12[illegible] 134150
43-04'30"N 76-15'48"W TGT		245	270/60 ∠3	248	∠11	259	39.7	.81	466	412	93 3145	13 0732	105 3161		2780 48298	2780 131370
OVERFLIES ATF 1 MIN IBDA - RIGHT											19 3164	02 0735	19 3180		500 45796	500 130870
41-46N COMMON 78-37W POINT		234	270/60 ∠4	238	∠8	249	40.3	.81	466	415	130 3294	19 0754	152 3332		3995 41801	3995 126875
40-00N 85-00W T/P		250	270/60 ∠5	253	∠3	256	38	.74	428	370	310 3604	50 09:44	355 3687		7395 34406	7395 119480
30-23N 81-32W		164	270/60 ∠7	171	-1	170	40	.74	426	438	[illegible]4 4278	1:23 10:07	589 4276		11290 23116	11290 108190
ORLANDO VOR		174	270/70 ∠9	183	-1	182	40.4	.74	426	430	111 4319	15 10:23	110 4386		1980 21136	1980 106210
JET PENETRATION & LAND												15 10:38			1500 19636	1500 104710
RED # 3																
43-13'37"N 74-24'38"W TGT		241	270/60 ∠3	244	∠12	256	39.6	.81	466	412	97 3108	14 0727	109 3119		2935 47386	2935 132460
IBDA LEFT											12 3120	01 0728	12 3131		320 47066	320 132140
41-46N COMMON 78-37W POINT		236	270/60 ∠4	242	∠8	250	40.2	.81	466	414	16[illegible] 3287	24 0752	18[illegible] 3318		4920 42146	4920 127220
40-00N 85-00W		250	270/60 ∠3	253	∠3	256	38	.74	428	370	310 [illegible]	50 08:42	355 3673		7395 34751	7395 119825
30-23N 81-32W		164	270/60 ∠7	171	-1	170	40	.74	426	438	[illegible]14 4201	1:23 10:05	[illegible] 4262		11290 23461	11290 108535
ORLANDO VOR		174	270/70 ∠9	183	-1	182	40.4	.74	426	430	111 4312	15 10:21	110 4372		1980 21481	1980 106555
JET PENETRATION & LAND												15 10:36			1500 19981	1500 105055
44-02N [illegible] RED # 4											3011	0713	3010		50321	135395

2AF FORM 124A App 8 Annex B, 321 OPORD 204-56, 2 March 1956 PCAFB-6B-1216

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FROM 44-[illegible]N 73-[illegible]W ROUTE	FLT CORR	T.C	WIND COMP + OR - 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 FLOW	AIR / GROSS WEIGHT
41-[illegible]N 76-[illegible]W IP		255	270/60 +2	257	+12	269	40	.81	[illegible]	40[illegible]	138 31[illegible]	22 0735	172 318[illegible]		4580 45[illegible]	4580 1308[illegible]
4[illegible]N 7[illegible]W TGT		248	270/60 +3	[illegible]	+9	26[illegible]	40.[illegible]	.81	[illegible]	411	30 3210	08 0743	36 3246		1710 44[illegible]51	1710 [illegible]
IBDA LEFT											12 [illegible]	01 0745	12 [illegible]		320 43[illegible]31	320 1288[illegible]
41-46N COMMON 78-37W POINT		20[illegible]	[illegible]/60 +7	21[illegible]	+8	22[illegible]	40.4	.81	[illegible]	[illegible]	[illegible] [illegible]	11 0756	[illegible] 335[illegible]		2310 41[illegible]	2310 12[illegible]
40-00N 85-00W I/P		250	270/60 +3	253	+3	256	38	.74	[illegible]	370	[illegible] [illegible]	50 0846	355 3705		7395 34[illegible]	7395 110100
30-23N 81-3[illegible]W		164	270/60 +7	171	-1	170	40	.74	426	438	604 4221	1:22 10:08	589 4294		11290 22736	11290 1078[illegible]
ORLANDO VOR		174	270/70 +9	183	-1	182	40.4	.74	42[illegible]	430	111 4332	:15 10:25	110 4404		1980 20756	1980 105830
JET PENETRATION & LAND												15 10:40			1500 19256	1500 104330
RED	#	5														
43-03N 74-20W IP		215	270/60 +6	221	+13	234	38.5	.81	466	429	71 3062	10 0723	79 3088		2095 48226	2095 133300
41-04'35"N 76-05'45W TGT		233	270/60 +4	237	+10	247	38.9	.81	466	418	96 3178	14 0737	109 3197		2970 45356	[illegible] [illegible]
IBDA RIGHT											12 3190	01 0738	12 3209		310 45046	310 130120
41-46N COMMON 78-37W POINT		261	270/60 +1	262	+8	270	40.3	.81	466	408	115 3305	17 0755	132 3341		3395 41651	3395 126725
40-00N 85-00W I/P		250	270/60 +3	253	+3	256	38	.74	426	370	310 3615	50 08:45	355 3696		7395 34256	7395 [illegible]
30-23N 81-32W		164	270/60 +7	171	-1	170	40	.74	426	43[illegible]	604 42[illegible]	[illegible] 10:07	[illegible] 42[illegible]		[illegible] [illegible]	[illegible] [illegible]
ORLANDO VOR		174	270/70 +9	183	-1	[illegible]	40.4	.74	426	430	111 4430	15 10:24	110 4[illegible]		1980 [illegible]	1980 [illegible]
JET PENETRATION & LAND												15 [illegible]			1500 [illegible]	1500 [illegible]

2AF, [illegible] IBDA App 8 Annex 8, 321 OPORD 204-56, 2 March 1956   PCAFB-6B-1216

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MISSION FLIGHT PLAN	White - Cobalt				
Aircraft basic weight	82,000	FM	18,500	Bomb weight	8,500
Crew weight	1,056	CM	28,500	Ammo weight	[illegible]
Oil weight	423	AM	20,500	Water and weight	4,600
		FWD AUX	5,5[illegible]	Initial gross weight	200,003
		B.B.	19,17[illegible]		
Ext. tanks weight (empty)	1,505	AFT	8,[illegible]	Start engines and taxi fuel allowance	2,560
Miscellaneous		EXT	10,02[illegible]		
Operating weight	85,074	Total fuel	101,178	Takeoff gross weight	187,440

Runway		
Pressure alt.	Length	Air temp.
95'	[illegible]	90°
Critical field length: 10,700		
Takeoff distance: 9,300	Speed: 16[illegible]	

PRE-FLIGHT PLAN

From: PCAFB

Route	Flt Cond	T.C.	Wind comp / 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	Gross Weight
															101,178	200003
St. Eng. Taxi											10	03	10		4620	9430
T.O. & ACC			LESS ARC - 4800#								10	07	10		96558	190580
			260/20								111	16½	111			
JAX VOR		353	-3	350	-1	349		98%	405	405	121	0019½	121			
30-35N			270/55								10	01½	10		8500	8500
81-32W 1/0		012	-7	005	-1	004	29	98%	430	440	131	0021	131		88048	182080
Savannah Vor											96	14	96		2805	2605
32-10N 81-07W		012	-8	004	0	004	29.3		400	405	227	0035	227		85253	179275
32-47N Join											40	06	40		1180	1180
80-48W Up		023	-7	016	/3	019	29.5		400	403	269	0041	267		84073	178095
39-01N Herndon			270/55								408	54½	391		11230	11230
77-28W VOR		023	-7	016	/3	019	31.0	.74	430	448	677	0133½	658		72843	166865
43-00N			270/50								313	41	294		7950	7950
73-[illegible]		040	-5	035	/10	045	32.0	.74	430	459	990	0216½	952		64893	158915
46-00N Common			270/50								248	32½	232		6070	6070
60-00W Point		044	-5	039	/18	057	32.8	.74	430	459	1238	0249	1184		58823	152845
46-06N Descent			270/45								184	24	173		4350	4350
41-42W Point		047	[illegible]	043	/22	065	33.4	.74	430	460	1422	[illegible]	1357		[illegible]	[illegible]
48-51N Rendz			[illegible]								[illegible]	[illegible]	[illegible]		470	470
[illegible]		040	-2	047	[illegible]	[illegible]	15		450	[illegible]	[illegible]	[illegible]	1421		54003	148025
49-40N Enter Weather			260/35								[illegible]	[illegible]	[illegible]			
[illegible] Control		[illegible]	-4	[illegible]	/20	[illegible]	15		280	296	1588	[illegible]	1514			
50-05N End			280/25								[illegible]	10	47		41000	41000
51-08W Refuel		060	-4	[illegible]	/29	085	15		280	296	1636	0351½	1561		95003	189025

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From / Route	Flt Cond	T.C	Wind Comp + or - / Drift		VAR	M.H	Temp / Alt	Mach	T.A.S	G.S	Grd Dis / Acc Grd Dis	Time / Acc Time	Air Dis / Acc Air Dis	ETA	Req. Fuel	Weight
50-14N 60-48W Start Climb											12 1650	02 0353½	12 1573		1200 93803	1200 187825
50-00N 58-00W I/O & T/P		096	270/35 /1	06[illegible]	/30	127	28.3	98%	380	415	110 1760	16 0409½	102 1675		4500 89303	4500 183325
46-30N 61-00W T/P		209	270/45 /5	214	/28	244	29.7	.74	435	410	240 2000	35 0444½	254 1929		7580 81723	7580 175745
32-19N 64-42W Bermuda		191	270/55 /7	198	/20	218	33.1	.74	428	415	870 2870	0205 0649½	900 2829		24620 57103	24620 151125
26-00N 65-51W H-HCP		188	270/65 /9	197	/12	209	34.5	.74	428	412	384 3254	56 0745½	400 3229		9830 47273	9830 141295
19-00N 67-00W T. P		188	270/60 /8	196	/9	205	36	.74	426	412	425 3679	102 0847½	445 3674		10200 37073	10200 131095
N C A																
															37073	131095
21-28N 71-09W Break Up		303	270/60 -4	299	/5	304	37.M	.74	426	382	275 3954	43 0930½	305 3979		6560 30513	6560 124535
22-25N 72-41W Pip		303	270/65 -4	299	/4	303	37.5	.74	426	380	105 4059	16½ 0947	117 4096		2405 28108	2405 122130
23-05N 73-49W IP		303	270/65 -4	299	/3	302		.74	426	380	75 4134	11½ 0958½	83 4179		1690 26418	1690 120440
23-29N 74-57W TGT		299	270/65 -4	295	/2	297	38	.74	426	376	72 4206	11½ 1010	83 4262		1670 24748	1670 118770
IBDA LEFT											10 4216	01½ 1011½	10 4272		210 24538	210 118560
24-35N 78-40W T/P		[illegible]	270/65 -2	285	/1	286	39	.74	426	376	203 4410	32½ 1044	231 4503		4510 20028	4510 114050
25-05N 80-[illegible]W T/P		[illegible]	270/65 -2	283	-1	[illegible]	39.2	.74	426	366	114 4537	18½ 1102½	131 46[illegible]		2205 [illegible]	2205 1118[illegible]
Orlando VOR		348	270/70 -9	339	-1	338	40 M	.74	426	405	[illegible]	[illegible] 113-	[illegible]		[illegible]	[illegible]
Let-down - Land PCAFB												[illegible]			[illegible]	[illegible]

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ROUTE ACFT #2	FLT COND	TC	WIND COMP + OR − DRIFT	T	VAR	MH	TP / ALT	MACH	TAS	GS	G DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: FUEL REMAINING	GR WEIGHT
															37[illegible]	131095
21-28N Break 71-03W Up			270/60	298	/5	[illegible]		.74	426	312	[illegible]	44 [illegible]	313 [illegible]		[illegible] 30333	6740 124355
20-07N 71-40W IP		305	270/65 -5	300	/5	[illegible]		.74	426	312	[illegible]	27 10073	193 [illegible]		[illegible]	4245 120110
[illegible] 75-15W IP		305	-5	300	/2	302		.74	426	372	[illegible] 4313	18 1015½	[illegible]		2645 [illegible]	2645 117465
[illegible]-35N 76-20W [illegible]		307	-5	302	/1	[illegible]		.74	426	371	[illegible]	12 10[illegible]	85 [illegible]		1750 21693	1750 115715
IDDA LEFT											12 [illegible]	01½ 1029	12 [illegible]		[illegible]00 [illegible]	200 115515
24-35N 78-40W T.P.		265	/2	264	0	264		.74	426	391	1[illegible] 46[illegible]	20 1049	142 4538		2850 18643	2850 112665
25-05N 80-30W T.P.		285	270/65 -2	283	-1	28[illegible]		.74	426	366	114 4554	18½ 1107½	131 4669		2450 16193	2450 110215
Orlando VOR		348	270/70 -9	339	-1	338		.74	426	405	[illegible] 4766	31½ 1139	224 4893		4070 [illegible]	4070 106145
Jet Pen and Land PCAFB												15 1154			1500 10623	1500 104645
ACFT #3															37073	131095
21-28N Break 71-03W Up			270/60	298	/5	303		.74	426	312	275 39[illegible]	44 930	313 398[illegible]		6740 30333	6740 124355
22-19½N 73-03W IP		293	270/65 -4	289	/3	292		.74	426	367	119 40[illegible]	20 0950½	142 41[illegible]		3000 27333	3000 121355
22-42N 7[illegible]-52W IP		296	-4	292	/3	295		.74	426	368	51 4124	08 0958½	57 4179		1160 26173	1160 120195
23-15N 75-15W TGT		294	-4	290	/2	292		.74	426	367	[illegible] 41[illegible]	13 1011½	93 4272		1850 24[illegible]	1850 118345
IDDA LEFT											12 [illegible]	01½ 1013	12 [illegible]		200 2412[illegible]	200 118145
24-[illegible]N 7[illegible]-37W T.P.		[illegible]	-4	[illegible]	[illegible]	2[illegible]		.74	426	367	[illegible]	[illegible] 10[illegible]	[illegible]		[illegible]	[illegible] 113545
25-05N 80-30W T.P.		285	270/65 -2	28[illegible]	-1	[illegible]		.74	426	366	[illegible]	[illegible]	[illegible]		2450 [illegible]	[illegible]
Orlando VOR		348	270/70 -9	338	-1	337		.74	426	405	[illegible]	[illegible]	226 487[illegible]		4070 [illegible]	[illegible]
Jet Pen and Land PCAFB												15 [illegible]			[illegible]	[illegible]

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FROM / AIRCRAFT #4 / ROUTE	FLT ECHO	T.C	WIND COMP + GR - DRIFT	T.I	VAR	M.H.	TE ALT	MACH	T.A.S	G.S.	ACC GRD DIS	ACC TIME	ACC AIR DIS	ETA	FUEL REQ'D	FLIGHT PLAN FUEL REMAINING	FLIGHT PLAN WEIGHT
															37073		131095
21-28N Break			270/60								275	44	313		6740		6740
71-09W Up		303	-5	298	/5	303		.74	426	372	3954	0931½	3987		30333		124355
23-56N			270/65								243	39	278		1480		1480
74-33W PIP		308	-6	302	/3	305		.74	426	373	4197	10104	4265		24848		118670
24-38N			270/65								68	11	78		1525		1525
75-34W IP		307	-6	301	/2	303		.74	426	373	4265	1021½	4343		23123		117145
25-35N			270/65								85	14	100		1925		1925
76-43WN TGT		312	-6	306	/1	307		.74	426	375	4350	1035½	4443		21198		115220
											10	01½	10		200		200
IBDA LEFT											4360	1037	4453		20998		115020
											113	16½	118		2255		2255
24-35N			270/65								4473	1053½	4571		18743		112765
78-30W T/P		238	0	238	0	238		.74	426	411	114	18½	131		2450		2450
25-05N			270/65								4587	1112	4702		16293		110315
80-30W T/P		285	-2	283	-1	282		.74	426	366	212	31½	224		4070		4070
			270/70								4799	1143½	4926		12223		106245
Orlando VOR		348	-9	339	-1	338		.74	426	405		15			1500		1500
Jet - Pen - Land PCAFB												1158½			10723		104745
ACFT # 5											3679	0847½	3674		37073		131095
21-28N Break			270/60								275	44	313		6740		6740
71-09W Up		303	-5	298	/5	303		.74	426	372	3954	0931½	3987		30333		124355
21-51N			270/65								62	10	72		1480		1480
72-10W PIP		292	-3	289	/3	292		.74	426	367	4016	0941½	4059		28853		122875
22-32N			270/65								102	17	121		2470		2470
73-50W IP		293	-3	290	/3	293		.74	426	367	4118	0958½	4180		26383		120405
22-51N			270/65								60	10	72		1440		1440
74-51W TGT		289	-3	286	/2	288		.74	426	365	4178	1008½	4252		24943		118965
											10	01½	10		200		200
IBDA LEFT											4188	1010	4262		24743		118765
24-35N			270/65								226	33	235		4020		4020
78-30W T/P		238	-3	235	/1	236		.74	426	365	4414	1043	4497		20723		114745
25-05N			270/65								114	184	131		2450		2450
80-30W T/P		285	-2	283	-1	282		.74	426	366	4528	1101½	4628		17673		111095
			270/70								212	31½	224		4070		4070
Orlando VOR		348	-9	339	-1	338		.74	426	405	4740	1133	4852		13603		107043
Jet - Pen - Land PCAFB												14			1500		1500
												1147			12103		105543

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Pinecastle Air Force Base, Florida
2 March 1956

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APPENDIX 9

ANNEX B

321 OPORD 204-56

DE-BRIEFING AND CRITIQUE

1. In order to improve and/or refine the de-briefing procedure which was recently practiced on "Pony Tail", the following will be executed for "Cry Baby".

2. Each Bomb Sq. will turn the Squadron Vehicle and Duty Officer (as driver) over to the Chief of Current Ops for de-briefing. They will report to him in the SE Corner of the North Hanger at the following times:

9 Mar.— Immediately after taking 2nd wave crews to stations. NLT 16:20E

10 Mar.— Immediately after taking 3rd wave crews to stations. NLT 04:00E

10 Mar.— NLT 16:00E They will be required for 2-3 hrs. each time.

3. In addition, each squadron operations officer may be required to assist the current Ops officer in conducting de-briefing at his request. Times for each Sqdn to be prepared to assist are indicated below:

445th.— 1st wave de-briefing — 9 Mar 16:00E

446th.— 3rd wave de-briefing — 10 Mar 16:00E

447th.— 2nd wave de-briefing — 10 Mar 04:00E

4. The Chief of Current Ops will be responsible for overall conduct of the de-briefing and operation of the centralized motor pool utilizing 3 Sqdn vehicles (with duty officers as drivers) and 3 extra vehicles and drivers obtained from motor pool. If additional help is required, Sqdn Ops officers will be summoned as indicated above.

5. Staff Sections

a. A representative of each one of the sections listed below will be present at de-briefing in the South East corner of the North Hangar and will

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query crews on the phases of the mission as indicated below, also on any other items of interest or items necessary for accomplishing reports. Comments should also be made on anything that affects training and which should be brought up at the critique.

SECTION	INFORMATION OR SUBJECT
Chief of Intelligence:	- Reporting
	- Final Report Info.
Chief Bomb/Nav	- Radar Difficulties
	- Bombing
	- Navigation
	- Overlay Information
Chief O & T	- Special Weapons
	- Gunnery
Current Ops Officer	- Weather Briefing
	- Taxi - take off.
	- General Comments
Chief Plans	- Tactics & General Comments
	- Mass Refueling
	- Plan & Flimsys.
	- Recap Sheet Information
Chief C & E	- HF-UHF Procedures and Comm. discipline.
	- Recap Information
	- Security
Chief of Maint	- Maintenance difficulties, A & E, and other problems. Insure that all Maint. forms are completed.

b. Each of the above staff members should prepare a short questionnaire to be completed by the crew on his sections area of interest. This questionnaire if proven useful, will be used again on future USCM's.

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c. Crews will be brought directly to de-briefing after landing and will not be released until all sections above have questioned them.

d. A meeting will be held at 1300 hrs. Monday, 12 March in the Wing conference room at which all above sections must be represented. These representatives will have the completed questionnaires and forms. At this meeting all items will be discussed and the general pattern of the critique will be arranged. Certain items will be resolved. Necessary corrective action will be taken and repetitive items will be eliminated. Generally, each section listed above will be responsible for presenting information at the critique covering phases listed above. Information should consist of difficulties, reasons for difficulties and corrective action necessary as well as praise for other actions performed in an exemplary manner.

6. The Chief of Plans will be responsible for overall conduct of the critique and will call upon other staff sections for information or presentations as necessary.

Appendix 9, Annex B
321 OPORD 204-56
2 March 1956

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HEADQUARTERS, 321ST BOMBARDMENT WING (M) (SAC)
Pinecastle Air Force Base, Orlando, Florida
28 February 1956

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-56

INTELLIGENCE

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HEADQUARTERS, 321ST BOMBARDMENT WING (M)(SAC)
Pinecastle Air Force Base, Orlando, Florida
28 February 1956

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-56

INTELLIGENCE

1. INTELLIGENCE SUMMARY

a. General Situation

(1) The Continental Air Defense Command is charged with the mission of effecting the air defense of the US by detecting, intercepting, and destroying the enemy air weapons penetrating the continental US. The Eastern Air Defense Force is a part of this command and charged with the area over which this mission will be flown. This Defense Force is composed of air divisions, which include AC&W squadrons manning early warning and GCI radar sites and fighter interceptor squadrons, augmented by ground observer units manned by civilians under military supervision.

Continental Air Defense radars are deployed to provide the early warning and GCI coverage necessary for defense; the disposition of fighter interceptor units is designed to provide air defense of key target areas.

The total interceptor strength of the Eastern Air Defense is 599 (including 536 all-weather fighters). Upon alert, unit commanders are expected immediately to prepare all available aircraft for commitment. Approximately two hours is estimated as the time required from the first alert to prepare all in-commission aircraft for participation in combat operations. Augmentation of strength is effected by utilizing units of the US Navy, Air National Guard, Strategic Air Command, Tactical Air Command, Air Training Command, Air Proving Ground, and any available fighter aircraft from other commands. International agreements with Canada provide for assistance from that country when the situation demands it.

Equipment: Fighter aircraft include F-94, F-89 and F-86D all-weather jet interceptors (AI equipped); F-86, F-84, and F-80 jet fighters (non-AI equipped); and F-51 reciprocating-engine fighters. Augmentation force fighters

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include F-84, F-86 and F-51 aircraft. Available US Navy aircraft are the F-3D, F-4D, F-2H, F-4U, F6F, F8F, F9F and F7U. Royal Canadian Air Force aircraft include the F-86, F-51, Vampire and CF-100. Radar: Continental Air Defense has demonstrated an early-warning detection range up to 280 nautical miles. For planning purposes, a range of 200 nautical miles along the coastal area, and 180 nautical miles elsewhere, is considered an acceptable average which is reasonably reliable. Ground-control-intercept radars now include several FPS types, some having height finders set up with the search equipment, as well as some CPS-5s and CPS-6s, the latter also having height finding capabilities. GCI radars are also utilized for the EW function. Present AI equipment consists of the X-band AN/APG-33, AN/APS-37 and AN/APS-21.

Effectiveness Expectations: For planning purposes, under favorable conditions, fifty percent of the fighter elements scrambled against conventional bombers are expected to make contact; of those scrambled against jet bombers five percent to ten percent will probably make contact. Continental Air Defense has demonstrated the tactical capability of effectively passing fighters from one GCI controller to another, particularly within a single air division area to another. When raids are "lost" radar sites have projected raid course and ground speeds to predict future positions until again picked up by radar.

(2) For the purpose of this mission, all territory outside of the immediate vicinity of Pinecastle Air Force Base will be considered enemy territory. The Eastern Air Defense Force (EADF) will simulate the Enemy Defense Force and will attempt to make intercsption, day or night, simulating gun and rocket attacks.

b. Enemy Order of Battle:

(1) See Appendix I, Radar Order of Battle

(2) See Appendix II, Aircraft Order of Battle

2. INTELLIGENCE REQUIREMENTS

a. Essential Elements of Information

(1) Did any of the fighters appear to be AI equipped?

(2) Did any fighters show any evidence of afterburner?

(3) Was any jamming encountered along the route?

[redacted]

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(4) Were any possible guided missile sites observed on the ground?

(5) Where were first fighter interceptions accomplished?

(6) Did the enemy fighters employ infra-red rockets?

(7) Did any fighters appear on the A-5 Scope?

3. INTELLIGENCE ACTIVITIES

a. Target Materials, Target, Photography and IBDA.

(1) Refer to 2AF USCM Catalog for Intelligence Officers, dated 7 Feb 56.

b. Survival Intelligence.

(1) Omitted

c. Reports.

(1) Refer to Annex "E".

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HEADQUARTERS, 321ST BOMBARDMENT WING (M)(SAC)
Pinecastle Air Force Base, Orlando, Florida
28 February 1956

APPENDIX I

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-56

EADF RADAR ORDER OF BATTLE

LOCATION	COORDINATES	EQUIPMENT
Highlands AFS, NJ	402330N 700315W	CPS - 6B
No. Truro AFS, Mass.	420158N 700315W	CPS-6B
Brunswick NAS, Me.	435344N 695630W	CPS - 6B
St. Albans AFS, Vt.	444653N 730357W	CPS - 6B
Lockport AFS, NY	430829N 784942W	CPS - 6B
Benton AFS, Pa.	412125N 761736W	CPS - 6B
Lake City AFS, Tenn.	361200N 841400W	FPS - 10
Guthrie AFS, W.Va.	382632N 814054W	FPS - 3 & 4
Watertown AFS, NY	435530N 755500W	FPS - 3 & 5
Saratoga Sprgs AFS, NY	430041N 734100W	FPS - 3 & 5
Palermo AFS, NJ	391315N 744110W	FPS - 3 & 5
Quantico Marine Base,Va.	383730N 773615W	FPS - 3 & 4
Cape Charles AFS, Va.	370330N 755730W	FPS - 3 & 4
Brookfield AFS, Ohio	411306N 803345W	FPS - 3 & 5
Claysburg AFS, Pa.	401726N 783330W	FPS - 3 & 4
Charleston AFS, Me.	450507N 690604W	FPS - 3 & 5

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LOCATION	COORDINATES	EQUIPMENT
Bellefontaine AFS, Ohio	402249N 834204W	FPS - 3
Caswell AFS, Me.	465814N 675015W	FPS - 10
Cartwright, Labrador	524330N 565800W	FPS - 3, 502 - TPS - 502
Gander, Newfoundland	485420N 543750W	FPS - 3 - TPS - 50W
Goose AFB, Labrador	531815N 603000W	TPS-502, CRS-6B, FPS-502
Halifax, Nova Scotia	445504N 634306W	CPS-6B, TPS-502
Harmon AFB, Newfdld.	4832N 5834W	CPS-5, MPS-4
Hopedale, Labrador	552915N 601003W	FPS-3, FPS-50W, TPS-502
Lac St. Denis, Quebec	455600N 741830W	CPS - 6B
Andrew AFB, NewFdLd	4718N 5410W	CPS - 5D
Moisie, Quebec	501130N 660530W	FPS - 3, FPS - 50W
Mont Apica, Quebec	475825N 712605W	CPS - 6B
Parent, Quebec	475315N 744000W	ISG -98, FPS - 3, TPS-501
Pepperrell AFB, NewFdLd	4735N 5310W	CPS - 5, MPS - 4
Saglek, Labrador	581003N 623036W	FPS-3, FPS-502, TPS-502
Senneterre, Quebec	482120N 771320W	FPS-3, ISG-98, TPS-501
St Anthony, NewFdLd	512110N 553550W	FPS-3, TPS-50W
St Johns, NewFdLd	473900N 524400W	CPS - 6B, TPS - 502
St Marie, Quebec	462009N 710730W	CPS - 6B, TPS - 502
Stephenville, NewFdLd	483700N 583800W	CPS - 6B, TPS - 502
Sydney, Nova Scotia	461008N 600955W	TPS - 502, FPS-3, FPS-502

Appx I to
Annex "C" to 321
OpsOrd 204-56
dtd 28 Feb 56

PCAFB-6B-1216

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HEADQUARTERS, 321ST BOMBARDMENT WING (M)(SAC)
Pinecastle Air Force Base, Orlando, Florida
28 February 1956

APPENDIX II

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-56

EADF AIRCRAFT ORDER OF BATTLE

LOCATION	COORDINATES	NO. FIGHTERS	TYPE FIGHTERS
McGuire AFB	4003N 7437W	38	F-86D
Suffolk AFB	4047N 7252W	38	F-86D
Stewart AFB	4130N 7410W	26	F-86F
Dover AFB	4450N 6855W	20	F-94C
Langley AFB	3710N 7650W	17	F-86D
New Castle AFB	3940N 7537W	36	F-94C
Niagara Falls AFB	4308N 7855W	20	F-86D
Otis AFB	4135N 7032W	38	F-94C
Westover AFB	4215N 7225W	16	F-86D
Griffiss AFB	4308N 7525W	20	F-94C
Ethan Allen AFB	4427N 7310W	25	F-86D
Dow AFB	4445N 6858W	22/2	F-86F/F-86D
Presques Isle AFB	4650N 6805W	28/2	F-89C/F-89D
O'hare Int Airport	4200N 8750W	42	F-86D
Wright-Patterson	3945N 8402W	19	F-86D

[redacted]

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LOCATION	COORDINATES	NUMBER FIGHTERS	TYPE FIGHTERS
Traux AFB	431CN 8922W	15	F-86D
Elmrose AFB	462CN 844CW	23	F-89D
Selfridge AFB	4235N 8250W	39	F-86D
Wurtsmith	442CN 8325W	14/21	F-86F/F-86D
Greater Pittsburgh	402BN 8013W	21	F-86D
Youngstown AFB	4115N 804CW	16	F-86D
Scott AFB	3834N 894CW	21	F-86D
Charleston AFB	3250N 8002W	19	F-86D
McGee-Tyson AFB	3545N 8400W	44	F-86D
Montreal AB	4520N 734CW	20	CF-100

Appx II to
Annex "C" to 321
OpsOrd 204-56
28 Feb 56

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PCAFB-6B-1216

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
2 March 1956

ANNEX D
TO
OPERATIONS ORDER NUMBER 204-56

COMMUNICATIONS AND ELECTRONICS

1. GENERAL:

a. Normal CAA and ADIZ reporting will apply.

b. The Third aircraft in each cell will make all reports to CAA agencies. In the event this aircraft aborts, is diverted, or for any other reason cannot meet this requirement, the responsibility will be passed on to the next aircraft in line.

c. All aircraft are responsible for individual CLEARANCE and PENETRATION instructions through ORLANDO APPROACH CONTROL upon completion of the mission and return to home station.

2. CALL SIGNS:

a.	Mission	Cry Baby
b.	Recall	"OMIT"
c.	Refueling	APOLOGY
d.	321st B.W. Acft.	Unit Tactical Bulldog

3. STRIKE REPORTS:

a. Each aircraft commander will send his strike report within thirty (30) minutes after bombs away.

b. Addressees on strike reports will be: RED ORANGE, HANDLE BAR, AND CURFEW.

c. HF/Air Ground Stations are designated for use according to targets.

~~SECRET~~ PCAFB - 6B - 1216

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ZI TARGETS

(PRIMARY)	MAMET	11228.0 kcs	CHAN. 18
		9026.5 kcs	CHAN. 15
(SECONDARY)	LAMES	4724.5 kcs	CHAN. 7
		6738.0 kcs	CHAN. 14

CARIBBEAN TARGETS:

(PRIMARY)	HAMMON	13215.5 kcs	CHAN. 11
		11228.0 kcs	CHAN. 18
(SECONDARY)	LORING	15016 kcs	CHAN. 19
		11228 kcs	CHAN. 18

4. AUTHENTICATION: Current Edition AFSAL 5104 ( ).

5. INTER PLANE FREQUENCY: Ch. 20 air refueling Freq. from Take-off until after Tgt. Then switch to Ch. 9 260.2 for interplane.

6. EMERGENCY PROCEDURES: IAW provisions of ACP 130 and 135; current radio facility charts; supplementary flight information documents.

7. IFF OPERATION: Normal Mode II, Toggle Switch in UP position unless directed otherwise by ADC/OCI Controller.

8. EMERGENCY FREQUENCIES:

a. HF 3067.0 kcs CH. 2 HF BACK UP FOR AIR REFUELING.

HF 8364.0 kcs CH. 20 ARC 21 EQUIPMENT.

VHF 121.5 mcs (URC-4 RADIO on B-47 Aircraft)

UHF 243.0 mcs ON GUARD CHANNEL ARC 27 EQUIPMENT.

b. The DEPUTY LEADER will monitor 364.2 mcs CH. 12 and 243.0 mcs (GUARD) while over Canadian Territory.

9. RENDEZVOUS SETTINGS AND AIR REFUELING FREQUENCIES:

a. Rendezvous Point and C/R Plan	APN-12 TANKER XMIT	APN-12 TANKER REC	APN-76 RECEIVER XMIT	APN-76 RECEIVER REC	APN 11 or APN 69 SETTINGS	MF HOMING FREQ.KC	NRAC ALFA FREQ FREQ.MC
ANN	8	6	6	8	1-2-1	1734 kcs	256.0
BETTY	7	5	5	7	1-3	1742 kcs	266.2

b. Radio silence will be observed during air refueling except in an emergency. HF back-up for air refueling 3067.0 kcs CH. 2 (Emergency only)

10. SEQUENCY OF EVENTS:

a. 1st, 2d, and 3d Waves through Refueling.

POSITION	CHANNEL	FREQ	AGENCY	INFORMATION
GROUND	TURN IFF	TO NORMAL	MODE II TOGGLE SWITCH UP.	
GROUND	11	352.6 mcs	HOTSHOT	CHECK EQUIP
GROUND	9	260.2	WG.CONT.RM.	RADIO CHECK
GROUND	3	275.8	TOWER	TAXI
GROUND	2	327.4	TOWER	TAKE-OFF
CLIMB-OUT	4	257.8	ORL APP CONT	CLIMB-OUT
CRUISING	10	256.0 or 266.2	AR FREQ.	INTERPLANE
PASSING DELAND	6	301.4	JAXVILLE CENTER	ADIZ REPORT
PASSING SAVANNAH	6	301.4	JAXVILLE CENTER	POS. REPORT
PASSING RALEIGH	5	255.4	RALEIGH RADIO	POS. REPORT
ABEAM WASH.D.C.	5	255.4	MARTINSBURG RADIO	POS. REPORT
PASSING SCRANTON	5	255.4	ALBANY RADIO	POS. REPORT
ABEAM AUGUSTA	5	255.4	AUGUSTA RADIO	POS. REPORT ADIZ RPT
OVER MT.KATANDIN	6	301.4	HOULTON RADIO C	ADIZ REPORT
ABEAM NEW CARLYLE	10(MAN)(256.0 ANN)		APOLOGY LEADER	ETA ORBIT POINT
	10(MAN)(266.2 BETTY)			

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b. 1st and 3d Wave Sequence After Refueling:

POSITION	CHANNEL	FREQ	AGENCY	INFORMATION
OVER ST.GEORGES BAY	7	4724.5 kcs	GOOSE. LAB.	POS AND ADIZ REPORT
CROSSING 42°W	18	11228 kcs	ANDREWS	POS RPT (PASS TO NY OCA)
CROSSING 34°N	16	8913.5 kcs	BERMUDA	POS RPT (PASS TO NY OCA)
CROSSING 26°N	7	4724.5 kcs	RAMEY AIRWAYS	POS RPT (PASS TO SAN JUAN OCA)
CROSSING 70°W	14	6738 kcs	MacDILL AIR-WAYS	POS RPT (PASS TO MIAMI OCA)
OVER ANDRES ISLAND	6	301.4 mcs	MIAMI CENTER	POS RPT (PASS TO MIAMI OCA)
STRIKE REPT.	11	13215.5 kcs	HARMON (PRIMARY)	STRIKE REPORT.
	18	11228 kcs		
	19	15016.0 kcs	LORING (SECONDARY)	
	18	11228.0 kcs		
Switch to Channel 9 260.2 for interplane				
ABEAM W.PALM BEACH	6	301.4 mcs	TAMPA CENTER	ADIZ REPORT
ABEAM VERO BEACH	4	257.8	ORL APP CONT	PENETRATION INSTRUCTIONS.
GROUND	3	275.8	PCAFB TOWER	TAXI AND PARK.
GROUND	9	260.2	WG CONT RM	CHECK-OUT.

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c. 2d Wave Sequence After Refueling:

POSITION	CHANNEL	FREQ	AGENCY	INFORMATION
52°N 55°W	7	4724.5	GOOSE. LAB	POS & ADIZ RPT
PASS ST GEORGES BAY	7	4724.5	GOOSE. LAB	POS RPT
PASSING MONCTON	6	301.4	HOULTON RADIO	POS & ADIZ RPT
ABEAM AUGUSTA	5	255.4	AUGUSTA RADIO	POS RPT
PASSING ELMIRA	6	301.4	CLEVELAND CENTER	POS RPT
STRIKE RPT	18	11228.0 kcs	RAMEY (PRIMARY)	
	15	9026.5 kcs		
	7	4724.5 kcs	LAJES (SECONDARY)	
	14	6738.0 kcs		
Switch to Channel 9 260.2 for interplane.				
OVER MANSFIELD	6	301.4 mcs	CLEVELAND CENTER	POS RPT
ABEAM LOUISVILLE	5	255.4	LOUISVILLE RADIO	POS RPT
ABEAM GREENVILLE	6	301.4	ATLANTA CENTER	POS RPT
ABEAM SAVANNAH	6	301.4	JAXVILLE CENTER	POS & ADIZ RPT
ABEAM DAYTONA BEACH	4	257.8	ORL APP CONT.	PENETRATION INSTRUCTIONS.
GROUND	3	275.8	PCAFB TOWER	TAXI & PARK
GROUND	9	260.2	WG CONT RM	CHECK-OUT

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11. Special Communications procedures for aircraft over flying Canadian territory.

a. As a back-up for briefed HF/VHF or HF/LF facilities to be used, B-47 aircraft operating over Canada will contact Canadian defense radar facilities prior to entering a Canadian ADIZ, using the frequency 364.2 mcs, Chan. 12. Continuous watch will be maintained on this frequency while traversing the CADIZ. The deputy-lead aircraft of each cell will be designated to discharge this function for the entire cell.

[redacted] 81

HEADQUARTERS, 321ST BOMBARDMENT WING (M) (SAC)
Pinecastle Air Force Base, Orlando, Florida
28 February 1956

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NUMBER 204- 56

REPORTS

1. The following reports will be submitted in accordance with SAC Manuals 55-8, 55-8B and 55-8M.

a. Distribution A: (SAC and 2AF)

(1) B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81, M-36.

(2) As required by Paragraph 6A (1), SAC Manual 55-8.

b. Distribution B: (2AF)

(1) B-25, B-27, B-30, B-51, RT-52, B-72.

c. Special Instructions:

(1) A special Strike Report recap will be submitted after the landing of each strike wave. Recaps will include the following information:

a. Call sign of aircraft.

b. Station to which report was submitted.

c. Time Report was submitted. If required reports were not submitted, reasons are to be included.

(2) The 2d Reconnaissance Technical Squadron will be an addressee

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on the B-51 Reports.

(3) B-11 Reports will be addressed to RED GRANGE, CURFEW and HANDLE BAR.

(4) Care will be taken to insure that B-72 Report is in agreement with B-25 Reports.

(5) All reports will include Headquarters, 8th Air Force as an addressee.

(6) High frequency radio will not be utilized for submission of any reports, with the exception of B-11 (Strike) Reports, ICAO Reports and transmissions of an emergency nature.

(7) Intelligence reports are to be in accordance with 2nd Air Force USCM Catalog, dated 6 February 1965.

2. The Chief, Bomb/Nav Division will prepare and submit B-72 Report seventy-two hours after expected arrival of last cell aircraft. Coordination with Intelligence is required to insure agreement with B-25 reports.

3. The Chief of Intelligence will:

a. Prepare and submit B-25, B-51 and RT-52 Reports.

b. Insure that B-25 Report information is provided to the Bomb/Nav Division for use in preparation of the B-72 Report.

4. Wing ECM Officer will prepare and submit B-30 and M-36 Reports, as required, IAW SAC Manuals 55-8B and 8M.

5. The Chief of the Control Team will insure following reports are prepared and submitted: B-2, B-9, B-10, B-15, B-27 and B-81.

6. Individual Aircraft Commanders will prepare and submit the following reports: B-11, B-17 (if required) and reports required by paragraph 6A, SAC Manual 55-8.

7. Chief, Plans Division will provide the 2700th EOD Squadron, Hill AFB, with reports as follows:

a. Submit not later than ten days prior to aircraft movement the following:

(1) Routes and timing of all bomb-carrying B-47 aircraft from ZI point of departure to coast out of the United States.

(2) Routes and timing of all bomb-carrying B-47 Aircraft from point of coast of United States to Final landing base.

b. A message indicating completion of B-47 Weapon's Airlift in connection with this maneuver.

c. Include CINCSAC and Commander 2AF as information addressees on above reports. (a & b)

8. Wing Special Weapons officer will prepare for Commander 813th Air Division, Narrative Report to 2AF, due ten (10) working days after completion of the maneuver. Following information will be included in the report:

a. Maneuver as planned.

b. Maneuver as executed.

c. Reason for deviation from maneuver as planned.

d. Difficulties encountered.

e. Remarks and Recommendations.

f. Consolidated time log giving statistical summaries for various weapon operations and checks.

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HEADQUARTERS
321ST BOMBARDMENT WING (M)

OPERATIONS ORDER

240-56

DATE: MAR 2 1956

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~~ATOMIC ENERGY ACT 1954~~
~~SECRET~~

AIR FORCE 240 MERIDIAN 4-

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COMADIV 813 PINECASTLE AFB FLA 16/1830Z SECRET

COMAF 2 BARKSDALE AFB LA PRIORITY (PP)
ORIGINAL MESSAGE
CRYPTOPRECAUTION

[redacted]/1. ZIPPO 3-050/B-27/204-56/2AF/321BW/CRYBABY

2. CONCLUSIONS.

a. ESTIMATE OF MISSION SUCCESS - SUCCESSFUL.

b. LESSONS LEARNED - NONE.

c. RECOMMENDATIONS - NONE.

3. COMMENTS ON ADEQUACY OF SUPPORT ITEMS:

a. TANKERS - ADEQUATE

b. FIGHTER ESCORT - N/A

c. AIR RESCUE - N/A

d. FERRET - N/A

e. MATS OR SS SUPPORT - N/A

f. BASE FACILITIES - ADEQUATE.

g. TARGET MATERIALS AND OTHER INTELLIGENCE DATA: IN THE CASE OF TARGET E 163 PAREN TIP OF PROMONTORY ON LONG ISLAND PAREN THE ISLAND ON WHICH THE TARGET COORDINATES FELL WAS NON-EXISTANT EVEN THOUGH IT WAS DEPICTED ON ALL AVAILABLE WAC AND JN COVERAGE. THIS ITEM ALSO WAS RESPONSIBLE FOR TWO GROSS ERRORS AND A RESULTANT POD PAREN PROBABILITY OF DAMAGE PAREN OF ZERO FOR ONE STRIKE AND 19PE CENT FOR THE SECOND STRIKE ON THE PARTICULAR TARGET. WAC AND JN CHARTS WERE THE ONLY AVAILABLE COVERAGE ON FIRST AND THIRD WAVE TARGETS. ADEQUACY OF TARGET MATERIALS FOR TARGETS ASSIGNED TO THE SECOND WAVE WAS SATISFACTORY, INCLUDING A 25 SERIES MOSAIC AND/OR A 100 TCC OF ALL TARGETS. HOWEVER IT IS FELT THAT <u>ADEQUATE</u> TARGET MATERIAL SHOULD INCLUDE AT LEAST A 25 SERIES MOSAIC SUPPLEMENTED BY A 100 TARGET COMPLEX CHART OR A

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250 TARGET COMPLEX CHART TO ENABLE BETTER SELECTION OF OFF SET AIMING POINTS. OF THE WAVE TWO TARGETS ONLY THE FOLLOWING THREE LACKED A 100 TCC OR 250 TCC TO SUPPLEMENT THE 25 SERIES MOSAIC: 7367E, 9469E, and 9468D. IT IS FELT THAT THE GROSS ERROR ON TARGET 7367F AND THE RESULTANT POD CAN BE ATTRIBUTED TO THE LACK OF ONE 100 TCC OR 250 TCC FROM WHICH TO SELECT AN ADEQUATE O.A.P. NO USEABLE OAP WAS PORTRAYED ON THE 25 SERIES MOSAIC, THEREFORE A SECTIONAL AERONAUTICAL CHART WAS USED TO SELECT AN O.A.P. NO STRIKES WERE MADE AGAINST TARGETS 9468 [illegible] AND D.

h. INTERNAL SECURITY - ADEQUATE.

i. OTHER PERTINENT ITEMS - NONE.

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

a. AIRCRAFT MAINTENANCE AND SUPPLIES - LOST FOUR SCORED CAMERA ATTACKS; ONE DUE TO MALFUNCTION OF O-15 CAMERA; TWO DUE TO APS 23 MALFUNCTION (BOTH 122 TUBES BROKEN); ONE LAST RUN DUE TO SLIPWAY DOOR MALFUNCTION (AIRCRAFT ABORTED PRIOR TO TARGET.

b. COMMUNICATIONS AND ECM - ADEQUATE.

c. PHOTOGRAPHY AND PHOTOGRAPHIC EQUIPMENT - SEE PARAGRAPH 4a ABOVE.

d. GUNNERY EQUIPMENT - 20 ACFT LOADED 700 ROUNDS; 17 ACFT FIRED 100 PERCENT FIREOUT RATE; 3 NO ATTEMPTS [illegible] ONE A-5 CIRCUIT BREAKER MALFUNCTION; ONE, CURCUIT BREAKER LOWER DC PANEL MALFUNCTION; ONE INSUFFICIENT TIME FOR GUNNERY PREFLIGHT - AND DIFFICULTIES CONTRIBUTING FACTOR BROKEN.

e. WEATHER - WEATHER DELAYED ALL WAVES 24 HOURS. WEATHER AGAIN DELAYED THIRD WAVE SIX ADDITIONAL HOURS. WEATHER CAUSED SECOND WAVE TO LAND AT OTHER THAN HOME BASES. WEATHER CAUSED THIRD WAVE TO USE NEW REFUELING AREA AFTER THIRD WAVE WAS AIRBORNE WHICH DECREASED FUEL RESERVES.

f. NAVIGATION - ADEQUATE.

g. FLIGHT ENGINEERING - ADEQUATE.

h. BOMBING - 28 ATTACKS SCHEDULED. 27 CREW ATTACKS ATTEMPTED. 22 ATTACKS MADE (86 PERCENT RELIABLE MADE). 3 NOB ESTIMATES DUE TO MALFUNCTIONING EQUIPMENT. 2 RUNS LOST DUE TO ISLAND NOT LOCATED IN ACCORDANCE WITH TARGET DATA (SEE PARAGRAPH 3g MADE). 1 RUN LOST DUE TO ABORT CAUSED BY SLIPWAY DOOR MALFUNCTION.

i. TACTICS - ADEQUATE.

j. OTHER PERTINENT ITEMS - FIGHTER INTERCEPTIONS, OF THE 28 AIRCRAFT SCHEDULED 22 AIRCRAFT RECEIVED AT LEAST ONE TO TEN ATTACKS BY FIGHTER AIRCRAFT OF THE AIR DEFENSE COMMAND. IN ADDITION, ONE NAVY FIGHTER INTERCEPTER WAS REPORTED.

SECRET

MICHAEL H.W.McCOY, Colonel, USAF
321 Comdr

WALTER T. EISENBROWN, Lt Col USA
310 Wg Operations Officer

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USCM

CRY BABY

DATE 9-10-11 MARCH 1956

OBSERVER	NAME		CELL	SGZ NO.		SUPERVISED TARGET STUDY					PHOTO SCORE	REMARKS
Riley	Gamons	47	Brown #1	E-161	A	4.00	N/A	0	N/A	—	100	406 ESTIMATE
Zimmerman	[illegible]	47	Brown #2	E-161	A	2.00	N/A	SP	N/A	—	0000	
[illegible]	[illegible]	46	White #3	E-163	A	2.00	N/A	SP	N/A	—		TGT IS AN ISLAND THAT'S NOT THERE
[illegible]	[illegible]	47	Black #4	E-160	A	2.00	N/A	SP	N/A	—	600	
[illegible]	Gamos	46	White #1	E-160	A	[illegible]	N/A	SP	N/A	—	800	
[illegible]	Collins	46	White #2	E-161	A	2.00	N/A	SP	N/A	—	600	
Michaels	[illegible]	46	White #3	E-163	A	2.00	N/A	SP	N/A	—		TGT IS AN ISLAND THAT'S NOT VISIBLE [illegible] AT [illegible] PHOTO [illegible]
[illegible]	[illegible]	46	White #4	E-160	A	2.00	N/A	SP	N/A	—	600	
[illegible]	Burgess	46	[illegible] #1	1011	[illegible]	4.00	2	SP	Yes	OK		DAP MISIDENTIFIED
Rosenbaum	Morgan	47	[illegible] #2	9036	E	7.00	[illegible]	SP	[illegible]	[illegible]	800	
[illegible]	[illegible]	47	[illegible] #3	[illegible]	D	4.00	—	SP	[illegible]	OK	0000	
[illegible]	[illegible]	47	[illegible] #4	6739	D	[illegible]	—	SP	[illegible]	[illegible]	1700	
[illegible]	Lopez	47	[illegible] #1	0130	E	[illegible]	[illegible]	SP	[illegible]	[illegible]	200	
[illegible]	[illegible]	47	Blue #2	[illegible]	0	4.00	2	SP	Yes	[illegible]		DAP MISIDENTIFIED
[illegible]	[illegible]	47	Blue #3	7567	F	5.00	2	SP	Yes	[illegible]		DAP MISIDENTIFIED
[illegible]	Bond	47	Blue #4	7196	A	[illegible]	[illegible]	SP	Yes	OK	1650	
[illegible]	[illegible]	46	Brass #1	E-161	A	2.00	N/A	SP	N/A	—	500	
[illegible]	[illegible]	46	Brass #2	E-161	A	2.00	N/A	SP	N/A		2500	
Hassett	Bowen	46	Brass #3	E-163	A	2.00	N/A	SP	N/A		0000	406 ESTIMATE
Acros	[illegible]	47	Brass #4	E-160	A	2.00	N/A	SP	N/A		0000	
Brown	Rogers	46	Brass #5	E-160	A	2.00	N/A	SP	N/A		300	406 ESTIMATE
Taylor	[illegible]	46	Brass #6	E-160	A	2.00	N/A	SP	N/A		0060	
[illegible]	[illegible]	46	Cobalt #1	E-161	A	2.00	N/A	SP	N/A		0000	
Peoples	[illegible]	46	Cobalt #2	E-161	A	2.00	N/A	SP	N/A		2000	
Kelly	[illegible]	46	Cobalt #3	E-163	A	2.00	N/A	SP	N/A		3000	
[illegible]	[illegible]	47	Cobalt #4	E-160	A	2.00	N/A	SP	N/A		[illegible]	
Miller	[illegible]	47	Cobalt #5	[illegible]	A	2.00	N/A	SP	N/A		[illegible]	
[illegible]	[illegible]	47	Cobalt #6	[illegible]	A	2.00	N/A	SP	N/A	—	0000	

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321ST BOMBARDMENT WING (M)

OPERATIONS ORDER

27-56

DATE: MAR 30 1956

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HEADQUARTERS
321ST BOMBARDMENT WING (M)(SAC)
Pinecastle Air Force Base
Orlando, Florida

30 March 1956

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CLASS: SECRET
AUTH: Cmdr. 321 BWG
LAST NAME
DATE: 30 March 1956

HEADQUARTERS
321ST BOMBARDMENT WING (M)(SAC)
Pinecastle Air Force Base
Orlando, Florida

OPERATIONS ORDER 27-56

CHART AND MAP REFERENCES: WS-103, JN 21, 33, WAC 230, 254, 253, 319, 320, 321

TASK ORGANIZATIONS:

445th Bomb Squadron	Lt Col McKinnie
446th Bomb Squadron	Lt Col Lupear
447th Bomb Squadron	Lt Col Barr
321st Air Refueling Squadron	Lt Col Gaylord
321st Periodic Maint Squadron	Major Koller
321st Field Maint Squadron	Lt Col Peterson
321st A & E Squadron	Lt Col Cucia

1. GENERAL SITUATION: Requirement exists for continued rotation of a 2AF Bomb Wing to North Africa. X-Day is 9 April 1956. Unclassified nickname is "BUCKHORN".

a. Intelligence: See Annex "A"

b. Friendly Forces:

(1) MATS, USAFE, NEAC and 1st Weather Group:

Provide normal support including, as appropriate, base facilities, airlift, support, search and rescue, and weather information.

(2) ADC - NADF: Provides fighter interception (SAC Reg 51-6 applies).

(3) 19th Bomb Wing will redeploy to Pinecastle AFB, Refueling in the NEAC area, and attacking 21 cities for a USCM on the way.

(4) 5th Air Division (Sidi):

(a) Secure necessary block altitude reservations and brief

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appropriate ARTC agencies on, 321st Bomb Wing B-47 strike and deployment routes.

(b) Secure any necessary diplomatic clearance required for 321st Bomb Wing strike routes.

(c) Secure necessary clearance for overflight of any affected Air Space Restricted Areas east of 35-00W.

(d) Provide film processing service and/or scoring assistance, as required.

(e) Schedule air refueling operations in the PACKRAT A/R as indicated in Annex B.

(5) 303rd ARFPS will: Provide Air Refueling support for deployment.

(6) 813th AB Group will: Provide service and support as necessary.

2. MISSION:

a. To deploy (for 90 days TDY). The 321st Bomb Wing tactical aircraft and crews to Sidi Slimane on X-Plus 2, 3 and 4, as outlined in Annex B. (Appendix 1).

b. To deploy support personnel and equipment for 90 days TDY by MATS airlift as outlined in Annex D.

c. To conduct a USCM as outlined in Annex B (Appendix 2) on X Plus 7, and possibly on X plus 8.

NOTE: Everyone's attention is invited to 321st Operations Order 401-56, "BIG SWEAT" evaluation mission to be flown over a three day period beginning 18 April 1956.

3. TASKS FOR SUBORDINATE UNITS:

a. Commanders (445th) (446th) (447th) Bomb Squadrons will:

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(1) Furnish aircraft and crews as outlined in Annex B.

(2) Insure that all participating crews are present at all scheduled briefings and functions. See Schedule of Events, Annex B.

(3) Insure that proper over water and survival equipment is aboard all aircraft.

(4) Coordinate with Chief of Maintenance on crew/aircraft assignments and schedules for:

(a) Deployment daily waves and flights.

(b) Spares for deployment flights.

(c) USCM Strikes.

(d) Evaluation Missions (Op Ord 401-56).

(5) Insure that Squadron Cruise Control Officer scores all logs and forwards crew performance index to Wing Plans ASAP. For USCM, Index and LOGS will be forwarded to Wing Plans NLT 18 April 1956.

b. The Director of Materiel will:

(1) Furnish aircraft as required.

(2) Insure that aircraft are loaded as follows:

	FOR DEPLOYMENT	FOR USCM
Internal Fuel	Full Load	Full Load
External Fuel	12,000 lbs (6,000 ea tank)	None
ADI	4,800 lbs	4,800 lbs

(3) Insure that all aircraft are equipped with 32 ply tires and operational water injection systems.

(4) Insure that all aircraft on USCM are equipped with O-15, O-29 and K-38 Cameras.

(5) Insure that all aircraft are in Mark VI configuration at Sidi Slimane.

(6) Ammunition will not be loaded for deployment nor USCM.

c. The Chief of Current Operations will:

(1) Conduct pre-take off briefings for deployment and USCM strikes. (Also evaluation mission). (OPOrD 401-56).

(2) Adjust take off times, based on latest metro in order to make refueling rendezvous (Deployment AND USCM)

(3) Secure Block altitude clearances for deployment route as far as 3500W. (Category 3 will be used)

d. The Chief of Plans will:

(1) Furnish Current Ops with information necessary for obtaining clearances.

(2) Furnish 5AD with information necessary to obtain block altitude clearances and restricted area clearances NLT X-15.

(3) (26 Mar 56) Furnish Commander 303 ARefS with total number of deploying B-47's ASAP in order that tanker support may be firmed up.

(4) Furnish 5AD, Attn: Tkr Task Force Comdr, with ETA's to refueling points in PACKRAT Area (for USCM)

(5) Furnish by teletype NLT X-10 (31 Mar) to Hq SAC, Attn: DOOPO, and info 2AF, Attn: DOOF, The following info for each USCM Strike Cell:

(a) Cell color

(b) Number aircraft in cell.

(c) 1st take-off time for cell.

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(d) Cell arrival at Rdz. pt. (If applicable)

(e) Omit

(f) 1st and last aircraft tgt time for cell.

(g) 1st and last acft landing time for cell.

e. The Chief of Intelligence will:

(1) Furnish maps, target materials and crew folders for deployment and USCM strikes.

(2) Prepare briefing room for briefings as scheduled in Annex B.

(3) Brief all crews on emergency landing procedures as required by applicable directives.

(4) Debrief crews as required.

(5) Furnish information for completion of USCM recap sheet (SAC form 278) to Wing Plans NLT 18 Apr 1956.

(a) Radar Scope Photo runs attempted.

(b) Radar Scope Photo runs accomplished.

(c) Bombing type of release.

(d) Bombing pressure altitude.

(e) Bombing altitude.

(f) Bombing circular error.

(g) Method used in determining circular error.

(h) Number of Camera Scored Attack.

NOTE: Any discrepancies or malfunctioning of equipment should be noted.

(6) Deliver EWP Folders (Rotation) to crews at pre-take off briefings.

f. The Chief, Bomb/Nav Division will:

(1) Supervise and insure adequate mission preparation and target study on deployment, USCM strikes, and Evaluation Mission. All study to be accomplished prior to deployment.

(2) Apply latest winds to flight plans to determine adjusted take-off time. This information will be given to the Chief of Current Operations prior to pre-take-off meeting.

(3) Obtain necessary information at USCM debriefing to complete route overlays.

(4) Furnish Hq SAC with copies of overlays and recap sheets received from Wing Plans within 10 days after completion of the mission. (SAC Reg 50-8).

g. The Senior Controller will:

(1) Through Control Room, submit timely reports as required by Annex E.

h. The Wing Communications Officer will:

(1) Insure that all crews possess the latest frequency channelization information for Africa prior to deployment.

(2) Insure that crews are briefed (at specialized briefing) on radio procedures for Africa to include:

(a) Normal Communications.

(b) Emergency Communications.

(c) GCI and other avilable radar and procedures for use.

(3) Furnish information for completion of USCM recap sheet (SAC Form 278) to Wing Plans NLT 18 Apr 1956.

(a) Number of strike reports attempted by crew.

(b) Number of strike reports accomplished by crew.

NOTE: If a crews strike report is transmitted by another acft it should be noted with the transmitting crews Tactical Call Sign.

i. The Wing Security Officer will:

(1) Provide security for briefings and critiques as scheduled in Annex B.

(2) Provide other security as required.

j. The Chief of the Wing Standardization Board will:

(1) Insure that all crews are briefed on letdown procedures and airfield facilities at destination, and emergency alternates.

k. The Directer of Comptroller will:

(1) Insure that all deploying personnel are paid advance per diem.

(2) Insure that all personnel are made aware of currency conversion rates and other pertinent matters.

x. General Instructions:

(1) Unclassified Nickname of this mission is "BUCKHORN".

(2) X-Day is 9 April 1956.

(3) Deployment of B-47's will be effected on X + 2,3 & 4; USCM will take place on X + 7 (and possibly X + 8).

(4) Hq 2AF will issue separate execution orders for B-47 waves. Both on deployment and USCM strikes. Orders will be issued 12 hours prior to scheduled departure.

(5) The missions will constitute 2nd Quarter USCM for 321st Bomb Wing.

(6) Recall word is "FATIMA" for deployment and for USCM.

(7) This document may be destroyed IAW existing security regulations after the missions are completed.

(8) All Squadron Commanders will insure that all deploying personnel are prepared for deployment IAW Annex D and deployment SOP's.

(9) No press releases will be made without approval of OIS.

(10) Flying Safety takes precedence over all other objectives.

(11) "Stand Down" will begin 5 April 1956.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: See Annex D.

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5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command Posts:

(1) Commander SAC, Offutt AFB, Nebraska.

(2) Commander, 2AF, Barksdale AFB, La.

(3) Commander, 5th Air Division, Sidi Slimane Fr. Morocco.

(4) Commander, 813th Air Division, Pinecastle AFB, Florida

(5) Commander, 321st Bomb Wing , Pinecastle AFB, until X plus 2 then Sidi Slimane, French Morocco

b. 5AD assumes operational responsibility for aircraft East of 350CW.

c. Communications: See Annex.C.

MICHAEL N. W. McCOY
Colonel, USAF
Commander

OFFICIAL

Charles Joyce

CHARLES JOYCE
Lt. Colonel, USAF
Director of Operations

ANNEXES:

Annex A - Intelligence
Annex B - Air Operations
Annex C - Communications
Annex D - Administration & Logistics
Annex E - Reports

DISTRIBUTION:	COPY #
Commander SAC	1,2,3
Commander 2AF	4,5
Commander 5ADIV	6,7
Commander 813 AB Gp	8,9,10,11,12,13
Commander, 813 AD	14,15
Commander, 321st Bomb Wing	16
D/Commander, 321st Bomb Wing	17
D/O, 321st Bomb Wing	18
D/M, 321st Bomb Wing	19
D/P, 321st Bomb Wing	20

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DISTRIBUTION: Cont'd.

	COPY #
Comptroller	21
D/Safety	22
Wing Inspecter	23
Chief O & T	24
Chief Current Ops	25
Control Room	26
Chief, Bomb/Nav	27
Commander, 303 AREFS	28
Chief of Intelligence	29
Chief of Plans	30,31
Chief of Communications	32
Chief of Maintenance	33,34
Chief of Logistics	35
Commander, 445th Bomb Sq	36,37,38
Commander, 446th Bomb Sq	39,40,41
Commander, 447th Bomb Sq	42,43,44
Commander, 321 P.M.S.	45,46
Commander, 321 F.M.S.	47,48
Commander, 321 A & E Sq	49,50
Commander, 321st Tac Hospital	51,52
Commander, 321 Hq Sq	53,54
Wg Adjutant (Extra for Holding)	55,56,57,58,59,60

ADDITIONAL DISTRIBUTION:

Annexes B & C - Crew Flimsies

445th Bomb Sq - 30 cys
446th Bomb Sq - 30 cys
447th Bomb Sq - 30 cys

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HEADQUARTERS, 321ST BOMBARDMENT WING (M) (SAC)
Pinecastle Air Force Base, Orlando, Florida
30 March 1956

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 27-56

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation.

(1) The ultimate objective of the Soviet Union is world domination. They hope to attain this goal by a combination of two methods: Cold War and/or an annihilative surprise air attack. Cold War strategems are evident. Soviet tactics and diplomatic actions in international affairs in recent years have been planned and geared to result in a maximum political and psychological advantage for their party. Soviet Cold War policies of neutralism, disarmament, conciliation, and propagation of the so-called "Geneva Spirit" are all directed toward an extension and consolidation of Soviet influence in Eurasia and the Far East while simultaneously attempting to destroy Allied good will and integrity. The primary Soviet objective in the Cold War has apparently been to enhance their own sphere of influence by exploiting and provoking international situations through deliberate and calculated diplomatic moves without actively engaging themselves in a

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warfare situation. [redacted]

While the Soviets are purporting their "peace crusade", rapid technological developments are enabling them to produce in quantity and quality the weapons necessary for a modern military force capable of initiating and sustaining a world wide conflict. These rapid advancements, particularly in the aircraft and guided missile fields, serve as a portent of future Soviet intentions to the free world.

(2) The political situation in French Morocco is very tense and all personnel are cautioned not to become involved in incidents with either the French or the Moroccan Nationalists. Local control over the issue, possession, carrying, selling, bartering or otherwise handling of small arms and ammunition is stringent. Almost all small arms are categorized as weapons of war. Violations of controls can result in trial by local authorities and severe penalties.

(3) For the purpose of this mission, simulated enemy territory is designated as the portion of France and Italy lying south and west of a demarcation line connecting the following co-ordinates: 5600N - 0300E, 5030N - 0300E, 4800N - 0430E, 4600N - 0830E, 4230N - 1330E, 4000N - 1330 E, 3800N - 1500E, 3630N - 1700E, and 3600N - 2500E.

(4) Extreme care should be exercised to avoid flying north or east of this line as previous attacks on U. S. aircraft point to the alert status of Soviet and Satellite Defense systems.

b. Simulated Enemy Order of Battle.

(1) Aircraft Order of Battle - see Appendix I.

(2) Flak and Guided Missile Order of Battle - see Appendix II.

c. Capabilities of Enemy Equipment.

(1) Radar - refer to 2AF Fighter/Radar Reaction Guide, dated 9 May 1955 and Soviet Electronic Defenses and Electromagnetic Warfare (SEDEW) dated 16 January 1956. (Confidential)

(2) Aircraft - refer to appropriate Aircraft Performance Handbooks.

(3) Flak and Guided Missiles - refer to "Communist Air Capabilities" dated 15 January 1956.

2. SURVIVAL INTELLIGENCE:

a. Equipment.

(1) Sustenance Kit, Type A-1, when available, will be issued to combat crew members prior to this combat mission.

(2) Simulated blood chits will be issued to combat crews. These chits will be numbered; each combat crew member must sign and pick up his own numbered chit. They will be picked up from each crew member at the interrogation.

(3) Crew members will be apprised of other available aids, such as cloth charts, phrase booklets, etc. Crews should be reminded to procure recommended barter items locally.

(4) The URC/4 radio will be distributed on the basis of one per crew member when available.

b. Forced Landings.

(1) Forced landing procedures will be as outlined in SAC Reg.

3. INTELLIGENCE REQUIREMENTS:

a. Fighter/Radar Reaction Forecasts.

(1) One Fighter/Radar Reaction forecast will be prepared on a typical target in accordance with the 2AF Fighter/Radar Reaction Guide, dated 9 May 1955.

b. Flak and Guided Missile Analysis.

(1) A Flak analysis will be accomplished on Rome, Italy.

(2) A Guided Missile analysis will be accomplished on Paris, France in accordance with instructions contained in Flak TPO FIO-22 (published by Flak Intelligence School).

c. Scenario and Interrogation.

(1) Crews will be furnished scenarios on their routes in accordance with the simulated order of battle situations.

(2) For realistic interrogation and training purposes, crew interrogators will attempt to extract the preplanned information from the crew members. The resultant B-25 report will be based on information gained from these interrogations.

d. Essential Elements of Information.

(1) Was jamming encountered along the route? Length and duration of Jamming?

(2) Did any of the fighters appear to be AI equipped?

(3) Did fighters show any evidence of afterburners?

(4) On commencing the attack, did the enemy fighters release their wing tanks?

(5) Did attacking fighters fly collision courses?

(6) Where were first enemy interceptions accomplished? How far from EW net?

(7) Did the enemy air-to-air rockets, if any appear to be guided or unguided? If so what type guidance?

e. Targets and Target Materials.

(1) Crew folders will be compiled by Wing Intelligence.

(2) For additional information and instructions, refer to USCM Intelligence Catalog.

(3) EWP (Rotation) folders will be issued to deploying crews at pre-takeoff Briefing.

f. Photography and IBDA.

(1) Refer to Annex B, USCM Intelligence Catalog for Photo and IBDA procedures.

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HEADQUARTERS, 321ST BOMBARDMENT WING (M) (SAC)
Pinecastle Air Force Base, Orlando, Florida
30 March 1956

APPENDIX I

ANNEX "A"

321 OPSORD 27-56

AIR ORDER OF BATTLE

A. DISTRICT NO. 1 - FRANCE

Card No.	No. of Acft	Type Acft	Location
1-1	74	Fresco	4547N - 0310E CLERMONT/FERRAND AULNAT AF
1-2	74	Fagot	4544N - 0457E LYON/BRON AF
1-3	74	Fresco	4408N - 0452E CARITAT AF
1-4	74	Fagot	4519N - 0322E
1-5	74	Fagot	4244N - 0252E PERPIGNAN/LLABANERE AF
1-6	74	Fresco	433rN - 0444E PORT DE BOUC/ISTRES AF
1-7	74	Fresco	4335N - 0358E FREJORGUES AF
1-8	74	Fresco	4331N - 0456E PORT DEBOUC
1-9	74	Fagot	4326N - 0513E BERRE AF
1-10	37	Fresco	4306N - 0609E LE PALY VESTRE AF
1-11	111	Fresco	4340N - 0713E NICE/LEVAR AF
1-12	37	Fagot	4355N - 0207E
1-13	74	Fagot	4540N - 0019E ANGOULEME
1-14	74	Fagot	4450N - 0043
1-15	111	Fresco	4337N - 0122E TOULOUSE/BLAGNAC AF
1-16	37	Fresco	4332N - 0122E TOULOUSE
1-17	74	Fagot	4549N - 0117 E LIMOGES/FEYTAIT AF
1-18	74	Fresco	4651N - 0143E CHATEAUROUX/DEOLS AF

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Card No.	No. of Acft	Type Acft	Location
1-19	37	Fagot	4709N - 0137W NANTES/CHATEAU-BOUGON AF
1-20	37	Fagot	4737N - 0035W ANGERS
1-21	74	Fagot	4432N - 0108W CAZAUX AF
1-22	74	Fagot	5008N - 0151E DRUCAT AF
1-23	37	Fagot	5020N - 0259E VITRY-EN-ARTOIS AF
1-24	111	Fresco	4936N - 0343E ATHIES AF
1-25	37	Fagot	4939N - 0141W CHERBOURG
1-26	74	Fresco	4746N - 0326W LORIENT/LANN BIHOUR AF
1-27	74	Flashlight	4746N - 0326W LORIENT/LANN BIHOUR AF
1-28	74	Fresco	4759N - 0146E
1-29	74	Farmer	4839N - 0105E DREUX AB
1-30	111	Fresco	4915N - 0231E SENLIS AF
1-31	74	Fresco	4847N - 0213E PARIS/VELIZY AF
1-32	37	Farmer	4850N - 0216E PARIS
1-33	37	Fagot	4844N - 0223E PARIS/ORLY AF
1-34	37	Flashlight	4850N - 0300E VOISINS AF
1-35	74	Fagot	4922N - 0010E ST GATIEN AF
1-36	37	Fagot	4835N - 0205E PARIS
1-37	111	Fresco	4804N - 0503E CHAUMONT AF
		B. DISTRICT NO. 2 - ITALY	
2-1	37	Fagot	4403N - 0807E ALBENGA AF
2-2	74	Fresco	4424N - 0854E GENOA
2-3	37	Fagot	4409N - 0950E LA SPEZIA
2-4	111	Fagot/Fresco	4341N - 1021E LIVORNO/SANGUISTO

Card No.	No. of Acft	Type Acft	Location
2-5	74	Fagot	4349N - 1112E FIRENZE
2-6	37	Fresco	4246N - 1105E GROSSETO AF
2-7	74	Flashlight	4148N - 1235E ROME/CIAMINO AF
2-8	37	Fagot	4152N - 1234E ROME/CENTOCELLE AF
2-9	37	Farmer	4315N - 1115E SIENA AF
2-10	74	Fagot	4528N - 0917E MILAN
2-11	37	Fresco	4538N - 0844E MAL PENSA AF
2-12	37	Fresco	4512N - 0739E TORINO/CASELLE AF
2-13	74	Fresco	4157N - 1230E ROME/URBE AF

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HEADQUARTERS, 321ST BOMBARDMENT WING (M) (SAC)
Pinecastle Air Force Base, Orlando, Florida
30 March 1956

APPENDIX II

ANNEX "A"

321 OPSORD 27-56

FLAK ORDER OF BATTLE

A. DISTRICT NO. 1 - FRANCE

Card No.	Type Guns AA	Nr of Guns	Location
1-1	122MM	8	485710N - 021900E
1-2	100MM	8	485620N - 022615E
1-3	100MM	8	485336N - 023017E
1-4	100MM	8	485112N - 022905E
1-5	122MM	8	484744N - 022650E
1-6	100MM	16	484731N - 022310E
1-7	100MM	8	484806N - 021901E
1-8	122MM	8	484703N - 021442E
1-9	100MM	4	484912N - 021250E
1-10	100MM	16	484930N - 021027E
1-11	100MM	8	485214N - 021121E
1-12	100MM	8	485413N - 021302E
	MARSEILLE		
1-13	100MM	8	431630N - 051832E
1-14	100MM	16	431240N - 052125E
1-15	100MM	8	431435N - 052530E
1-16	100MM	8	431803N - 052718E
1-17	100MM	8	432050N - 052405E

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Card No.	Type Guns AA	Nr of Guns	Location
1-18	100MM	16	432139N - 051930E
1-19	100MM	8	432348N - 052135E
1-20	100MM	4	431730N - 052151E
	CLERMONT - FERRAND		
1-21	100MM	8	454830N - 030318E
1-22	100MM	4	454715N - 030330E
1-23	100MM	8	454501N - 030350E
1-24	100MM	16	454422N - 030641E
1-25	100MM	8	454505N - 030721E
1-26	100MM	8	454612N - 030741E
1-27	100MM	8	454739N - 030910E
1-28	100MM	8	454835N - 030727E
	TOULON		
1-29	100MM	8	430400N - 055400E
1-30	100MM	8	430315N - 055330E
1-31	100MM	16	430425N - 055700E
1-32	100MM	8	430510N - 055630E
1-33	100MM	4	430600N - 055440E
1-34	100MM	16	430830N - 055340E
1-35	100MM	8	430620N - 055810E
1-36	100MM	4	430825N - 050620E
	BORDEAUX		
1-37	100MM	8	444800N - 003510W
1-38	100MM	8	444939N - 004041W
1-39	100MM	16	445120N - 003831W

Card No.	Type Guns AA	Nr of Guns	Location
1-40	100MM	8	445222N - 003515W
1-41	100MM	8	445121N - 003010W
1-42	100MM	4	445040N - 003153W
1-43	100MM	4	444913N - 003115W
	TOURS		
1-44	100MM	8	472218N - 004159E
1-45	122MM	4	472320N - 004329E
1-46	100MM	8	472328N - 004500E
1-47	100MM	16	472402N - 004008E
1-48	122MM	8	472401N - 004241E
1-49	100MM	4	472550N - 004333E
1-50	100MM	16	472621N - 004411E
1-51	100MM	8	472638N - 004415E
1-52	100MM	8	472258N - 003834E
1-53	100MM	8	472240N - 003700E
1-54	100MM	8	472341N - 003920E
	NANTES		
1-55	100MM	8	471131N - 013229W
1-56	100MM	16	471201N - 013531W
1-57	100MM	8	471258N - 013150W
1-58	100MM	8	471347N - 013415W
1-59	100MM	8	471355N - 013203W
	SAINT NAZAIRE		
1-60	100MM	8	471610N - 021259W
1-61	100MM	4	471630N - 021150W
1-62	65MM	8	471641N - 021342W

Card No.	Type Guns AA	Nr of Guns	Location
1-63	100MM	4	471710N - 021250W
1-64	100MM	8	471708N - 021200W
1-65	85MM	8	471728N - 021102W
	VANNES		
1-66	100M	9	473842N - 024525W
1-67	100M	8	473858N - 024559W
1-68	100M	4	473927N - 024458W
1-69	100M	8	473940N - 024445W
1-70	85MM	16	474000N - 024438W
	ANGERS		
1-71	100MM	8	472910N - 003350W
1-72	100MM	4	473015N - 002422W
1-73	100MM	8	472013N - 003045W
1-74	100MM	8	472705N - 003401W
1-75	100MM	8	472901N - 003229W
	LA ROCHELLE/LA PALLICE		
1-76	100MM	8	460755N - 010810W
1-77	122MM	8	460820N - 011001W
1-78	100MM	4	460930N - 010835W
1-79	100MM	8	460920N - 011029W
1-80	122MM	4	460940N - 010930W
1-81	100MM	8	460900N - 011227W
1-82	85MM	8	460951N - 011200W
1-83	85MM	8	461001N - 011302W
1-84	100MM	4	461005N - 011159W

Card No.	Type Guns AA	Nr of Guns	Location
		GRENOBLE	
1-85	85MM	16	451101N - 054310E
1-86	100MM	4	450922N - 054343E
1-87	100MM	8	450933N - 054400E
1-88	100MM	8	451103N - 054342E
1-89	100MM	8	451109N - 054154E
1-90	85MM	4	451123N - 054218E
1-91	100MM	8	451203N - 054315E
		BERGERAC	
1-92	100MM	8	445052N - 003106E
1-93	100MM	4	445030N - 003118E
1-94	85MM	4	445058N - 005020E
1-95	100MM	8	445100N - 003129E
1-96	85MM	16	445025N - 003017E
1-97	100MM	8	445030N - 003029E
1-98	100MM	8	445020N - 002840E
1-99	122MM	4	445131N - 002811E
1-100	100MM	8	445118N - 002907E
1-101	100MM	8	445142N - 002931E
1-102	100MM	8	445148N - 002835E
		MONTPELLIER	
1-103	100MM	8	433541N - 035310E
1-104	100MM	4	433615N - 035358E
1-105	100MM	8	433557N - 035156E
1-106	100MM	8	433628N - 035125E

Card No.	Type Guns AA	Nr of Guns	Location
1-107	100MM	8	433600N - 035115E
1-108	100MM	4	433645N - 035257E
1-109	100MM	8	433730N - 035301E
	SETE		
1-110	85MM	8	432351N - 034128E
1-111	100MM	4	432427N - 034227E
1-112	100MM	8	432440N - 034110E
1-113	100MM	8	432520N - 034230E
1-114	100MM	8	432519N - 034348E
	B. DISTRICT NO. 2 - ITALY		
	ROME		
2-1	100MM	16	415610N - 122300E
2-2	100MM	8	415558N - 122750E
2-3	100MM	8	415520N - 122720E
2-4	100MM	8	415225N - 122630E
2-5	100MM	8	415155N - 122830E
2-6	100MM	4	415210N - 123055E
2-7	100MM	8	415310N - 123315E
2-8	100MM	8	415530N - 123320E
	GENOVA		
2-9	122MM	8	442348N - 085751E
2-10	100MM	8	442443N - 085728E
2-11	85MM	16	442359N - 085620E
2-12	100MM	8	442529N - 085705E
2-13	100MM	8	442451N - 085530E

Card No.	Type Guns AA	Nr of Guns	Location
2-14	88MM	4	442518N - 085528E
2-15	100MM	8	442445N - 085431E
2-16	100MM	8	442432N - 085340E
2-17	122MM	8	442527N - 085341E
2-18	100MM	4	442515N - 085203E
2-19	100MM	8	442530N - 085127E
	LIVORNO		
2-20	100MM	8	433221N - 101828E
2-21	100MM	16	433219N - 101930E
2-22	100MM	8	433257N - 101902E
2-23	100MM	8	433300N - 101901E
2-24	100MM	4	433330N - 101932E
2-25	100MM	8	433325N - 101829E
2-26	100MM	4	433352N - 101900E
	PISA		
2-27	100MM	4	434201N - 102437E
2-28	85MM	16	434203N - 102340E
2-29	100MM	8	434310N - 102430E
2-30	100MM	4	434315N - 102325E
	LA SPEZIA		
2-31	100MM	4	440410N - 095000E
2-32	100MM	8	440505N - 095320E
2-33	100MM	8	440603N - 095159E
2-34	100MM	4	440559N - 094818E
2-35	100MM	8	440625N - 094929E

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Card No.	Type Guns AA	Nr of Guns	Location
2-36	100MM	8	44C7C7N - 094859E
2-37	100MM	8	44C7C1N - 095118E
2-38	100MM	4	440710N - 095030E
	FIRENZE (FLORENCE)		
2-39	100MM	8	444609N - 111412E
2-40	85MM	16	444556N - 111723E
2-41	100MM	8	444613N - 111135E
2-42	100MM	8	444721N - 111058E
2-43	122MM	8	444729N - 111332E
2-44	100MM	8	444714N - 111641E
2-45	100MM	8	444803N - 111533E

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
PINECASTLE AIR FORCE BASE, FLA.
30 MARCH 1956

ANNEX B

TO

OPERATIONS ORDER 27-56

AIR OPERATIONS

1. GENERAL:

A. THIS ANNEX IS WRITTEN IN TWO PARTS:

APPENDIX I - DEPLOYMENT OF B-47 AIRCRAFT.

APPENDIX II - STRIKE MISSIONS FOR USCM.

B. ATTENTION IS INVITED TO 5AD AND 321ST OPORD 401-56, "NO SWEAT", EVALUATION MISSION TO BE FLOWN IMMEDIATELY AFTER COMPLETION OF USCM PORTION OF THIS ORDER.

C. ALL STUDY AND PREPARATION FOR THIS MISSION (DEPLOYMENT AND USCM) AND THE EVALUATION MISSION MUST BE ACCOMPLISHED BEFORE DEPLOYMENT.

D. SCHEDULE OF EVENTS IS AS FOLLOWS:

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SCHEDULE OF EVENTS

OPORD 27-56 "BUCKHORN"

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
5 April 56	Gen'l Briefing	10:00	All Comdrs, Staff and Crews	Div. Brief Room	Wing Ops	
5,6,9,& 10 April 56	Detailed Flight Planning		All Crews	Squadrons	Squadrons	
5,6,9,& 10 April 56	Target Study (USCM Tgts) (Eval. Tgts)		All AOB's	Bomb/Nav	Bomb/Nav	
9 April 56	Specialized Briefing	0800	All Comdrs, Staff and Crews	Div. Brief Room	Wing Staff	
11,12, & 13 April 56 (Each Day)	Pre-Take-Off Briefing	00:20 01:40	Alpha and Bravo Charlie and Delta	446th Squadron 446th Squadron	Current Ops Current Ops	
	Stations	00:50 01:15 02:10 02:33	Alpha Bravo Charlie Delta	Ramp Ramp Ramp Ramp		
	Start Engines	02:10 02:50 03:30 04:10	Alpha Bravo Charlie Delta			
	Taxi	02:22 03:02 03:42 04:22	Alpha Bravo Charlie Delta			
	Take-Off	02:33 03:13 03:53 04:33	Alpha Bravo Charlie Delta			WINGMEN FOLLOW AT 1½ MINUTE INTERVALS

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SCHEDULE OF EVENTS

OPORD 27-56 "BUCKHORN"

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
15 April (Sun)	Specialized Briefing (Strike)	1500Z	All Crews	SIDI Bldg 506 Wg Brief Rm)		
16 April 56	Pre-Take-Off Brfg. (Strike)	1400Z	Amber, Rust, Peach, and Lemon	Bldg 506		
		1430Z	EBONY - TAN - ORANGE			
	Stations	2 hours prior to take-off				
	Start Engines	23 minutes prior to take-off				
	Taxi	11 minutes prior to take-off				
	TAKE-OFF	1628Z	Amber			
		1639Z	Rust			
		1650Z	Peach			WINGMEN FOLLOW AT
		1659Z	Lemon			1 MINUTE INTERVALS
		1709Z	Ebony			
		1716Z	Orange			
		1723Z	Tan			
16 April 56 (Possibly 17th also)	Debriefing	2230Z (16th)	All Crews	Bldg 506	Chief O&T	
		0230Z (17th)				
24 April 56	Critique	1000Z	All Comdrs, Staff and Crews	Bldg 506	Wing Operations	

Annex B
321 OPORD 27-56
30 MARCH 1956

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HEADQUARTERS 321ST BOMBARDMENT WING (M)
PINECASTLE AIR FORCE BASE, FLA.
30 MARCH 1956

APPENDIX 1

ANNEX B

OPERATIONS ORDER 27-56

B-47 DEPLOYMENT

1. GENERAL:

A. X DAY IS 9 APRIL 1956.

B. B-47'S AND CREWS WILL BE DEPLOYED AS SCHEDULED HEREIN.

C. ALTITUDE WILL BE CLEARED UNDER THE NAME "BUCKHORN".

D. ROTATION [redacted] FOLDERS WILL BE CARRIED.

E. TAKE OFF TIMES ARE APPROXIMATE. THEY MUST BE ADJUSTED BY LATEST WINDS IN ORDER TO MEET RENDEZVOUS TIMES LISTED BELOW.

F. SOME AIRCRAFT WILL CARRY ENGINES IN BOMB BAY. OTHERS WILL NOT. ALL AIRCRAFT MUST FLY ALTITUDE AS LISTED ON FLIGHT PLAN (ATTACHMENT 1) BECAUSE ALTITUDE BLOCK IS BASED ON HEAVIER AIRCRAFT.

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2. SCHEDULE:

CALL SIGN	POS	T.O. TIME (APPROX)	ETA RDVU (FIRM)	CHUKS & DATES X/2 (11 April) ACFT #	BULL DOG	NAME	SQ	X/3 (12 April) ACFT #	BULL DOG	NAME	SQ	X/4 (13 April) ACFT #	BULL DOG	NAME	SQ
BULLDOG ALPHA	LDR	0233E (0730Z)	0930Z	214	24	McCoy, Allen Miller, Stuff	446 TH	193	25	Welch (Joyce)	445 TH	283	17	Zimmerman (Stanley)	447 TH
	2			234	35	Nicholls		195	23	Disario		254	70	Campbell (Sterner)	
	3			317	56	Taylor (Lupear)		246	12	Sawyer (Mowak)		347	65	Groves (Becher)	
	4			349	38	Capt. Brown, R		353	45	Richissin (L/C Peterson)		257	58	Gaultiere (Robinson)	
BULLDOG BRAVO	LDR	0313E (0813Z)	1010Z	297	22	McDonald (Minnich)	445 TH	296	55	Singleton	447 TH				
	2			331	11	Roberts (McKinnis)		345	61	Miller					
	3			294	54	Marcinko		346	64	Rosenbalm					
	4			265	59	Bartlett		277	60	Wood					
BULLDOG COCA	LDR	0353E (0853Z)	1050Z	244	36	Fogler	447 TH	316	57	Crosby (~~Novak~~)	446 TH				
	2			323	58	Moseley (Wilson)		354	40	Gaskins (Johnson)					
	3			260	27	Cook (Barr)		340	35	Upton					
	4			201	62	Arens		273	42	L/C Brown, D (Fisher-Zalko)					
BULLDOG DELTA	LDR	0433E (0953Z)	1130Z	351	37	Jeff	446 TH	284	50	Katey (Keith)	445 TH				
	2			276	43	Nelson		225	29	Heinton					
	3			196	52	Hassett		336	14	Peoples (Loegering)					
	4			272	30	Kelly (Hines)		240	31	Pafe					

Appendix 1, Annex B
321 OPORD 27-56
30 March 1956

PCAFB - 6B - 1927

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3. ROUTE:

DEPART: PCAFB

To: DAYTONA VOR

To: JIGGS AIR REFUELING AREA (KINDLEY)

To: LAJES (OVER FLY)

To: SIDI SLIMANE

SEE FLIGHT PLAN (ATTACHMENT 1, THIS APPENDIX)

4. AIR REFUELING:

A. DATA

Area	"Jigga"
Key Rdvu Pt.	33-30N 65-00W
Base Altitude	15,000 feet
Transfer	20,000 lbs per receiver (2 receivers per tanker)
AR Track	070°
Missed AR Alternate	Kindley, Lajes, Cherry Point, PCAFB.

FLIGHT	DATE	RDVU PT.	UHF	APN 12	APN 76	APN 11
All	All	Ann	337.6	T-8 R-6	T-6 R-8	1-2-1

Common: 311.0 (Secondary)

HF Backup: 3023.5

MF Homing: 1734 kc.

b. Call to Tankers: "Jigga Ann Ldr, This is Bulldog Alpha"

c. Refueling Speed: Begin 205 KIAS - End 213 K.

d. Refueling Tactics: (IAW SAC MAN 55-5 and 55-10) (4 Receivers - 2 Tkrs)

(1) 10° echelon "Robert" 30 minutes prior to descent point.

(2) Descend and close on tankers in 10° echelon "Robert".

(3) There will be only two (2) tankers for the four (4) receivers.

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(4) Tankers will be in 10° echelon, 1 mile in trail - stacked up 500'

(5) #1 RCVR contact #1 Tanker.

(6) #2 RCVR contact #2 Tanker.

(7) #3 RCVR close on #1 Tanker and form on left wing - (loose)

(8) #4 RCVR close on #2 Tanker and form on left wing - (loose)

(9) When #1 RCVR has taken on fuel load (20,000 lbs) - move to right wing of Tanker (loose) and announce "number one complete. #3 refuel". Number 3 RCVR will then move into position and refuel. Number 3 will announce when complete.

(10) #2 and #4 will follow the same procedure.

(11) When <u>each</u> aircraft has completed, he will call the tanker, inform him of his Bulldog #, and total fuel at disconnect.

(12) When all aircraft have completed, the NCA will tell tankers to "clear the track". They will turn 45° left.

(13) Leader will announce "accellerating now" and accellerate to 310KIAS (climb speed)

(14) #3 will fall in behind #1 (1 mile in trail and 500' above) 10° echelon.

(15) #2 will fall in behind #3 (2 miles behind NCA and 1000' above him) 10° echelon.

(16) #4 will fall in 1 mile behind #2 (3 miles behind NCA and 1500' above him) 10° echelon "Robert".

(17) When NCA announces "Angel Now", all will climb at 96%, 310KIAS - then tech order speed - 10° echelon "Robert".

(18) Level off will be in "Robert". NOTE: AOB's <u>must perform station keeping.</u>

(19) Form loose "Tillie" after level off. (2 - 300' apart)

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5. TACTICS:

A. TAKE OFF: 1½ MINUTE INTERVALS

B. TURN ON COURSE: 2 MINUTE AFTER RELEASE BRAKES 20° BANK

C. CLIMB

(1) 98% - 310KTAS TO 20,000' - THEN T.O. SPEED

(2) LDR ANNOUNCE ALT EVERY 3000'

(3) LDR LEVEL OFF 1000' BELOW OPT - OTHERS STACK UP 500' INTERVAL (FORMATION "ROBERT")

D. FORM UP

(1) LDR FLY 400 KTAS

(2) WING MEN FLY 450 KTAS UNTIL "IN"

(3) WING MEN ANNOUNCE WHEN "IN"

E. FORMATION:

(1) "ROBERT" FOR 30 MIN AFTER FORM UP

(2) LOOSE "TILLIE" FOR ENROUTE VFR (2-300 FT APART)

(3) TIGHT "TILLIE" FOR THIN WEATHER

(4) "ROBERT" FOR HEAVY WEATHER (NCA ASSIGN ALTITUDES)

(5) "ROBERT" WITH 10° ECHELON - 30 MIN PRIOR TO RE-FUELING UNTIL 30 MIN AFTER REFUELING

(6) "TILLIE" APPROACHING SIDI UNTIL STACKED. FOR PENETRATION (20-23,000')

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6. LETDOWN AND SPACING TACTICS:

a. Airborne control system will be used as follows only if VFR. If IFR, Sidi approach control will control the descent LAW normal procedures.

b. As far out as possible, the NCA will switch to approach control frequency (inform cell they will remain on interplane frequency), contact Sidi and request to stack his aircraft over the high station from 20,000 up (1000' intervals), and to descend at 3 minute intervals without control except in emergency. NOTE: Walnut Control (Casablanca OATC) will also be contacted when within UHF range and informed.

c. The NCA will then switch back to interplane frequency (260.2) and assign altitudes to his aircraft and tell them to begin "descent in order at 1 minute intervals at 100 mile Range". Each aircraft will acknowledge by repeating his cell and position, i.e., "Alpha two", "Alpha three", etc. The NCA then will announce "Check List", and each crew will accomplish pre-descent check as far as "Gear Down".

d. When 100 miles from Sidi, the NCA will announce "Alpha Leader starting descent- NOW", and descend at 2000 feet per minute- clean aircraft.

e. The #2 man will wait one minute, then "announce Alpha Two starting descent- NOW" and descend.

f. Each aircraft will start descent 1 minute after previous aircraft starts descent. Each will announce on 260.2 MCS.

g. 1 minute after starting descent, each aircraft will switch to approach

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control frequency, and upon reaching assigned stack altitude will announce his number and altitude, i.e., "Alpha leader-twenty thousand".

h. Approach Control will monitor, but not answer, and other aircraft will not acknowledge.

i. Upon reaching the VOR, the NCA will drop gear and start descent. He will announce "Alpha (Bravo, etc), Leader starting penetration at 20,000 feet", and immediately begin accomplishing pre-landing check list employing interphone silence as much as possible. The co-pilot can accomplish his portion of the check-list in silence and merely announce "check complete- best flare--------knots". The A/C can drop his own gear and flaps, and accomplish his portion in silence as much as possible.

j. Subsequent aircraft will adjust their orbits in order to be in position to depart the Hi-station at 3 minute intervals.

k. Each aircraft will announce when starting penetration turn, i.e. "Alpha Leader starting penetration turn". Turn will be 30° bank. The following aircraft will start penetration when the aircraft ahead starts penetration turn. (Approx 2-1/2 to 3 minutes).

l. Each aircraft will penetrate from Stack altitude, and announce "(His cell position)- starting penetration from---------thousand".

NOTE: Descent will be 290 KIAS- 4000 FPM, and radar will be used throughout the approach.

m. When penetration turn is complete, each aircraft will switch to GCA final frequency, and announce his cell and position, Bulldog Number and distance from the field, i.e. "Alpha two, Bulldog 74. 20 miles Range". Range is to be determined by radar. If radar is out, Range will be "Unknown".

n. Approach control will not acknowledge any calls (other than the initial call from over 100 miles out) except in event of emergency such as unsafe separation.

o. Other aircraft will not acknowledge any calls after switching to approach control frequency. (Except in emergency).

p. GCA will not issue approach instructions unless requested. Aircraft will not request instructions unless necessary. Radar and OMNI will be used as primary means.

q. Only transmissions to be made by individual aircraft will be those listed above except in emergency or missed approach. In this event, all other aircraft at stack altitude will remain there and await instructions. Aircraft in penetration will continue descent unless otherwise instructed by approach control. Approach control will acknowledge a missed approach and issue instructions to other aircraft.

NOTE: This same procedure will be employed at night and possibly IFR on "Buckhorn" USCM with more aircraft (less interval between cells).

r. Aircraft with radio difficulty will tack onto another aircraft's Wing. Monitor Guard on URC-4 and 121.5 on OMNI Receiver.

7. FUEL REQUIREMENTS.

a. Take off load:

FWD	M-	18,750 (Full)
CTR	M-	17,960 (Full)
AFT	M-	21,954 (Full)
BB	-	20,700 (Full)
FWD AUX	-	6,340 (Full)
AFT AUX	-	7,800 (Full)
EXT	-	11,589
		105,093

b. Minimum Reserve: Over Hi-Station, 12,000 lbs. (Planned reserve: 18,000 lbs over Sidi VOR)

c. Minimum fuel after IFR disconnect:

(1) To make Sidi with 12,000 lbs- 74,000 lbs

(2) To make Lajes with 12,000 lbs- 49,200 lbs

d. Minimum fuel when passing Lajes: 31,800 lbs.

e. Point of no return to PCAFB: 37-52N 48-05W- 4 hrs 55 min. after take-off.

8. RESTRICTED AREAS: Only one is penetrated; MC-12B approaching Africa. 5AD will obtain clearance for over flight.

9. WEATHER MINIMUMS:

a. Take-off- APR 00-16

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b. Landing:

(1) Destination: Day-500 ft & 1 mile Night- 500 ft & 2 miles.

(2) Alternates: (AFR 60-16)

(a) With published let-down: 1500' & 3 miles

(b) Without published let-down: 10,000' & 3 miles.

10. ABORT PROCEDURES:

a. Air Aborts: Obtain CAA clearance before departing altitude reservation.

b. Mission Cancellation: Recall word is "Fatima".

c. Back up plan:

(1) The lead ship of the first flight each day will carry the air commander. Air Commanders are: 1st Day- Colonel McCoy; 2nd Day- Lt. Colonel Joyce; 3rd Day- Colonel Starley.

(2) The #2 aircraft in the first flight each day will be manned by a lead crew if possible and parked adjacent to the leader.

(3) If the lead ship has trouble on the ramp, the Air Commander only will transfer his equipment to the #2 aircraft, and assume the lead. In this case, the designated spare will assume #4 position. Crews will fly their own aircraft.

(4) Each Squadron will provide one spare aircraft and crew each day primarily as spare for that Squadron aircraft, and secondarily as spare in event any other Squadron has more than one abort.

(5) Spare crews will attend PTO Briefing. Station time for a particular

[redacted]

Squadron's spare will be the same as station times for the rest of that squadron's aircraft. (Flights maintain Squadron integrity).

(6) Spares will not start engines unless instructed by the tower or line vehicle, but will be ready to start at once if told.

(7) Aborting aircraft, if repaired in time, will be used to fill in the first occurring vacancy on subsequent flights that day.

(8) If no vacancies occur, the aborted aircraft (now in commission) will depart the following day in the place of the spare aircraft which replaced it.

11. EMERGENCY/ALTERNATE BASES:

BASE	LOCATION	ELEV	RUNWAY LENGTH	TOWER UHF	RADIO AIDS
Kindley	Bermuda	11'	7,270	236.6	RBN 528 KC
Cherry Pt	N. Carolina	29'	9,100	233.6	RNG 230 NKT RBN 284.2 NKT RBN 245 NKT
Lajes	Azores	180'	10,500	236.6 243.0	Omni 112.5 GP RBN 341 GP (400 W) RBN 273 DK (100W) RBN 396 LJ (400W) RCN 9310 2 PIPS
Benguerir	Fr. Morocco	1456'	14,000	233.8 243.0	VOR 112.5 BG RBN 336 BG RBN 210 BEN
Nouasseur	Fr. Morocco	655'	11,000	257.8 275.8 243.0	RBN 240 NR (200W)

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12. JET LETDOWNS. To be distributed on flip cards, and briefed by the Chief of Stand Board.

a. SIDI- VOR Let down (112.1)

Out Bound 050° to 10,000' (or 2'30")

RT. Penetration turn (GCA Pickup)

Inbound 260°

Min alt 660'

Descend 290K, 4000 FPM

Missed approach 300° to 4000'.

13. COMMUNICATIONS (Deployment):

a. See Part I, Annex C.

14. NAVIGATION CONTROL POINTS:

a. Point designations appear in left hand margins of Staff Flight Plans

b. NAV Control PTS (Deployment)

GROUND CHECKS AND INITIAL ACTION

Ground	Turn IFF to Normal-Mode II			Toggle Switch in up position.
Ground	II	352.6	"HOTSHOT"	Check Equipment
Ground	3	275.8	Tower	Taxi
Ground	2	327.4	Tower	Take-Off
Climb Out	4	257.8	Orlando App Control	Climb-Out
Climb Out	9	260.2	Wing Control Room	Checkout

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Cruising 10 337.6 Refueling Freq Interplane
All Acft

T. O. PLUS	POINT	PLACE	ACTION
:07	Alpha	Daytona VOR (113.3 DAB)	Turn to 090° - Call Jax Ctr Chan 6, 301.4 MCS ADIZ rept- ETA NY OCA (Delta) Pass to NY OCA
:14	Bravo	Lv East ADIZ	None
:22	Charlie	Level Off	NCA Level off 1000' Below Opt Announce Baseball
:31	Delta	Enter NY OCA	Call Jax Ctr Chan 6, 301.4 MCS ADIZ Rpt (ETA to departure- Call Andrews AWYS Chan 14, 6738.0 ICAO Pos Rpt (Get slot time for subsq rpts)
:53	Echo	T. P.	Turn to 078° (Call Tkrs) Chan 10 337.6
:00	Foxtrot	Lv ATV ADIZ	Form Robert 10° Ech
1:45	Golf	T. P.	Turn to 070°
1:50	Hotel	St. Descent	10° Ech
1:57	India	Rndz	Hook up
2:25	Juliet	End Ar	Accelerate to 310 KIAS Form 10° Ech- Ldr--#3- #2-- #4 "Robert"
2:27	Kilo	St Climb	Climbing "Robert". 310 then T. O. Speed
3:43	Lima	T. P.	Turn to 080°
05:42	November	T. P.	Turn to 090°
06:12	Oscar	Enter SAD Area	Re Channelize UHF & HF and switch to 260.2, Ch 9 for interplane.
06:42	Papa	T. P.	Turn to 087

APP 1, ANNEX "B"
32d CPORD 57-58
30 March 1958

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T. O. PLUS	POINT	PLACE	ACTION
08:59	Quebec	Lajes	Evaluate Fuel (31, 800 lbs min)
07:42	Romeo	T. P.	Turn to 107°. Call Sidi (Pass to CASA OAC) Est Penet of Casa OAC
8:27	Sierra	Enter Casablanca OCA	Call Sidi Awys Chan 7, 4724.5 Pos Rpt- (Entering CASA OAC-Request Pass to CASA OAC)
		Within UHF Range	Call "Walnut Control" (CASA OAC) Chan 7- 317.5 MCS, Call Sidi App Control Chan 13, 362.3 MCS Obtain permission to stack flight enroute and penetrate (Sec. Tower Freq 14-257.8)
09:06	Tango	Lv Casa OAC	None
09:13	Union	Sidi Vor (112.1 SL)	Penetrate 050° (GCA Freq Chan 17- 225.4 Chan 18- 335.8)

BEST AVAILABLE COPY

M[illegible]N FLIGHT PLAN		A/C and nickname: BUCKHORN	Type acft: B-47	Remarks: Deployment Route - All Aircra

Item	Value	Fuel		Item	Value	Item	Value
Aircraft basic weight	82000	FM	18750	[illegible]	3635	Runway pressure alt.	95'
Crew weight (4)	1406	CM	17960	[illegible] weight	448	Runway length	1200
Oil weight	423	AM	21954	Rated [illegible] weight	4800	Air temp	100°
Baggage	600	FWD AUX	6140			Critical field length	11000
Rack weight		RB	20700	Initial gross weight	200000	Takeoff distance	9700'
Ext. tanks weight (empty)		ATO	7800			Takeoff speed	161.5
Miscellaneous		EXT	11589	Start engines and taxi fuel allowance	2560	Critical wind component	
Operating weight	86024	Total fuel	105093	Takeoff gross weight	197440		

PRE-FLIGHT PLAN

From: Pinecastle Air Force Base

	Route	Flt. Cond.	T.C.	Wind comp / Drift	T.H.	Var.	M.H.	Temp. / Alt.	Mach	T.A.S.	G.S.	Ground miles / Acc.	Time / Acc. time	Air miles / Acc.	ETA	Pred. fuel remaining	Gross weight
																105093	200000
PT	T.O. & ACC.											10 / 10	03 / 03	10 / 10		4620 / 100473	9420 / 190580
								Less	4800 #ADI								
A	Daytona Vor	CL	012	274-42 / -6	006	-1	005	+19 / 15.5	98%	410	410	45 / 55	07 / 10	48 / 58			
B	29-24N E. 80-35w Adiz	CL	066	274-42 / -3	063	0	063	-25 / 20	98%	430	465	29 / 84	04 / 14	24 / 82			
C	29-47N 79-30W L/O	CR	066	274-42 / -3	063	0	063	29.5	.74	430	465	62 / 146	08 / 22	57 / 139		8500 / 91973	8500 / 182080
D	30-22N 78-00W BY OC	CR	066	270-55 / -2½	063½	+1	064½	29.9	.74	430	481	78 / 224	09½ / 31½	68 / 207		2570 / 89403	2570 / 179510
E	31-30N 75-00W TP	CR	066	270-55 / -2½	063½	+7	070½		.74	430	481	173 / 397	21½ / 53	154 / 361			
F	31-40N 73-53W ATL Adiz	CR	078	270-55 / -1	077	+7	084	30.5	.74	430	485	60 / 457	07½ / 1:00½	53 / 414		5105 / 84298	5105 / 174405
G	32-58N 66-43W TP	CR	078	270-55 / -1	077	+12	089	32	.74	430	485	365 / 862	45 / 1:45½	323 / 737		12350 / 71948	12350 / 162055
H	33-12N 66-02W ST DESC	CR	070	270-55 / -2	068	+12	080	32.2	.74	430	482	38 / 900	04½ / 1:50	34 / 771		910 / 71038	910 / 161145
I	33-30N 65-00W RDVU PT	AR	070	261-36 / -2	068½	+13	081½	15		450	485	57 / 957	07 / 1:57	53 / 824		400 / 70638	400 / 160745
J	34-16N 62-26W END AR	AR	070	278-28 / -1½	068½	+15	083½	-15 / 15		265	290	136 / 1093	28 / 2:25	124 / 948		8400 / 62238	8400 / 152345
						ON LOAD										20000 / 82238	20000 / 172345

2AF [illegible] Att 1, App 1, Annex B, 321 OPORD 27-56, 30 Mar 1956 PCAFB-6B-1927

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	From Pt Castle Air Force Base — Route		FLT COND	T C	WIND COMP + OR - / DRIFT	T H	VAR	M H	T / ALT	MACH	T A S	G S	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	E T A	FUEL FLIGHT PLAN: REQ FUEL / REM FUEL	GS WEIGHT
K	34-72E 62-11W	ST CL		070	278-28 / -1½	068½	+16	084½	15				12 / 1105	02 / 2:27	12 / 960		1200 / 81038	1200 / 171145
L	34-57N 59-53W	L/O	CR	070	273-46 / -2	068	+16	084	31.9	96%	434	465	119 / 1224	16 / 0343	91 / 1051		4300 / 76738	4300 / 166845
M	37-41N 50-00W	TP	CR	070	261-54 / -1	069	+20	089	33	.74	430	485	481 / 1705	100 / 0443	485 / 1536		11000 / 63738	13000 / 153845
N	39-00N 40-00W	TP	CR	080	261-56 / +1½	091½	+23	114½	34.4	.74	430	485	480 / 2185	59 / 0542	477 / 2013		11825 / 51913	11825 / 142020
O	39-00N 35-00W	RPT to SAD	CR	090	261-54 / +1½	091½	+23	114½	35.5	.74	430	485	240 / 2425	30 / 0612	215 / 2228		5050 / 46863	5050 / 136970
P	39-00N 30-00W	TP	CR	090	274-43 / 0	090	+20	110	36.1	.74	430	474	240 / 2665	30½ / 0642½	219 / 2447		4945 / 41918	4945 / 132025
Q	LAJES	38-45N 27-09W	CR	097	276-43 / +1	098	+19	117	36.4	.74	430	473	134 / 2799	17 / 0659½	122 / 2569		2675 / 39243	2675 / 129350
R	36-00N 20-00W	TP	CR	097	274-43 / +1	098	+17	115	37.3	.74	430	473	341 / 3140	43 / 0742½	308 / 2877		6570 / 32673	6570 / 122780
S	36-15N 13-00W	Casa Ocean Cont.	CR	107	269-50 / +2	109	+16	125	38.4	.74	430	477	358 / 3498	45 / 0827½	322 / 3199		6470 / 26203	6470 / 116310
T	34-34N 07-07W	Dpt Casa Ocean CY	CR	107	269-50 / +2	109	+15	124	39.8	.74	430	477	312 / 3800	39 / 0906½	280 / 3479		5320 / 20883	5320 / 110990
U	SIDI VOR		CR	107	269-50 / +2	109	+15	124	39.9	.74	430	477	55 / 3855	07 / 0913½	51 / 3530		950 / 19933	950 / 110040
	LET DOWN													15 / 0928½			1500 / 18433	1500 / 108540

2AF, FORM 124A Att 1, App 1, Annex B, 321 OPORD 27-56, 30 Mar 1956 2 PCAFB-6B-1927

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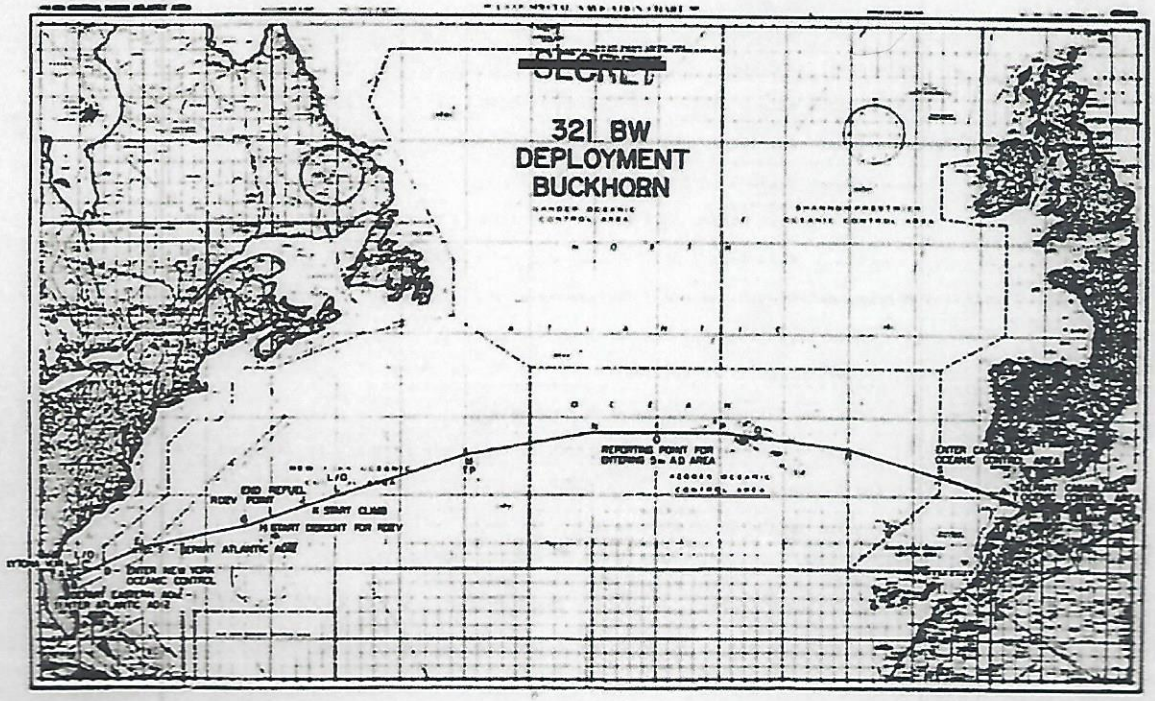

Attachment 2
Appendix 1, Annex B
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FCAFB - 68 - 1927

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[redacted]
HEADQUARTERS 321ST BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida

APPENDIX 2

TO

ANNEX B

321 CPORD 27-56

STRIKE OPERATION (USCM)

1. GENERAL:

a. Operational concept

(1) Maximum effort single wave launching of B-47's from Sidi Slimane AFB to targets in France and Italy, and return to Sidi.

(2) H-Hour is 1900Z on X plus 7 (16 Apr).

(a) 4 cells depart Sidi direct to H line (arrive at HHCP at H Hour)

(b) 3 cells depart Sidi, to one air refueling area, to H line with relative H Hour control time of H / 3:00 (arrive at H / 3 Hrs)

(3) Water injection will be needed.

(4) No weapons will be carried.

(5) Rotation EWP simulated as much as possible.

(6) An extra wave to accomodate aborts or extra aircraft may be launched as to reach the H-line at 0700Z on X plus 8 (17 Apr).

(7) H-line is the 40-00 N parallel.

NOTE: For those acft withdrawing around west of Spain, the H-line outbound (for purposes of simulating withdrawal from enemy territory) will be the 040° W meridian.

b. An evaluation mission ("No Sweat") will be flown 19,20, and 21 April 56 after completion of this USCM. See 321 CP ORDER 401-56.

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2 FORCE TIMING:
NOTE: Acft numbers are subject to change.

DATE	CELL	POS	ACFT NO	BULL DOG	NAME	T.O. TIME	RDZU TIME	HHCP TIME	LANDING (APPROX)	
1c Apr	Bull Dog Amber	LDR	331	11	ROBERTS	1620Z		1900Z	23:2·	
		2	19·	23	DISARIO					
		3	193	25	WELCH					
		4	22·	29	HEINTON					
		5	353	45	RICHISSIN					
		6							23:40	
1c Apr	Bull Dog Rust	LDR	244	30	FOGLER	1639Z		1900Z	23:45	
		2	296	55	SINGLETON					
		3	346	64	ROSENBALM					
		4	260	27	COOK					
		5	254	70	CAMPBELL					
		6							24:00	
16 Apr	Bull Dog Peach	LDR	354	40	GASKINS	1650Z		1900Z	00:03 (17 Apr)	
		2	234	35	NICHOLLS					
		3	317	56	TAYLOR					
		4	272	50	KELLY					
		5	340	35	UPTON				00:14	

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DATE	CELL	POS	ACFT NO	BULL DOG	NAME	T.O. TIME	RDZU TIME	HHCP TIME	LANDING (APPROX)
1. Apr	Bull Dog Lemon	LDR	265	5.	BARTLETT	1659Z		1900Z (H-Hr)	23:05
		2	294	54	MARCINKO				
		3	349	38	BROWN, S.				
		4	201	62	ARENS				
		5	257	66	GAULTIERE				23:17
	Bull Dog Ebony	LDR	284	50	ESTEY	1709Z	1932Z (H/32)	2200Z (H/3:00)	02:05
		2	297	22	MCDONALD				
		3	240	31	PAPE				
		4	336	14	PEOPLES				
		5	246	12	SAWYER				02:21 (17 Apr)
	Bull Dog Orange	LDR	283	17	ZIMMERMAN	1716Z	1942Z (H/42)	2200 (H/3:00)	01:45
		2	345	61	MILLER				
		3	347	65	GROVES				
		4	323	58	MOSELEY				
		5	277	60	WOOD				01:57 (17 Apr)
	Bull Dog Tan	LDR	351	37	JEFF	1723Z	1949Z (H/49)	2200Z (H/3:00)	01:30
		2	276	43	NELSON				
		3	316	57	CROSBY				
		4	196	52	BASSETT				
		5	273	38	BROWN, D.				01:42 (17 Apr)

b. [redacted]'s to refueling points appear as "[redacted]" times and as "H-[redacted]" times. These have been coordinated with the tanker forces in the form of "H-PLUS" times, therefore, at pre-take off briefing, take-off must be adjusted, using latest winds in order to meet the scheduled "Z-Time" ETA's. If H-HOUR is postponed for any reason, then take-off must be adjusted to meet the "H-PLUS" times.

3. CREW AND TARGET ASSIGNMENTS:

a. In attachments 1 thru 9, this appendix, crews are assigned to specific positions in specific cells. Other vital items also appear on those attachments.

b. Cell flight plans are included as part of each attachment.

4. ROUTES: See individual flight plans (attachments 1 thru 9, this annex)

a. Forces TAN, ORANGE, & EBONY employ one refueling.

b. Forces LEMON, PEACH, RUST and AMBER, do not refuel.

c. PURPLE and PINTO (extra wave) do not refuel.

5. AIR REFUELING:

a. The 321st AREFS Operating from Benguerir will provide air refueling.

b. AREA Packrat

KEY RDZU PT 3300N - 1000W

REFUELING TRACK 090°

BASE ALT 15000'

TRANSFER 45000 Lbs

CELL	RDZU PT		UHF	APN 12		APN 76		APN 11	MF HOMING
BULLDOG TAN		ANN	337.6	T8	R6	T6	R8	1 - 2 - 1	1734 K.C
"	ORANGE	BETTY	271.9	T7	R5	T5	R7	1 - 3	1742
"	EBONY	DORIS	379.8	T5	R7	T7	R5	2 - 2	1746
COMMON			311.0 - HF BACKUP 3023.5 MHZ.						

c. To contact Tkrs: "Packrat Anr Idrs, This is Bulldog TAN Ldr"

d. Refuel Speed : Begin - 190 KIAS, End - 220 KIAS

e. Refuel Tactics : IAW Tac Doctrine - (10° Echelon "Robert")

[redacted]

f. Specific rendezvous points are plotted in relation to "ANN" IAW TAC DOCTRINE.

g. Air refueling tactics will be IAW TAC DOCTRINE. (10° Echelon)

6. FUEL LOAD:

a. Take off load. Full internal load; tips empty.

b. Min. Reserve: 12,000 lbs over Hi-Station.

c. Planned reserve: 12,000 lbs variable to 29,000 lbs. (Scheduled to arrive over Sidi at an average interval of 3 min. Last man has 12,000 lbs.)

7. TACTICS:

a. Take off and assemble: (IAW TAC Doctrine with IFI leg and assembly after T. O. at 10,000 ft.)

(1) Take off: 1½ Min. interval.

(2) Fly straight ahead 2 min. after release brakes then turn to 1st mag heading.

(3) Fly 310 KIAS to level off for IFI.

(4) Acft level off at altitudes and fly speeds listed below for IFI and assembly.

(a) NCA - 10,000' - 240 KIAS

#2 - 10,500 - 250

#3 - 11,000 - 270

#4 - 11,500 - 280

#5 - 12,000 - 295

(Assemble with radar)

(5) 24 min after T.O., NCA will announce Pt "Bravo" and all will apply power and accellerate to: 310 KIAS until climb is started.

(6) (a) 26 min after T.O. Ldr will announce pt. "Charlie" whereupon #5 will apply 96% and climb. He will announce "#5 climbing now".

(b) 30 sec after #5 announces, #4 will begin climb and announce. Others will follow in order at 30 sec intervals.

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(7) Station keeping will be maintained during climb.

(8) Level off will be in "Robert". NCA will announce "Baseball - - - ." Leader will fly 400 KIAS until all wing men announce "IN".

(9) "Tillie" will be formed after 30 min of "Robert".

b. Formation:

(1) "Tillie" whenever possible. NCA will control cell.

(2) 20° echelon for A/R.

(3) "Robert" for weather.

(4) "Edward" for penetration from HHCP to breakup.

(5) Individual Acft: From tgt to base. NCA will form "Robert" if possible.

c. Power:

(1) 98% for climb after T.O.

(2) 96% for climb in cell or formation.

(3) 96% for accelleration at H-line.

d. Speed and altitude:

(1) Cruise: OPT .74 Mach.

(2) Penetration & withdrawal:

(a) .81 Mach from H-line, climb to prescribed bombing altitude. .81 Mach to H-line outbound (See flight plan) altitude as prescribed for "Assembly Pt. altitude" on target assignment sheet.

(3) Return: .74 Mach, altitudes prescribed on target assignment sheet ("Assembly Pt"). NCA control cell as necessary.

(4) Staff prepared flight plans reflect a figure in parenthesis under the altitude column for IP, Target, assembly point, and Sidi. These are porvided for separation and stacking, and must be flown unless visual, or instructed otherwise by ATC.

e. IADA:

(1) Begin turn 1 Min. after release.

(2) Overfly 2 min. or 3 min. beyond impact if specified on target assignment sheet.

(3) Direction: As specified on target sheet.

(4) Scope photography IAW 59-38.

8. SPECIAL RETURN AND DESCENT PROCEDURE UPON RETURN TO SIDI:

a. There are two general return routes:

(1) Around Spain (To West), approach Sidi from North West.

(2) Across the Med. Sea; approach Sidi from ORAN.

b. Special "Air Controlled" approach procedures will be exercised and tested on this USCM, (and at other times during TDY).

c. Cells routes are planned so that complete cells arrive at Sidi spaced generally 18 minutes apart to allow for individual aircraft penetrations at 3 minute intervals.

(1) The first group of 4 cells (non refueled) are so spaced. Return order is LEMON, AMBER, RUST, & PEACH.

(2) The second group of 3 cells (Air refueled) begin arriving approximately 1 hour and 15 minutes after the last aircraft of the first group, and are also spaced as above. Return order is TAN, ORANGE, & EBONY.

d. Altitudes are listed for return under IFR conditons ("Assembly Point Altitude") on target assignment sheets.

e. Altitudes are also provided for stacking at Sidi ("Sidi Stack Alt") on these sheets.

(1) These specified altitudes also appear as a figure in parenthesis under "Alt" column of staff flight plans.

(2) Stack altitudes are grouped into "Blocks" and are numbered from low to high.

(a) "Block One" - 20,000 to 24,000

(b) "Block Two" - 25,000 to 30,000

(c) "Block Three" - 31,000 to 35,000

(d) "Block Four" - 36,000 to 40,000

f. Approaching Sidi, the NCA of the first cell of each group of cells to return (LEMON and TAN) will contact Sidi Approach Control as far out as possible and request permission to stack his flight and those flights behind him from 20,000 to 40,000. Then switch back to tactical frequency (interplane).

g. Approximately 200 miles out, the NCA of the lead cell will, on interplane frequency, notify the other cells (or at least the cell leader following him) that he will stack his acft "In Block One". The following cell leader will announce that he intends to occupy "Block Two", etc. (Altitude specified on target assignment sheet) Each NCA will assign altitudes to his flight, and tell them to "descend in order at one minute intervals at 100 miles range". (100 miles out of Sidi). Each aircraft will acknowledge, and NCA will announce "Check List". All acft will accomplish descent check as far as "Gear Down"

NOTE; When 125 miles out (just prior to descent) each NCA will quickly switch to approach control frequency and ask approach control what is the lowest "Clear Altitude Block". When told, he will state that he intends to stack his flight in that block, switch back to interplane frequency and re-assign altitudes.

h. When 100 miles from Sidi, the aircraft assigned to lowest altitude (NCA) will announce "Lemon (or his own designation) starting descent now" and begin descent (clean) at 2,000 FPM. Each aircraft commander will switch to approach control frequency one minute after he starts his descent to stack altitude.

[redacted]

i. Next lowest aircraft [illegible] will wait one minute after descent of preceding aircraft is announced, then announce "Lemon Two starting descent now". Others follow at one minute intervals - [illegible] FPM - [illegible].

j. Upon level off at assigned stack altitude, each aircraft (on approach Control frequency) will announce his altitude. "Lemon leader - twenty thousand".

k. Approach Control will not acknowledge.

l. Other aircraft will not acknowledge.

m. Upon reaching the High Station, the lowest aircraft (NCA) will maneuver as necessary and begin penetration as soon as he is lined up and ready (ASAP). Upon departing High Station, he will announce "Lemon Leader, beginning penetration at twenty thousand now" (Approach Control Frequency). Pre-landing check list will be accomplished immediately upon departing High Station. Minimum interphone will be used, i.e., co-pilot will check all his items in silence. Then he will announce on interphone "Check complete - [illegible] - [illegible]". A/C will also check his items in silence. A/C can drop his own gear, and flaps. Necessary interphone items will be quick and brief.

NOTE: Descent will be [illegible] - [illegible] FPM - [illegible].

n. Each other aircraft will adjust his holding pattern in order to be ready to penetrate at 3 minute intervals from stack altitude.

o. Each aircraft will report when "beginning penetration turn". Turn will be 30° bank.

p. Each aircraft will begin penetration from stack altitude when the aircraft ahead announces "Beginning penetration turn". (This will be approx 3 minutes)

q. Each aircraft will announce when beginning penetration and the altitude which he is departing.

Airborne Radar will be used throughout the approach.

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(1) The highest aircraft in any cell will identify himself as the last when beginning approach, i.e., "Lemon five - Top Lemon Acft - beginning penetration from 24,000 - Clearing Block One".

(2) When hearing another aircraft clear a block, the NCA of the cell occupying the next higher block will notify approach control that he will move his flight into the new block, i.e., "This is AMBER Leader, AMBER Flight will now occupy block one".

He will then wait about a minute for any contrary instructions, and begin descent and announce, "AMBER Leader descending to 20,000, now". Other will descend to 21 - 22 etc. at one minute intervals.

r. Each aircraft will switch to GCA Final Frequency when penetration turn is complete, and will announce to GCA "LEMON Two - Bulldog 74 - Penetration turn complete - 20 mile Range".

NOTE: Range will be determined by airborne radar. If radar inoperative, range will be announced "unknown".

s. Ground stations (Approach Control) will not acknowledge any transmissions except for the initial call by the NCA of the lead cell to obtain clearance to begin the exercise, or in emergencies, or to advise of separation being below safe minimum. GCA will issue final approach instructions if requested - otherwise GCA will merely monitor. Crews will not ask for instructions unless necessary. As long as radar is "IN" and OMNI is working.

t. Individual aircraft will make only the following transmissions:

(1) Initial call by lead NCA to stack cells - (Approach Control Freq)

(2) Call to other cells assigning altitude blocks (Tactical Freq)

(3) Call to his own aircraft assigning altitudes to them and time to descend (Tactical Freq).

(4) Call by NCA at 125 miles to check "Clear Block"

(5) Departing cruise altitude (Tac Freq)

(6) Arrival at stack altitude (Approach Control Freq)

(7) Intention to occupy lower block.

(8) Beginning penetration (Approach Control Freq)

(9) Beginning Penetration Turn (Approach Control Freq)

(10) Penetration Turn Complete, and range from station (GCA Freq)

(11) Missed approach, if necessary (Approach Control Freq)

(12) No transmission will be made by individual aircraft acknowledging other aircrafts transmission (above) except in emergency.

u. The second cell is assigned a block of stack altitudes above the first cell in order to provide separation in event the first cell is delayed in penetrating. Follow cells are assigned still higher stack altitudes.

v. If NCA's of second cell (AMBER) or subsequent cells hear the last aircraft of the preceding cell depart his stack altitude for penetration then he may enter his cell at those lower altitudes. (This will be done on approach control frequency in order that they can be monitored). Likewise, top cells in a stack can move down in the stack in order to preclude beginning of penetrations from high altitude. 25,000' is the top limit for beginning penetrations.

w. Since there will be no acknowledgements, it is obvious that interphone conversation and other transmissions must be held to an absolute minimum in order that all aircraft can keep abreast of progress of the exercise.

x. Aircraft experiencing complete communication failure will over fly SIDI at assembly Point altitude and proceed to NOUASSEUR. Over Nouasseur, fly two left hand triangular patterns at 20,000 feet, and begin penetration in the blind using airborne radar or any other facility available. URC4 will be on guard, and OMNI RCVR on 121.5 unless in use. Each crew must plan a flight from SIDI at

altitude to Benguerir, Nouasseur, and Port Lyautey to use in case of being diverted, or in event of radio failure.

9. RESTRICTED AREA:

Under 5th Air Division has been requested to obtain clearance for all flights through restricted area. Any special instructions necessary will be briefed.

10. WEATHER MINIMUMS:

As published in Pilots Handbook. (Including GCA Minimums).

11. ABORT PROCEDURES:

a. Radar aborts: In event of radar failure, aircraft will return to Sidi and land prior to mass landing exercise.

b. ATC clearance will be obtained before departing altitude reservation except in emergency.

c. Ground aborts:

(1) Chute will be pulled if take off is aborted.

(2) Tower will be notified at once. (Hump in runway may impair vision of next aircraft.

12. Communications and Reporting:

See Annex C, Part II.

13. Navigation Control Points (USCM):

a. Points are indicated by letter in left hand margin of Staff Flight Plan.

b. Points

POINT	PLACE	ACTION
Alpha	Level off for IFI	Level off at 10 - 12,000 for IFI. Fly speed schedule. Interplane Freq: Non Refuel Acft - 362.2, channel 9 Refuel Acft - Air Refueling Freq.

NAME	PLANE	ACTION
Bravo	2 mi before Start climb	All accelerate to 310 KIAS
Coca	Climb Point	#3 man start climb #4 wait 30 seconds then climb All climb at 30 second intervals. Each announce "Climbing now".
Delta	Level Off	NCA 1000 below Opt. Others 500' stacked up. NCA announce "Baseball---"
NOTE: "Echo" through "November" apply only to Refueling Aircraft.		
Echo	ACADIA RDO	Turn to 289°
Foxtrot	Turning Point	Turn to (EBONY - 124° TAN - 47% ORANGE- 330°
Golf	Turning Point	Turn to 09[illegible]° Form 10° Ech "Robert"
Hotel	Start Descent	Maintain 10° "Robert"
India	Rendezvous	Hook-Up
Juliet	End A/R	Disconnect & Accelerate to 310
Kilo	Start Climb	Climb 96% - Maintain 10° "Robert"
Lima	Level off	Ldr level off 1000' below Opt Others 500' up. Form "Robt"
Mike	Turn Pt.	
	November thru End Apply To All	
November	Turn Pt	
Oscar	Turn Pt.	
Papa	H H C P	Form "Edward" Apply 96%, .81 Mach, Climb to Bomb Alt.
Quebec	Different between Cells	Only for control of cells
Romeo	Pre IP	Be at bomb altitude
Sierra	IP	
Tango	Target	IBDA Strike Reports- Refuel Acft switch to 250.2 channel 9 for interplane

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[redacted]

POINT	PLACE	ACTION
Union	H-Line (Out)	Reduce to .74 Mach Seek assembly Pt altitude
Victor	Assembly Pt.	Be at assigned altitude
Whiskey	Turn Point	Begin contactin SIDI Begin assigning stack altitudes
EXTRA	FEZ (AMBER (PEACH (RUST (LEMON	Be at stack altitude
Yankee	SIDI	Be at Stack Altitude Begin descent exercise

[redacted]

ATTACHMENT 1

APPENDIX 2 ANNEX "B"

32.ST OPERATIONS ORDER 2[illegible]-96

MAIN WAVE AMBER CELL

CREW NO	L-02	L-10	R-07	R-05	R-06	
ACFT CMDR	ROBERTS	DISARIO	WELCH	HEINTON	RICHISSIN	
CELL AND POSITION	NCA	2	3	4	5	6
PIP	40-00N 09-15E	40-00N 09-16E	40-00N 09-17E	40-00N 09-18E	40-00N 09-19E	40-00N 09-20E
IP	41-24N 11-40E	41-16N 11-30E	41-25N 11-14E	41-13N 11-30E	41-21N 10-52E	41-11N 12-06E
TARGET	ROME	ROME	UIGNA DE VALLE	ROME	CIVITA-VECCHIA	PROSINONE A/F
NO.	155	155	185	155	039	063
DGZ	F	D	A	C	A	A
BOMB ASSIST AIRCRAFT	NONE	4	NONE	2	NONE	NONE
CAP	C	C	C	C	C	
BOMB ALT	34.5	35	35.5	36	36.5	37
TURN OFF TGT	OVERFLY 1 MIN THEN RT	45° RIGHT FLY 1 MIN THEN RIGHT	LFT TO 2100 TO 4217N-1136E-THEN LEFT	RIGHT	LEFT	RIGHT
ASSEMBLY POINT	WHEELUS	WHEELUS	WHEELUS	WHEELUS	WHEELUS	WHEELUS
ASSEMBLY POINT ALTITUDE	37	37.5	36	38.5	39	39.5
SIDI STACK ALTITUDE	25000	26	27	28	29	30

NOTE: NCA, #2 & #4 Maintain line abreast on Bomb Run.

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[illegible] ON FLIGHT PLAN	BUCKHORN	321st	B-4[illegible]	AMBER		27-56

Aircraft basic weight	82000	FM	15750	[illegible] weight		Number of ATO bottles required full	
Crew weight	1056	CM	17[illegible]	[illegible] weight	[illegible]48	Number of ATO bottles empty	
Oil weight	423	AM	21954	Rated [illegible] weight	4800		
ATO weight		FwdAux	6340				
Rack weight		B. B	20700	Initial gross weight	183826	Adjusted take-off weight	
Ext. tanks weight (empty)	1595	ATO	7800				
Miscellaneous				Start engines and taxi fuel allowance	2560	Adjusted take-off distance	
Operating weight	85074	Total fuel	93504	Takeoff gross weight	181266	ATO firing speed	

Runway		
Pressure alt. 327'	Length 11000	Air temp. 100°
Critical field length 8200'		Critical air temp.
Take-off		
Distance 8150'	Speed 155	
Critical wind component		
1st leg	2nd leg	3rd leg

PRE-FLIGHT PLAN

From: SIDI VOR 34-14N 06-03W

	Route	Flt. cond.	T.C.	Wind comp cor. / Drift	T.H.	Var.	M.H.	Temp. / Alt.	Mach	T.A.S.	G.S.	Grd dis / Acc. grd dis	Time / Acc. time	Air dis / Acc. air dis	ETA	Fuel flight plan: Fuel leg	Gross weight
																93504	183826
	ST ENG, TAXI											10	03	10		4620	9420
	T.O. & ACCEL	SUBTRACT 4800# A. D. L										10	03	10		88884	174406
	34-08N			285/16								27	04	26		2200	2200
A	05-33W L.O.	CL	103	0	103	✓9	112	10M	98%	365	405	37	07	36		86684	172206
	33-50N			285/15								86	17	81		3145	3145
B	03-50W	CR	103	0	103	✓9	112		.42	264	303	123	0024	117		83539	169061
	33-44N			[illegible]								31	04	29		2700	2700
C	03-14W	ACC	103	0	103	✓9	112			385	404	154	0028	138		80839	166361
	33-14N			277/20								118	17	109		5300	5300
D	00-50W L.O.	CL	103	✓1	104	✓9	113	32M		385	415	272	0045	255		75539	161061
	33-00N			268/50								50	06	47		1225	1225
M	00-00W T. P.	CR	103	✓2	105	✓8	113	32.2	.74	430	480	322	0052	302		74314	159836
	33-00N			268/60								304	37	266		6825	6825
N	06-00E	CR	090	0	090	✓6	096	33	.74	430	490	626	0129	568		67489	153011
	37-00N			268/60								283	38	274		6720	6720
O	09-00E	CR	031	✓7	038	✓5	043	34	.74	430	449	909	0207	842		60769	146291
	40-00N			266/60								181	25	181		4330	4330
P	09-15E H-LINE	CR	004	-8	356	✓4	000	34.7	.74	430	431	1090	0232	1023		56439	141961
	NCA																
	41-23N			286/40								138	17	130			
S	11-40E I.P.	CR	052	-2	050	✓4	054	(34.5)	.81	460	494	1228	0249	1153			
				268/41								60	07	57			
T	TGT 156F	CR	052	-2	050	✓3	053	(34.5)	.81	460	494	1288	0256	1210			

2AF Form 124 Att 1, App 2, Annex B, 321 OPORD 27-56, 30 Mar 1956 2 PC FB-56-1927

ROUTE	FLT COND	TC	WIND COMP + OR - / DRIFT	TH	VAR	MH	ALT	MACH	TAS	GS	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL REQUIRED	GROSS WEIGHT
RIGHT TURN											27 / 1315	03 / 0300	27 / 1237			
U 40-00N 13-08E H-LINE	CR	179	266/40 / +5	184	+3	187		.81	460	457	109 / 1424	14 / 0314	111 / 1348			
V WHEELUS- T. P.	CR	179	268/60 / +5	187	+3	190	(37)	.74	425	421	409 / 1856	58 / 0412	405 / 1753			
35-33N 00-36E ALPHA	CR	285	268/60 / -2	283	+5	288		.74	425	365	654 / 2487	0148 / 0600	766 / 2519			
W ORAN	CR	285	268/60 / -2	283	+8	291		.74	425	365	60 / 2547	10 / 0610	71 / 2590			
X FEZ	CR	245	270/50 / +3	248	+9	257		.74	425	379	237 / 2784	37 / 0647	263 / 2853			
Y SIDI	CR	282	270/50 / -1	280	+10	290	(25)	.74	425	375	50 / 2834	08 / 0655	57 / 2910			
AIRCRAFT #2																
S 41-16N 11-30E I.P.	CR	054	266/40 / -2	051	+4	055	(35)	.81	460	495	128 / 1218	15 / 0247	119 / 1142			
T TGT 155 D	CR	054	266/40 / -2	051	+3	054	(35)	.81	460	495	60 / 1278	07 / 0255	57 / 1199			
RIGHT TURN											16 / 1294	02 / 0257	16 / 1215			
U 40-00N 13-12E H-LINE	CR	178	266/40 / +5	183	+3	186		.81	460	460	110 / 1404	14 / 0311	110 / 1325			
V WHEELUS T. P.	CR	178	268/60 / +8	186	+3	189	(37.5)	.74	425	415	430 / 1834	0102 / 0413	438 / 1763			
35-33N 00-36E ALPHA	CR	285	268/60 / -2	283	+5	285		.74	425	365	654 / 2488	0147 / 0602	764 / 2527			
W ORAN.	CR	285	268/60 / -2	283	+8	289		.74	425	365	60 / 2548	10 / 0612	71 / 2598			
X FEZ	CR	245	270/50 / +3	248	+9	257		.74	425	380	236 / 2764	37 / 0649	263 / 2861			
Y SIDI	CR	282	270/50 / -1	280	+10	290	(25)	.74	425	375	50 / 2834	09 / 0657	57 / 2918			
AIRCRAFT #3																
S 41-25N 11-11E I.P.	CR	048	266/40 / -3	045	+4	049	(35.5) / 38	96% / .81	460	493	124 / 1214	15 / 0247	115 / 1138		3180 / 53259	3180 / 138781
T TGT 185 A	CR	048	266/40 / -3	045	+3	048	(35.5) / 38	.81	460	492	60 / 1274	07 / 0254	57 / 1195		1550 / 51709	1550 / 137231

	FROM / ROUTE	FLT COND	T C	WIND COMP + OR - DRIFT	T H	VAR	M H	MP / ALT	MACH	T A S		GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	E T A	FUEL FLIGHT PLAN: REQ FUEL / REMAINING	GROSS WEIGHT
	LEFT TURN TO 2700 TO 42-17N 11-38E THEN LEFT											46 1320	07 0301	46 1241		1225 50484	1225 136006
U	40-00N 12-08E H-LINE	CR	172	266/40 +5	177	+3	180		.81	460	462	130 1450	17 0318	130 1371		3450 47034	3450 132556
V	WHEELUS T. P.	CR	172	268/60 +8	180	+3	183	(38)	.74	425	432	437 1887	0101 0419	431 1802		9085 37949	9085 123471
	35-33N 00-36E ALPHA	CR	285	268/60 -2	283	+5	288	40	.74	425	365	654 2541	0148 0807	756 2558		14400 23549	14400 109071
W	ORAN	CR	285	268/60 -2	283	+8	291	40.3	.74	425	365	60 2501	10 0817	71 2629		1255 22294	1255 107816
X	FEZ	CR	245	270/50 +3	248	+9	257	41	.74	425	380	236 2837	37 0654	263 2892		4515 17679	4515 103301
Y	SIDI	CR	282	270/50 -1	280	+10	290	(27)	.64	425	375	50 2887	08 0702	57 2949		1320 16359	1320 101981
	AIRCRAFT #4																
S	41-14N 11-30E I. P.	CR	055	266/40 -2	053	+4	057	(36)	.81	460	495	128 1218	15 0247	119 1138			
T	TGT 155 C	CR	055	266/40 -2	053	+3	056	(36)	.81	460	495	60 1278	07 0254	57 1195			
	RIGHT TURN											16 1294	02 0256	16 1211			
U	40-00N 13-00E H-LINE	CR	178	266/40 +5	183	+3	186		.81	460	460	110 1404	14 0311	110 1321			
V	WHEELUS T. P.	CR	178	268/60 +8	186	+3	189	(38.5)	.74	425	415	430 1834	0102 0413	438 1759			
	35-33N 00-36E ALPHA	CR	285	268/60 -2	283	+5	288		.74	425	365	654 2488	0147 0600	764 2523			
W	ORAN	CR	285	268/60 -2	283	+8	291		.74	425	365	60 2548	10 0610	71 2594			
X	FEZ	CR	245	270/50 +3	248	+9	257		.74	425	380	235 2784	37 0647	263 2857			
Y	SIDI	CR	282	270/50 -1	280	+10	290	(28)	.74	425	375	50 2834	08 0655	57 2914			
	AIRCRAFT #5																
S	41-21N 10-52E I. P.	CR	043	266/40 -3	040	+4	044	(36.5)	.81	460	489	109 1199	13 0245	103 1126			
T	TGT 039A	CR	043	266/40 -3	040	+3	043	(36.5)	.81	460	489	60 1259	07 0252	57 1183			

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	FROM / ROUTE	FLT CONS	TC	WIND COMP + OR - DRFT	H	VAR	MH	ALT	MACH	TAS	G	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PNT PLAN FUEL USED DIS WEIGHT
												27	04	27		
	LEFT TURN											1286	0257	1210		
	40-00N			265/40								132	17	130		
U	11-58E H-LINE	CR	170	∠5	175	∠3	178		.81	460	464	1418	0314	1340		
				268/50								435	0101	431		
V	WHEELUS T. P.	CR	170	∠5	175	∠3	181	(39)	.74	425	430	1853	0415	1771		
	35-33N			265/60								654	0148	736		
	00-36E ALPHA	CR	285	-2	283	∠6	289		.74	425	365	2507	0803	2508		
				265/60								60	10	71		
W	ORAN	CR	285	-2	283	∠8	291		.74	425	365	2567	0813	2600		
				270/50								236	37	263		
X	FEZ	CR	245	∠5	245	∠9	257		.74	425	380	2803	0850	2872		
				270/50								50	08	57		
Y	SIDI	CR	282	-1	280	∠10	290	(39M)	.74	425	375	2853	0858	2929		
	AIRCRAFT #6															
	41-11N			265/40								148	18	138		
	16-07E L. P.	CR	062	-5	060	∠4	064	(37)	.81	460	497	1236	0250	1161		
				265/40								60	07	57		
	TGT 053A	CR	062	-5	060	∠3	063	(37)	.81	460	497	1296	0257	1218		
												25	3	25		
	RIGHT TURN											1323	0301	1243		
	40-00N			265/40								91	12	82		
U	13-38E H-LINE	CR	182	∠5	187	∠3	190		.81	460	455	1414	0313	1325		
				265/50								430	0102	440		
V	WHEELUS T. P.	CR	182	∠5	190	∠3	193	(39.5)	.74	425	418	1844	0415	1765		
	35-33N			268/50								654	0148	736		
	00-36E ALPHA	CR	285	-2	283	∠6	289		.74	425	365	2498	0803	2541		
				265/60								60	10	71		
W	ORAN	CR	285	-2	282	∠8	291		.74	425	365	2558	0813	2612		
				270/50								238	37	263		
X	FEZ	CR	245	∠3	248	∠9	257		.74	425	380	2794	0850	2875		
				270/50								50	08	57		
Y	SIDI	CR	282	-1	280	∠10	290	(39M)	.74	425	375	2844	0858	2932		

AF, FORM 1264 Att 1, App 2, Annex B, 321 USAFD 27-56, 30 Mar 1956 5 PCAF-68-1967

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[redacted]

ATTACHMENT 2

APPENDIX 2 ANNEX "B"

321ST OPERATIONS ORDER 27-5[illegible]

MAIN WAVE — RUST CELL

CREW NO	L-75	R-77	L-02	L-70	R-79	
ACFT CMDR	POGLER	SINGLETON	ROSENBALM	COOK	CAMPBELL	
CELL AND POSITION	NCA	2	3	4	5	6
PIP	41-30N 09-00E	41-30N 09-01E	41-30N 09-02E	41-30N 09-03E	41-30N 09-04E	41-30N 09-05E
IP	42-01N 09-31E	09-32½E	42-01½N 09-30½E	41-45½N 09-24½E	42-02½N 09-30E	41-44½N 09-25E
TGT	FIRENZE	PIOMBINO	FIRENZE	GROSSETO	FIRENZE	GROSSETO
NO.	061	147	061	070	061	070
DGZ	C	A	B	A	A	B
BOMB ASSIST AIRCRAFT	#3 or #5	-	NCA or #5	#6	NCA or #5	
CAP	C	B	C	B	C	
BOMB ALT	34.5	35	35.5	36	36.5	37
TURN OFF TARGET	RIGHT	RIGHT	OVERFLY 1 MIN - RT	OVERFLY 1 MIN - RT	LEFT	RIGHT
TO:	40-00N 11-00E	40-00N 08-51E	40-00N 11-00E	40-00N 08-[illegible]E	40-00N 11-00E	40-00N 08-51E
ASSEMBLY POINT	WHEELUS	WHEELUS	WHEELUS	WHEELUS	WHEELUS	WHEELUS
ASSEMBLY POINT ALTITUDE	37	37.5	38	38.5	39	39.5
SIDI STACK ALTITUDE	31,000	32	33	34	35	36

NOTE: NCA, #2, #3, and #5 Maintain line abreast on Bomb Run
#4 and #6 Maintain line abreast on Bomb Run

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[redacted]

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MISSION FLIGHT PLAN	G.O. AND NICKNAME: BUCKHORN	UNIT: 321st	TYPE A/C: B-47	DATE: RUST	CELL C/S	REMARKS: 27-56

AIRCRAFT BASIC WEIGHT	82000	FM	18750	BOMB WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		RUNWAY PRESSURE ALT.	327'
CREW WEIGHT	1058	CM	17860	AMMO WEIGHT	448			LENGTH	11000'
OIL WEIGHT	423	AM	21954	WATER ALC WEIGHT	4800	NUMBER OF ATO BOTTLES EMPTY		AIR TEMP.	100°
ATO WEIGHT		Fwd. Aux	6340					CRITICAL FIELD LENGTH	9200
RACK WEIGHT		B. B.	20700	INITIAL GROSS WEIGHT	183826	ADJUSTED TAKEOFF WEIGHT		CRITICAL AIR TEMP.	
EXT. TANKS WEIGHT (EMPTY)	1595	ATO	7800					TAKEOFF DISTANCE	8150
MISCELLANEOUS				START ENGINES AND TAXI FUEL ALLOWANCE	2560	ADJUSTED TAKEOFF DISTANCE		TAKEOFF SPEED	155
OPERATING WEIGHT	85074	TOTAL FUEL	93504	TAKEOFF GROSS WEIGHT	181266	ATO FIRING SPEED		CRITICAL WIND COMPONENT: 1ST LEG / 2ND LEG / 3D LEG	

PRE-FLIGHT PLAN

	FROM: SIDI VOR 34-14N 06-03W / ROUTE		FLT. COND.	T.C.	WIND COMP / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN	
																	93504	183826
	ST. ENG. TAXI T.O. & ACCEL.			SUBTRACT 4800# A. D. I.									10 10	03 03	10 10		4620 88884	9430 174406
A	34-12N 05-37W	L. O.	CL	099	285/18 0	099	≠ 9	108	10M	08½	385	405	27 37	04 07	26 36		2200 86684	2200 172206
B	34-01N 03-48W		CR	099	285/18 0	099	≠ 9	108		.42	284	303	86 123	17 0024	81 117		3145 83539	3145 169061
C	33-57N 03-12W		ACC	099	285/15 0	099	≠ 9	108			385	404	31 154	04 0028	29 146		2700 80839	2700 166361
D	33-37N 00-52W	L. O.	CL	099	277/30 0	099	≠ 9	108	32M		385	415	118 272	17 0045	109 255		5300 75539	5300 161061
M	33-30N 00-00W		CR	099	269/50 ≠ 1	100	≠ 8	108	32.2	.74	430	480	44 316	05 0051	36 291		945 74594	945 160116
N	34-00N 06-00E		CR	084	268/60 0	084	≠ 6	090	33	.74	430	490	302 618	37 0128	266 557		6775 67819	6775 153341
O	37-00N 08-00E		CR	020	268/60 -7	022	≠ 5	027	33.7	.74	430	458	205 823	27 0156	194 751		4900 62919	4900 148441
P	40-00N 05-30E	H-LINE	CR	007	258/60 -5	359	≠ 4	004	34.2	.74	430	435	182 1005	25 0221	180 931		4350 58569	4350 144091
		MCA																
Q	41-30N 09-00E	BRK-UP	CR	015	266/40 -5	010	≠ 4	014	(34.5)	.81	460	473	93 1097	12 0233	88 1019			
S	42-58N 10-27E	IP	CR	037	266/40 -4	033	≠ 4	037		.81	460	455	109 1206	13 0246	103 1122			

2AF FORM 124 Att 2, App 2, Annex E, 321 OPORD 27-56, 30 Mar 1956 2 PCAFB-56-1927

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	ROUTE	FLT COND	T C	WIND COR + OR - DRIFT	T H	VAR	M H	ALT	MACH	T A S		GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	E T A	FUEL FLIGHT PLAN	GROSS WEIGHT
T	TGT 081C	CR	037	266/40 -4	03[illegible]	+ 4	037	(34.5)	.81	460	486	60 1206	07 0253	57 1179			
	RIGHT TURN											18 128[illegible]	02 0255	16 1195			
U	40-00N 11-00E H-LINE	CR	187	266/40 + 5	192	+3	195		.81	460	449	218 1500	29 0324	223 1418			
V	WHEELUS T. P.	CR	166	268/60 + 6	172	+3	175	(37)	.74	425	429	442 1942	0102 0426	438 1856			
	35-33N 00-36E ALPHA	CR	285	268/60 -2	283	+ 5	288		.74	425	365	655 2597	0147 0614	764 2620			
W	ORAN	CR	285	268/60 -2	283	+ 8	291		.74	425	365	60 2657	10 0624	71 2691			
X	FEZ	CR	245	270/50 +3	248	+ 9	257		.74	425	380	238 2895	37 0701	263 2954			
Y	SIDI	CR	282	270/50 -1	280	+ 10	290	(31)	.74	425	376	50 2945	08 0709	57 3011			
	AIRCRAFT #2																
Q	41-30N BRK UP 09-00E	CR	015	266/40 -5	010	+ 4	014	(35)	.81	460	473	93 1098	13 0233	88 1019			
S	42-09N 09-42E IP	CR	039	266/40 -4	035	+ 4	039		.81	460	487	50 1148	06 0239	46 1065			
T	TGT 147A	CR	039	266/40 -4	035	+ 4	039	(35)	.81	460	487	60 1208	07 0246	57 1122			
	RIGHT TURN											28 1236	03 0250	28 1150			
U	40-08N 08-53E H-LINE	CR	209	266/40 + 4	213	+ 3	217		.81	460	435	182 1418	25 0315	193 1343			
V	WHEELUS T. P.	CR	154	268/60 + 5	159	+ 3	162	(37.5)	.74	425	439	485 1903	0106 0421	467 1810			
	35-33N 00-36E ALPHA	CR	285	268/60 -2	283	+ 5	288		.74	425	365	654 2557	0147 0608	764 2574			
W	ORAN	CR	285	268/60 -2	283	+ 8	291		.74	425	365	60 2617	10 0618	71 2645			
X	FEZ	CR	245	270/50 + 3	248	+ 9	257		.74	425	380	236 2853	37 0655	263 2908			
Y	SIDI	CR	282	270/50 -1	280	+10	290	([illegible])	.74	425	375	50 2903	08 0703	57 2965			

2AF [illegible] Att 2, App 2, Annex B, 321 OPORD 27-56, 30 Mar 1956 2 PCAFB-68-1927

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	ROUTE	FLT COND	T.C.	WIND COMP + OR - / DRIFT	T.H.	VAR	M.H.	ALT	MACH	T.A.S.		GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	E.T.A.	FREQ. FUEL REMAINING	GROSS WEIGHT
	AIRCRAFT #3																
Q	41-30N BRK-UP 09-00E	CR	015	266/40 -5	010	≠ 4	014	(35.5)	.81	460	473	93 1096	12 0233	92 1019			
S	42-58N 10-26E IP	CR	036	266/40 -4	032	≠ 4	036		.81	460	487	109 1207	13 0246	103 1122			
T	TGT 061E	CR	036	266/40 -4	032	≠ 4	036	(35.5)	.81	460	487	60 1267	07 0254	57 1179			
	OVERFLY 1 MIN RIGHT TURN											24 1291	03 0257	24 1203			
U	40-00N 11-00E H-LINE	CR	189	266/40 ≠ 5	194	≠ 3	197		.81	460	449	228 1519	30 0327	230 1433			
V	WHEELUS T.P.	CR	166	268/60 ≠ 6	172	≠ 3	175	(38)	.74	425	429	442 1961	0102 0429	438 1871			
	35-33N 00-36E ALPHA	CR	285	268/60 -2	283	≠ 5	288		.74	425	365	654 2615	0147 0616	764 2635			
W	ORAN	CR	285	268/60 -2	283	≠ 8	291		.74	425	365	60 2675	10 0626	71 2706			
X	FEZ	CR	245	270/50 ≠ 3	248	≠ 9	257		.74	425	380	236 2911	37 0702	263 2969			
Y	SIDI	CR	282	270/50 -1	280	≠10	290	(33)	.74	425	375	50 2961	08 0711	57 3026			
	AIRCRAFT #4																
Q	41-30N BRK UP 09-00E	CR	015	266/40 -5	010	≠ 4	014	(36)	.81	460	473	93 1098	13 0233	88 1019			
S	42-08N 09-59E IP	CR	050	266/40 -3	047	≠ 4	051		.81	460	494	58 1156	07 0240	54 1073			
T	TGT 070 B	CR	050	266/40 -3	047	≠ 4	051	(36)	.81	460	494	60 1216	07 0247	57 1130			
	OVERFLY 2 MIN RIGHT TURN											44 1260	05 0253	44 1174			
U	40-08N 08-55E H-LINE	CR	217	266/40 ≠ 4	221	≠ 3	224		.81	460	430	[illegible] 1462	28 0321	216 1390			
V	WHEELUS T.P.	CR	154	268/60 ≠ 5	159	≠ 3	162	(38.5)	.74	425	439	485 1947	0106 0427	467 1857			
	ALPHA	CR	285	268/60 -2	283	≠ 5	288		.74	425	366	654 2601	0147 0614	764 2621			
W	ORAN	CR	285	268/60 -2	283	≠ 8	291		.74	425	366	60 2661	10 0624	71 2692			

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	ROUTE	FLT COND	T C	WIND COMP + OR - DRIFT	M	VAR	M/H	ALT	MACH	T A S		GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	E T A	FUEL PART FUEL	YT PLAN ACCU WEIGHT
X	FEZ	CR	245	270/50 / 3	248	/ 9	257		.74	425	380	236	37	283		4515	4515
Y	SIDI	CR	282	270/50 -1	280	/ 10	290	(35M)	.74	425	375	2942 50	0708 08	3005 57		14149 945	100671 945
	AIRCRAFT #5											2992	0716	3062		13204	99726
Q	41-30N 09-00E BRK-UP	CR	015	266/40 -5	010	/ 4	014	(36.5) 36	.81	460	473	93 1098	12 0233	88 1019		2480 58089	2480 141610
J	42-59N 10-04E IP	CR	035	266/40 -4	031	/ 4	035	(36.5) 36.2	.81	460	465	109 1207	13 0246	103 1122		2900 53189	2900 139711
T	TGT 070A	CR	035	266/40 -4	031	/ 4	035	36.5	.81	460	485	60 1267	07 0254	57 1179		1600 51589	1600 138111
	LEFT TURN											48 1315	08 0300	48 1227		1320 50269	1320 136791
U	40-00N 11-00E H-LINE	CR	178	266/40 / 5	183	/ 3	186	39.3	.81	460	449	235 1550	31 0331	242 1508		6480 43789	6480 130311
V	WHEELUS T. P.	CR	166	268/60 / 6	172	/ 3	175	(39) 36	.74	425	429	442 1992	0102 0433	438 1007		9270 34519	9270 121041
	35-32N 00-30E ALPHA	CR	285	268/60 -2	283	/ 5	288	41	.74	425	385	654 2646	0147 0621	764 2671		14600 19919	14600 106441
W	KURAN	CR	285	268/60 -2	283	/ 8	291	41.2	.74	425	385	60 2706	10 0631	71 2742		1255 18664	1255 105186
X	FEZ	CR	245	270/50 / 3	248	/ 9	257	42	.74	425	380	236 2942	37 0708	283 3005		4515 14149	4515 100671
Y	SIDI	CR	282	270/50 -1	280	/ 10	290	(35M)	.74	425	375	50 2992	08 0716	57 3062		945 13204	945 99726
	AIRCRAFT #6																
Q	41-30N 09-00E BRK-UP	CR	015	266/40 -5	010	/ 4	014	(37)	.81	460	473	93 1098	12 0233	88 1019			
J	42-08N 10-04E IP	CR	051	266/40 -3	048	/ 4	052		.81	460	495	62 1160	07 0240	57 1076			
T	TGT 070B	CR	051	266/40 -3	048	/ 4	052	(37)	.81	460	495	60 1220	07 0247	54 1130			
	RIGHT TURN											24 1244	03 0250	24 1154			
U	41-08N 08-53E H-LINE	CR	218	266/40 / 4	222	/ 3	225		.81	460	430	183 1427	25 0315	193 1347			
V	WHEELUS T. P.	CR	154	268/60 / 5	159	/ 3	162	(39.5)	.74	425	439	486 1913	0106 0421	467 1814			

2AF, [illegible] 126A Att 2, App 2, Annex B, 321 OPORD 27-56, 30 Mar 1956 5 PC FB-GB-1527

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	FROM / ROUTE	FLT CONFIG	TC	WIND COMP + OR - DRIFT	H	VAR	M H	P ALT	MACH	TAS	L	GRD DIS ACC GRD DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL POINT PLAN FUEL	FUEL WEIGHT
				268/60								854	0147	764			
	ALPHA	CR	285	-2	283	∠ 5	288		.74	435	365	2586	0809	2578			
				268/60								80	10	71			
W	ORAN	CR	285	-2	283	∠ 8	291		.74	435	365	2666	0819	2649			
				270/50								236	37	263			
X	FEZ	CR	245	∠ 3	248	∠ 9	257		.74	425	380	2902	0856	2912			
				270/50								50	08	57			
Y	NIDI	CR	282	-1	280	∠ 10	290	(36)	.74	425	375	2912	0704	2969			

[illegible] Att 2, App 2, Annex B, 321 OPORD 27-56, 30 Mar 1956 6 PCAFB-6B-1057

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